Otay Ranch Village 8 West
Sectional Planning Area Plan and Tentative Map

Mitigation Monitoring and Reporting Program

November 2013

CV EIR #10-03

SCH No. 2010062093

Lead Agency:

City of Chula Vista
Development Services Department
276 Fourth Avenue
Chula Vista, California 91910

Otay Ranch Village 8 West Sectional Planning Area Plan and Tentative Map

Mitigation Monitoring and Reporting Program

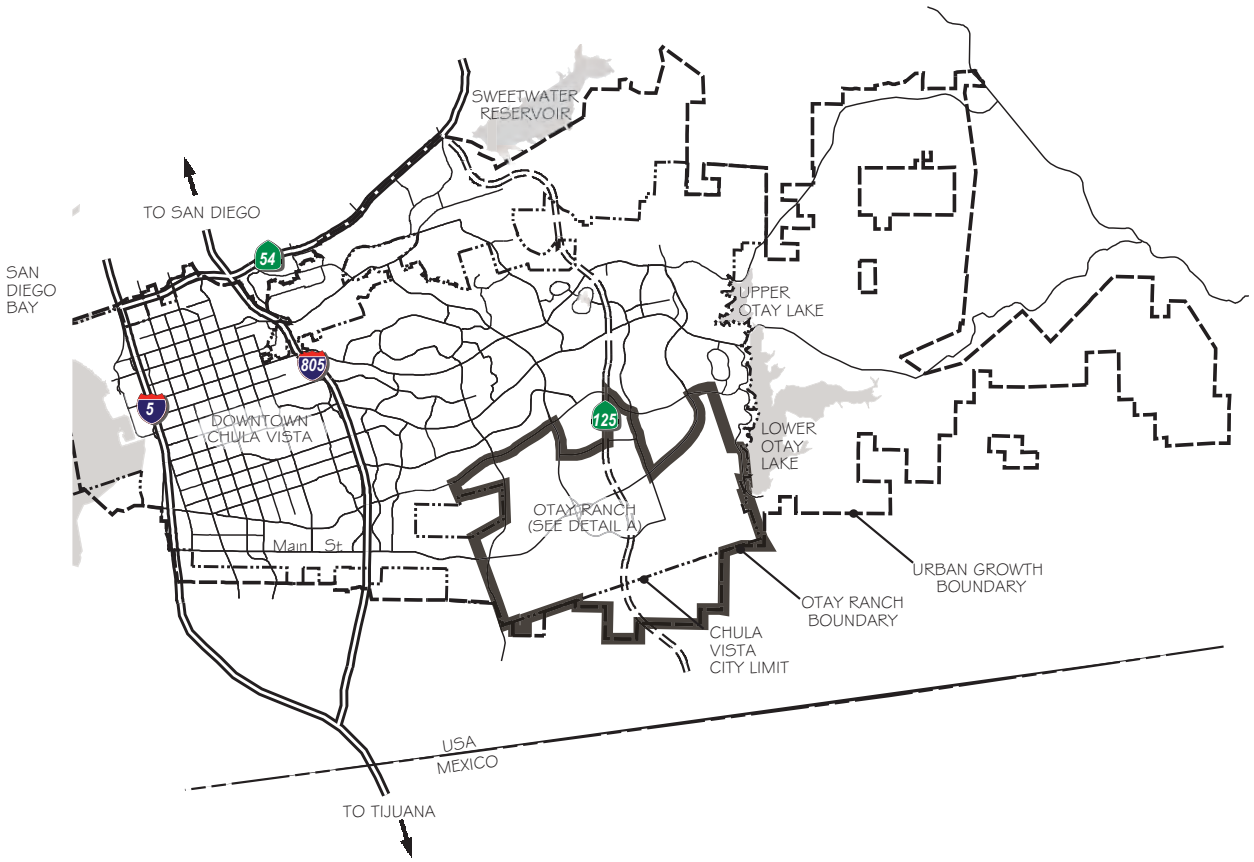
Introduction

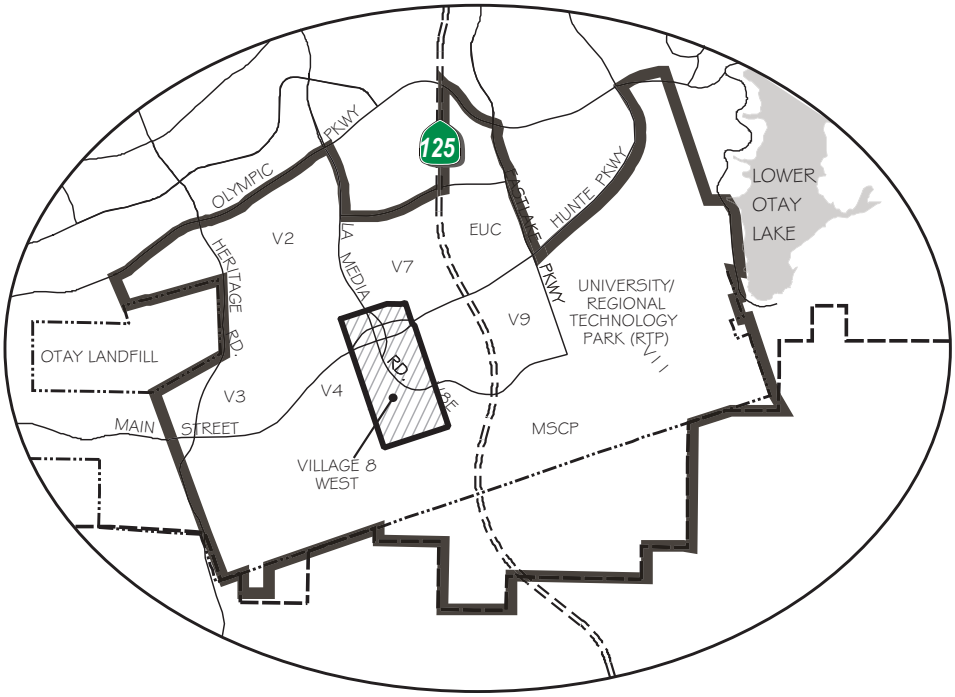
This mitigation monitoring and reporting program (MMRP) was prepared by the City of Chula Vista for the Otay Ranch Village 8 West Sectional Planning Area (SPA) Plan and Tentative Map (TM) to comply with Public Resources Code Section 21081.6(a)(1), which requires public agencies to adopt such programs to ensure effective implementation of mitigation measures. This monitoring program is dynamic in that it will undergo changes as additional mitigation measures are identified and additional conditions of approval are placed on the project throughout the project approval process. Pursuant to Public Resources Code Section 21081.6(a)(2), the City of Chula Vista designates the Director of Development Services and the City Clerk as the custodians of the documents or their material which constitute the record of proceedings upon which its decision is based.

This monitoring program will serve a dual purpose of verifying completion of the mitigation identified in the Environmental Impact Report (EIR) and generating information on the effectiveness of the mitigation measures to guide future decisions. The program includes the following:

- Monitor qualifications
- Specific monitoring activities
- Reporting system
- Criteria for evaluating the success of the mitigation measures

The project includes the implementation of the Village 8 West SPA Plan. In addition, a TM is proposed to establish subdivision of the site. The project site comprises approximately 300 acres located in the south-central portion of the Otay Valley Parcel of the Otay Ranch General Development Plan area (Figure 1). The proposed SPA Plan would result in the development of a maximum of 1,429 multi-family and 621 single-family residential units; a maximum of 50,000 square feet (SF) of office use; a maximum of 250,000 SF of commercial use; 27.9 acres of urban parks; 31.6 acres for elementary and middle school sites; 5.8 acres for community purpose facility uses; 39.1 acres of open space; and 32.5 acres of street right-of-way and a water quality basin. A 30-foot wide off-site utility corridor is proposed that would extend from the site south. The corridor would include a sewer line that will connect to the existing Salt Creek Sewer Trunk Line, a storm drain to direct drainage to the Otay River, and a pedestrian trail connection to the Otay Valley Regional Park trail system. The proposed site utilization plan is provided in Figure 2.





DETAIL A: OTAY VALLEY PARCEL

Source: William Hezmalhalch Architects, Inc. 2012

Not to Scale

N

PROJECT VICINITY
FIGURE 1



Land Use

- Town Center (TC)
- Medium High Density Residential (MH)
- Medium Density Residential (M)
- Low Medium Density Residential Village (LMV)
- Open Space (OS)
- Open Space (Preserve)
- Park (P)
- School

* Lotting and grading to be determined at Tentative Map

Source: William Hezmalhalch Architects, Inc. 2012

0 400 800 Feet

N

Commercial and Residential

Town Center – 18-45 du/ac

Planning Area	Gross Acres	Transect[1]	Target Res. Units[2]	Target C'ml Sq.Ft. (K)[2]
B	1.4	T-4: TC	35	0
C	6.9	T-4: TC	156	36
F	3.0	T-4: TC	54	25
H-1	7.8	T-4: TC	33	144
H-2	1.3	T-4: TC	0	12
J	5.4	T-4: TC	161	18
L	14.2	T-4: TC	460	65
X	0.7	T-4: TC	0	0
Subtotal	**40.7**		**899**	**300**

Medium High Density Residential – 11-18 du/ac

Planning Area	Gross Acres	Transect[1]	Target Res. Units[2]
E	5.3	T-3: NC	95
I	6.8	T-3: NC	122
M	8.5	T-3: NC	153
O	8.9	T-3: NC	160
Subtotal	**29.5**		**530**

Medium Density Residential Attached/Detached – 6-11 du/ac

Planning Area	Gross Acres	Transect[1]	Target Res. Units[2]
Q	14.7	T-2: NG	160
U	11.5	T-2: NG	130
Subtotal	**26.2**		**290**

Low Medium Density Residential Village – 3-6 du/ac

Planning Area	Gross Acres	Transect[1]	Target Res. Units[2]	
N	19.6	T-2: NE	117	
P	26.9	T-2: NE	124	
V	20.5	T-2: NE	90	
Subtotal	**67.0**		**331**	
TOTAL	**163.4**		**2,050**	**300K[3]**

Public, Quasi Public, and Other

Community Purpose Facility (CPF)[4]

Planning Area	GDP Land Use	Gross Acres	Transect[1]	Description
R	MH	5.8	SD: CPF	CPF[4]
Subtotal		**5.8**		

Potential School (S) Sites[5]

Planning Area	GDP Land Use	Gross Acres	Transect[1]	Description
D	TC	20.2	T-4: TC	Middle
S	MH	11.4	T-3: NC	Elementary
Subtotal		**31.6**		

Parks (P)

Planning Area	GDP Land Use	Gross Acres	Transect[1]	Classification
A	P	17.4	SD: P	Community
G	TC	3.0	SD: P	Town Square
T	P	7.5	SD: P	Neighborhood
Subtotal		**27.9**		

Open Space (OS)

Planning Area	GDP Land Use	Gross Acres	Transect[1]	Classification
Y	CVOSP[6]	15.6	T-1: OP	Preserve (MSCP)
OS-1	OS	23.5	T-1: OS	Open Space
Subtotal		**39.1**		

Other

Planning Area	GDP Land Use	Gross Acres	Transect[1]	Description
W	TC	2.4	SD: R	Basin
Right-of-Way	NA	30.1	NA	Arterials
Subtotal		**32.5**		
TOTAL		**136.9**		

SPA Total Area: 300.3 Gross Acres [7]

[1] Transects are defined in Chapter 3 of the SPA Plan.
[2] See Chapter 9 of the SPA Plan regarding Intensity Transfer
[3] 50,000 square feet of office retail; 250,000 square feet of retail commercial (excludes Live/Work)
[4] As defined by CVMC 19.48
[5] School sites will revert to the underlying use if sites are not accepted by the school district. Parcel D shall revert to Town Center and Parcel S shall revert to Medium High Density Residential.
[6] Chula Vista Open Space Preserve
[7] Acreage does not include 19.6-acre San Diego Reservoir

SITE UTILIZATION PLAN
FIGURE 2

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The Proposed Project is described in the EIR text in Chapter 3, Project Description. The EIR, incorporated herein as referenced, addressed all environmental issues listed in Appendix G of the CEQA Guidelines.

Public Resources Code section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. The monitoring program does not address impacts for issues where no mitigation is available and therefore remain unmitigable.

Mitigation Monitoring Team

The monitoring activities would be accomplished by individuals identified in the attached MMRP table. While specific qualifications should be determined by the City, the monitoring team should possess the following capabilities:

- Interpersonal, decision-making, and management skills with demonstrated experience in working under trying field circumstances;
- Knowledge of and appreciation for the general environmental attributes and special features found in the project area;
- Knowledge of the types of environmental impacts associated with construction of cost-effective mitigation options; and
- Excellent communication skills.

Program Procedural Guidelines

Prior to any construction activities, meetings should take place between all the parties involved to initiate the monitoring program and establish the responsibility and authority of the participants. Mitigation measures that need to be defined in greater detail will be addressed prior to any project plan approvals in follow-up meetings designed to discuss specific monitoring effects.

An effective reporting system must be established prior to any monitoring efforts. All parties involved must have a clear understanding of the mitigation measures as adopted and these mitigations must be distributed to the participants of the monitoring effort. Those that would have a complete list of all the mitigation measures adopted by the City of Chula Vista would include the City of Chula Vista and its Mitigation Monitor. The Mitigation Monitor would distribute to each Environmental Specialist and Environmental Monitor a specific list of mitigation measures that pertain to his or her monitoring tasks and the appropriate time frame that these mitigations are anticipated to be implemented.

In addition to the list of mitigation measures, the monitors will have mitigation monitoring report (MMR) forms, with each mitigation measure written out on the top of the form. Below the stated mitigation measure, the form will have a series of questions addressing the effectiveness of the mitigation measure. The monitors shall complete the MMR and file it with the Mitigation Monitor following the monitoring activity. The Mitigation Monitor will then include the conclusions of the MMR into an interim and final comprehensive construction report to be submitted to the City. This report will describe the major accomplishments of the monitoring program, summarize problems encountered in achieving the goals of the program, evaluate solutions developed to overcome problems, and provide a list of recommendations for future monitoring programs. In addition, and if appropriate, each Environmental Monitor or Environmental Specialist will be required to fill out and submit a daily log report to the Mitigation Monitor. The daily log report will be used to record and account for the monitoring activities of the monitor. Weekly and/or monthly status reports, as determined appropriate,

will be generated from the daily logs and compliance reports and will include supplemental material (i.e., memoranda, telephone logs, and letters). This type of feedback is essential for the City to confirm the implementation and effectiveness of the mitigation measures imposed on the project.

Actions in Case of Noncompliance

There are generally three separate categories of noncompliance associated with the adopted conditions of approval:

- Noncompliance requiring an immediate halt to a specific task or piece of equipment;
- Infraction that warrants an immediate corrective action, but does not result in work or task delay; and
- Infraction that does not warrant immediate corrective action and results in no work or task delay.

There are a number of options the City may use to enforce this program should noncompliance continue. Some methods that could be used include "stop work" orders, fines and penalties (civil), restitution, permit revocations, citations, and injunctions. It is essential that all parties involved in the program understand the authority and responsibility of the on-site monitors. Decisions regarding actions in case of noncompliance are the responsibility of the City.

Summary of Project Impacts and Mitigation Measures

The following table summarizes the potentially significant project impacts and lists the associated mitigation measures and the monitoring efforts necessary to ensure that the measures are properly implemented. All the mitigation measures identified in the EIR are recommended as conditions of project approval and are stated herein in language appropriate for such conditions. In addition, during various stages of implementation the City will further refine the mitigation measures.

Potential Significant Impact	*Mitigation Measures*	*Time Frame of Mitigation and Responsible Party*[1]				*Monitoring Reporting Agency*[2]	*Verification Frequency Time Frame to*		*Date of Completion*	*Date of Verification*
		SPA/ TM	*Pre Const.*	*During Const.*	*Post Const.*		*Monitor*	*Report*		
LAND USE AND PLANNING										
A significant land use compatibility impact would occur if the on-site City of San Diego water lines would not be relocated before development of Village 8 West.	**5.1-1 Waterline Agreement.** Prior to approval of the first final map, the applicant shall provide evidence, satisfactory to the City Engineer, that the: i. Applicant has entered into an agreement with the City of San Diego to relocate the City of San Diego waterlines within Village 8 West to a location approved by both the City of San Diego and the City of Chula Vista. ii. City of San Diego has abandoned any water main easements not needed as a consequence of the relocation of the City of San Diego waterlines within Village 8 West.	ALL	ALL			CCV and City of San Diego				
	5.1-2 Waterline Relocation. Prior to issuance of the first grading permit within Village 8 West, the applicant shall relocate the City of San Diego waterlines to the satisfaction of the City of San Diego and the City of Chula Vista.		ALL			CCV and City of San Diego				
AESTHETICS/LANDFORM ALTERATION										
The project would alter a portion of the east-facing slope of Rock Mountain. The project would permanently alter the character of the project site from open, rolling topography to urban development.	**5.2-1 Landscape Master Plan**. Prior to issuance of the first final map for Village 8 West, the applicant shall prepare to the satisfaction of the Development Services Director (or their designee), a Landscape Master Plan. The Landscape Master Plan shall demonstrate compliance with GDP Policies pertaining to softening manufactured slopes, particularly on Rock Mountain and other visible manufactured slopes greater than 25 feet in height, through plant selection, placement, and density, etc.	OLC	OLC			CCV				

[1] **SPA** - Section Planning Area Plan; **TM -** Tentative Map; **Pre Const** - Pre-construction; **During Const** - During Construction; **Post Const** - Post-construction; **OLC** - Otay Land Company
[2] **CCV** - City of Chula Vista

Potential Significant Impact	*Mitigation Measures*	*Time Frame of Mitigation and Responsible Party*[1]				*Monitoring Reporting Agency*[2]	*Verification Frequency Time Frame to*		*Date of Completion*	*Date of Verification*
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New sources of nighttime lighting from parks, mixed-use residential, commercial, multi-family residential, and Community Purpose Facility uses may be incompatible with surrounding development and inconsistent with applicable regulations. Potential impacts associated with light cannot be determined until the location, size, and orientation of future buildings are established. These impacts would be potentially significant.	**5.2-2 Lighting Plan and Photometric Analysis - Parks.** Concurrent with the preparation of site-specific plan(s) for park sites, including the town center park, Planning Area A and Planning Area T and prior to issuance of a building permit for any park, the applicant shall prepare, or in the case of the City being the lead on the preparation of the site specific plan, the applicant shall fund the preparation of a lighting plan and photometric analysis. The plan shall be prepared to the satisfaction of the Development Services Director (or their designee) and evaluate the proposed height, location, and intensity of all exterior lighting for compliance with the City's performance standards for light, and glare (Chula Vista Municipal Code19.66.100).	ALL	ALL			CCV				
	5.2-3 Lighting Plan and Photometric Analysis – New Structures. Concurrent with design review and prior to the issuance of building permits for mixed-use residential, commercial, Community Purpose Facility and multi-family residential, the applicant shall prepare a lighting plan and photometric analysis. The plan shall be prepared to the satisfaction of the Development Services Director (or their designee) and evaluate the proposed height, location, and intensity of all exterior lighting for compliance with the City's performance standards for light, and glare (Chula Vista Municipal Code19 19.66.100).		OLC			CCV				
	5.2-4 Shadow Analysis. Prior to design review approval for any structure three stories and above, the applicant shall prepare to the satisfaction of the Development Services Director (or their designee), a shadow analysis demonstrating that adjacent shadow-sensitive uses are not permanently shadowed, and/or any other approved city-standard in place at the time the shadow analysis is performed.		OLC			CCV				

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		SPA/ TM	*Pre Const.*	*During Const.*	*Post Const.*		*Monitor*	*Report*		
TRANSPORTATION/TRAFFIC										
A potentially significant impact would occur related to compliance with the GMO following issuance of the building permit for the 2,463rd dwelling unit for development east of I-805.	**5.3-1 Olympic Parkway: Heritage Road to Oleander Avenue.** Prior to the issuance of the building permit for the 2,463rd dwelling unit for development east of I-805 (commencing from April 4, 2011), the applicant may: i. Prepare a traffic study that demonstrates, to the satisfaction of the City Engineer, that the circulation system has additional capacity without exceeding the Growth Management Ordinance traffic threshold standards; or ii. Demonstrate that other improvements are constructed which provide the additional necessary capacity to comply with the Growth Management Ordinance traffic threshold to the satisfaction of the City Engineer; or iii. Agree to the City Engineer's selection of an alternative method of maintaining Growth Management Ordinance traffic threshold compliance; or iv. Enter into agreement, approved by the City, with other Otay Ranch applicants that alleviates congestion and achieves Growth Management Ordinance traffic threshold compliance for Olympic Parkway. The agreement will identify the deficiencies in transportation infrastructure that will need to be constructed, the parties that will construct said needed infrastructure, a timeline for such construction, and provide assurances for construction, in accordance with the city's customary requirements, for said infrastructure. If Growth Management Ordinance compliance cannot be achieved through i, ii, iii, or iv above, then the City may, in its sole discretion, stop issuing new building permits within the project area, after building permits for 2,463 dwelling	ALL	ALL			CCV				

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Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation and Responsible Party[1]				Monitoring Reporting Agency[2]	Verification Frequency Time Frame to		Date of Completion	Date of Verification
		SPA/ TM	Pre Const.	During Const.	Post Const.		Monitor	Report		
	units have been issued for any development east of I-805 after April 4, 2011, until such time that Growth Management Ordinance traffic threshold standard compliance can be assured to the satisfaction of the City Manager. These measures shall constitute full compliance with growth management objectives and policies in accordance with the requirements of the General Plan, Chapter 10 with regard to traffic thresholds set forth in the Growth Management Ordinance.									
According to Section 12.24 of the City's municipal code, access related impacts would occur if access and frontage improvements are not provided concurrent with development.	**5.3-2 Main Street/La Media Road Intersection.** Prior to the issuance of the final map that contains the first equivalent dwelling unit, the applicant shall secure or construct a traffic signal at the intersection of Main Street and La Media Road.	ALL	ALL			CCV				
	5.3-3 Main Street/Magdalena Avenue Intersection. Prior to the issuance of the final map that contains the first equivalent dwelling unit, the applicant shall secure or construct the west leg of this intersection and modify existing striping to provide access to Village 8 West. The applicant shall secure or construct a stop sign on the southbound approach.	ALL	ALL			CCV				
	5.3-4 Main Street. Prior to the issuance of the final map that contains the first equivalent dwelling unit, the applicant shall secure or construct Main Street from La Media Road to Magdalena Avenue as a two-lane, two-way street to provide access to Village 8 West.	ALL	ALL			CCV				
	5.3-5 La Media Road. Prior to the issuance of the final map that contains the first equivalent dwelling unit, the applicant shall secure or construct La Media Road from existing terminus south of Santa Luna Street to Planning Areas N, I and J south of Main Street as a two-lane, two-way street to provide access to Village 8 West.	ALL	ALL			CCV				

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Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation and Responsible Party[1]				Monitoring Reporting Agency[2]	Verification Frequency Time Frame to		Date of Completion	Date of Verification
		SPA/ TM	Pre Const.	During Const.	Post Const.		Monitor	Report		
	5.3-6 Otay Valley Road. Prior to the issuance of the final map that contains the 302nd equivalent dwelling unit, the applicant shall secure or construct Otay Valley Road from south of Main Street to Village 8 West Street A as four-lane major roadway, or construct the improvement at the first final map for the applicable planning areas as listed in Table 4.1.4 of the Public Facilities Finance Plan, whichever comes first.	ALL	ALL			CCV				
	5.3-7 Main Street (La Media Road to Magdalena Avenue). Prior to the issuance of the final map that contains the 1,388th equivalent dwelling unit, the applicant shall secure or construct the remaining two lanes of Main Street through the couplet, install traffic signals at new couplet intersections, and restripe Main Street as a one-way segment for each leg of couplet, or construct the improvements at the first final map for the applicable planning areas as listed in Table 4.1.4 of the Public Facilities Finance Plan, whichever comes first.	ALL	ALL			CCV				
	5.3-8 La Media Road. Prior to the issuance of the final map that contains the 1,388th equivalent dwelling unit, the applicant shall secure or construct the remaining two lanes of La Media Road through the couplet, install traffic signals at new couplet intersections, and restripe La Media Road as a one-way segment for each leg of couplet, or construct the improvements at the first final map for the applicable planning areas as listed in Table 4.1.4 of the Public Facilities Finance Plan, whichever comes first.	ALL	ALL			CCV				
	5.3-9 Otay Valley Road. Prior to the issuance of the final map that contains the 1,388th equivalent dwelling unit, the applicant shall secure or construct Otay Valley Road as a four-lane major roadway from Village 8 West Street A to the Village 8 West eastern project boundary and install stop control on side streets until a traffic signal is	ALL	ALL			CCV				

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		SPA/ TM	Pre Const.	During Const.	Post Const.		Monitor	Report		
	warranted, or construct the improvements at the first final map for the applicable planning areas as listed in Table 4.1.4 of the Public Facilities Finance Plan, whichever comes first.									
	5.3-10 Main Street/Magdalena Avenue Intersection. Prior to the issuance of the final map that contains the 1,388th equivalent dwelling unit, the applicant shall re-stripe the Main Street/Magdalena Avenue intersection to include dual eastbound left turn lanes and one eastbound through lane, and secure or construct a traffic signal, or construct the improvements at the first final map for the applicable planning areas as listed in Table 4.1.4 of the Public Facilities Finance Plan, whichever comes first.	ALL	ALL			CCV				
	5.3-11 Village 8 West Street A. Prior to the issuance of the final map that contains the 2,234th equivalent dwelling unit, the applicant shall secure or construct Street A as a local street from Main Street to Otay Valley Road and provide signalized access at Otay Valley Road and at Main Street, or construct the improvements at the first final map for the applicable planning areas as listed in Table 4.1.4 of the Public Facilities Finance Plan (whichever comes first).	ALL	ALL			CCV				
Direct Impacts Existing Plus Project ■ Olympic Pky/I-805 northbound ramps (AM–LOS F) ■ Main St /Magdalena Ave (AM–LOS E, PM–LOS F) ■ Olympic Pky: I-805 to Brandywine Ave (LOS E) ■ Olympic Pky: Brandywine Ave to Heritage Rd (LOS E) ■ Olympic Pky: Heritage Rd to La Media Rd (LOS F) ■ Magdalena Ave: Birch Rd to Main St (LOS F)	**5.3-12 Olympic Parkway/Brandywine Avenue Intersection.** Prior to the issuance of the final map that contains the 1,388nd equivalent dwelling unit, the applicant shall: 1) secure or construct a northbound right turn overlap phase to reduce delay to the northbound right turning volume and provide a overall capacity improvement to the intersection, and 2) secure or construct the extension of the westbound left turn pocket, if not already completed by 2015.	ALL	ALL			CCV				

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Potential Significant Impact	*Mitigation Measures*	*Time Frame of Mitigation and Responsible Party*[1]				*Monitoring Reporting Agency*[2]	*Verification Frequency Time Frame to*		*Date of Completion*	*Date of Verification*
		SPA/ TM	*Pre Const.*	*During Const.*	*Post Const.*		*Monitor*	*Report*		
Year 2020 ■ Olympic Pky/Brandywine Ave (PM–LOS F) ■ Olympic Pky: Heritage Rd to La Media Rd (LOS E) Year 2025 ■ Birch Rd/La Media Rd (AM–LOS F, PM–LOS F) ■ Birch Rd/Eastlake Pky (AM–LOS F, PM–LOS F) ■ Main St/Eastlake Pky (AM–LOS F, PM–LOS F) ■ Birch Rd: La Media Rd to SR-125 (LOS F) ■ Magdalena Ave: Birch Rd to Main St (LOS F) ■ Eastlake Pky: Birch Rd to Main St (LOS F) Year 2030 ■ Birch Rd/La Media Rd (AM–LOS F, PM–LOS F) ■ Birch Rd/SR-125 northbound ramps (AM–LOS F) ■ Birch Rd/Eastlake Pky (AM–LOS F, PM–LOS E) ■ Main St/I-805 northbound ramps (PM–LOS E) ■ Main St/La Media Couplet – Westbound Main St/northbound La Media Rd (AM–LOS F) – Eastbound Main St/southbound La Media Rd (AM–LOS F, PM–LOS F) – Eastbound Main St/northbound La Media Rd (AM–LOS F) ■ Main St/Magdalena Ave (AM–LOS F, PM–LOS F)	**5.3-13 Olympic Parkway.** Heritage Road to La Media Road: Prior to the issuance of the final map that contains the 1,388nd equivalent dwelling unit, the applicant shall secure or construct Santa Victoria Road from Heritage Road to La Media Road and shall construct Heritage Road from Olympic Parkway to Santa Victoria Road.	ALL	ALL			CCV				
	5.3-14 Birch Road/La Media Road, Birch Road/Eastlake Parkway, and Main Street/Eastlake Parkway Intersections; Birch Road from La Media to SR-125; Magdalena Avenue from Birch Road to Main Street; and Eastlake Parkway from Birch Road to Main Street. Prior to the issuance of the final map that contains the 2,234th equivalent dwelling unit, the applicant shall secure or construct Main Street from the existing terminus east of Village 8 West to Eastlake Parkway, including the construction of an overcrossing at SR-125.	ALL	ALL			CCV				
	5.3-15 Birch Road/La Media Road, Birch Road/SR-125 Northbound Ramps, Birch Road/Eastlake Parkway, Main Street/I-805 Southbound Ramps, and Main Street/I-805 Northbound Ramps Intersections; Birch Road, La Media to SR-125; Birch Road, SR-125 to Eastlake Parkway; Main Street, I-805 to Brandywine Avenue; and Main Street, Brandywine Avenue to Heritage Road. Prior to the issuance of the final map that contains the 2,610th equivalent dwelling unit, the applicant shall construct SR-125 northbound and southbound ramps at Main Street.	ALL	ALL			CCV				
	5.3-16 Main Street/La Media Road Couplet, Main Street/ Magdalena Avenue, and Main Street/ Eastlake Parkway Intersections. Prior to the issuance of the final map that contains the 2,610th equivalent dwelling unit, the applicant shall secure or construct Otay Valley Road from the Village 8 West eastern boundary to Village 9 Street A, including the construction of an overcrossing at SR-125.	ALL	ALL			CCV				

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		SPA/ TM	Pre Const.	During Const.	Post Const.		Monitor	Report		
■ Main St/Eastlake Pky (AM–LOS F) ■ Main St: I-805 to Brandywine Ave (LOS D) ■ Main St: Brandywine to Heritage Rd (LOS D) **Cumulative Impacts** <u>Year 2015</u> ■ Olympic Pky/I-805 northbound ramps (AM–LOS F) (0.6%) <u>Year 2020</u> ■ Olympic Pky/I-805 northbound ramps (AM–LOS F) ■ Olympic Pky: I-805 northbound ramps to Brandywine Ave (LOS D) ■ Olympic Pky: Brandywine Ave to Heritage Rd (LOS E) ■ Heritage Rd: Main St to Entertainment Circle (LOS F) ■ Heritage Rd: Entertainment Circle to Avenida de Las Vistas (LOS F) <u>Year 2025</u> ■ Olympic Pky: Heritage Rd to La Media Rd (LOS F) <u>Year 2030</u> ■ Main St/I-805 southbound ramps (PM–LOS E) ■ Birch Rd: La Media Rd to SR-125 (LOS F) ■ Birch Rd: SR-125 to Eastlake Pky (LOS F) ■ Heritage Rd: Main St to Entertainment Circle (LOS E) ■ Heritage Rd: Entertainment Circle to Avenida de Las Vistas (LOS D) ■ Eastlake Pky: Birch Rd to Main St (LOS D)	**5.3-17:** Prior to the issuance of each building permit, the applicant shall pay their fair share into Chula Vista's Transportation Development Impact Fee program for cumulative impacts related to: i. Olympic Parkway/I-805 northbound ramps intersection ii. Olympic Parkway: I-805 to Brandywine roadway segment iii. Olympic Parkway: Brandywine to Heritage Road roadway segment iv. Olympic Parkway: Heritage Road to La Media Road v. Heritage Road: Main Street to Entertainment Circle roadway segment vi. Heritage Road: Entertainment Circle to Avenida de Las Vistas roadway segment vii. Eastlake Parkway: Birch Road to Main Street roadway segment	ALL	ALL			CCV				
	5.3-18: The Year 2020 scenario assumes the following roadway improvements: i. Construction of Main Street from Village 9 Street A to Eastlake Parkway as a six-lane gateway ii. Construction of Otay Valley Road, from Village 9 Street A to the University site four-lane major street. If the project equivalent dwelling unit limit for study Year 2015 (302 equivalent dwelling units) is exceeded prior to these roadway segments being constructed and open to traffic, then one of the following steps shall be taken as determined by the City Engineer: i. Development in Village 8 West shall stop until those assumed future roadways are constructed by others; or	ALL	ALL			CCV				

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Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation and Responsible Party[1]				Monitoring Reporting Agency[2]	Verification Frequency Time Frame to		Date of Completion	Date of Verification
		SPA/ TM	Pre Const.	During Const.	Post Const.		Monitor	Report		
If the assumed roadway improvements are not in place prior to commencement of each scenario, additional traffic impacts could occur.	ii. City and the applicant shall meet to determine the need for the incomplete roadway segments. A number of factors, including changes to the tolling structure at SR-125, may affect the traffic patterns in the Otay Ranch. Additional traffic analysis of the roadway network and levels of service assessment may be necessary to determine if such improvements are necessary and the scope and timing of additional circulation improvements; or iii. Applicant shall construct the missing roadway links and receive a transportation development impact fee credit for those improvements as applicable; or iv. An alternative measure is selected by the city in accordance with the city of Chula Vista Growth Management Ordinance. v. All to the satisfaction of the City Engineer.									
	5.3-19: The Year 2025 scenario assumes the following intersection and roadway improvements: i. Construction of Olympic Parkway/Santa Victoria intersection ii. Construction of Santa Victoria/Heritage Road intersection iii. Construction of Heritage Road from Olympic Parkway to Main Street; re-stripe southbound Heritage Road from Olympic Parkway to Main Street to include dual left turn lanes, three through lanes, and one right turn lane iv. Widening of Heritage Road from Main Street to Avenida de la Vistas from a Class II collector to a six-lane prime arterial.	ALL	ALL			CCV				

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		SPA/ TM	Pre Const.	During Const.	Post Const.		Monitor	Report		
	If the project equivalent dwelling unit limit for study Year 2020 (1,388 equivalent dwelling units) is exceeded prior to these intersections or roadway segments being constructed and open to traffic, then one of the following steps shall be taken as determined by the City Engineer: i. Development in Village 8 West shall stop until those assumed future roadways are constructed by others; or ii. Development in Village 8 West shall stop until those assumed future roadways are constructed by others; or iii. City and the applicant shall meet to determine the need for the incomplete roadway segments. A number of factors, including changes to the tolling structure at SR-125, may affect the traffic patterns in the Otay Ranch. Additional traffic analysis of the roadway network and levels of service assessment may be necessary to determine if such improvements are necessary and the scope and timing of additional circulation improvements; or iv. Applicant shall construct the missing roadway links and receive a transportation development impact fee credit for those improvements as applicable; or v. An alternative measure is selected by the city in accordance with the Chula Vista Growth Management Ordinance. vi. All to the satisfaction of the City Engineer.									

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Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation and Responsible Party[1]				Monitoring Reporting Agency[2]	Verification Frequency Time Frame to		Date of Completion	Date of Verification
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	5.3-20: The Year 2030 scenario assumes the following roadway improvement: i. Construction of Main Street from Heritage Road to La Media Road as a six-lane prime arterial If the project equivalent dwelling unit limit for study Year 2025 (2,234 equivalent dwelling unit) is exceeded prior to this roadway segment being constructed and open to traffic, then one of the following steps shall be taken as determined by the City Engineer: i. Development in Village 8 West shall stop until the assumed future roadway is constructed by others; or ii. City and the applicant shall meet to determine the need for the incomplete roadway segment. A number of factors, including changes to the tolling structure at SR-125, may affect the traffic patterns in the Otay Ranch. Additional traffic analysis of the roadway network and levels of service assessment may be necessary to determine if such improvements are necessary and the scope and timing of additional circulation improvements; or iii. Applicant shall construct the missing roadway link and receive a transportation development impact fee credit for those improvements as applicable; or iv. An alternative measure is selected by the city in accordance with the Chula Vista Growth Management Ordinance. v. All to the satisfaction of the City Engineer.	ALL	ALL			CCV				

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Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation and Responsible Party[1]				Monitoring Reporting Agency[2]	Verification Frequency Time Frame to		Date of Completion	Date of Verification
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AIR QUALITY										
Construction of the project would exceed the significance thresholds for nitrogen oxides, PM_{10}, and $PM_{2.5}$ during grading, and the nitrogen oxide threshold during surface improvements (paving). Simultaneous construction activities would combine to exceed the significance thresholds VOC emissions. The project would exceed the daily regional thresholds for nitrogen oxides, VOCs, and PM_{10} during operation of the development in Village 8 West. Implementation of the project would exceed the growth projections in the Regional Air Quality Strategy and would exceed the significant thresholds for ozone precursors and particulate matter during construction and operation.	**5.4-1 Short-term Air Quality Violations Reduction Measures.** The following techniques to reduce construction emissions shall be implemented during all construction activities: i. Minimize simultaneous operation of multiple construction equipment units (i.e., phase construction to minimize impacts). ii. Use low pollutant-emitting construction equipment. iii. Use electrical construction equipment as practical. iv. Use catalytic reduction for gasoline-powered equipment. v. Use injection timing retard for diesel-powered equipment. vi. Water the construction area twice daily to minimize fugitive dust. vii. Stabilize (for example hydroseed) graded areas as quickly as possible to minimize fugitive dust. viii. Pave permanent roads as quickly as possible to minimize dust.			OLC		CCV				
	5.4-2 Dust Control Measures. Mitigation of PM_{10} impacts requires active dust control during construction. As a matter of standard practice, the City of Chula Vista shall require the following standard construction measures be included on all grading plans to the satisfaction of the City Engineer, and shall be implemented during construction to the extent applicable: i. All unpaved construction areas shall be sprinkled with water or other acceptable San Diego Air Pollution Control District dust control agents twice daily during dust-generating activities to reduce dust emissions.		ALL	ALL		CCV				

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Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation and Responsible Party[1]				Monitoring Reporting Agency[2]	Verification Frequency Time Frame to		Date of Completion	Date of Verification
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	Additional watering or acceptable Air Pollution Control District dust control agents shall be applied during dry weather or on windy days until dust emissions are not visible. ii. Trucks hauling dirt and debris shall be properly covered to reduce windblown dust and spills. iii. A 20-mile-per-hour speed limit on unpaved surfaces shall be enforced. iv. On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce re-suspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather. v. On-site stockpiles of excavated material shall be covered or watered. vi. Disturbed areas shall be hydroseeded, landscaped, or developed as quickly as possible and as directed by the city and/or Air Pollution Control District to reduce dust generation. vii. To the maximum extent feasible: a. Heavy-duty construction equipment with modified combustion/fuel injection systems for emissions control shall be utilized during grading and construction activities. b. Catalytic reduction for gasoline-powered equipment shall be used. viii. Equip construction equipment with pre-chamber diesel engines (or equivalent) together with proper maintenance and operation to reduce emissions of nitrogen oxides, to the extent available and feasible. ix. Electrical construction equipment shall be used to the extent feasible.									

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Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation and Responsible Party[1]				Monitoring Reporting Agency[2]	Verification Frequency Time Frame to		Date of Completion	Date of Verification
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	ix. The simultaneous operations of multiple construction equipment units shall be minimized (i.e., phase construction to minimize impacts).									
	5.4-3 Construction Best Management Practices. During all construction activities for the project, the project applicant shall ensure implementation of the following best management practices to reduce the emissions of nitrogen oxides and fugitive dust (PM_{10} and $PM_{2.5}$). Prior to issuance of a grading permit, the following best management practices shall be included on all grading plans to the satisfaction of the City Engineer and shall be implemented during construction to the extent applicable: i. All construction equipment shall be outfitted with best available control technology devices certified by the California Air Resources Board. A copy of each unit's best available control technology documentation shall be provided at the time of mobilization of each applicable unit of equipment. ii. Approach routes to the site shall be cleaned daily of construction-related dirt. iii. Apply chemical stabilizer or pave the last 100 feet of internal travel path within the construction site prior to public road entry. iv. Install wheel washers or rumble plates adjacent to a paved apron prior to any vehicle entry on public roads. v. Remove any visible track-out into traveled public streets within 30 minutes of occurrence. vi. Wet wash the construction access point at the end of each workday if any vehicle travel on unpaved surfaces has occurred. vii. Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads.		ALL	OLC		CCV				

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	viii. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues should turn their engines off when not in use to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and shall be discontinued during second stage smog alerts. ix. During construction, site grading activities within 500 feet of a school in operation shall be discontinued or all exposed surfaces shall be watered to minimize dust transport off site to the maximum degree feasible, when the wind velocity is greater than 15 miles per hour in the direction of the school. x. During blasting, utilize control measures to minimize fugitive dust. Control measures may include, but are not limited to, blast enclosures, vacuum blasters, drapes, water curtains, or wet blasting.									
Compliance with San Diego Air Pollution Control District standards is required to reduce impacts associated with risk of toxic exposure to sensitive receptors to less than significant.	**5.4-4 San Diego Air Pollution Control District Toxic Air Contaminants Emission Criteria Compliance.** Prior to approval of the building permit for any uses that are regulated for toxic air contaminant emissions by the San Diego Air Pollution Control District, the project applicant shall demonstrate to the satisfaction of the Development Services Director (or their designee) that the use complies with established criteria (such as those established by San Diego Air Pollution Control District Rule 1200 and California Air Resources Board). Specifically, gas stations would not be allowed to be constructed within 50 feet of a sensitive receptor, in compliance with the California Air Resources Board siting recommendations.		ALL			CCV and San Diego Air Pollution Control District				

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Potential Significant Impact	*Mitigation Measures*	*Time Frame of Mitigation and Responsible Party*[1]				*Monitoring Reporting Agency*[2]	*Verification Frequency Time Frame to*		*Date of Completion*	*Date of Verification*
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NOISE										
Implementation of the project would have the potential to result in exposure to excessive noise levels from traffic noise and operational sources including HVAC equipment, commercial equipment, and recreational facilities. Short-term increases in noise levels would remain significant until the proposed roadway system is complete. Construction of the project would have the potential to generate noise levels that would significantly impact biological resources (see Mitigation Measures 5.6-3, 5.6-6, 5.6-7, 5.6-8, 5.6-9, and 5.6-11).	**5.5-1 Noise Attenuation in the Neighborhood Edge Zone (Planning Area N) and Neighborhood General Zone (Planning Areas Q and U).** Prior to the approval of grading permits for residential development along Otay Valley Road within Planning Areas N, Q, and U in the Neighborhood Edge and Neighborhood General Zones (as shown in Figure 3-3, Utilization Plan), the applicant shall be responsible for the preparation of a subsequent acoustical study based on the final map design and implementation of any measures recommended as a result of the analysis to the satisfaction of the Development Services Director (or their designee). The study shall include, but not be limited to the following: i. Location, height, and building material of the noise barriers in accordance with Figure 5.5-4. Heights are provided relative to final pad elevation. Required heights may be achieved through construction of walls, berms or a wall/berm combination; ii. A detailed analysis which demonstrates that barriers and/or setbacks have been incorporated into the project design, such that noise exposure to residential receivers placed in all useable outdoor areas, including multi-family residential patios and balconies, are at or below 65 dBA CNEL; and iii. Should grading, lot configuration, and/or traffic assumptions change during the processing of any final maps, the barriers shall be refined to reflect those modifications	OLC	ALL			CCV				

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	5.5-2 Site-Specific Acoustic Analysis – Single-family Residences. Concurrent with design review and prior to the approval of building permits for single-family residential development where the exterior noise level exceeds 65 dBA CNEL (Planning Areas N, Q, and U), the applicant shall prepare an acoustical analysis ensuring that interior noise levels due to exterior noise sources will be at or below 45 dBA CNEL. Design-level architectural plans will be available during design review and will permit the accurate calculation of transmissions loss for habitable rooms. For these lots, it may be necessary for the windows to be able to remain closed to ensure that interior noise levels meet the interior standard of 45 dBA CNEL. Consequently, the design for these units may need to include ventilation or an air conditioning system to provide a habitable interior environment with the windows closed based on the result on the interior acoustical analysis.	OLC	ALL			CCV				
	5.5-3 Site-Specific Acoustic Analysis – Multi-family Residences. Concurrent with design review and prior to the approval of building permits for multi-family areas where first and/or second floor exterior noise levels exceed 60 dBA CNEL and/or where required outdoor area (patios or balconies) noise levels exceed 65 dBA CNEL (Planning Areas B, C, E, F, H1, H2, I, J, L, M, and O), the applicant shall prepare an acoustical analysis demonstrating compliance with California's Title 24 Interior Noise Standards (i.e., 45 dBA CNEL) and the City's Exterior Land Use/Noise Compatibility Guidelines for outdoor use areas (i.e., 65 dBA CNEL). Design-level architectural plans will be available during design review and will permit the accurate calculation of transmissions loss for habitable rooms. For these areas, it may be necessary for the windows to be able to remain closed to ensure that interior noise levels meet the interior standard of 45 dBA CNEL. Consequently,	OLC	ALL			CCV				

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	the design for buildings in these areas may need to include a ventilation or air conditioning system to provide a habitable interior environment with the windows closed based on the result on the interior acoustical analysis.									
	5.5-4 Site-Specific Acoustic Analysis – Non-Residential Noise Sensitive Land Use. Concurrent with design review and prior to the approval of building permits for any non-residential noise sensitive land use (schools, neighborhood parks, outdoor use areas, some Community Purpose Facility uses, etc.) area where exterior noise levels exceed 65 dBA CNEL (Planning Areas B, C, D, F, G, H1, H2, I, J, M, L, R, S, and T), the applicant shall be responsible for the preparation of an acoustical analysis ensuring that exterior noise levels at the boundary of the proposed noise sensitive land use will be below 65 dBA CNEL and implementation of any measures recommended as a result of the analysis. Measures to reduce noise levels may include, but would not be limited to, setback of structures from the roadway, installing acoustic barriers, or orienting outdoor activity areas away from roadways so that surrounding structures provide noise attenuation. The analysis shall also demonstrate that barriers or setbacks have been incorporated into the project design, such that, when considered with proposed construction specifications, ground level and upper story interior noise levels shall not exceed 45 dBA CNEL. Roof-ceiling assemblies making up the building envelope shall have a sound transmission class value of at least 50, and exterior windows shall have a minimum sound transmission class of 30 in compliance with the California Green Building standards code.	OLC	ALL			CCV				

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	5.5-5 Site-Specific Acoustic Analysis – Office Uses. Concurrent with design review and prior to the approval of building permits for any office area where exterior noise levels exceed 70 dBA CNEL (Planning Areas H2, J, and L), the applicant shall prepare an acoustical analysis, and construct any attenuation measures identified therein, to ensure that exterior noise levels at the property line of the proposed office building will be below 70 dBA CNEL. Measures to reduce noise levels may include, but would not be limited to, setback of structures from the roadway, installing acoustic barriers, or, in mixed-use buildings, orienting offices away from roadways so that surrounding structures provide noise attenuation.	OLC	ALL			CCV				
	5.5-6 HVAC Mechanical Equipment Shielding. Concurrent with design review and prior to the approval of building permits for non-residential development requiring HVAC equipment, the applicant shall prepare a report demonstrating that HVAC equipment is designed to ensure that noise levels from the equipment will not exceed the Chula Vista noise ordinance standards. Noise from HVAC equipment shall be reduced by either the installation of acoustical shielding around all new rooftop HVAC equipment, or by placing the HVAC equipment below grade in basement space.	OLC	ALL			CCV				
	5.5-7 Shielded Private Outdoor Usable Space for Town Center Residences. Private usable outdoor space for new residential or commercial development such as patios, balconies, or outdoor dining areas in the Town Center shall be located or protected from noise to ensure noise levels are below 65 dB CNEL. The proposed plan for private residential open space shall be designed to the satisfaction of the City Engineer prior to design review.	OLC	ALL			CCV				

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	5.5-8 Site Specific Acoustic Analysis - Community Park and Neighborhood Park. Concurrent with the preparation of site-specific plan(s) and prior to the approval of a precise grading plan for the Community Park or Neighborhood Park, the applicant shall prepare, or in the case the City being the lead on the preparation of the site specific plan, the applicant shall fund the preparation of an acoustical analysis shall be conducted to ensure that noise levels generated from any active uses at the Community Park or Neighborhood Park, such as sports fields and a skate park, do not exceed the exterior noise limits of the receiving land use category as identified in the Chula Vista Noise Ordinance. The applicant shall be responsible for the implementation of any measures recommended as a result of the analysis. Measures to reduce noise levels may include, but would not be limited to, siting of structures or buildings to provide setbacks between active areas and adjacent noise sensitive uses or construction of a wall to provide noise attenuation. Final noise attenuation design shall be determined by a site-specific acoustic analysis conducted by a qualified acoustical engineer, to the satisfaction of the Development Services Director, or their designee.	ALL	ALL			CCV				

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BIOLOGICAL RESOURCES										
Implementation of the project would result in significant direct and indirect impacts to several sensitive species, including coast barrel cactus, Otay tarplant, San Diego marsh elder, California gnatcatcher, least Bell's vireo, cactus wren, rufous-crown sparrow, orange-throated whiptail, burrowing owl, raptors and breeding migratory birds. The project would result in significant direct impact to coastal sage scrub, disturbed coastal sage scrub, maritime succulent scrub, non-native grasslands, mule fat scrub, and freshwater marsh habitat.	**5.6-1 Maritime Succulent Scrub Restoration Plan.** Prior to the issuance of any land development permits (including clearing and grubbing or grading permits) the applicant shall prepare a restoration plan to restore impacted maritime succulent scrub at 1:1 ratio, pursuant to the Otay Ranch Resource Management Plan. A total of 1.05 acres of maritime succulent scrub will require restoration. The restoration plan shall include, at a minimum, an implementation strategy; species salvage and relocation, appropriate seed mixtures and planting method; irrigation; quantitative and qualitative success criteria; maintenance, monitoring, and reporting program; estimated completion time; and contingency measures. The maritime succulent scrub restoration shall be prepared by a city-approved biologist pursuant to the Otay Ranch Resource Management Plan restoration requirements. The applicant shall also be required to implement the revegetation plan subject to the oversight and approval of the Development Services Director (or their designee).	ALL	ALL			CCV				
Army Corps of Engineers regulated jurisdictional waters and California Department of Fish and Wildlife jurisdictional channels would be significantly impacted by development of the project.	**5.6-2 Resource Salvage Plan.** Prior to issuance of land development permits, including clearing or grubbing and grading permits, the applicant shall prepare a resource salvage plan for areas with salvageable resources, including, but not limited to, Otay tarplant, a Chula Vista narrow endemic species, Plantago erecta (Quino checkerspot butterfly larval host plant), coast barrel cactus, and San Diego sunflower. The resource salvage plan shall, at a minimum, evaluate options for plant salvage and relocation, including native plant mulching, selective soil salvaging, application of plant materials on manufactured slopes, and application/relocation of resources within the Preserve. Relocation efforts may include seed collection and/or transplantation to a suitable receptor site and will	ALL	ALL			CCV				

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	be based on the most reliable methods of successful relocation. The program shall contain a recommendation for method of salvage and relocation/application based on feasibility of implementation and likelihood of success. The program shall include, at a minimum, an implementation plan, maintenance and monitoring program, estimated completion time, and any relevant contingency measures. The resource salvage plan shall be prepared by a city-approved biologist. The applicant shall also be required to implement the resource salvage plan subject to the oversight of the Development Services Director (or their designee).									
	5.6-3 Coastal California Gnatcatcher, Coastal Cactus Wren, and Least Bell's Vireo Pre-Construction Survey. For any work proposed between February 15 and September 15 (March 15 and September 15 for least Bell's vireo), a pre-construction survey for the coastal California gnatcatcher, coastal cactus wren, and least Bell's vireo shall be performed in order to reaffirm the presence and extent of occupied habitat. The pre-construction survey area for the species shall encompass all potentially suitable habitat within the project work zone, as well as a 300-foot survey buffer. The pre-construction survey shall be performed to the satisfaction of the Development Services Director (or their designee) by a qualified biologist familiar with the Chula Vista Multiple Species Conservation Program Subarea Plan.		ALL			CCV				
	The results of the pre-construction survey must be submitted in a report to the Development Services Director (or their designee) for review and approval prior to the issuance of any land development permits and prior to initiating any construction activities. If California gnatcatcher, cactus wren or least Bell's vireo is detected, a minimum 300-foot buffer delineated by orange biological		ALL	ALL		CCV				

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	fencing shall be established around the detected species to ensure that no work shall occur within occupied habitat from February 15 through August 15 for Coastal California gnatcatcher and cactus wren, and March 15 through September 15 for least Bell's vireo. On-site noise reduction techniques shall be implemented to ensure that construction noise levels not exceed 60 dBA Leq at the location of any occupied sensitive habitat areas. The Development Services Director (or their designee) shall have the discretion to modify the buffer width depending on site-specific conditions. If the results of the pre-construction survey determine that the survey area is unoccupied, the work may commence at the discretion of the Development Services Director (or their designee) following the review and approval of the pre-construction report.									
	5.6-4 Burrowing Owl Pre-Construction Survey. Prior to issuance of any land development permits (including clearing and grubbing or grading permits), the applicant shall retain a city-approved biologist to conduct focused pre-construction surveys for burrowing owls. The surveys shall be performed no earlier than 30 days prior to the commencement of any clearing, grubbing, or grading activities. If occupied burrows are detected, the city-approved biologist shall prepare a passive relocation mitigation plan subject to the review and approval by the wildlife agencies and city including any subsequent burrowing owl relocation plans to avoid impacts from construction-related activities.		ALL			CCV				
	5.6-5 Revegetation Plan. Prior to issuance of land development permits, including clearing, grubbing, grading and construction permits, the applicant shall provide a revegetation plan to restore 0.7 acre of temporary impacts associated with off-site planned and future facilities. The revegetation plan must be prepared by a qualified city-	ALL	ALL		ALL	CCV				

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Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation and Responsible Party[1]				Monitoring Reporting Agency[2]	Verification Frequency Time Frame to		Date of Completion	Date of Verification
		SPA/ TM	Pre Const.	During Const.	Post Const.		Monitor	Report		
	approved biologist familiar with the Chula Vista Multiple Species Conservation Program Subarea Plan and must include, but not be limited to, an implementation plan; appropriate seed mixtures and planting method; irrigation method; quantitative and qualitative success criteria; maintenance, monitoring, and reporting program; estimated completion time; and contingency measures. The applicant shall be required to prepare and implement the revegetation plan subject to the oversight and approval of the Development Services Director (or their designee).									
	5.6-6 Biological Construction Monitoring. Prior to issuance of land development permits, including clearing or grubbing and grading and/or construction permits for any areas adjacent to the Preserve and the off-site facilities located within the Preserve, the applicant shall provide written confirmation that a city-approved biological monitor has been retained and shall be on site during clearing, grubbing, and/or grading activities. The biological monitor shall attend all pre-construction meetings and be present during the removal of any vegetation to ensure that the approved limits of disturbance are not exceeded and provide periodic monitoring of the impact area including, but not limited to, trenches, stockpiles, storage areas and protective fencing. The biological monitor shall be authorized to halt all associated project activities that may be in violation of the Chula Vista Multiple Species Conservation Program Subarea Plan and/or permits issued by any other agencies having jurisdictional authority over the project.		ALL	ALL		CCV				
	5.6-7 Pre-Construction Education. Before construction activities occur in areas adjacent to and/or containing sensitive biological resources, all workers shall be educated by a city-approved biologist to recognize and avoid those areas that have been marked as sensitive biological resources.		ALL	ALL		CCV				

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	5.6-8 Migratory Bird Treaty Act Compliance. To avoid any direct impacts to raptors and/or any migratory birds protected under the Migratory Bird Treaty Act, removal of habitat that supports active nests on the proposed area of disturbance should occur outside of the breeding season for these species (January 15 to August 31). If removal of habitat on the proposed area of disturbance must occur during the breeding season, the applicant shall retain a city-approved biologist to conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction survey must be conducted within 10 calendar days prior to the start of construction, the results of which must be submitted to the city for review and approval prior to initiating any construction activities. If nesting birds are detected, a letter report or mitigation plan as deemed appropriate by the city, shall be prepared and include proposed measures to be implemented to ensure that disturbance of breeding activities are avoided. The report or mitigation plan shall be submitted to the city for review and approval and implemented to the satisfaction of the city. The city-approved mitigation monitor shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction.		ALL	ALL		CCV				
	5.6-9 Northern Harrier Pre-Construction Survey. Prior to issuance of any land development permits, including clearing and grubbing or grading permits, the applicant shall retain a city-approved biologist to conduct focused surveys for northern harrier to determine the presence or absence of this species within 900 feet of the construction area. The pre-construction survey must be conducted within 10 calendar days prior to the start of construction.		ALL	ALL		CCV				

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	The results of the survey must be submitted to the city for review and approval. If active nests are detected by the city-approved biologist, a biological monitor shall be on site during construction to minimize construction impacts and ensure that no nests are be removed or disturbed until all young have fledged.									
	5.6-10 Construction Fencing and Signage. Prior to issuance of land development permits, including clearing or grubbing and grading and/or construction permits, the applicant shall install fencing in accordance with Chula Vista Municipal Code Section 17.35.030. Prominently colored, well-installed fencing and signage shall be in place wherever the limits of grading are adjacent to sensitive vegetation communities or other biological resources, as identified by the qualified monitoring biologist. Fencing shall remain in place during all construction activities. All temporary fencing shall be shown on grading plans for areas adjacent to the Preserve and for all off-site facilities constructed within the Preserve. Prior to release of grading and/or improvement bonds, a qualified biologist shall provide evidence that work was conducted as authorized under the approved land development permit and associated plans.	ALL	ALL	ALL		CCV				
	5.6-11 Indirect Impact Avoidance. In accordance with the Chula Vista Adjacency Management Guidelines and the Otay Ranch Village 8 West Edge Plan, and in addition to mitigation measure 5.11-1, Storm Water Pollution Prevention Plan, the following measures shall be implemented to further reduce indirect impacts (from lighting, noise, invasive, toxic substances, and public access) to sensitive biological resources located in the adjacent Otay Ranch Preserve areas:		ALL			CCV				

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	i. Prior to issuance of a building permit, a lighting plan and photometric analysis shall be submitted to the satisfaction of the Development Services Director (or their designee) to ensure lighting of all developed areas adjacent to the Preserve has been directed away from the Preserve, wherever feasible and consistent with public safety. The lighting plan shall illustrate the location of the proposed lighting standards and, if applicable, type of shielding measures required to minimize light spillage into the Preserve. Where necessary, development shall provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the Preserve and sensitive species from night lighting. Consideration shall be given to the use of low-pressure sodium lighting.	ALL			ALL	CCV				
	ii. Construction-related noise shall be limited within and adjacent to the Preserve during the typical breeding season of January 15 to September 15. Construction activity within and adjacent to any occupied sensitive habitat areas must not exceed 60 dBA Leq, or ambient noise levels if higher than 60 dBA Leq, during the breeding season. Prior to issuance of land development permits, including clearing or grubbing and grading and/or construction permits for areas within or adjacent to the Preserve, the applicant shall prepare and submit to the satisfaction of the Development Services Director (or their designee), an acoustical analysis to demonstrate that the 60 dBA Leq noise level is not exceeded at the location of any occupied sensitive habitat areas as determined based on the results the required biological pre-construction surveys. The acoustical analysis shall describe the methods by which construction noise shall not exceed			ALL		CCV				

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	60 dBA Leq. Noise abatement methods may include, but are not limited to, reoperation of specific construction activities, installation of noise abatement at the source, and/or installation of noise abatement at the receiving areas.									
	5.6-12 Retain Existing Vegetation. Existing vegetation shall be retained where possible during construction activities and grading activities shall be limited to the immediate area required for construction.			OLC		CCV				
	5.6-13 Landscape Plan. Prior to issuance of land development permits, including clearing or grubbing and grading and/or construction permits for areas within the 100-foot Preserve edge, the applicant shall prepare and submit to the satisfaction of the Development Services Director (or their designee), landscape plans to ensure that the proposed plant palette is consistent with the plant list contained in Attachment A of the Otay Ranch Village 8 West Preserve Edge Plan. The landscape plan shall also incorporate a manual weeding program for areas adjacent to the Preserve. The manual weeding program shall describe at a minimum, the entity responsible for controlling invasive species, the maintenance activities and methods required to control invasives, and a maintenance/monitoring schedule.	ALL			ALL	CCV				
	5.6-14 MCSP Preserve Boundary Delineation. Prior to issuance of land development permits, including clearing or grubbing and grading and/or construction permits for the project, the applicant shall submit wall and fence plans depicting appropriate barriers to prevent unauthorized access into the Otay Ranch Preserve. The wall and fence plans shall, at a minimum, illustrate the locations and cross-sections of proposed walls, fences, informational and directional signage, access controls, and/or boundary	ALL			ALL	CCV				

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	markers along the Preserve boundary and any off-site pedestrian trails as conceptually described in the Otay Ranch Village 8 West Edge Plan. The required wall and fence plan shall be subject to the approval the Development Services Director (or their designee).									
	5.6-15 Wetlands Mitigation and Monitoring Plan. Prior to issuance of land development permits, including clearing or grubbing and grading permits that impact jurisdictional waters, the applicant shall prepare a wetlands mitigation and monitoring plan. This plan shall include, at a minimum, an implementation plan, maintenance and monitoring program, estimated completion time, and any relevant contingency measures. Areas under the jurisdictional authority of Army Corps of Engineers and the California Department of Fish and Wildlife shall be delineated on all grading plans. Creation areas shall occur within the Otay River watershed in accordance with the wetlands mitigation and monitoring plan to the satisfaction of the Development Services Director (or their designee), Army Corps of Engineers, and California Department of Fish and Wildlife. The applicant shall also be required to implement the wetlands mitigation and monitoring plan subject to the oversight of the Development Services Director (or their designee), Army Corps of Engineers, and California Department of Fish and Wildlife.	ALL	ALL	ALL		CCV, Army Corps of Engineers, and California Department of Fish and Wildlife				
	5.6-16 Regulatory Permits. Prior to issuance of land development permits, including clearing or grubbing and grading permits for areas that impact jurisdictional waters, the applicant shall provide evidence that all required regulatory permits, such as those required under Sections 404 and 401 of the federal Clean Water Act, Section 1600 of the California Fish and Game Code, and the Porter Cologne Water Quality Act, have been obtained.	OLC	OLC			CCV, Army Corps of Engineers, and California Department of Fish and Wildlife				

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The project would have the potential to result in impacts to sensitive species that would conflict with Chula Vista Multiple Species Conservation Program Subarea Plan. Additionally, the project would have significant impacts related to biological resources management unless the Otay Ranch regional open space is preserved proportionally and concurrently with development, in accordance with the provisions of the Chula Vista Multiple Species Conservation Program Subarea Plan and the Otay Ranch Resource Management Plan.	**5.6-17 Annexation into Otay Ranch Preserve Community Facilities District No. 97-2.** Prior to the approval of the first final map for the SPA Plan, the applicant shall coordinate with the City Engineer and annex the project area within the Otay Ranch Preserve Community Facilities District No. 97-2.	ALL	ALL			CCV				
	5.6-18 Otay Ranch Preserve Land Conveyance. Prior to recordation of each final map the applicant shall convey land within the Otay Ranch Preserve to the Otay Ranch Preserve Owner Manager or its designee at a ratio of 1.188 acres for each acre of development area, as defined in the Otay Ranch Resource Management Plan. Access for maintenance purposes shall also be conveyed to the satisfaction of the Preserve Owner Manager, and each tentative map shall be subject to a condition that the applicant shall execute a maintenance agreement with the Preserve Owner Manager stating that it is the responsibility of the applicant to maintain the conveyed parcel until the Otay Ranch Preserve Community Facilities District No. 97-2 has generated sufficient revenues to enable the Preserve Owner Manager to assume maintenance responsibilities. The applicant shall maintain and manage the offered conveyance property consistent with the Otay Ranch Resource Management Plan Phase 2 until the Otay Ranch Preserve Community Facilities District No. 97-2 has generated sufficient revenues to enable the Preserve Owner Manager to assume maintenance and management responsibilities.	ALL	ALL			CCV				
	5.6-19 Area-Specific Management Directives. Prior to the Preserve Owner Manager's acceptance of the conveyed land in fee title, the applicant shall prepare, to the satisfaction of the Preserve Owner Manager, area specific management directives for the associated conveyance areas, which shall incorporate the guidelines and specific	ALL	ALL		ALL	CCV				

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	requirements of the Otay Ranch Resource Management Plan, management requirements of Table 3-5 of the Multiple Species Conservation Program Subarea Plan and information and recommendations from any relevant special studies. Guidelines and requirements from these documents shall be evaluated in relationship to the Preserve configuration and specific habitats and species found within the associated conveyance areas and incorporated into the area specific management directives to the satisfaction of the Preserve Owner Manager.									
CULTURAL AND PALEONTOLOGICAL RESOURCES										
Construction activities associated with the project could inadvertently result in significant impacts to presently unknown archaeological resources that may be uncovered during clearing and grading. It is not anticipated that construction would extend beyond the defined area of potential effect. However, a mitigation measure is include below, consistent with the recommendations of the cultural resources report (Appendix F1), to avoid a potentially significant impact that could occur if construction activities inadvertently extended in the proximity of site CA-SDI-12809.	**5.7-1 Protective Fencing**. Prior to the issuance of any land development permits for the SPA Plan and associated off-site facilities, including clearing, grubbing, and grading, the applicant shall install protective fencing (i.e., orange snow fence or similar) along the area of potential effect in the area of CA-SDI-12809 as directed by a qualified archaeologist. A qualified archaeologist shall monitor the site throughout the construction of the off-site facilities (including clearing, grubbing, grading, and installation) to ensure that unanticipated finds are handled in an appropriate and professional manner and that required fencing remains intact and project related construction activities do not extend beyond the approved limits of work.		OLC	OLC		CCV				
	5.7-2 Archaeological Monitor. Prior to issuance of land development permits, including clearing or grubbing and grading permits, the applicant shall provide written confirmation and incorporate into grading plans, to the satisfaction of the Development Services Director (or their designee), that a principal investigator as listed by the Secretary of the Interior (Code of Federal Regulations Title 36, Section 61) has been retained in an oversight capacity to ensure than an archeological monitor(s) will be present		OLC	OLC		CCV				

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	during all cutting of previously undisturbed soil. If these cutting activities would occur in more than one location, multiple monitors shall be provided to monitor these areas, as determined necessary by the principal investigator.									
	5.7-3 Resource Discovery Procedure. During the initial grading of previously undisturbed soils within Village 8 West and the off-site improvement area, prehistoric and historic resources may be encountered. In the event that the monitor identifies a potentially significant site, the archaeological monitor shall secure the discovery site from further impacts by delineating the site with staking and flagging, and by diverting grading equipment away from the archaeological site. Following notification to the Development Services Director (or their designee), the archaeological monitor shall conduct investigations as necessary to determine if the discovery is significant under the criteria listed in CEQA and the environmental guidelines of the City of Chula Vista. If the discovery is determined to be not significant, grading operations may resume and the archaeological monitor shall summarize the findings in a letter report to the Development Services Director (or their designee) following the completion of mass grading activities. The letter report shall describe the results of the on-site archeological monitoring, each archaeological site observed, the scope of testing conducted, results of laboratory analysis (if applicable), and conclusions. The letter report shall be completed to the satisfaction of the Development Services Director (or their designee) prior to release of grading bonds. Any artifacts recovered during the evaluation shall be curated at a facility approved by the Development Services Director (or their designee). For those prehistoric/historic resources that are determined to be significant, the following measures shall be implemented:			OLC	OLC	CCV				

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	i. An alternate means of achieving mitigation shall be pursued. In general, these forms of mitigation include: 1) site avoidance by preservation of the site in a natural state in open space or in open space easements, 2) site avoidance by preservation through capping the site and placing landscaping on top of the fill, 3) data recovery through implementation of an excavation and analysis program, or 4) a combination of one or more of the above measures. Procedures for implementing the alternative forms of mitigation described herein are further detailed in the Mitigation ii. For those sites for which avoidance and preservation is not feasible or appropriate, the applicant shall prepare a Data Recovery Plan. The plan shall, at a minimum, include the following: 1) a statement of why data recovery is appropriate as a mitigating measure, 2) a research plan that explicitly provides the research questions that can reasonably be expected to be addressed by excavation and analysis of the site, 3) a statement of the types and kinds of data that can reasonably be expected to exist at the site and how these data will be used to answer important research questions, 4) a step-by-step discussion of field and laboratory methods to be employed, and 5) provisions will be stated for curation and storage of the artifacts, notes, and photographs. In cases involving historic resources, archival research and historical documentation shall be used to augment field-testing programs. Grading operations within the affected area may resume once the site has been fully evaluated and mitigated to the satisfaction of the Development Services Director (or their designee). All significant artifacts collected during the implementation of the									

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	Data Recovery Plan shall be curated at a facility approved by the Development Services Director (or their designee). Following the completion of mass grading operations, the applicant shall prepare a plan that addresses the temporary on-site presentation and interpretation of the results of the archaeological studies for the project. This could be accomplished through exhibition within a future community center, civic building and/or multi-purpose building. This exhibition will only be for temporary curation of those materials being actively used for interpretation and display, and that permanent curation of artifacts and data shall be at a regional repository when one is established. All significant artifacts collected during the implementation of the Data Recovery Plan shall be permanently curated at a facility approved by the Development Services Director (or their designee).									
Construction activities associated with the project could inadvertently result in significant impacts to presently unknown human remains that may be uncovered during clearing and grading.	**5.7-4 Human Remains Disturbance Protocol.** If human remains are discovered during grading or site preparation activities within Village 8 West or off-site improvement area, the archaeological monitor shall secure the discovery site from any further disturbance. State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the San Diego County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission. The Native American Heritage Commission will then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American. The Most Likely Descendent will assist the Development Services Director (or their designee) in determining what course of action shall be taken to deal with the remains. Grading operations within			OLC	OLC	CCV, San Diego County Coroner, Native American Heritage Commission				

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	the affected area may resume once the site has been fully evaluated and mitigated to the satisfaction of the Development Services Director (or their designee). The Archaeological Monitor shall summarize the findings in a letter report to the Development Services Director (or their designee) following the completion of mass grading activities.									
Geological formations underlying Village 8 West and off-site improvement areas have a high sensitivity for paleontological resources. Therefore, construction activities would have the potential to result in significant impacts to paleontological resources.	**5.7-5 Paleontological Resource Mitigation Program**. Prior to the issuance of grading permits for the SPA Plan or off-site improvement area, the applicant shall provide written confirmation to the Development Services Director (or their designee) that a qualified paleontologist has been retained to carry out an appropriate mitigation program. A qualified paleontologist is defined as an individual with a M.S. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques. A pre-grade meeting shall be held among the paleontologist and the grading and excavation contractors.		OLC			CCV				
	5.7-6 Paleontological Monitor. A paleontological monitor shall be on site at all times during the original cutting of previously undisturbed sediments of the Otay Formation or Quaternary alluvial and terrace deposits to inspect cuts for contained fossils. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall work under the direction of a qualified paleontologist. The monitor shall be on site on at least a quarter-time basis during the original cutting of previously undisturbed sediments of low sensitivity geologic formations (Holocene alluvial deposits) to inspect cuts for contained fossils. He or she shall periodically (every several weeks) inspect original cuts in deposits with unknown resource sensitivity (i.e., Quaternary alluvium).			OLC		CCV				

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	In the event that fossils are discovered in unknown, low, or moderately sensitive formations, the per-day field monitoring time shall be increased. Conversely, if fossils are not discovered, the monitoring, at the discretion of the Planning Department, shall be reduced. A paleontological monitor is not needed during grading of rocks with no resource sensitivity (Santiago Peak Volcanics).									
	5.7-7 Fossil Discovery Procedure. If fossils are discovered, the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short time frame. However, some fossil specimens (such as a complete whale skeleton) may require an extended salvage time. In these instances, the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovery of small fossil remains such as isolated mammal teeth, it may be necessary in certain instances and at the discretion of the paleontological monitor to set up a screen-washing operation on the site.			OLC		CCV				
	5.7-8 Fossil Recording. Prepared fossils along with copies of all pertinent field notes, photos, and maps shall be deposited in a scientific institution with paleontological collections such as the San Diego Natural History Museum. A final summary report shall be completed. This report shall include discussions of the methods used, stratigraphy exposed, fossils collected, and significance of recovered fossils.			OLC		CCV				

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GEOLOGY AND SOILS										
Grading activities could result in slope instabilities or landslides within the project area. Site erosion and topsoil loss during and following construction would be potentially significant. The presence of loose compressible materials within Village 8 West could become unstable as a result of the project. As a result, there is the potential for landsliding, lateral spreading, liquefaction and/or collapse.	**5.8-1 Geotechnical Recommendations**. Prior to the issuance of each grading permit for Village 8 West, the applicant shall verify that the applicable recommendations in the Geotechnical Investigation prepared by Advanced Geotechnical Solutions, Inc., dated October 22, 2010, have been incorporated into the final project design and construction documents to the satisfaction of the City Engineer. These recommendations address issues including but not limited to site grading, backdrain systems, undercuts, excavation and fill, monitoring, and soil testing. Geotechnical review of grading plans shall include a review of all proposed storm drain facilities to ensure the storm water runoff would not interfere with the proposed geotechnical recommendations.	OLC	ALL			CCV				
Soils within Village 8 West have high to very high expansion potential. Development of structures on these soils could create substantial risks to life or property.	**5.8-2 Slope Factor of Safety.** All graded slopes shall have a minimum factor of safety of 1.5. Strategies to increase stability may include, but are not limited to, a stability buttress or sheer pins. All slopes stability strategies shall be approved by the City Engineer.		ALL	ALL		CCV				
PUBLIC SERVICES										
Fire and Emergency Medical Services										
The anticipated increase in residential population of 5,737 people and the employment base from 300,000 square feet of commercial and office development would increase demand on fire and emergency medical services. The increase in demand would be significant if fully operational and appropriately equipped and staffed fire stations are not provided commensurate with the demand.	**5.9.1-1 Public Facilities Development Impact Fees**. Prior to the approval of each building permit, the applicant shall pay a Public Facilities Development Impact Fee in accordance with the fees in effect at the time of building permit issuance and phasing approved in the Public Facilities Finance Plan. Subject to approval of the City Council, in lieu of paying the required impact fee, the applicant may satisfy that requirement through a written agreement, by which the applicant agrees to either pay the fee or build the facility in question, pursuant to the terms of the agreement.	ALL	ALL	ALL		CCV				

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Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation and Responsible Party[1]				Monitoring Reporting Agency[2]	Verification Frequency Time Frame to		Date of Completion	Date of Verification
		SPA/ TM	Pre Const.	During Const.	Post Const.		Monitor	Report		
	5.9.1-2 Growth Management Program's Fire and Emergency Medical Service Threshold Standard. The City of Chula Vista shall continue to monitor the Chula Vista Fire Department responses to emergency fire and medical calls and report the results to the Growth Management Oversight Commission on an annual basis.			ALL	ALL	CCV				
	5.9.1-3 Fire Code Compliance. Prior to the approval of each building permit and to the satisfaction of the City of Chula Vista Fire Marshal, the project shall meet the provisions of the current city-adopted California fire code. In meeting said provisions, the project shall meet the minimum fire flow requirements based upon construction type and square footage.	ALL	ALL	ALL		CCV				
Police Services										
The project would result in a potentially significant increase demand on police protection if additional police officers are not provided commensurate with demand.	**5.9.2-1 Public Facilities Development Impact Fees**. Prior to the issuance of each building permit for any residential dwelling units, the applicant(s) shall pay a Public Facilities Development Impact Fee in accordance with the fees in effect at the time of building permit issuance and phasing approved in the Public Facilities Finance Plan, unless stated otherwise in a separate development agreement.	ALL	ALL	ALL		CCV				
	5.9.2-2 Growth Management Program's Police Threshold Standard. The City of Chula Vista shall continue to monitor the Chula Vista Police Department responses to emergency calls and report the results to the Growth Management Oversight Commission on an annual basis.			ALL	ALL	CCV				
	5.9.2-3 Crime Prevention through Environmental Design Features. Prior to the issuance of each building permit, site plans shall be reviewed by the Chula Vista Police Department or their designee to ensure the incorporation of Crime Prevention through Environmental Design features and other recommendations of the Chula Vista Police Department, including, but not limited to, controlled access points to parking lots and buildings; maximizing the	ALL	ALL			CCV				

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Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation and Responsible Party[1]				Monitoring Reporting Agency[2]	Verification Frequency Time Frame to		Date of Completion	Date of Verification
		SPA/ TM	Pre Const.	During Const.	Post Const.		Monitor	Report		
	visibility along building fronts, sidewalks, and public parks; and providing adequate street, parking lot, and parking structure visibility and lighting.									
Schools										
Project implementation would result in a significant impact to elementary and middle schools unless construction of an elementary school, a middle school, and high school coincides with student generation and associated service demands.	**5.9.3-1 School Service Fees**. Prior to the issuance of each building permit, the applicant(s) shall provide the city with evidence or certification by the Chula Vista Elementary School District that any fee charge, dedication, or other requirement levied by the school district has been complied with or that the district has determined the fee, charge, dedication or other requirements does not apply to the construction.		ALL	ALL		CCV, Chula Vista Elementary School District (CVESD)				
The potential exists for pesticides/herbicide to occur at the future schools sites and for potentially unstable soils to occur on the school sites. See mitigation measures 5.8-1, 5.8-2, and 5.13-1.	**5.9.3-2 School Site Protection**. Prior to approval of a final map for private development on Planning Areas D or S, designated for future schools, the applicant shall provide evidence from the Chula Vista Elementary School District or Sweetwater Unified High School District that the site has not been determined by the district to be needed for use as a school site.	ALL	ALL			CCV, CVESD, Sweetwater Unified High School District				
Libraries										
The project would increase demand on library services, which would be significant if library resources are not provided commensurate with demand.	**5.9.4-1 Public Facility Development Impact Fees**. Prior to the issuance of each building permit for any residential dwelling units, the applicant shall pay a required Public Facilities Development Impact Fee in accordance with the fees in effect at the time of building permit issuance and phasing approved in the Public Facilities Finance Plan.	ALL		ALL		CCV				
	5.9.4-2 Growth Management Program's Libraries Threshold Standard. The City of Chula Vista shall continue to monitor library facilities and services and report the results to the Growth Management Oversight Commission on an annual basis.			ALL	ALL	CCV				

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Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation and Responsible Party[1]				Monitoring Reporting Agency[2]	Verification Frequency Time Frame to		Date of Completion	Date of Verification
		SPA/ TM	Pre Const.	During Const.	Post Const.		Monitor	Report		
Parks, Recreation, Open Space, and Trails										
The project would increase demand on recreational facilities, which would be significant if the proposed parks and recreational facilities are not provided commensurate with demand.	**5.9.5-1 Public Facility Development Impact Fees**. Prior to the issuance of each building permit for any residential dwelling units, the applicant shall pay recreation facility development impact fees (part of the Public Facilities Development Impact Fee) in accordance with the fees in effect at the time of building permit issuance and phasing approved in the Public Facilities Finance Plan, subject to approval of the Director of Library and Recreation.	ALL	ALL			CCV				
	5.9.5-2 Park Acquisition and Development Fees. Prior to the approval of each final map for the project, or, for any residential development project within Village 8 West that does not require a final map, prior to building permit approval, the applicant shall pay applicable Park Acquisition and Development in-lieu fees for the area covered by the final map(s). The payment of in-lieu fees shall be in accordance with the phasing indicated in the Project's approved SPA Plan, and a park agreement, if any, subject to approval of the Director of Library and Recreation. In-lieu fees shall be based on the Park Acquisition and Development fees in effect at the time of issuance of building permits, unless stated otherwise in a parks or development agreement.	ALL	ALL			CCV				
	5.9.5-3 Growth Management Program's Parks and Recreation Threshold Standard. The City of Chula Vista shall continue to monitor parks and recreation services and report the results to the Growth Management Oversight Commission on an annual basis.			ALL	ALL	CCV				
	5.9.5-4 Dedication of Parkland. Prior to approval of the first final map for the project, the applicant shall offer for dedication all public parkland identified in the Project's approved SPA Plan, or as approved by the Director of Library and Recreation. Park facilities such as the	ALL	ALL			CCV				

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Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation and Responsible Party[1]				Monitoring Reporting Agency[2]	Verification Frequency Time Frame to		Date of Completion	Date of Verification
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	Neighborhood Park and Town Square indentified as being required to meet the overall park obligation shall be identified on the first final map.									
	5.9.5-5 Town Square Park. Prior to issuance of the final map containing the 383rd residential building permit, the Town Square Park shall be completed to the satisfaction of the Director of Library and Recreation.	ALL	ALL			CCV				
	5.9.5-6 Park Development Agreement. Prior to the approval of the first final map for Village 8 West the applicant shall enter into an agreement with the City that provides the following: dedication of public park sites, payment of Park Development Agreement Fees, schedule for completion of improvements, including utilities to streets adjacent to the park sites, all to the satisfaction of the Director of Library and Recreation. Under the current method for delivery of new parks the city will award a design-build contract for the Project's neighborhood park. The agreement will include provisions that in the event the City chooses not to go forward with a design-build contact, the applicant will be obligated to fully comply with the Parkland Ordinance and park threshold standards by constructing the parks in accordance with all City standards and under a time schedule as specified in the agreement.	ALL	ALL			CCV				

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Potential Significant Impact	*Mitigation Measures*	*Time Frame of Mitigation and Responsible Party*[1]				*Monitoring Reporting Agency*[2]	*Verification Frequency Time Frame to*		*Date of Completion*	*Date of Verification*
		SPA/ TM	*Pre Const.*	*During Const.*	*Post Const.*		*Monitor*	*Report*		
HYDROLOGY AND WATER QUALITY										
The potential exists for the project to violate water quality standards or waste discharge requirements, alter existing drainage pattern of the site resulting in erosion/siltation or increase the rate or amount of surface runoff), create or contribute runoff water, or otherwise substantially degrade water quality. However, the project includes features and would implement best management practices to reduce hydrology and water quality impacts to a less than significant level. These features are prescribed as mitigation measures to assure implementation and facilitate monitoring through buildout of the project.	**5.11-1 Storm Water Pollution Prevention Plan**. Prior to issuance of each grading permit for the Village 8 West SPA Plan area or any land development permit, including clearing and grading, the project applicant shall submit a notice of intent and obtain coverage under the National Pollutant Discharge Elimination System permit for construction activity from the State Water Resources Control Board. Adherence to all conditions of the General Permit for Construction Activity is required. The applicant shall be required under the State Water Resources Control Board General Construction Permit to develop a Storm Water Pollution Prevention Plan and monitoring plan that shall be submitted to the City Engineer and the Director of Public Works. The Storm Water Pollution Prevention Plan shall be incorporated into the grading and drainage plans and shall specify both construction and post-construction structural and non-structural best management practices on site to reduce the amount of sediments and pollutants in construction and post-construction surface runoff before it is discharged into off-site storm water facilities. Section 7 of the City's Storm Water Manual outlines construction site best management practices requirements. The Storm Water Pollution Prevention Plan shall also address operation and maintenance of post-construction pollution prevention measures, including short-term and long-term funding sources and the party or parties that will be responsible for said measures. The Storm Water Pollution Prevention Plan shall incorporate construction and post-construction best management practices as outlined in the Village 8 West Edge Plan. The grading plans shall note the condition requiring a Storm Water Pollution Prevention Plan and monitoring plans.	ALL	ALL	ALL		CCV, State Water Resources Control Board				

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Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation and Responsible Party[1]				Monitoring Reporting Agency[2]	Verification Frequency Time Frame to		Date of Completion	Date of Verification
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	5.11-2 Supplemental Water Quality Report. Prior to issuance of each grading permit, the applicant shall submit a supplemental report to the Preliminary Water Quality Technical Report for Village 8 West prepared by Hale Engineering dated December 8, 2011 that identifies which on-site storm water management measures from the Water Quality Technical Report have been incorporated into the project, to the satisfaction of the City Engineer. If a storm water management option is chosen by the parcel owner that is not shown in the water quality technical report, a project-specific water quality technical report shall be prepared for the planning area, referencing the Preliminary Water Quality Technical Report for Village 8 West for information relevant to regional design concepts (e.g., downstream conditions of concern) to the satisfaction of the City Engineer.	ALL	ALL		ALL	CCV				
	5.11-3 Post-Construction/Permanent Best Management Practices. Prior to issuance of each grading permit, the City Engineer shall verify that parcel owners have incorporated and will implement post-construction best management practices in accordance with current regulations. In particular, applicants are required to comply with the requirements of Section 2c of the Chula Vista Standard Urban Storm Water Management Plan, the Chula Vista Development Storm Water Manual, and the Preliminary Water Quality Technical Report for Village 8 West or any supplements thereto to the satisfaction of the City Engineer. Specifically, the applicant shall implement low impact development best management practices in the preparation of all site plans and, the applicant shall incorporate structural on-site design features into the project design to address site design and treatment control best management practices as well as requirements of the hydromodification management plan.		ALL		ALL	CCV				

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	The applicant shall monitor and mitigate any erosion in downstream locations that may occur because of on-site development.									
	5.11-4 Limitation of Grading. The project applicant shall comply with the Chula Vista Development Storm Water Manual limitation of grading requirements, which limit disturbed soil area to 100 acres, unless expansion of a disturbed area is specifically approved by the Director of Public Works. With any phasing resulting from this limitation, if required, the project applicant shall provide, to the satisfaction of the City Engineer, erosion and sediment control best management practices in areas that may not be completed, before grading of additional area begins.			ALL		CCV				
	5.11-5 Hydromodification Criteria. The project applicant shall comply, to the satisfaction of the City Engineer, with city hydromodification criteria or the hydrograph modification management plan, as applicable, addressed regionally at the SPA Plan level concurrent with grading and improvement plans for the project.	ALL	ALL	ALL	ALL	CCV				

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Potential Significant Impact	*Mitigation Measures*	*Time Frame of Mitigation and Responsible Party*[1]				*Monitoring Reporting Agency*[2]	*Verification Frequency Time Frame to*		*Date of Completion*	*Date of Verification*
		SPA/ TM	*Pre Const.*	*During Const.*	*Post Const.*		*Monitor*	*Report*		
AGRICULTURAL RESOURCES										
Implementation of the SPA Plan and TM would result in a significant impact to agricultural resources, due to the on-site loss of approximately 250 acres of farmland of local importance and grazing land. Short-term land use incompatibility issues from ongoing agricultural activities adjacent to urban land uses would be significant without implementation of the Agricultural Plan. Impacts related to land use zoning conflicts and consistency with agricultural resource policies would be potentially significant if the Agriculture Plan is not implemented concurrent with development.	**5.12-1 Agricultural Plan**. The Agricultural Plan included in the SPA Plan shall be implemented as development proceeds in Village 8 West. The following measures shall be implemented to the satisfaction of the Chula Vista Development Services Director (or their designee):		ALL	ALL						
	i. Prior to approval of each building permit, the applicant shall ensure that a 200-foot fenced buffer shall be maintained between development and any ongoing agricultural operations on the property.		ALL	ALL		CCV				
	ii. In those areas where pesticides are to be applied, the farmland owner shall utilize vegetation to shield adjacent urban development (within 400 feet) from agricultural activities. Use of pesticides shall comply with federal, state and local regulations.			ALL		CCV				
	iii. If permitted interim agricultural uses require the use of pesticides, the farmland owner shall notify adjacent developed property owners of potential pesticide application a minimum of 10 days prior to application through advertisements in newspapers of general circulation. Limits shall be established as to the time of day and type of pesticide applications that may be used. The use of pesticides shall comply with federal, state, and local regulations.		ALL	ALL		CCV				

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Potential Significant Impact	*Mitigation Measures*	*Time Frame of Mitigation and Responsible Party*[1] *SPA/ TM*	*Pre Const.*	*During Const.*	*Post Const.*	*Monitoring Reporting Agency*[2]	*Verification Frequency Time Frame to Monitor*	*Report*	*Date of Completion*	*Date of Verification*
HAZARDS AND HAZARDOUS MATERIALS										
Potentially significant impacts related to accidental release of hazardous materials and hazards to schools could result from the exposure of construction workers, future residents, and the future on-site schools to pesticide residue occurring in soils on the site. Potentially significant impacts related to consistency with hazard policies could result from the exposure of construction workers, future residents, and the future on-site schools to pesticide residue occurring in soils on the site. Elevated levels of pesticides in the near surface soils at the project area could be disturbed from grading and trenching activities and result in an increased health risk to construction workers on site and future inhabitants of the proposed development, particularly the future residential and school uses, and potentially impact water quality through storm water runoff.	**5.13-1 Soil Assessment**. Prior to issuance of a mass grade permit, the applicant shall prepare a soils assessment to the satisfaction of the City Engineer to determine if residual pesticides, herbicides, and/or arsenic are present on site. The assessment shall be prepared by a Registered Environmental Assessor in accordance with Department of Toxic Substances Control guidance document. The assessment shall include analysis for organochlorine pesticides that include compounds such as toxaphene, dichlorodiphenyldichloroethane, dichlorodiphenyltrichloroethane, and dichlorodiphenyldichloroethylene, which have been historically identified at properties in the site vicinity. The concentrations of the contaminants shall be compared to Department of Toxic Substances Control soil screening levels for residential land use. If levels of contamination exceeding the Department of Toxic Substances Control screening levels are found on site, a Soil Reuse Plan shall be prepared prior to construction on site. The Soil Reuse Plan shall include a determination of the suitability of the soils for on-site or off-site reuse, any special handling provisions that shall be incorporated as part of the site grading activities, and the procedure for the proper remediation and disposal of the contaminated soils, either on site or off site. The results of the limited soil assessment and the Soil Reuse Plan shall be submitted to the County of San Diego Department of Environmental Health, the Development Services Director (or their designee), and/or the Regional Water Quality Control Board for review and approval, prior to implementation.		OLC	OLC		CCV				

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		SPA/ TM	*Pre Const.*	*During Const.*	*Post Const.*		*Monitor*	*Report*		
Village 8 West is located within the Federal Aviation Administration Height Notification Boundary and Airport Overflight Notification Area. Proper notification in compliance with the Brown Field Airport Land Use Compatibility Plan is required to reduce this impact to a less than significant level.	**5.13-2 Federal Aviation Administration Notification**. Prior to issuance of a building permit for the first structure and/or dwelling unit within the Airport Influence Area of Brown Field, the applicant shall prepare and file a Form 7460-1, Notice of Proposed Construction or Alteration, with the Federal Aviation Administration to ensure that no objects related to development in Village 8 West would present a hazard to air navigation.		OLC	OLC		CCV, Federal Aviation Administration (FAA)				
	5.13-3 Federal Aviation Administration Clearance. Prior to the issuance of a building permit for the first structure and/or dwelling unit within the Airport Influence Area of Brown Field, the applicant shall obtain and provide proof of Federal Aviation Administration clearance to the satisfaction of the Development Services Director (or their designee).		OLC	OLC		CCV, FAA				
	5.13-4 Airport Overflight Agreement. Prior to approval of the first Final Map for those areas within the overflight notification area for Brown Field, the applicant shall record the Airport Overflight Agreement with the County Recorder's office, and provide a signed copy of the recorded Airport Overflight Agreement to the Chula Vista Development Service Director (or their designee).		OLC	OLC		CCV				

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		SPA/ TM	Pre Const.	During Const.	Post Const.		Monitor	Report		
PUBLIC UTILITIES										
Water										
Long-term water supply availability cannot be guaranteed; therefore, the increase in water demand that would result from implementation of the project would be potentially significant. Additionally, the transfer of density between planning areas could have a significant impact on on-site infrastructure.	**5.15.1-1 Density Transfer Technical Report**. Prior to design review approval in accordance with the Intensity Transfer provision in the Village 8 West SPA, the applicant shall provide an update to the Overview of Water Service for Otay Ranch Village 8 West (Dexter Wilson Engineering, Inc. 2010) with each proposed project requesting an intensity transfer. The technical study shall demonstrate to the satisfaction of the City Engineer that adequate on-site water infrastructure will be available to support the transfer. The transfer of residential density shall be limited by the ability of the on-site water supply infrastructure to accommodate flows.	ALL	ALL			CCV				
The increase in water demand would be significant if future developers did not provide service availability letters.	**5.15.1-2 Service Availability Letters**. Prior to approval of each final map, the applicant shall request and obtain a service availability letter from the Otay Water District and submit the letter to the City of Chula Vista.	ALL	ALL			CCV, Otay Water District (OWD)				
	5.15.1-3 Subarea Master Plan Preparation. Prior to approval of the first final map, the applicant shall provide a Subarea Master Plan to the Otay Water District. Water facilities improvements shall be financed or installed on the site and off the site in accordance with the fees and phasing in the approved Public Facilities Finance Plan and Subarea Master Plan. The Subarea Master Plan shall include, but shall not be limited to: i. Existing pipeline locations, size, and capacity; ii. The proposed points of connection and system; iii. The estimated water demands and/or sewer flow calculations;	ALL	ALL			CCV, OWD				

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	iv. Governing fire department's flow requirements (flow rate, duration, hydrant spacing, etc); v. Agency Master Plan; vi. Agency's planning criteria (see Sections 4.1 through 4.3 of the Water Agencies Standards); vii. Water quality maintenance; and viii. Size of the system and number of lots to be served.									
	5.15.1-4 Subarea Master Plan Approval. Prior to approval of the first final map, the applicant shall obtain Otay Water District's approval of the Subarea Master Plan for potable water. Any on-site and off-site facilities identified in the Subarea Master Plan required to serve a final mapped area shall be secured or constructed by the applicant prior to the approval of the final map and in accordance with the phasing in the Public Facilities Finance Plan.	ALL	ALL			CCV, OWD				
Wastewater										
A significant impact would occur if adequate wastewater facilities and adequate wastewater treatment capacity are not provided concurrently with new demand. Additionally, the transfer of density between planning areas could have a significant impact on on-site infrastructure.	**5.15.2-1 Sewer System Improvements**. The applicant shall finance or install all on-site and off-site sewer facilities required to serve development in Village 8 West in accordance with the fees and phasing in the approved Public Facilities Finance Plan to the satisfaction of the City Engineer.		ALL	ALL		CCV				
	5.15.2-2 Salt Creek Development Impact Fee. Prior to issuance of each building permit, the applicant shall pay the Salt Creek Development Impact Fee at the rate in effect at the time of building permit issuance and corresponding to the sewer basin that the building will permanently sewer to, unless stated otherwise in a development agreement that has been approved by the City Council. Existing fees are provided in Table 5.15-14.	ALL	ALL			CCV				

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	5.15.1-3 Density Transfer Technical Report. Prior to design review approval in accordance with the Intensity Transfer provision in the Village 8 West SPA Plan, the applicant shall provide an update to the Overview of Sewer Service for Otay Ranch Village 8 West (Dexter Wilson Engineering, Inc. 2010) with each proposed project requesting an intensity transfer. The technical study shall demonstrate to the satisfaction of the City Engineer that adequate on-site wastewater infrastructure will be available to support the transfer. The transfer of residential density shall be limited by the ability of the on-site sewerage facilities to accommodate flows.	ALL	ALL			CCV				
Recycled Water										
If recycled water facilities are not provided concurrently with demand, a potentially significant impact would occur.	**5.15.4-1 Subarea Master Plan Preparation**. Prior to approval of the first final map, the applicant shall provide a Subarea Master Plan to the Otay Water District. Recycled water facilities improvements shall be financed or installed on the site and off the site in accordance with the fees and phasing in the approved Public Facilities Finance Plan and Subarea Master Plan. The Subarea Master Plan shall include, but shall not be limited to the following information related to recycled water: i. Existing recycled water pipeline locations, size, and capacity; ii. The proposed points of connection and system; iii. The estimated recycled water demand calculations; and iv. Size of the system and number of lots to be served.	ALL	ALL			CCV, OWD				

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	5.15.4-2 Subarea Master Plan Approval. Prior to approval of the first final map, the applicant shall obtain Otay Water District approval of the Subarea Master Plan for recycled water. Any on-site and off-site facilities identified in the Subarea Master Plan required to serve a final mapped area shall be secured or constructed by the applicant prior to the approval of the final map and in accordance with the phasing in the Public Facilities Finance Plan.	ALL	ALL			CCV, OWD				

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APPENDIX A

Notice of Preparation, Comment Letters and Scoping Meeting Materials

NOTICE OF PREPARATION

To: Distribution List

Subject: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT **EIR #10-03**

Lead Agency:

Agency Name:	City of Chula Vista
Street Address:	276 Fourth Avenue
City/State/Zip:	Chula Vista, CA 91910
Fax:	(619) 409-5859
Contact:	Glen Laube, Associate Planner

The City of Chula Vista publicly announces its intent to initiate the preparation of an Environmental Impact Report (EIR) for the following "project" as defined by the California Environmental Quality Act (CEQA) and as set forth in Public Resources Code 21065.

The City of Chula Vista is the Lead Agency and will prepare an EIR for the project identified below. A description of the proposed project, as well as an explanation of potential environmental effects, is provided in this Notice of Preparation (NOP).

Please provide your written comments including specific statutory responsibilities of your agency, as applicable. Written comments must be received at the earliest possible date, but no later than 30 days after receipt of this notice. Please send your response and the name of the contact person to: Glen Laube, Associate Planner, at the address shown above. A public scoping meeting will be held on July 8, 2010 from 3:00 pm to 5:00 pm in the City of Chula Vista Public Services Building 300 (Conference Room 129), located at 276 Fourth Avenue.

Project Title: Second-Tier Environmental Impact Report for the Otay Ranch Village 8 West Sectional Planning Area (SPA) Plan and Tentative Map (TM)

Project Location: City of Chula Vista within San Diego County

Project Description: The project proposes to develop approximately 320 acres of land in Otay Ranch known as Village 8 West. The proposed project would implement development planned for the site in the Otay Ranch General Development Plan (GDP), as amended. Village 8 West represents the most easterly portions of Village 4, a small southerly portion of Village 7, and the westerly half of Village 8, as illustrated in the GDP as amended. The proposed project is comprised of the following land use components: 42.2 acres of a mixed-use Town Center; 17.4 acres of Community Park; 3.1 acres of town square parkland; a 21-acre middle school site; a 5.8-acre community purpose facility (CPF) site; a 7.5-acre neighborhood park, an 11.4-acre elementary school site; and a total of 2,050 multi- and single-family residential units.

DATE: June 25, 2010 Signature: Glen Laube

Title: Associate Planner Telephone: (619) 476-2329

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED OTAY RANCH VILLAGE 8 WEST SECTIONAL PLANNING AREA (SPA) PLAN

PROJECT LOCATION:

The proposed project consists of approximately 320 acres of land located entirely within the City of Chula Vista, California near the southeasterly edge of the City's limits. Chula Vista is located in San Diego County approximately 2 miles south of the City of San Diego and approximately 2 miles north of the US-Mexico International Border.

Figure 1, Project Vicinity, and Figure 2, Surrounding Land Uses, illustrates the proposed project's location and surrounding uses. The proposed project site is located less than 0.5 mile west of State Route 125 (SR-125) and is surrounded on three sides by undeveloped land. Village 8 East is located to the east of the site; Otay Valley Regional Park and the Otay River Valley form the southerly boundary; the Otay Valley Quarry and the portions of Village 4 that are not part of the project form the westerly boundary; and the partially developed Village 7, including Olympian High school, is located immediately adjacent to the northeast corner of the proposed project area. La Media Road, which currently terminates at the northerly boundary of Village 8 West, and Magdalena Avenue, which terminates at the northeast corner of the Village 8 West boundary, provide north/south access to the site. Main Street, which currently terminates at the intersection of Heritage Road, will ultimately provide the main east/west access.

PROJECT SETTING:

The project area ranges in elevation from approximately 600 feet above mean sea level (AMSL) in the eastern portions to 400 feet AMSL in the western portion. Rock Mountain is located to the west of the site, and bluffs abutting the Otay River Valley are located to the south. The project site consists of vacant, ranch and dry-farmed lands. An existing City of San Diego Reservoir facility, which will remain onsite, is located in approximately the center of the site.

Existing runoff from the project site proceeds in one of two routes. The southern and eastern portions of the project site drain in a southerly direction to the adjacent Otay River. The northwestern portion of the site drains in a westerly direction to Wolf Canyon, a tributary to the Otay River.

The proposed project area includes 15.6 acres of land designated as a 100 percent Conservation Area under the Chula Vista Multiple Species Conservation Plan (MSCP) Subarea Plan. This area has been designated as permanent open space.

The Otay Valley Regional Park (OVRP) is located to the south of the project site. Ultimately, the park will extend about 11 miles from the southeastern edge of the salt ponds near San Diego Bay, through the Otay River Valley, to the land surrounding both Lower and Upper Otay Lakes. The OVRP Concept Plan, a multi-jurisdictional planning effort by the County of San Diego and the cities of Chula Vista and San Diego, has been prepared for the OVRP and was designed to complement the City's MSCP Subarea Plan.

PROJECT BACKGROUND:

The approximately 23,000-acre Otay Ranch is a master-planned community that includes a broad range of residential, commercial, retail, and industrial development interwoven with civic and community uses, such as libraries, parks, and schools, together with an open space preserve system consisting of

approximately 11,375 acres. The Otay Ranch General Development Plan (GDP) was adopted by the Chula Vista City Council and the San Diego County Board of Supervisors on October 28, 1993, which was accompanied by a Program Environmental Impact Report EIR-90-01 (SCH #89010154).

The Otay Ranch GDP area consists of 14 villages and 5 Planning Areas. Villages typically consist of residential development arranged around a village core or town center. Village cores include a mix of high-density residential housing and commercial uses to serve the Village. Town centers consist of a mix of high-density residential, office, and retail commercial uses to serve larger or multiple villages. Planning areas are study areas designated for special development that does not fit the village model. These include the Eastern Urban Center (EUC), the planned University, Regional Technology Park (RTP), and rural estate residential areas. The Otay Ranch GDP was most recently amended on December 5, 2005 with approval of the City of Chula Vista General Plan Update and associated General Plan Update EIR (EIR #05-01).

A General Plan Amendment/General Development Plan Amendment (GPA/GDPA) and associated Supplemental EIR (SEIR #09-01) are currently being prepared. The Notice of Preparation (NOP) for SEIR #09-01 was filed with the State Clearinghouse (SCH) on January 20, 2010. The GPA/GDPA includes, but is not limited to, new General Plan text, policies, and roadway and utility corridor improvements and supporting exhibits and tables necessary to implement Village 8 West, Village 8 East, Village 9 and the University/RTP site. SEIR #09-01 is being prepared as a Program EIR in accordance with CEQA Guidelines Section 15168(a). An advantage to a Program EIR is that it allows for the consideration of effects, alternatives, and cumulative impacts that would be impractical in a project-level EIR.

Due to the size and complexity of Otay Ranch, both the planning and environmental documentation for the specific planning areas or villages within the Otay Ranch have been tiered. As specific villages and planning areas are proposed for development, second-tier documentation is required for more precise or project-level planning and project-specific environmental documentation. Under the implementation program for Otay Ranch, Sectional Planning Area (SPA) plans are required to be approved before final development entitlements can be considered. The proposed project is a SPA plan that will detail the development standards, land plans, goals, objectives and policies of the GDP. As such, the proposed Village 8 West SPA Plan and associated EIR will be second-tier documents, tiering from SEIR #09-01

PROJECT DESCRIPTION:

The proposed project consists of the Village 8 West SPA plan and Tentative Map (TM). Village 8 West is one of the designated fourteen villages within the Otay Ranch GDP area. The Otay Ranch GDP also includes five planning areas. The GDP designates Village 8 as an Urban Village with a mixed-use Town Center and low-medium density residential uses to the south of the Town Center. Urban Villages are intended to be adjacent to existing urban development and planned for transit-oriented development with higher densities and mixed uses within a quarter mile of a transit stop or station.

Figure 3, Site Utilization Plan illustrates the Site Utilization proposed by the SPA plan. The proposed development has been organized into transects. Transect, or form-based, planning focuses on the form of development rather than land use and seeks to provide a gradual transition from intense urban development to open space areas. The proposed SPA plan would implement form-based regulations and standards that focus on the physical relationships between buildings, streets, and public spaces. Form-based codes approach the development of land by regulating the form, character, and street presence of a building to focus attention on the public presentation of buildings, creating a public realm that is comfortable for pedestrians. Land uses are still controlled but they play a secondary role to the creation of

walkable, pedestrian-friendly communities and streetscapes. This approach eliminates the need for separate Planned Community (PC) Regulations and a Design Plan by providing a more integrated approach to defining neighborhoods in terms of form and character.

Development of the SPA would be completed in five phases. Phase I would develop 197 to 341 multi-family residential units, 109 to 114 single-family units, and 130,000 to 174,000 square feet (sf) of commercial space in the western portion of the project site. Phase II would develop 260 to 286 single-family residential units in the southwestern area of the project site. Phase III would develop 472 to 776 multi-family units and 70,000 to 126,000 sf of commercial land use in the northern portion of the project site. Phase IV would develop 185 to 220 single-family residential units in the southeast portion of the project site. Phase V would develop 192 to 313 multi-family residential in the eastern portion of the project site. The sequencing of phases will be determined by current market conditions.

A Public Facilities Finance Plan (PFFP) is required as part of the SPA. The PFFP would implement the City of Chula Vista Growth Management Program and Ordinance. The intent of the document is to ensure that the phased development of the project is consistent with the overall goals and policies of the City's General Plan, Growth Management Program, and the Otay Ranch GDP. The PFFP components include an analysis of infrastructure facilities, such as water and sewer, and the provision of community services and facilities including fire protection and emergency services, law enforcement, libraries, schools, and parks. The PFFP will require specific facilities to be built in conjunction with development to ensure that improvements adequately serve such development and meet the City's threshold standards.

The proposed land uses for Village 8 West are provided in Table 1. The Town Center area includes the most intense level of development, has minimal setbacks to the street, and includes high intensity development. The neighborhood edge zone includes the lowest level of development, greater setbacks to the street, and low-density development patterns to respect the adjacent open space area. The SPA plan and TM propose 42.2 acres of mixed use in the Town Center. This mixed-use area would be centered on pairs of one-way streets, also known as urban couplets, and would be served by transit. Commercial uses would occur on ground floors with minimal setbacks to create an urban, pedestrian-oriented street environment. Also proposed are several recreational opportunities: a Community Park that would extend into the Town Center, providing 17.4 acres of a future 70-acre Community Park within the heart of the Village; a 5.8-acre community purpose facility (CPF) site; a 7.5-acre neighborhood park, to serve residents south of La Media/Otay Valley Road; and an additional 3.1 acres of town square parkland that would serve as a focal point for the Town Center. The site plan includes provisions for an off-site trail connection to the OVRP. The proposed trail connection would extend from the project's southernmost property boundary down to an existing public utilities access road. A 21-acre middle school site and an 11.4-acre elementary school site are proposed within the Town Center. In the event the school district does not select the proposed sites, the sites would be developed as mixed-use or multi-family residential land use but will not increase the overall densities of the Village. Housing units and commercial area would be redistributed from other mixed use planning areas.

Table 1. Village 8 West SPA Proposed Land Uses

Use	Area (Acres)	Residential (Units)	Commercial (Square feet)
Mixed Use	42.2	900	300,000
Multi-family	29.5	530	--
Cluster Single-Family/Town homes	26.5	292	--
Single Family	87.5	328	--
Schools	32.4	--	--
Community Purpose Facility	5.8	--	--
Parks	28.0	--	--
Open Space	19.1	--	--
City of San Diego Reservoir (Existing)	19.6	--	--
Arterial Rights-of-Way	29.5	--	--
Total	**320.1**	**2,050**	**300,000**

Residential land uses proposed in the SPA plan and TM include multi-family and single-family homes. Multi-family units would occur within and just outside the Town Center, providing a gradual transition in density between the Town Center and single-family homes. Design guidelines would control the design of these multi-family communities to create a strong relationship to the public street and reinforce the pedestrian-oriented character of the adjacent Town Center. Small lot single-family detached homes/town homes are proposed adjacent to La Media/Otay Valley Road. These homes would consist of clustered housing, alley-loaded homes, or other small, detached residences in a variety of possible configurations. This area also could accommodate town homes or other attached residential units that are compatible with single-family neighborhoods. Single-family units on 4,000 square feet minimum lots are also proposed. Second dwelling units would be allowed on lots greater than 4,000 square feet and would provide opportunities for affordable housing.

The off-site improvements required for the proposed project include: construction of wastewater, storm drain conveyance, and trails facilities in the Preserve. The sewer and storm drain utilities would include a paved all weather access road. The access road will also provide trail access to the OVRP.

The project also includes related infrastructure, including a multi-modal transportation network, and open space. The existing City of San Diego Reservoir would remain and is not considered part of this application. Water will be provided to the project are via a connection to the existing 12-inch line located in La Media Road. Water service would be stubbed to both ends of Main Street and the southerly termination of La Media/Otay Valley Road to allow for future connection to adjacent villages. Recycled water would be provided via an existing 12-inch line located in La Media Road. The project may also be required to construct off-site recycled water lines, in the existing Magdalena Road and Main Street rights-of-way but no service from these lines to the proposed project will be provided. Recycled water would be stubbed at the westerly termination of Main Street and the southerly termination of La Media/Otay Valley Road to allow for a connection to adjacent villages. The proposed project will provide electric, gas, telephone and cable television utilities in conjunction with the requirements of the City, Cox Communication, AT&T, and San Diego Gas & Electric. A non-renewable Energy Conservation Plan will be prepared for the project. All off-site infrastructure improvements proposed within the Preserve shall be subject to the facilities siting criteria contained in the City's MSCP Subarea Plan and Otay Ranch Resources Management Plan (RMP). Agricultural uses will continue to be permitted within the proposed project area to allow utilization of vacant parcels until such time those parcels are developed. An

Agricultural Plan will be prepared in conjunction with the SPA to control these uses and ensure that agricultural operations do not conflict with proposed development.

Grading for the proposed project would include primarily on-site improvements with grading practices consistent with the requirements of the City of Chula Vista General Plan, Otay Ranch GDP, the Otay Ranch Overall Design Plan, and the Otay Ranch Phase 2 RMP. Slopes would occur along roadways, in the 3.5 acres of open space adjacent to the perimeter of the development area, and around the perimeter of the existing City of San Diego Reservoir site. Slopes over 25 feet in height would feature contour grading. All slopes would be landscaped. Grading for the proposed project will result in 4.8 million cubic yards of balanced cut and fill material on-site. Control measures that will be used during all on-site and off-site grading to minimize erosion and protect nearby open spaces and watersheds include, but are not limited to:

1. Schedule construction activities to reduce the amount and duration of soils exposed to wind, rain, runoff, vehicle tracking;
2. Preserve existing vegetation to the maximum extent practicable;
3. Apply hydraulic mulch, hydroseed, soil binders, straw mulch, geotextiles, or wood mulch to disturbed soils until permanent stabilization measures can be implemented; and
4. Create temporary earthen dikes and swales to divert runoff from stabilized and disturbed areas.
5. Install signage and prominently colored fencing wherever the limits of grading are adjacent to sensitive vegetation communities or other biological resources, as identified by a qualified monitoring biologist.

The development of the SPA will implement all state and local requirements to protect water quality. All development would meet the requirements of the City's Standard Urban Storm Water Mitigation Plan (SUSMP), the Jurisdictional Urban Runoff Management Plan (JURMP), and the Storm Water Management and Discharge Ordinance (as specified in the City of Chula Vista Development and Redevelopment Storm Water Management Standards/Requirements Manual). Bio-retention based Best Management Practices (BMPs) are proposed within the Village 8 West project site to treat urban runoff pollutants generated via the proposed roadways and sidewalks. To ensure that all runoff contained within the storm drain systems are treated prior to entering the storm drains, these BMPs will be located throughout the site at the proposed storm drain inlet locations. Low Impact Development (LID) practices will also be incorporated within the roadway and sidewalk design in accordance with state and local requirements to ensure that, to the maximum extent practicable (MEP), requirements are met for water quality with the Village 8 West project site. Permanent erosion control measures that would be implemented include, but are not limited to:

1. Install berms at the tops of all slopes;
2. Include concrete brow ditches in slope design;
3. Provide energy dissipation devices at storm drain outlet points; and
4. Landscape slopes and irrigate appropriately to minimize runoff.

The following discretionary actions would be required as part of the proposed project:

A. Adoption of Sectional Planning Area Plan and Associated Documents

1. SPA Plan, excluding the Development Code Chapter (adopted by resolution)
2. Development Code Chapter (must be adopted separately by ordinance)
3. Public Facilities Financing Plan/Fiscal Impact Analysis
4. Air Quality Improvement Plan
5. Water Conservation Plan

6. Non-renewable Energy Conservation Plan
7. Affordable Housing Plan
8. Community Purpose Facility Master Plan
9. Preserve Edge Plan
10. Park, Recreation, Open Space, and Trails Plan
11. Agricultural Plan
12. Fire Protection Plan

B. Approval of Tentative Subdivision Map

C. Certification of the Final EIR and adoption of a Mitigation Monitoring and Reporting Program pursuant to CEQA

POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT:

The City of Chula Vista has determined that the proposed project may cause significant, adverse environmental effects and potentially significant indirect, direct, and cumulative environmental effects. An EIR is, therefore, required in order to comply with State CEQA Guidelines Sections 15060 and 15081.

In accordance with CEQA requirements, the environmental impact analysis will outline the environmental setting of the project, and identify potential environmental impacts, significance of the potential impacts, and mitigation measures for potentially significant and adverse environmental issues. In accordance with Section 15150 of the CEQA Guidelines, this EIR will avoid duplicative analysis of basic policy considerations, and provide a means to incorporate by reference, where appropriate, portions of previously certified and related environmental documents, including the 1993 Otay Ranch GPA/GDP Program EIR (SCH #89010154), the Chula Vista Sphere of Influence Update EIR (SCH #94041056), 2005 GPU Program EIR (SCH #2004081066), GPA/GDPA Supplemental EIR (SEIR #09-01) and associated Mitigation Monitoring and Reporting Programs.

The EIR will address cumulative impacts, growth-inducing impacts, effects found not to be significant, irreversible environmental effects, and an alternative analysis. With respect to alternatives, the EIR will consider a reasonable range of CEQA level alternatives that may eliminate or reduce significant adverse environmental effects to a level of less than significant.

The City of Chula Vista has determined that the following issues must be discussed in the EIR for their relevance to development of the project area and in particular the Otay Ranch SPA project site. These include:

Agricultural Lands: The project site has been historically used for agriculture, specifically dry (not-irrigated) farming and cattle grazing. The project site includes Farmland of Local Importance and Grazing Land, as mapped by the California Department of Conservation. Therefore, a review of the agricultural value of the Otay Ranch as it relates to the County of San Diego and State of California agricultural business will be conducted. The San Diego County Important Farmlands Map will be utilized to identify and evaluate impacts. Special focus will be placed on the loss of Farmland of Local Importance. An Agricultural Plan will be prepared in conjunction with the SPA to ensure that ongoing agricultural operations do not conflict with proposed development.

Air Quality. The EIR will address air quality in the San Diego Air Basin (SDAB) in the vicinity of the project site. The EIR will identify potential air quality impacts associated with consistency with the State Implementation Plan, Regional Air Quality Strategy, and City and local air quality policies; violations of any air quality standard or contribution to an existing or projected air quality violation; exposure of

sensitive receptors to substantial pollutant emissions; or creation objectionable odors that would affect a substantial number of people. The main source of air pollutant emissions associated with the proposed project would be vehicular emissions. Area sources of air pollutant emissions associated with the proposed project include: fuel combustion emissions from space and water heating, fuel combustion emissions from landscape maintenance equipment, volatile organic compound (VOC) emissions from periodic repainting of interior and exterior surfaces, and energy usage. An Air Quality Technical Report will be prepared in support of the EIR and an Air Quality Improvement Plan (AQIP) will be prepared as a required component of the SPA.

Biological Resources: The project site is generally undeveloped, though much of the site has been tilled for dry farming uses. The proposed project has the potential to result in direct and indirect impacts sensitive biological habitats and species. Direct impacts would occur from the removal of habitat. Indirect impacts may occur along the edge of development where human activities, such as increases in noise, invasive species, lighting, and water runoff may adversely impact sensitive biological species and their habitats. A Biological Resources Technical Report will be prepared for the EIR and will fully evaluate the potential impacts to these resources and will provide mitigation where applicable. The proposed project will also be reviewed and evaluated for consistency with the City of Chula Vista MSCP Subarea Plan, Otay Ranch RMP, and the policies and standards related to the conservation of sensitive biological resources identified in the City's General Plan. Both on-site impacts and off-site facilities will be addressed, including the off-site facilities (wastewater, storm drain conveyance, and trails) that would be located in a portion of the MCSP Preserve. Where impacts are identified, mitigation measures will be identified. In addition to the Biological Resources Technical Report, a Preserve Edge Plan will be prepared as part of the proposed SPA Plan. The purpose of the Preserve Edge Plan is to identify allowable uses within appropriate land use designations for areas adjacent to the Otay Ranch Preserve.

Cultural and Paleontological Resources. The EIR will review the potential cultural resources that may be found on the project site and the potential for the proposed project to disturb any resources. The EIR will evaluate the potential for the proposed project to comply with the policies and standards related to cultural and paleontological resources identified in the City's General Plan. Cultural and Paleontological Resources Reports will be prepared and appended to the EIR that will include a field evaluation and will identify the potential for encountering unknown resources on the project site. Mitigation measures for known and unknown resources will be identified, where applicable.

Geology/Soils: The project site contains areas of steep slopes (slopes greater than 25%) that may be susceptible to risks such as slope instability, debris flow, rock falls, erosion, and slope creep. The EIR will review existing studies in the City of San Diego, County of San Diego, and the Alquist-Priolo Special Studies Zone maps to determine the location of faults, seismic hazard areas, or issues of ground stability. A Geotechnical report will be prepared for the site and will be appended to the EIR.

Global Climate Change. The EIR will address the sources of greenhouse gas (GHG) emissions and the potential impacts of global climate change, and hazards associated with climate change, consistent with the CEQA Guidelines amendments adopted December 30, 2009 (Appendix G of the CEQA Guidelines and CEQA Guidelines Section 15064.4). A Climate Change technical analysis will be prepared for the EIR, and will be included in an appendix to the EIR. The report will determine the potential GHG emissions associated with the proposed project based on the City's procedures and will evaluate the potential for hazards associated with global climate change, such as flood hazards, sea-level rise, wildfire hazard and water supply/snowpack loss. Any GHG reducing features that would be incorporated into the proposed project will be discussed.

Hazards/Risk of Upset. A Phase I Environmental Site Assessment will be prepared for the project site and incorporated into the EIR. The EIR will address the risk of upset, past use of pesticides and fertilizers on site, existing water contamination, underground storage tanks and pipeline, hazardous emissions, proximity to airports and the Otay Landfill, wildland fires, and the potential to interfere with emergency response plans. Additionally, the potential for the proposed project to result in the increase transportation, use, and disposal of hazardous materials will be addressed.

Housing/Population: The EIR will address whether the project would induce substantial population growth in the area; displace substantial numbers or existing homes or people; or be inconsistent with the growth projections included in the City of Chula Vista General Plan Update or Otay Ranch GDP Update. As part of the analysis, the EIR will evaluate the project's consistency with the City of Chula Vista General Plan Housing Element with respect to affordable housing based on the information provided in the "Otay Land Company Affordable Housing Program" and information pertaining to the City's Regional Housing Needs Allocation (RHNA).

Land Use/Community Character: The EIR will describe the existing adopted plans and policies that pertain to the project, including SANDAG's Regional Comprehensive Plan, City of Chula Vista's General Plan Update (2005), Chula Vista GPA/GDPA (GPA 09-01), City of Chula Vista Zoning Code, City of Chula Vista MSCP Subarea Plan, Growth Management Ordinance, Park Land Dedication Ordinance, Parks and Recreation Master Plan and Greenbelt Master Plan. The EIR will describe the existing land use conditions for both on-site and adjacent off-site conditions and the compatibility of the proposed Village 8 West SPA with these conditions. The proposed SPA would implement form-based regulations and standards, as described above. The EIR will determine whether implementation of the proposed SPA would divide an established community, conflict with an applicable plan, policy or regulation; or conflict with a habitat conservation plan. Also, this section shall address compliance with land use policies and standards identified in the City's General Plan and the Otay Ranch GDP.

Noise: The dominant noise sources affecting the project site are expected to result from traffic. Noise impacts from existing and future roadways will be evaluated. Existing noise levels within the project area will be measured and evaluated with regard to the existing Noise Element of the General Plan and City Noise Ordinance standards. Mitigation measures involving setbacks and/or noise barriers will be developed as necessary to mitigate significant noise impacts. A Noise Technical Report will be prepared to support the EIR.

Public Services/Utilities: An analysis of both capacity and infrastructure requirements for school, fire, police, park, solid waste, water, sewer, electrical, and library services will be provided for the requested actions. The analysis will address proposed on-site infrastructure; emergency services; library services; civic facilities; schools; parks; the Potable Water Master Plan; the Recycled Waster Master Plan; electric, gas, telephone and cable television utilities; and solid waste services. Impacts to public services/utilities will be determined based on the Growth Management Ordinance and CEQA significance thresholds. Off-site improvements would also be addressed, including the wastewater and storm drain conveyance facilities that would be located in a portion of the MCSP Preserve. A Water Supply Assessment and Verification Report (WSA) prepared by the Otay Water District for the proposed project will address available water supply and sources and will be summarized in the water supply analysis. A discussion of the phasing of services and infrastructure to accommodate the proposed project in accordance with the PFFP will be included in this section.

Traffic/Circulation/Regional Transportation: A comprehensive traffic analysis will be prepared for the EIR and used as a basis for evaluating potential traffic and circulation issues anticipated by the proposed project, including increased vehicle trips and traffic congestion. The Traffic Impact Analysis will utilize SANDAG modeling and will be included as an appendix to the EIR. The traffic analysis will

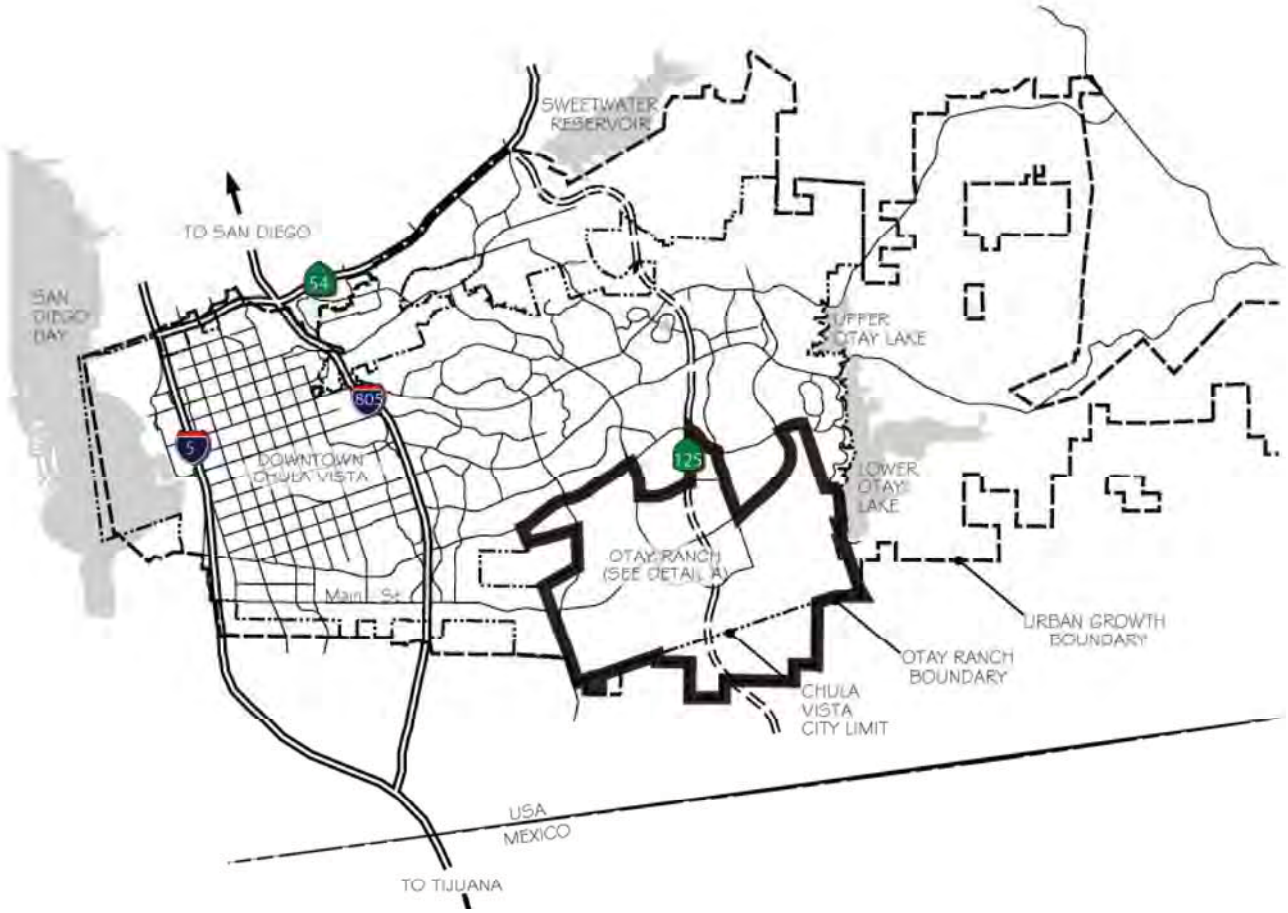
include AM/PM peak hour traffic counts and will focus on project trip distribution, the need for on- and off-site access and circulation improvements, and cumulative impacts. The phasing of the Rock Mountain Road/SR 125 interchange will be a key component of the analysis. The traffic analysis will include a number of development scenarios, including, but not limited to: 2015, 2020, 2025, and 2030. The proposed project includes a strong emphasis on non-vehicle modes of transportation, including public transit and pedestrian and bicycle facilities. The EIR will address the proposed project's compliance with transportation plans that include alternative transportation, including the SANDAG Regional Transportation Plan. A discussion of the phasing of on- and off-site access and circulation improvements to accommodate the proposed project in accordance with the PFFP will also be included in this section of the EIR.

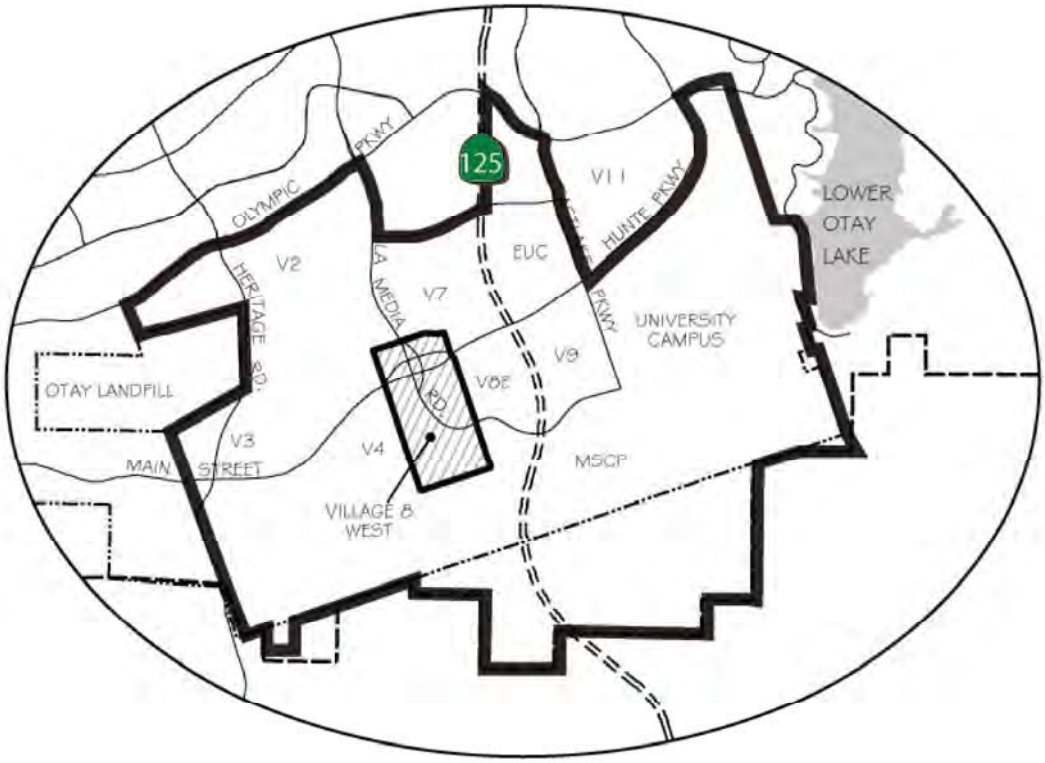
Visual/Aesthetics/Glare: Analysis will include a discussion of the existing visual environment and views available from the adjacent public roadways and public properties with regard to scenic quality. A viewshed analysis will be prepared that identifies significant viewsheds within and adjacent to the study area, including Rock Mountain, the Otay River Valley, and the extent to which these viewsheds will be impacted.

Water Quality: A Drainage and Water Quality Study will be prepared for the analysis of hydrology and water quality in the EIR. The hydrology analysis will describe drainage and detention facilities proposed or altered by the project; evaluate changes in hydrology and drainage resulting from increases in impervious surfaces, proposed site activities, and intensification of land use; evaluate potential impacts related to drainage, flooding, and construction of new or expanded drainage facilities; and provide mitigation measures for significant impacts on hydrology or drainage. Potential water quality impacts resulting from erosion and increased impervious surfaces and urban pollutants, drainage patterns, and other related issues would be characterized. In addition, the EIR will contain a discussion of the project's relationship with the San Diego Region's Standard Urban Storm Water Mitigation Plan (SUSMP) and the City's Jurisdictional Urban Run-off Master Plan (JURMP). Appropriate mitigation measures, including best management practices for the construction and post-construction condition, will be identified in the EIR, as necessary, to reduce project related water quality impacts. The Drainage and Water Quality Study will be included as an appendix to the EIR.

LIST OF ATTACHMENTS

Attachment A:	Figure 1, Project Vicinity Map
Attachment B:	Figure 2, Surrounding Land Uses
Attachment C:	Figure 3, Site Utilization Plan
Attachment D:	List of Agencies, Organizations, and Individuals to Receive This Notice of Preparation





Detail A: Otay Valley Parcel

Figure 1

Project Vicinity Map



Legend - General Development Planned Uses

- Open Space (OS)
- Park (P)
- School (S)
- Research and Limited Industrial (RI)
- Low Medium Density Residential (LM)
- Low Medium Village Density Residential (LMV)
- Medium Density Residential (M)
- Medium High Density Residential (MH)
- Mixed Use (MU)
- Planned Roadway

Not to Scale

Figure 2

Surrounding Land Uses

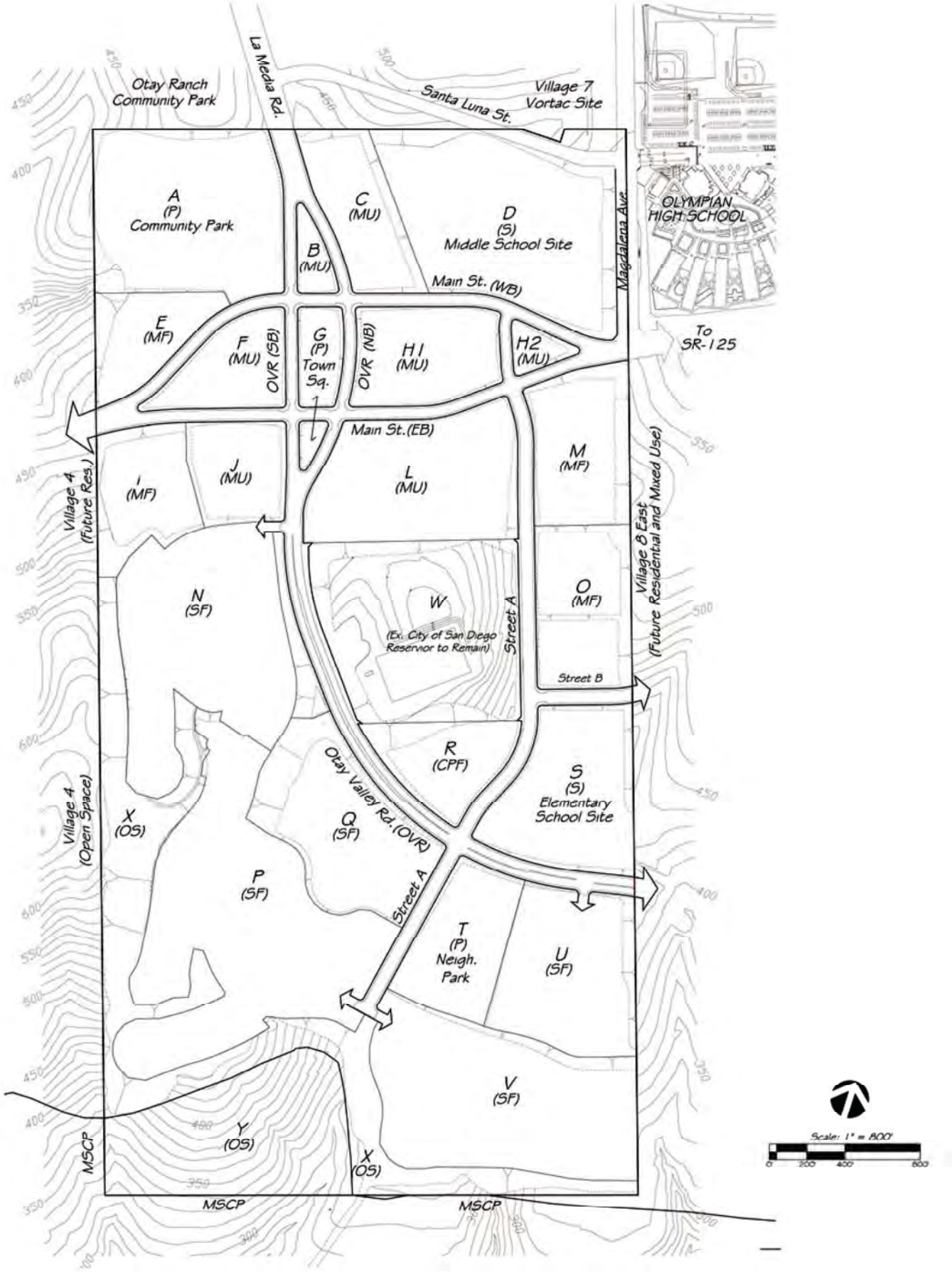


Figure 3

Site Utilization Plan

ATTACHMENT D

LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS TO RECEIVE THIS NOTICE OF PREPARATION

Federal

Bureau of Land Management
Federal Aviation Administration
Immigration and Naturalization Service
U.S. Army Corps of Engineers
U.S. Fish & Wildlife Service

State

California Air Resources Board
California Department of Conservation
California Department of Fish & Game
California Department of Water Resources
California Energy Commission
California Environmental Protection Agency
California State Lands Commission
California Waste Management
Caltrans District 11
Governor's Office of Planning and Research (State Clearinghouse)
Office of Historic Preservation
Regional Water Quality Control Board – San Diego Region 9

County

County of San Diego Air Pollution Control District
County of San Diego Department of Agriculture
County of San Diego Department of Environmental Health
County of San Diego Department of Parks & Recreation
County of San Diego Department of Planning and Land Use
County of San Diego Department of Public Works
County of San Diego - Chris Wickham
County of San Diego – Clerk's Office
County of San Diego - Trish Boaz
Local Agency Formation Commission
San Diego County Water Authority

Local Agencies

Chula Vista Elementary School District
City of Imperial Beach
City of National City Planning Department
City of San Diego Development Services Department
City of San Diego Environmental Services Department
City of San Diego Metropolitan Wastewater Department
City of San Diego Public Utilities Department
City of San Diego Real Estate Assets
City of San Diego Transportation Engineering
City of San Diego Water Department
Metropolitan Transit Development Board
Otay Water District
San Diego Unified Port District
San Diego Association of Governments
San Diego Housing Commission
Sempra Energy
Southbay Expressway LP
Southbay Irrigation District
Southwestern College
Sweetwater Community Planning Group
Sweetwater Authority
Sweetwater Union High School District

Other

Adams Broadwell Joseph & Cardozo
Brown Field Operations Office
California Native Plant Society
Chula Vista Star-News
Chula Vista Coordinating Council
Crossroads II
Endangered Habitats League
Environmental Health Coalition
Helix
Baldwin & Sons
McMillin Companies
Mr. Thomas Davis
Natural History Museum
Otay Land Company LLC
Otay Mesa Chamber of Commerce
Otay Valley Quarry LLC
Otay Ranch, LLC/JPB Development, LLC
PSB
PSBS
San Diego Audubon Society

San Diego County Archaeological Society
San Diego Union-Tribune
SBC-Pacific Bell
Sierra Club – Theresa Acerro
Sweetwater Valley Civic Association
The EastLake Company
The Environmental Trust
Valley de Oro Community Planning Group

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Memorandum

Date: July 12, 2010

To: All Reviewing Agencies

From: Scott Morgan, Acting Director

Re: SCH # 2010062093

Otay Ranch Village 8 West Sectional Planning Area (SPA) Plan and Tentative Map (TM)

The State Clearinghouse sent you an Acknowledgement Letter of a Notice of Preparation on June 29, 2010, but we did not provide the correct copy of the project. Please accept the attached Notice of Preparation with the corrected attachment for your review. We apologize for any inconvenience this may have caused.

CITY OF CHULA VISTA
JUL 13 2010
REDEVELOPMENT AND HOUSING

cc: Glen Laube
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

July 12, 2010

To. Reviewing Agencies

Re: Otay Ranch Village 8 West Sectional Planning Area (SPA) Plan and Tentative Map (TM)
SCH# 2010062093

Attached for your review and comment is the Notice of Preparation (NOP) for the Otay Ranch Village 8 West Sectional Planning Area (SPA) Plan and Tentative Map (TM) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Glen Laube
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If yon have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Acting Director, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH#	2010062093
Project Title	Otay Ranch Village 8 West Sectional Planning Area (SPA) Plan and Tentative Map (TM)
Lead Agency	Chula Vista, City of

Type	**NOP** Notice of Preparation
Description	The project proposes to develop approximately 320 acres of land in Otay Ranch known as Village 8 West. The proposed project would implement development planned for the site in the Otay Ranch General Development Plan (GDP), as amended. Village 8 West represents the most easterly portions of Village 4, a small southerly portion of Village 7, and the westerly half of Village 8, as illustrated in the GDP as amended. The proposed project is comprised of the following land use components: 42.2 acres of a mixed-use Town Center; 17.4 acres of Community Park; 3.1 acres of town square parkland; a 21-acre middle school site; a 5.8 acre community purpose facility (CPF) site; a 7.5-acre neighborhood park, an 11.4 acre elementary school site; and a total of 2,050 multi-and single family residential units.

Lead Agency Contact

Name	Glen Laube		
Agency	City of Chula Vista		
Phone	(619) 476-2329	*Fax*	
email			
Address	276 Fourth Avenue		
City	Chula Vista	*State* CA	*Zip* 91910

Project Location

County	San Diego		
City	Chula Vista		
Region			
Cross Streets			
Lat / Long			
Parcel No.	644-070-07		
Township	*Range*	*Section*	*Base*

Proximity to:

Highways	SR 125
Airports	
Railways	
Waterways	
Schools	Olympian HS
Land Use	Vacant land Z: Planned Community

Project Issues	Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects
Reviewing Agencies	Resources Agency; Department of Conservation; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; Resources, Recycling and Recovery; Department of Water Resources; Department of Fish and Game, Region 5; CA Department of Public Health; Office of Emergency Management Agency, California; Native American Heritage Commission; State Lands Commission; Caltrans, Division of Transportation Planning; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 11; Air Resources Board, Transportation Projects; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 9

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Date Received 06/29/2010 *Start of Review* 06/29/2010 *End of Review* 07/28/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.

...r Distribution List

County: San Diego SCH# 2010081068

...sources Agency

Resources Agency
Nadell Gayou

Dept. of Boating & Waterways
Mike Sotelo

California Coastal Commission
Elizabeth A. Fuchs

Colorado River Board
Gerald R. Zimmerman

Dept. of Conservation
Rebecca Salazar

California Energy Commission
Eric Knight

Cal Fire
Allen Robertson

Central Valley Flood Protection Board
James Herota

Office of Historic Preservation
Wayne Donaldson

Dept of Parks & Recreation
Environmental Stewardship Section

California Department of Resources, Recycling & Recovery
Sue O'Leary

S.F. Bay Conservation & Dev't. Comm.
Steve McAdam

Dept. of Water Resources
Resources Agency
Nadell Gayou

_____
Conservancy

...n and Game

Depart. of Fish & Game
Scott Flint
Environmental Services Division

Fish & Game Region 1
Donald Koch

- [ ] Fish & Game Region 1E
  Laurie Harnsberger
- [ ] Fish & Game Region 2
  Jeff Drongesen
- [ ] Fish & Game Region 3
  Charles Armor
- [ ] Fish & Game Region 4
  Julie Vance
- [ ] Fish & Game Region 5
  Don Chadwick
  Habitat Conservation Program
- [ ] Fish & Game Region 6
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] Fish & Game Region 6 I/M
  Brad Henderson
  Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Game M
  George Isaac
  Marine Region

Other Departments

- [ ] Food & Agriculture
  Steve Shaffer
  Dept. of Food and Agriculture
- [ ] Depart. of General Services
  Public School Construction
- [ ] Dept. of General Services
  Anna Garbeff
  Environmental Services Section
- [ ] Dept. of Public Health
  Bridgette Binning
  Dept. of Health/Drinking Water

Independent Commissions,Boards

- [ ] Delta Protection Commission
  Linda Flack
- [ ] Cal EMA (Emergency Management Agency)
  Dennis Castrillo
- [ ] Governor's Office of Planning & Research
  State Clearinghouse
- [ ] Native American Heritage Comm.
  Debbie Treadway
- [ ] Public Utilities Commission
  Leo Wong
- [ ] Santa Monica Bay Restoration
  Guangyu Wang
- [ ] State Lands Commission
  Marina Brand
- [ ] Tahoe Regional Planning Agency (TRPA)
  Cherry Jacques

Business, Trans & Housing

- [ ] Caltrans - Division of Aeronautics
  Sandy Hesnard
- [ ] Caltrans - Planning
  Terri Pencovic
- [ ] California Highway Patrol
  Scott Loetscher
  Office of Special Projects
- [ ] Housing & Community Development
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- [ ] Caltrans, District 1
  Rex Jackman
- [ ] Caltrans, District 2
  Marcellno Gonzalez
- [ ] Caltrans, District 3
  Bruce de Terra
- [ ] Caltrans, District 4
  Lisa Carboni
- [ ] Caltrans, District 5
  David Murray
- [ ] Caltrans, District 6
  Michael Navarro
- [ ] Caltrans, District 7
  Elmer Alvarez
- [ ] Caltrans, District 8
  Dan Kopulsky
- [ ] Caltrans, District 9
  Gayle Rosander
- [ ] Caltrans, District 10
  Tom Dumas
- [ ] Caltrans, District 11
  Jacob Armstrong
- [ ] Caltrans, District 12
  Chris Herre

Cal EPA

Air Resources Board

- [ ] Airport Projects
  Jim Lerner
- [ ] Transportation Projects
  Douglas Ito
- [ ] Industrial Projects
  Mike Tollstrup

- [ ] State Water Resources Control Board
  Regional Programs Unit
  Division of Financial Assistance

- [ ] State Water Resources Control Board
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality

- [ ] State Water Resouces Control Board
  Steven Herrera
  Division of Water Rights

- [ ] Dept. of Toxic Substances Control
  CEQA Tracking Center

- [ ] Department of Pesticide Regulation
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] RWQCB 1
  Cathleen Hudson
  North Coast Region (1)
- [ ] RWQCB 2
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] RWQCB 3
  Central Coast Region (3)
- [ ] RWQCB 4
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] RWQCB 5S
  Central Valley Region (5)
  - [ ] RWQCB 5F
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] RWQCB 5R
    Central Valley Region (5)
    Redding Branch Office
- [ ] RWQCB 6
  Lahontan Region (6)
  - [ ] RWQCB 6V
    Lahontan Region (6)
    Victorville Branch Office
- [ ] RWQCB 7
  Colorado River Basin Region (7)
- [ ] RWQCB 8
  Santa Ana Region (8)
- [ ] RWQCB 9
  San Diego Region (9)

- [ ] Other _____

Last Updated on 03/24/10

Glen Laube

From: THERESA ACERRO [thacerro@yahoo.com]
Sent: Monday, July 05, 2010 6:04 PM
To: Glen Laube
Subject: village 8west comments on NOP

I have another meeting same time on Thursday;

City of Chula Vista
276 Fourth Ave.
Chula Vista, CA 91910
Attention: Glen Laube
July 8, 2010

RE: EIR#10-03

The amount of density in this project is considerably more than what was originally planned. The EIR needs to require that all the water needs of the project be met by recycled water and saving the amount of potable water needed somewhere off site within the city. Reliance on imported water is becoming more and more uncertain. Otay Water District simply does not have adequate storage or a diverse portfolio of sources to be able to guarantee potable water for the life of these homes.

The city must realize by now that housing never pays its full cost in services after the first couple of years. There needs to be provision for assessment Districts to take care of street maintenance and repair. There should also be a Safety or fire and police assessment District to take care of ongoing expenses such as salaries for police and fire. This is in addition to the assessment Districts to maintain the open space areas. The city cannot allow 4,000 more housing units without these Assessment Districts. Perhaps one should be considered for Parks as well since this is another expense the city has not been able to keep up with existing sources of funding.

The 1,500,000 square feet of Commercial is not likely to be built unless the economy changes dramatically and cannot be expected to fund all the services that these homes will require even if it is built considering the over supply of such properties in the County at the moment and the current deficit within the existing city limits.

The traffic that this project is going to cause on Olympic Parkway will be horrendous. There already is a huge problem. Even in these tough economic times traffic is backed up onto I-805 at rush hour. 125 is in bankruptcy and not likely to be used by a large portion of these new residents either- simply because it does not go to where most of the employment centers are-off of I-5 and I-805. The only people for whom 125 is convenient are people needing to get to 8, fairly far east, 94, or 54 to get to work. It is a fantasy to think most of the people will work in the village since the jobs are not going to come before the homes, and people will not be able to quit existing jobs, which they will have to have in order to buy or rent the new homes.

The amount of cut and fill as usual is tremendous. The city's insistence upon turning the east into Orange County sprawl on flat land is reprehensible. Maybe a few less things could be built per acre so that the preservation of the natural contour of the land, which would be so much more attractive, could avoid the having to take over-riding circumstances for loss of visual quality.

Theresa Acerro
PO Box 8697
Chula Vista, CA 91912

City of Chula Vista
276 Fourth Ave.
Chula Vista, CA 91910
Attention: Glen Laube
July 8, 2010

RE: EIR#10-03

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Theresa Acerro
PO Box 8697
Chula Vista, CA 91912

San Diego County Archaeological Society, Inc.

Environmental Review Committee

17 July 2010

CITY OF CHULA VISTA
JUL 20 2010
REDEVELOPMENT AND HOUSING

To: Mr. Glen Laube, Associate Planner
City of Chula Vista
276 Fourth Avenue
Chula Vista, California 91910

Subject: Notice of Preparation of Draft for Second-Tier Environmental Impact Reports for Otay Ranch Village 8 West Sectional Planning Area Plan and Tentative Map, and For Otay Ranch Village 9 Sectional Planning Area Plan and Tentative Map

Dear Mr. Laube:

Thank you for the two Notices of Preparation for the subject projects, received by this Society last month.

We are pleased to note the inclusion of cultural resources in the list of subject areas to be addressed in each DEIR, and look forward to reviewing it during the upcoming public comment period. To that end, please include us in the distribution of the DEIRs, and also provide us with a copy of the cultural resources technical report(s).

SDCAS appreciates being included in the City's environmental review process for this project.

Sincerely,

James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: SDCAS President
File

P.O. Box 81106 • San Diego, CA 92138-1106 • (858) 538-0935

State of California--Health and Human Services Agency
Department of Public Health

Mark B Horton, MD, MSPH
Director

ARNOLD SCHWARZENEGGER
Governor

RECEIVED
JUL 22 2010
STATE CLEARING HOUSE

July 20, 2010

Glen Laube
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

RE: Otay Ranch Village 8 West Sectional Planning Area (SPA) Plan and Tentative Map (TM), Notice of Preparation (NOP),State Clearinghouse Number (SCH 2010062093)

Dear Mr. Laube:

The California Department of Public Health (CDPH) is in receipt of the Notice of Preparation (NOP) for the above project. The City of Chula Vista (City) is proposing to develop approximately 320 acres of land in Otay Ranch known as Village 8 West. Land use components within the Otay Ranch General Development Plan consist of mixed-use residential and commercial space, along with institutional and recreational spaces. As well as, a total of 2,050 multi- and single-family residential units are proposed.

On page nine of the NOP, the City mentions that a Water Supply Assessment and Verification Report will be prepared by the Otay Water District for the proposed project; it will address available water supply and available water sources. CDPH would like to request a copy of the report once it is finalized

Also, CDPH is the state regulatory agency responsible for issuing public water supply operating permits. As required by the California Health and Safety Code and by recently adopted changes to the California Waterworks Standards, water systems are required to apply to CDPH for a domestic water supply permit prior to making additions, changes or modifications to their facility.

When the review process has ended, please forward the following items with your permit application to the CDPH Riverside District Office:

- Copy of the City Council Resolution or Memo adopting the Environmental Impact Report and approving the project;
- Copy of the stamped Notice of Determination (NOD) filed at the San Diego County Clerk's Office (Note: The NOD must be submitted to the State Clearinghouse);
- Copy of the California Department of Fish and Game receipt issued by the San

Diego County Clerk's Office or State Clearinghouse;
- Copies of any comment letters received locally or through the State Clearinghouse.

Upon approval of the tentative map and development of the water supply assessment report, please contact the CDPH San Diego District office at (619) 525-4159 for information on the water supply application process. If you have any questions about this letter, please call me at (916) 449-5285 or email to Jeffery.Werth@cdph.ca.gov.

Sincerely,

Jeffery Werth
CDPH CEQA Coordinator

Cc: Project File
Sean Sterchi, San Diego District Engineer
State Clearinghouse

Linda S. Adams
Secretary for
Environmental Protection

Department of Toxic Substances Control

Maziar Movassaghi
Acting Director
5796 Corporate Avenue
Cypress, California 90630

Arnold Schwarzenegger
Governor

July 20, 2010

Mr. Glen Laube
Development Services Department
City of Chula Vista Planning Division
276 Fourth Avenue
Chula Vista, California 91910

NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT (NOP) FOR OTAY RANCH VILLAGE 8 WEST SECTIONAL PLANNING AREA (SPA) PLAN AND TENTATIVE MAP (TM) (SCH# 2010062093)

Dear Mr. Laube:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Preparation of the Environmental Impact Report for the above-mentioned project. The following project description is stated in your document: "The project proposes to develop approximately 320 acres of land in Otay Ranch known as Village 8 West. The proposed project would implement development planned for the site in the Otay ranch General Development Plan (GDP), as amended. Village 8 West represents the most easterly portions of Village 4, a small southerly portion of Village 7, and the westerly half of Village 8, as illustrated in the GDP as amended. The proposed project is comprised of the following land use components: 42.2 acres of a mixed-use Town Center; 17.4 acres of Community Park; 3.1 acres of town square parkland; a 21-acre middle school site; a 5.8 acre community purpose facility (CPF) site; a 7.5-acre neighborhood park, an 11.4 acre elementary school site; and a total of 2,050 multi-and single family residential units".

Based on the review of the submitted document DTSC has the following comments:

1) The EIR should evaluate whether conditions within the project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:

    - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).

- Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).

- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.

- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.

- Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.

- GeoTracker: A List that is maintained by Regional Water Quality Control Boards.

- Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.

- The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).

2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.

3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR.

4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.

5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.

6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.

7) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

8) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

If you have any questions regarding this letter, please contact me at ashami@dtsc.ca.gov, or by phone at (714) 484-5472.

Sincerely,

Al Shami
Project Manager
Brownfields and Environmental Restoration Program

cc: Mr. Doug Snyder
Deputy Fire Marshal
Hazardous Materials Division
620 South E Street
San Bernardino, California 92415-0153

Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov.

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
ADelacr1@dtsc.ca.gov

CEQA # 2979

THE CITY OF SAN DIEGO

July 21, 2010

CITY OF CHULA VISTA
JUL 27
REDEVELOPMENT AND HOUSING

Mr. Glen Laube, Associate Planner
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

Dear Mr. Laube:

This letter is written in response to the *Notice of Preparation of a Draft Environmental Impact Report* notice of June 25, 2010 for the projects titled Second-Tier Environmental Impact Report for the Otay Ranch Village 8 West and Village 9 Sectional Planning Areas (SPA).

The Airports Division is generally reluctant to support any project close to our airports that may introduce non-compatible land uses, such as residential developments, schools, or day care centers that may raise significant safety or noise concerns. Brown Field is a busy general aviation airport open to the public 24 hours a day, 365 days a year. The types of aircraft that use the airport vary from small single-engine pistons to large corporate jets and military aircraft, including helicopters. In 2009, Brown Field had approximately 92,000 operations. In 2007, there were approximately 146,000 operations.

The first concern is with the location of this project in relation to the POGGI VORTAC. Currently, there is an instrument approach procedure, the VOR or GPS-A, which brings aircraft to Brown Field from the north and terminates at POGGI. Once at POGGI, pilots must be able to see the airport visually, and then circle to land. Aircraft fly the approach in any weather condition, day or night, 24 hours a day. As a result, this project will be impacted by aircraft overflights at low altitude.

According to the Airport Land Use Compatibility Plan (ALUCP) for Brown Field, this project falls within the Airport Overflight Notification Area, hence, the project requires submission to the Airport Land Use Commission for their review, as to proper land use compatibility, surrounding Brown Field Airport. Compliance with the ALUCP, adopted in January, 2010 will ensure the uses proposed in this project are compatible with airport operations.

The second concern is related to airspace protection. This project falls within the Code of Federal Regulations, Title 14, Part 77 notification area. A Form 7460-1, *Notice of Proposed Construction or Alteration*, must be filed with the Federal Aviation Administration to ensure no objects related to this project present a hazard to air navigation.

Airports Division • Real Estate Assets
Brown Field Municipal Airport • 1424 Continental Street • San Diego, CA 92154-5717
Operations: Tel (619) 424-0456 Leasing: Tel (619) 424-0486
Fax (619) 424-0488

In the interest of safety, compatibility, and proper urban planning I look forward to working with you and your staff on this and other projects. Should you have any questions or concerns, please do not hesitate to contact me at (619) 424-0456.

Sincerely,

Wayne J. Reiter

Wayne Reiter
Airport Manager-Brown Field

WR

cc: M. C. Tussey, Deputy Director, Airports

THE CITY OF SAN DIEGO

July 23, 2010

CITY OF CHULA VISTA
JUL 27 2010
REDEVELOPMENT AND HOUSING

City of Chula Vista
Attn: Glen Laube, Associate Planner
276 Fourth Avenue
Chula Vista, California 91910

Subject: **CITY OF SAN DIEGO COMMENTS ON THE NOTICE OF PREPARATION (NOP) FOR THE SECOND TIER ENVIRONMENTAL IMPACT REPORT (EIR) #10-03 FOR THE OTAY RANCH VILLAGE 8 WEST SECTIONAL PLANNING AREA (SPA) PLAN AND TENTATIVE MAP**

The City of San Diego ("City") has received and reviewed the above referenced project and appreciates this opportunity to provide comments to the City of Chula Vista. In response to the Request for Review and Comment, the City has identified potential environmental issues that may have a significant environmental impact.

Staff from the Open Space Division of the Park and Recreation Department and Transportation Development Section of the Development Services Department have reviewed the Request for Comment on the NOP and provided the following comments regarding the content of the DEIR in the form of a City Memo, both of which are attached to this document. The City respectfully requests that you please address the comments in the EIR.

Sincerely,

for Cecilia Gallardo, AICP
Assistant Deputy Director
Development Services Department

CG: ALM

Attachments: 1.Memo from Laura Ball, Senior Planner, Open Space Division, Park and Recreation Department
2. Memo from Victoria Huffman, Transportation Development Section, Development Services Department

cc: Anna L. McPherson, AICP, Senior Planner, Development Services Department
Laura Ball, Senior Planner, Park and Recreation Department
Victoria, Huffman, Development Services Department

THE CITY OF SAN DIEGO

M E M O R A N D U M

DATE: July 22, 2010

TO: Anna McPherson, Senior Planner, Development Services Department, Environmental Analysis Section

FROM: Laura Ball, Senior Planner, Park & Recreation Department, Open Space Division

SUBJECT: Notice of Preparation (NOP) for the Second-Tier Environmental Impact Report for the Otay Ranch Village 8 West Sectional Planning Area (SPA) Plan and Tentative Map (TM) Project, EIR#10-03

Park and Recreation Department staff has reviewed the Notice of Preparation (NOP) for the Second-Tier Environmental Impact Report for the Otay Ranch Village 8 West Sectional Planning Area (SPA) Plan and Tentative Map (TM) Project and have the following comments:

As noted in the NOP, the project is located just north of the Otay Valley Regional Park (OVRP), which is jointly administered by the County of San Diego and the Cities of San Diego and Chula Vista and references the OVRP Conceptual Plan. Design of the area adjacent to the park should also incorporate/consider the Private Development Guidelines (Section 5) of the OVRP Design Standards and Guidelines, dated October 27, 2005.

Additionally, the project description states: "The site plan includes provisions for an off-site trail connection to the OVRP. The proposed trail connection would extend from the southernmost property boundary down to an existing public utilities access road." Design of the trail must consider the Design Standards and Guidelines and must also include/incorporate the OVRP Trail Guidelines. The trail details (design, specific location, etc.) should also include review by the OVRP agency staff, and the OVRP Citizen's Advisory and Policy Committees to ensure consistency with the guidelines and plans that impact the park.

Please ensure that the environmental impacts analysis, and in particular the Biological Resources, Land Use/Community Character, Visual/Aesthetics/Glare, and Water Quality Sections consider impacts to the OVRP and Otay River Valley in their analysis.

If you have further questions, please call me at 619-533-6727.

Laura Ball
Senior Planner

cc: Chris Zirkle, Deputy Director, Park and Recreation Department, Open Space Division
Paul Kilburg, Senior Planner, Park and Recreation Department, Open Space Division
Steve Haupt, District Manager, Park and Recreation Department, Open Space Division
Jeff Harkness, Senior Planner, CPCI, Park Planning Division

CITY OF SAN DIEGO
M E M O R A N D U M

DATE: July 23, 2010

TO: Anna McPherson, Environmental Analysis Section

FROM: Victoria Huffman, Transportation Development Section

SUBJECT: Notice of Preparation for a Draft Environmental Impact Report (EIR #10-03) for Otay Ranch 8 West Sectional Planning Area (SPA) and Tentative Map (TM)

We have reviewed the Notice of Preparation for a Draft Environmental Impact Report (DEIR) for Otay Ranch 8 West Sectional Planning Area (SPA) and Tentative Map (TM), and we have the following comments:

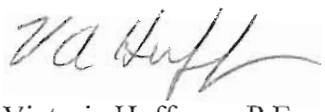
1. The traffic impact analysis for the DEIR should follow the guidelines of the *City of San Diego Traffic Impact Study Manual, July 1998,* including various scenarios to be included, for all roadways within the City of San Diego evaluated.

2. The traffic impact analysis for the DEIR should apply the *City of San Diego Significance Determination Thresholds, January 2007* for all roadway facilities within the City of San Diego evaluated.

3. The City of San Diego has a calibrated travel forecasting model for the Otay Mesa Community. Therefore, please consult the City of San Diego's Travel Forecasting Section of the Engineering & Capital Projects Department regarding the appropriateness of the land uses and roadway network assumed in the SANDAG traffic models used.

4. In accordance with the *SANTEC/ITE Guidelines for Traffic Impact Studies (TIS) in the San Diego Region*, any reductions to trip rates for developments near transit stations or for mixed use developments should be reasonable.

5. The environmental document should include alternatives that avoid or lessen expected transportation impacts, including at least one alternative that would avoid significant impacts to the City of San Diego's streets and transit systems.



Victoria Huffman, P.E.
Associate Traffic Engineer

ERIC GIBSON
DIRECTOR

County of San Diego

DEPARTMENT OF PLANNING AND LAND USE

5201 RUFFIN ROAD, SUITE B, SAN DIEGO, CALIFORNIA 92123-1666
INFORMATION (858) 694-2960
TOLL FREE (800) 411-0017
www.sdcounty.ca.gov/dplu

July 28, 2010

CITY OF CHULA VISTA
JUL 30 2010
REDEVELOPMENT AND HOUSING

Glen Laube, Principal Planner
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

COMMENTS ON THE NOP FOR THE SECOND-TIER ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE OTAY RANCH VILLAGE 8 WEST SECTIONAL PLANNING AREA (SPA) PLAN AND TENTATIVE MAP (TM)

Dear Mr. Laube:

The County of San Diego appreciates the opportunity to review the Notice of Preparation (NOP) of a Second-Tier Environmental Impact Report (EIR) for the Otay Ranch Village 8 West Sectional Planning Area (SPA) Plan and Tentative Map (TM) posted June 29, 2010. According to the NOP the project is located on 320 acres within the City of Chula Vista and proposes construction of 2,050 residential units and 300,000 square feet of commercial development. The County owns and manages land directly adjacent to the proposed project and has worked cooperatively in the development of the Otay Ranch project.

The Department of Parks and Recreation (DPR) and Department of Public Works (DPW) staff have completed review of the NOP and have the following comments:

LAND USE AND RECREATION

1. The proposed project is directly adjacent to the Otay Valley Regional Park (OVRP) and the Otay Ranch Preserve.

    a. The OVRP is run cooperatively through a Joint Exercise of Powers Agreement among the County of San Diego and the cities of San Diego and Chula Vista. It is recommended that the City coordinate with the OVRP Citizen Advisory Committee

Committee and Policy Committee for input on and/or approval of the project, specifically regarding trail connections to the OVRP. Please contact the following OVRP joint staff to arrange for a presentation of the proposed project:

- County of San Diego: Chuck Tucker chuck.tucker@sdcounty.ca.gov , (858-966-1352)
- City of San Diego: Laura Ball lball@sandiego.gov), (619-533-6727)
- City of Chula Vista: Lynnette Lopez ltessitore-lopez@ci.chula-vista.ca.us (619-409-5465).

b. The County of San Diego and the City of Chula Vista are joint Preserve Owner Managers (POM) for the Otay Ranch Preserve. Any potential impacts to preserve lands conveyed to the POM including off-site infrastructure improvements should be discussed and coordinated with County POM staff, Cheryl Goddard, Land Use/Environmental Planner III, (858) 966-1374, cheryl.goddard@sdcounty.ca.gov .

2. The County DPR oversees the County Trails Program and the Community Trails Master Plan (CTMP). The County Trails Program is developing a system of interconnected regional and community trails and pathways. The County Trails Program involves both trail development and management on public, semi-public, and private lands. There are several existing trails, as well as, proposed trails tied to development projects which are currently being constructed within the vicinity of the project. In addition, the OVRP Concept Plan identifies proposed trails within this area. It is recommended that any trails associated with the project be consistent with, and connect to, planned and/or proposed trails and that the EIR evaluate any potential project effects on the recreational use of these existing and proposed trails.

   For additional information regarding trail locations or to discuss any potential impacts, please contact the County Trails Program Coordinator, Maryanne Vancio at 858-966-1372, maryanne.vancio@sdcounty.ca.gov.

TRANSPORTATION

3. The DEIR should assess potential traffic impacts of project traffic onto roadways located outside of the City of Chula Vista. The proposed project may distribute trips onto existing and future County Circulation Element roads such as Otay Lakes Road, Bonita Road, Sweetwater Road, Briarwood Road, Corral Canyon Road, Central Avenue, Proctor Valley Road, Lone Star Road, Otay Mesa Road, and other roadways located within the East Otay Mesa Specific Planning Area.

4. The DEIR should provide an assessment of the project's potential direct and cumulative impacts to roadway facilities located within the unincorporated area of San Diego County.

5. Fairshare contributions to the County's Transportation Impact Fee (TIF) program should be considered to mitigate the cumulative traffic impacts. The fairshare contributions should be based upon the amount of project trips that will be distributed onto the County roadways.

6. The DEIR should use County of San Diego criteria for the Level of Service assessment and significant impact assessment for County roadway facilities. The DEIR should reference the County's Public Road Standards dated March 3, 2010 and the County's Transportation/Traffic Guidelines modified February 19, 2010.

   If you have any questions on the above comments from DPW Traffic/Transportation Planning, please contact Bob Goralka at (858) 874-4202.

The County of San Diego appreciates the opportunity to continue to participate in the environmental review process for this project. We look forward to receiving future environmental documents related to this project. If you have any questions regarding these comments, please contact LeAnn Carmichael at (858) 694-3739 or email at leann.carmichael@sdcounty.ca.gov.

Sincerely,

for ERIC GIBSON, Director
Department of Planning and Land Use

cc: Megan Jones, Land Use and Environment Group, (via email)
Trish Boaz, County Department of Parks and Recreation, (via email)
Megan Hamilton, County Department of Parks and Recreation, (via email)
Cheryl Goddard, County Department of Parks and Recreation, (via email)
Julia Quinn, Department of Public Works, (via email)
Bob Goralka, Department of Public Works, (via email)
Richard Chin, Department of Public Works, (via email)
LeAnn Carmichael, Department of Planning and Land Use (via email)
Priscilla Jaszkowiak, Department of Planning and Land Use, (via email)

California Natural Resources Agency
DEPARTMENT OF FISH AND GAME
South Coast Region
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201
http://www.dfg.ca.gov

ARNOLD SCHWARZENEGGER, Governor
JOHN MCCAMMAN, Director

July 28, 2010

Mr. Glen Laube
City of Chula Vista
276 Fourth Avenue
Chula Vista, California 91910

Subject: Comments on the Notice of Preparation for the Otay Ranch Village 8 West Sectional Planning Area and Tentative Map Draft Second-Tier Environmental Impact Report (SCH # 2010062093)

Dear Mr. Laube:

The California Department of Fish and Game (Department) has reviewed the above-referenced Notice of Preparation (NOP) of a Draft Second-Tier Environmental Impact Report (DEIR) for the Otay Ranch Village 8 West Sectional Planning Area and Tentative Map, dated June 25, 2010. The City of Chula Vista has an approved Subarea Plan (SAP) and Implementing Agreement (IA) under the Natural Community Conservation Planning program. The DEIR for the proposed project must ensure and verify that all requirements and conditions of the SAP and IA are met. The DEIR should also address biological issues that are not addressed in the SAP and IA, such as specific impacts to and mitigation requirements for wetlands or sensitive species and habitats that are not covered by the SAP and IA. We would also emphasize conducting a habitat assessment to determine the potential for the site to support burrowing owl (*Athene cunicularia*).

Issue areas in the DEIR that may be influenced by the SAP and IA include "Land Use," "Landform Alteration/Visual Quality," "Traffic/Circulation," "Biological Resources," "Drainage/Urban Runoff/Water Quality," "Noise," and "Cumulative Effects." In addition, the environmental document should describe why the proposed project, irrespective of other alternatives to the project, is consistent with and appropriate in the context of the SAP.

Thank you for the opportunity to comment. Please contact Paul Schlitt at (858) 637-5510, if you would like to discuss this response to the NOP.

Sincerely,

Edmund Pert
Regional Manager
South Coast Region

cc: State Clearinghouse, Sacramento
Doreen Stadlander, U.S. Fish and Wildlife Service, Carlsbad
Paul Schlitt, California Department of Fish and Game, San Diego

DEPARTMENT OF TRANSPORTATION
DISTRICT 11
4050 Taylor St., MS 240
SAN DIEGO, CA 92110
PHONE (619) 688-6954
FAX (619) 688-4299
TTY 1-800-735-2929

Flex your power!
Be energy efficient!

CITY OF CHULA VISTA
JUL 30 2010
REDEVELOPMENT AND HOUSING

July 28, 2010

11-SD-125
Otay Ranch Village 8 West
NOP
PM 4.182

Mr. Glen Laube
Associate Planner
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

RE: Otay Ranch Village 8 West

Dear Mr. Laube:

The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the proposed Otay Ranch Village 8 West Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) located near State Route 125 (SR-125) and south of the Birch Road interchange. We have the following comments:

Caltrans is currently in the process of developing a Project Study Report (PSR) for the Main Street, Rock Mountain and Otay Valley Road interchanges. It is recommended as part of the EIR that the City coordinate with Caltrans to incorporate information from the PSR where applicable.

The Otay Valley Road overcrossing should span over the ultimate (i.e., the existing facility plus the future widening of the SR-125 South) facility.

Studies/design should also take into consideration that the southbound ramps would need to tie into the existing (i.e., temporary) southbound roadway; therefore, these ramps ultimate designs should be studied to cover all impacts from the ultimate construction of this interchange.

Right-of-Way (R/W) issues for the SR-125 South are still being worked out so there may be some parcels or issues along this stretch of the SR-125 South that may be a concern. Coordination concerning R/W for these parcels should be included as part of this EIR analysis and development approval.

The NOP does not identify the Otay Valley Road / SR-125 South Interchange. This interchange should be included in the traffic analysis for the EIR.

Caltrans has not received a copy of the Final Approved Noise Study for the Toll Road segment of the SR-125 South which includes the segment of SR-125 South adjacent to the project.

Southbay Expressway/CTV should be contacted regarding any noise study related issues for these projects' EIR. Caltrans will not be held responsible for any noise impacts to this development, including from the ultimate configuration of SR-125.

Grading for this proposed project which would modify existing drainage and increase runoff to State facilities will not be allowed.

A traffic impact study is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide for the Preparation of Traffic Impact Studies* (TIS). Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide.

The Level of Service (LOS) for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C".

All State-owned signalized intersections affected by this project should be analyzed using the Intersecting Lane Vehicle (ILV) procedure from the Caltrans Highway Design Manual, Topic 406, page 400-21.

The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.

A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacities. A focused analysis may also be necessary if there is an increased risk of a potential traffic accident.

All freeway entrance and exit ramps where a proposed project will add a significant number of peak-hour trips that may cause any traffic queues to exceed storage capacities should be analyzed. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary to accommodate the queuing. The effects of ramp metering should be analyzed in the traffic study. For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

The data used in the TIS should not be more than 2 years old.

Caltrans endeavors that any direct and cumulative impacts to the State highway system be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

Mitigation measures to State facilities should be included in the traffic impact analysis. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation. This includes the actual implementation and collection of any "fair share" monies, as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts.

The lead agency should monitor impacts to insure that roadway segments and intersections remain at an acceptable LOS. Should the LOS reach unacceptable levels, the lead agency should delay the issuance of building permits for any project until the appropriate impact mitigation is implemented.

Mitigation conditioned as part of a local agency's development approval for improvements to State facilities can be implemented either through a Cooperative Agreement between Caltrans and the lead agency, or by the project proponent entering into an agreement directly with Caltrans for the mitigation. When that occurs, Caltrans will negotiate and execute a Traffic Mitigation Agreement.

Any work performed within Caltrans R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction. Current policy allows Highway Improvement Projects costing $1 million or less to follow the Caltrans Encroachment Permit process. Highway Improvement Projects costing greater than $1 million but less than $3 million would be allowed to follow a streamlined project development process similar to the Caltrans Encroachment Permit process. In order to determine the appropriate permit processing of projects funded by others, it is recommended the concept and project approval for work to be done on the State Highway System be evaluated through the completion of a Permit Engineering Evaluation Report (PEER). A PEER should always be prepared, regardless of the cost of improvements, when new operating improvements are constructed by the permittee that become part of the State Highway System. These include but are not limited to, signalization, channelization, turn pockets, widening, realignment, public road connections, and bike paths and lanes. After approval of the PEER and necessary application and supporting documentation an encroachment permit can be issued.

Highway Improvement Projects greater than $3 million, or considered complex projects, would be required to adhere to the full Project Development Process (e.g. Project Initiation Documents, Project Study Reports and Cooperative Agreements). A Caltrans District responsible unit will be notified and a project manager will be assigned to coordinate the project approval.

In order to expedite the process for projects sponsored by a local agency or private developer, it is recommended a PEER be prepared and included in the Lead Agency's CEQA document. This will help expedite the Caltrans Encroachment Permit Review process. The PEER document forms and procedures can be found in the Caltrans Project Development Procedures

Manual (PDPM). http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm
http://www.dot.ca.gov/hq/traffops/developserv/permits/pdf/forms/PEER_(TR-0112).pdf

As part of the encroachment permit process, the applicant must provide an approved final environmental document including the CEQA determination addressing any environmental impacts within the Caltrans' R/W, and any corresponding technical studies. If these materials are not included with the encroachment permit application, the applicant will be required to acquire and provide these to Caltrans before the permit application will be accepted. Identification of avoidance and/or mitigation measures will be a condition of the encroachment permit approval as well as procurement of any necessary regulatory and resource agency permits. Encroachment permit submittals that are incomplete can result in significant delays in permit approval.

When a property owner proposes to dedicate property to a local agency for Caltrans use in conjunction with a permit project, Caltrans will not issue the encroachment permit until the dedication is made and the property has been conveyed to the Department.

Improvement plans for construction within State Highway R/W must include the appropriate engineering information consistent with the state code and signed and stamped by a professional engineer registered in the State of California. Caltrans Permit Manual contains a listing of typical information required for project plans. All design and construction must be in conformance with the Americans with Disabilities Act (ADA) requirements.

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions on the comments Caltrans has provided, please contact Anthony Aguirre of the Development Review Branch at (619) 688-3161.

Sincerely,

JACOB M. ARMSTRONG, Chief
Development Review Branch

ERIC GIBSON
DIRECTOR

County of San Diego

DEPARTMENT OF PLANNING AND LAND USE

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July 28, 2010

Glen Laube, Principal Planner
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

COMMENTS ON THE NOP FOR THE SECOND-TIER ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE OTAY RANCH VILLAGE 8 WEST SECTIONAL PLANNING AREA (SPA) PLAN AND TENTATIVE MAP (TM)

Dear Mr. Laube:

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The Department of Parks and Recreation (DPR) and Department of Public Works (DPW) staff have completed review of the NOP and have the following comments:

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1. The proposed project is directly adjacent to the Otay Valley Regional Park (OVRP) and the Otay Ranch Preserve.

    a. The OVRP is run cooperatively through a Joint Exercise of Powers Agreement among the County of San Diego and the cities of San Diego and Chula Vista. It is recommended that the City coordinate with the OVRP Citizen Advisory Committee

Committee and Policy Committee for input on and/or approval of the project, specifically regarding trail connections to the OVRP. Please contact the following OVRP joint staff to arrange for a presentation of the proposed project:

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   For additional information regarding trail locations or to discuss any potential impacts, please contact the County Trails Program Coordinator, Maryanne Vancio at 858-966-1372, maryanne.vancio@sdcounty.ca.gov.

TRANSPORTATION

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Sincerely,

for ERIC GIBSON, Director
Department of Planning and Land Use

cc: Megan Jones, Land Use and Environment Group, (via email)
Trish Boaz, County Department of Parks and Recreation, (via email)
Megan Hamilton, County Department of Parks and Recreation, (via email)
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Richard Chin, Department of Public Works, (via email)
LeAnn Carmichael, Department of Planning and Land Use (via email)
Priscilla Jaszkowiak, Department of Planning and Land Use, (via email)

State of California

Natural Resources Agency

Memorandum

To: City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910
Attn: Glen Laube

Date: July 29, 2010

CITY OF CHULA VISTA
JUL 30 2010
REDEVELOPMENT AND HOUSING

Website: www.fire.ca.gov

Re: Otay Ranch Village 8 West Sectional Planning Area and Tentative Map
SCH#2010062093
Notice of Preparation

After review of the above referenced document, the project must comply with Public Resource Codes (PRC), California Fire Code (CFC) and Consolidated Fire Code for San Diego County applicable to Wildland fire. As a Note The Memorandum of Understanding (MOU) dated February 26, 1997 states Structures intended for occupancy by humans or animals be located no less than 100 feet from the nearest biological open space or boundary and all other structures no less than 30 feet from biological open space or boundary. The MOU was based upon the US Fish and Wildlife Biological Opinion of 1997. There is a High Fire Hazard Severity Zone to the Northwest and South of the project area. Consideration One, I would recommend and strongly encourage that all wires and other service lines be placed underground. This action would greatly enhance public and firefighter safety in the event of a Wildland fire and also allow access which typically is compromised because of burnt poles and down lines, which are indicative of overhead applications. This will also greatly increase aerial firefighting operational safety.

Mark Ostrander
CAL FIRE
San Diego Unit
Environmental Coordinator
31577 Hwy 94
Campo, CA 91906

Mandated Due Date:	07/28/10
Date Document Received in Mail:	07/28/10
Comment Letter Date:	07/29/10
Date Mailed:	07/29/10

PLEASE REMEMBER TO CONSERVE ENERGY. FOR TIPS AND INFORMATION, VISIT "FLEX YOUR POWER" AT WWW.CA.GOV.

OTAY RANCH
VILLAGE 8 WEST

TRAFFIC IMPACT ANALYSIS REPORT
APPENDICES

Prepared for

City of Chula Vista

Prepared by

5050 Avenida Encinas, Suite 260, Carlsbad, CA 92008
CONTACT: DAWN WILSON 760.476.9193 dwilson@rbf.com
55-100535.001



Revised: March 8, 2013

APPENDIX A
Traffic Count Data

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-805 SB Ramp DATE: 5/4/2010 LOCATION: City of Otay Mesa

E-W STREET: E Orange Ave DAY: TUESDAY PROJECT# 10-4137-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	.5	1	0	2	1	2	2	0	
7:00 AM				135	0	69		244	42	140	111		741
7:15 AM				137	0	105		234	59	126	93		754
7:30 AM				130	0	122		229	79	209	143		912
7:45 AM				148	0	118		224	111	213	158		972
8:00 AM				114	0	105		190	79	165	106		759
8:15 AM				97	0	95		177	70	182	118		739
8:30 AM				89	0	87		185	57	194	121		733
8:45 AM				95	1	62		181	60	181	115		695
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 945	ST 1	SR 763	EL 0	ET 1664	ER 557	WL 1410	WT 965	WR 0	TOTAL 6305

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	0	0	529	0	450	0	877	328	713	500	0	3397
PEAK HR. FACTOR:		0.000			0.920			0.899			0.817		0.874

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-805 SB Ramp DATE: 5/4/2010 LOCATION: City of Otay Mesa

E-W STREET: E Orange Ave DAY: TUESDAY PROJECT# 10-4137-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	.5	1	0	2	1	2	2	0	
4:00 PM				186		142		173	53	234	161		949
4:15 PM				276		158		190	55	158	167		1004
4:30 PM				241		171		169	60	160	138		939
4:45 PM				258		165		200	76	130	145		974
5:00 PM				291		153		153	54	127	157		935
5:15 PM				286		163		168	42	134	151		944
5:30 PM				322		138		159	69	124	115		927
5:45 PM				303		200		167	29	117	138		954
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	2163	0	1290	0	1379	438	1184	1172	0	7626

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	0	0	0	961	0	636	0	732	244	682	611	0	3866
PEAK HR. FACTOR:		0.000			0.920			0.884			0.818		0.963

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

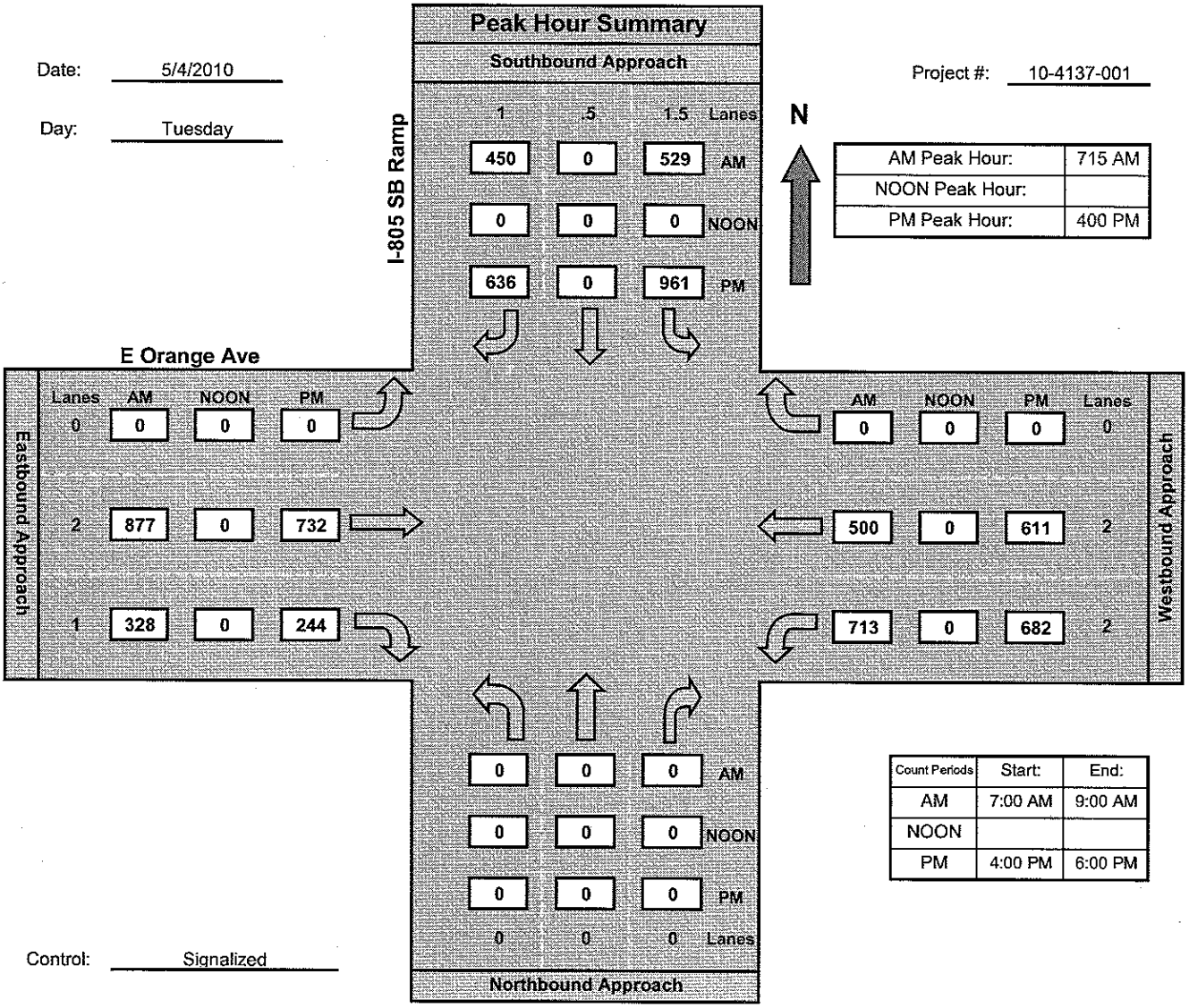
National Data & Surveying Services

I-805 SB Ramp and E Orange Ave , City of Otay Mesa

Date: 5/4/2010

Day: Tuesday

Project #: 10-4137-001



AM Peak Hour:	715 AM
NOON Peak Hour:	
PM Peak Hour:	400 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-805 NB Ramp DATE: 5/4/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy DAY: TUESDAY PROJECT# 10-4137-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.3	.3	1.3	0	0	0	2	2	0	0	1.5	1.5	
7:00 AM	57	1	227				181	202			192	455	1315
7:15 AM	45	0	186				189	178			177	427	1202
7:30 AM	63	0	239				160	202			287	357	1308
7:45 AM	65	0	265				134	235			308	292	1299
8:00 AM	36	1	241				135	174			234	249	1070
8:15 AM	44	1	176				124	146			258	313	1062
8:30 AM	31	0	175				145	131			277	317	1076
8:45 AM	37	0	143				113	161			267	282	1003
TOTAL VOLUMES =	NL 378	NT 3	NR 1652	SL 0	ST 0	SR 0	EL 1181	ET 1429	ER 0	WL 0	WT 2000	WR 2692	TOTAL 9335

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	230	1	917	0	0	0	664	817	0	0	964	1531	5124
PEAK HR. FACTOR:		0.870			0.000			0.967			0.964		0.974

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-805 NB Ramp DATE: 5/4/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy DAY: TUESDAY PROJECT# 10-4137-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.3	.3	1.3	0	0	0	2	2	0	0	1.5	1.5	
4:00 PM	86	0	239				62	299			309	153	1148
4:15 PM	68	0	284				87	377			257	150	1223
4:30 PM	68	0	214				104	308			230	168	1092
4:45 PM	64	2	235				85	380			214	187	1167
5:00 PM	78	0	242				93	343			205	172	1133
5:15 PM	72	1	206				82	377			219	175	1132
5:30 PM	43	0	254				77	399			190	154	1117
5:45 PM	48	0	267				87	385			212	123	1122
TOTAL VOLUMES =	527	3	1941	0	0	0	677	2868	0	0	1836	1282	9134
PEAK VOLUMES =	286	2	972	0	0	0	338	1364	0	0	1010	658	4630
PEAK HR. FACTOR:		0.895			0.000			0.915			0.903		0.946

PM Peak Hr Begins at: 400 PM

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

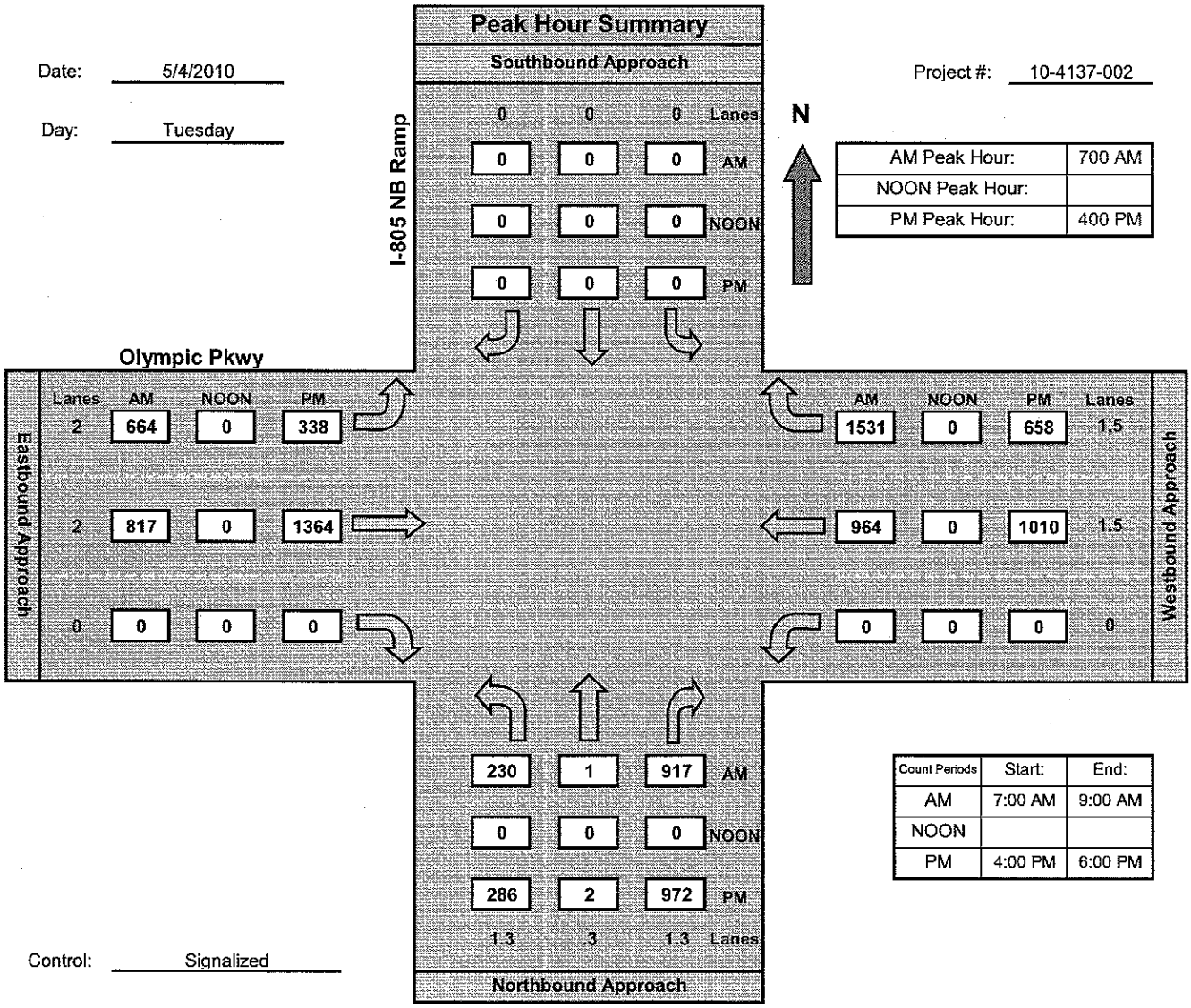
National Data & Surveying Services

I-805 NB Ramp and Olympic Pkwy , City of Otay Mesa

Date: 5/4/2010

Day: Tuesday

Project #: 10-4137-002



AM Peak Hour:	700 AM
NOON Peak Hour:	
PM Peak Hour:	400 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-805 SB Ramp DATE: 5/4/2010 LOCATION: City of Otay Mesa

E-W STREET: Main St - West DAY: TUESDAY PROJECT# 10-4137-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	.5	1	0	3	0	2	2	0	
7:00 AM				65		68		199	54	63	93		542
7:15 AM				83		68		150	56	83	113		553
7:30 AM				117		101		172	82	98	121		691
7:45 AM				166		124		171	97	80	146		784
8:00 AM				103		98		145	76	54	130		606
8:15 AM				100		68		133	60	53	97		511
8:30 AM				74		80		158	87	55	98		552
8:45 AM				107		81		110	66	48	107		519
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 815	ST 0	SR 688	EL 0	ET 1238	ER 578	WL 534	WT 905	WR 0	TOTAL 4758

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	0	0	469	0	391	0	638	311	315	510	0	2634
PEAK HR. FACTOR:		0.000			0.741			0.885			0.913		0.840

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-805 SB Ramp DATE: 5/4/2010 LOCATION: City of Otay Mesa

E-W STREET: Main St - West DAY: TUESDAY PROJECT# 10-4137-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	.5	1	0	3	0	2	2	0	
4:00 PM				137	1	88		210	124	120	205		885
4:15 PM				114	0	128		193	118	99	162		814
4:30 PM				121	0	113		191	113	108	163		809
4:45 PM				97	1	112		195	128	120	185		838
5:00 PM				145	0	108		187	121	134	220		915
5:15 PM				184	0	130		196	135	121	167		933
5:30 PM				173	0	125		174	112	100	163		847
5:45 PM				199	0	144		200	118	93	175		929
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 1170	ST 2	SR 948	EL 0	ET 1546	ER 969	WL 895	WT 1440	WR 0	TOTAL 6970

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	0	0	701	0	507	0	757	486	448	725	0	3624
PEAK HR. FACTOR:		0.000			0.880			0.939			0.828		0.971

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

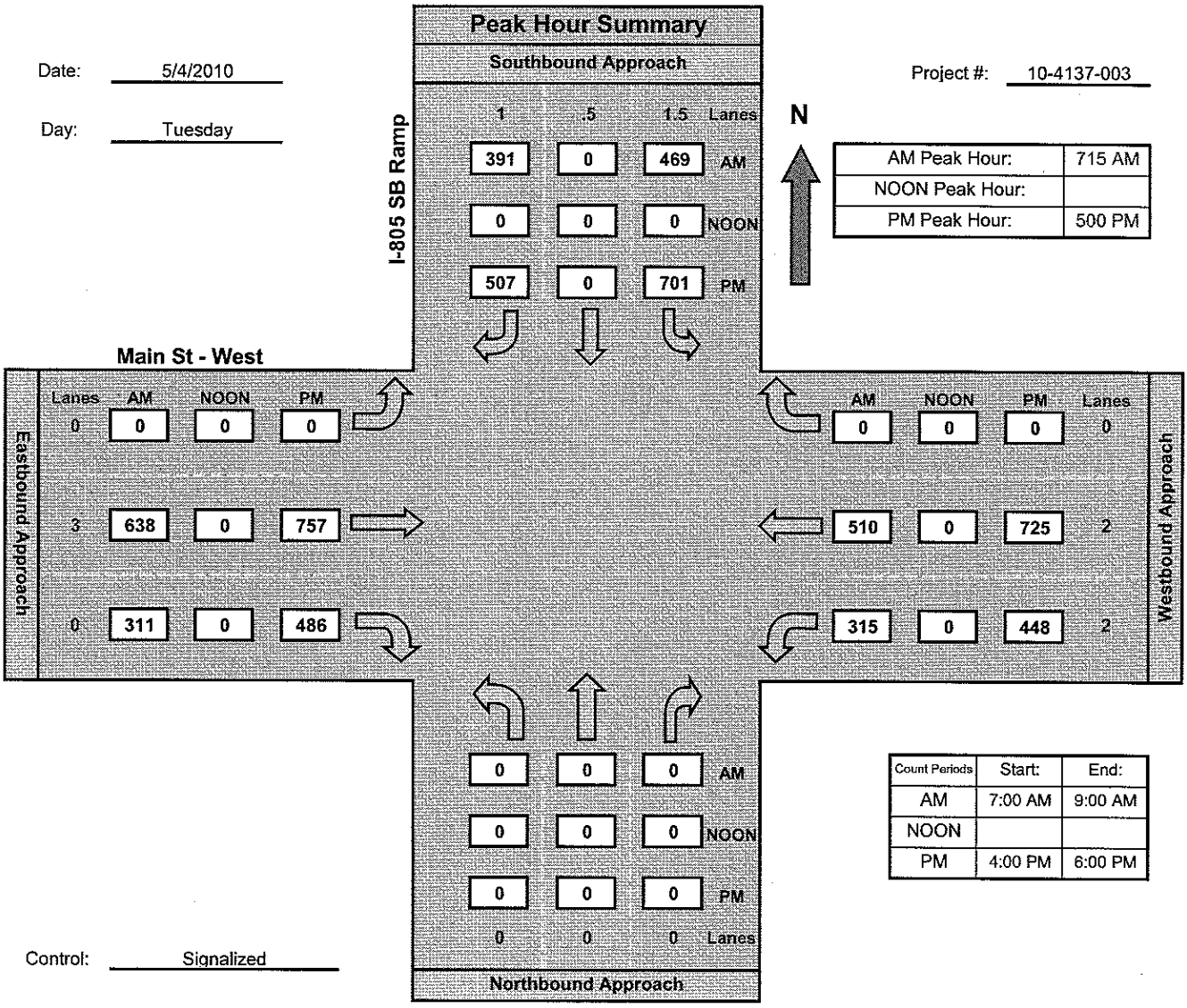
National Data & Surveying Services

I-805 SB Ramp and Main St - West , City of Otay Mesa

Date: 5/4/2010

Day: Tuesday

Project #: 10-4137-003



AM Peak Hour:	715 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-805 NB Ramp DATE: 5/4/2010 LOCATION: City of Otay Mesa

E-W STREET: Main St - East DAY: TUESDAY PROJECT# 10-4137-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	.5	.5	2	0	0	0	1	2	0	0	3	2	
7:00 AM	48		82				123	145			111	100	609
7:15 AM	58		68				79	150			135	104	594
7:30 AM	54		73				104	190			165	106	692
7:45 AM	69		89				99	234			157	90	738
8:00 AM	67		76				90	159			120	71	583
8:15 AM	53		57				83	148			94	96	531
8:30 AM	56		61				75	156			102	72	522
8:45 AM	57		78				72	144			93	121	565
TOTAL VOLUMES =	NL 462	NT 0	NR 584	SL 0	ST 0	SR 0	EL 725	ET 1326	ER 0	WL 0	WT 977	WR 760	TOTAL 4834

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	229	0	312	0	0	0	405	719	0	0	568	400	2633
PEAK HR. FACTOR:		0.856			0.000			0.844			0.893		0.892

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-805 NB Ramp DATE: 5/4/2010 LOCATION: City of Otay Mesa

E-W STREET: Main St - East DAY: TUESDAY PROJECT# 10-4137-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	.5	.5	2	0	0	0	1	2	0	0	3	2	
4:00 PM	108	1	100				92	255			219	144	919
4:15 PM	74	1	103				93	213			184	126	794
4:30 PM	82	0	108				107	205			191	151	844
4:45 PM	96	0	124				113	185			215	142	875
5:00 PM	86	0	135				96	230			263	186	996
5:15 PM	73	1	97				115	266			216	157	925
5:30 PM	83	0	91				100	246			179	124	823
5:45 PM	75	0	105				135	267			196	152	930
TOTAL VOLUMES =	NL 677	NT 3	NR 863	SL 0	ST 0	SR 0	EL 851	ET 1867	ER 0	WL 0	WT 1663	WR 1182	TOTAL 7106

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	317	1	428	0	0	0	446	1009	0	0	854	619	3674
PEAK HR. FACTOR:		0.844			0.000			0.905			0.820		0.922

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

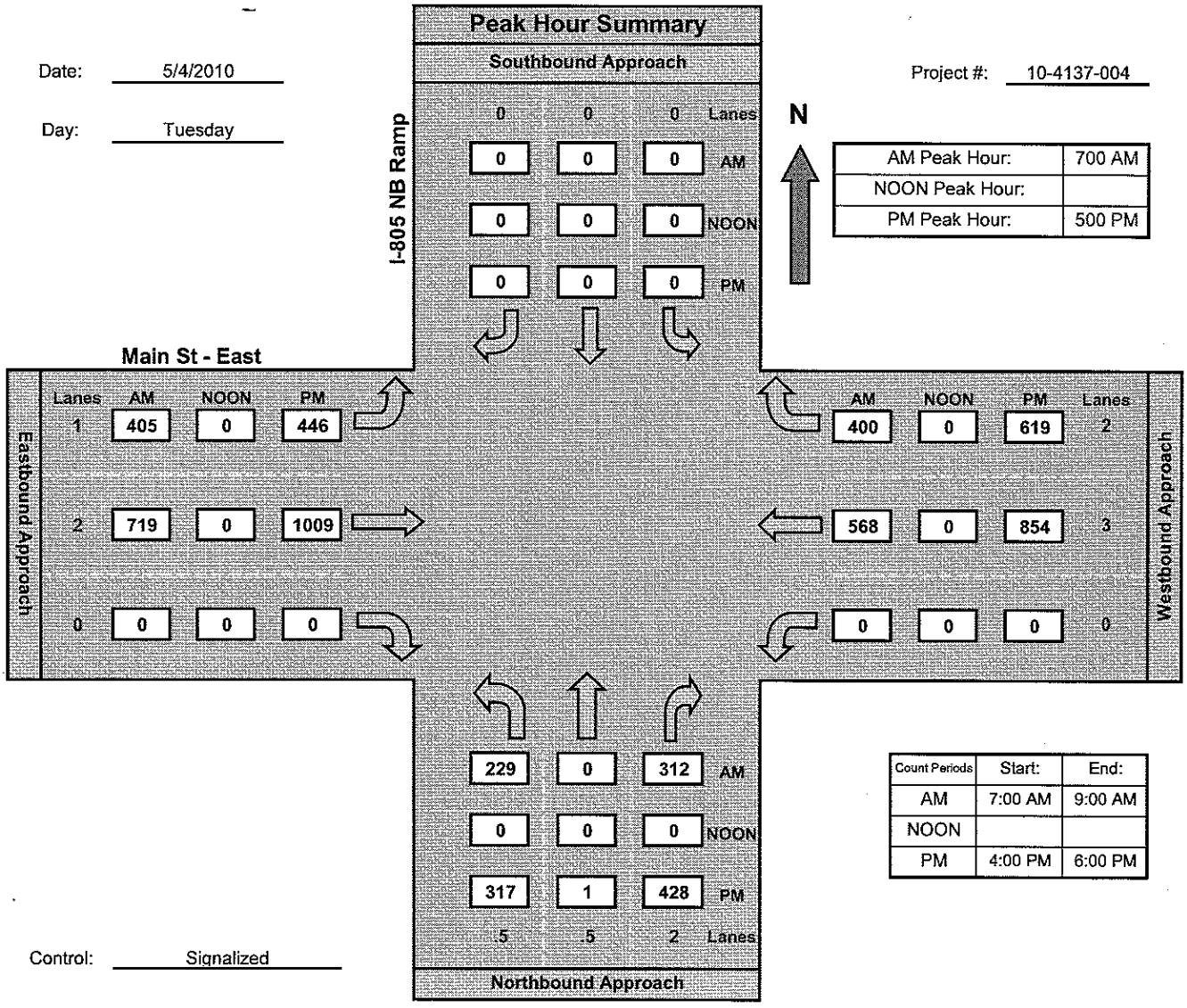
National Data & Surveying Services

I-805 NB Ramp and Main St - East , City of Otay Mesa

Date: 5/4/2010

Day: Tuesday

Project #: 10-4137-004



AM Peak Hour:	700 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Heritage Rd DATE: 5/4/2010 LOCATION: City of Otay Mesa

E-W STREET: Main St DAY: TUESDAY PROJECT# 10-4137-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	1	1	0	0	1	0	
7:00 AM							5	30			72	1	108
7:15 AM							6	88			83	4	181
7:30 AM							5	104			93	2	204
7:45 AM							5	123			110	0	238
8:00 AM							4	116			70	1	191
8:15 AM							3	77			67	0	147
8:30 AM							7	64			68	4	143
8:45 AM							2	61			56	2	121
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 37	ET 663	ER 0	WL 0	WT 619	WR 14	TOTAL 1333

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	0	0	0	0	0	20	431	0	0	356	7	814
PEAK HR. FACTOR:		0.000			0.000			0.881			0.825		0.855

CONTROL: No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Heritage Rd DATE: 5/4/2010 LOCATION: City of Otay Mesa

E-W STREET: Main St DAY: TUESDAY PROJECT# 10-4137-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	1	1	0	0	1	0	
4:00 PM							3	103			103	0	209
4:15 PM							1	100			111	0	212
4:30 PM							1	89			149	1	240
4:45 PM							0	86			108	0	194
5:00 PM							0	94			139	0	233
5:15 PM							0	87			130	0	217
5:30 PM							0	86			100	0	186
5:45 PM							0	86			78	0	164
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 5	ET 731	ER 0	WL 0	WT 918	WR 1	TOTAL 1655

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	0	0	0	0	0	1	356	0	0	526	1	884
PEAK HR. FACTOR:		0.000			0.000			0.949			0.878		0.921

CONTROL: No Control

Intersection Turning Movement

Prepared by:

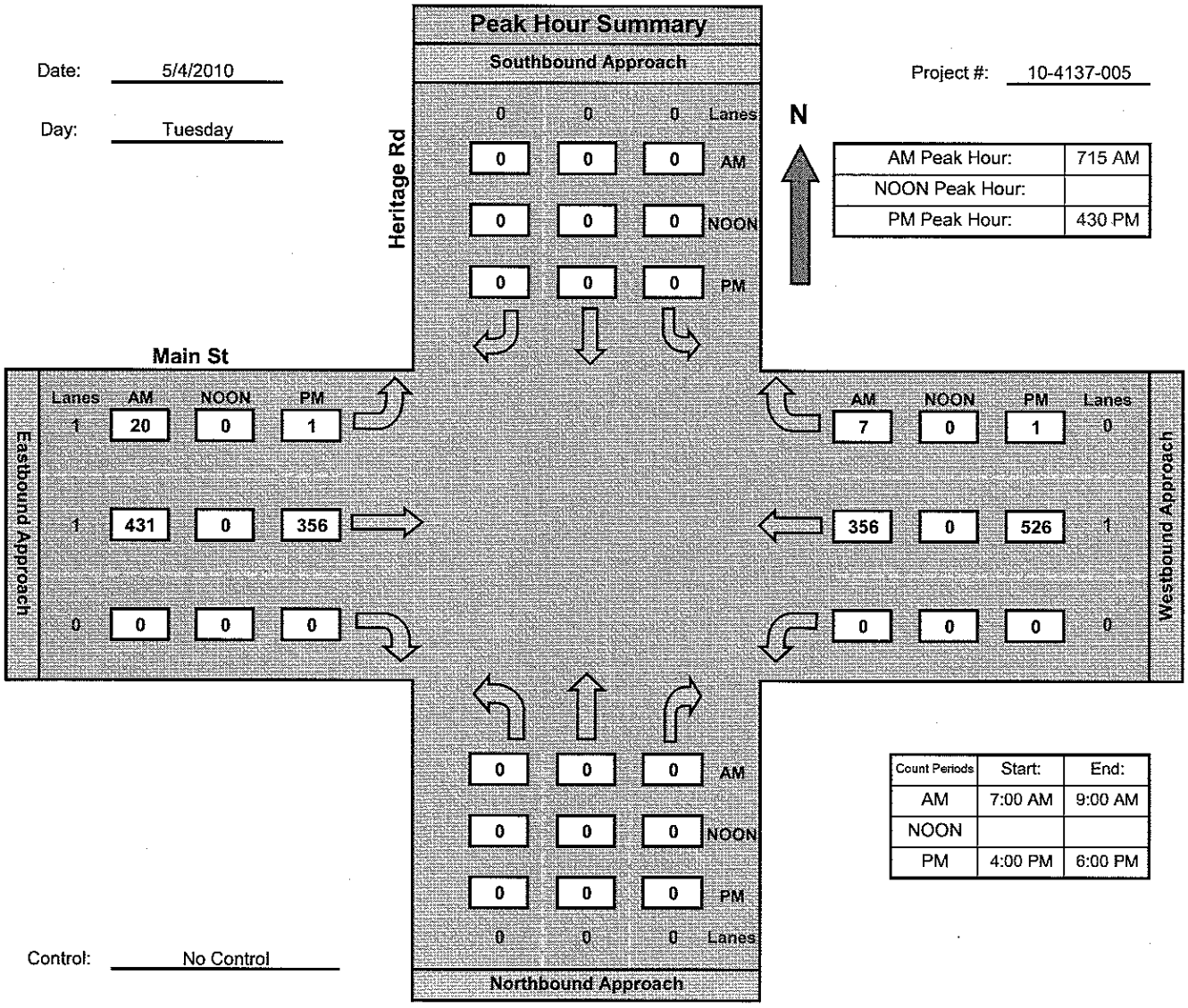
National Data & Surveying Services

Heritage Rd and Main St , City of Otay Mesa

Date: 5/4/2010

Day: Tuesday

Project #: 10-4137-005



AM Peak Hour:	715 AM
NOON Peak Hour:	
PM Peak Hour:	430 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Heritage DATE: 5/4/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy DAY: TUESDAY PROJECT# 10-4137-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	2	2	3	0	2	3	2	
7:00 AM				242		70	44	398			508	151	1413
7:15 AM				176		71	67	337			524	212	1387
7:30 AM				70		63	47	293			541	121	1135
7:45 AM				58		63	48	389			437	62	1057
8:00 AM				56		82	46	282			465	42	973
8:15 AM				43		67	40	284			398	38	870
8:30 AM				34		57	33	300			417	38	879
8:45 AM				39		59	42	239			392	33	804
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	718	0	532	367	2522	0	0	3682	697	8518

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	0	0	546	0	267	206	1417	0	0	2010	546	4992
PEAK HR. FACTOR:		0.000			0.651			0.918			0.868		0.883

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Heritage DATE: 5/4/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy DAY: TUESDAY PROJECT# 10-4137-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	2	2	3	0	2	3	2	
4:00 PM				55		47	94	420			320	71	1007
4:15 PM				66		40	79	433			277	33	928
4:30 PM				69		42	81	470			311	74	1047
4:45 PM				87		38	98	476			319	68	1086
5:00 PM				78		74	86	477			355	93	1163
5:15 PM				93		51	91	462			321	66	1084
5:30 PM				72		52	78	519			359	52	1132
5:45 PM				91		42	79	524			280	61	1077
TOTAL VOLUMES =	0	0	0	611	0	386	686	3781	0	0	2542	518	8524

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	0	0	330	0	215	353	1934	0	0	1354	279	4465
PEAK HR. FACTOR:		0.000			0.896			0.958			0.911		0.960

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

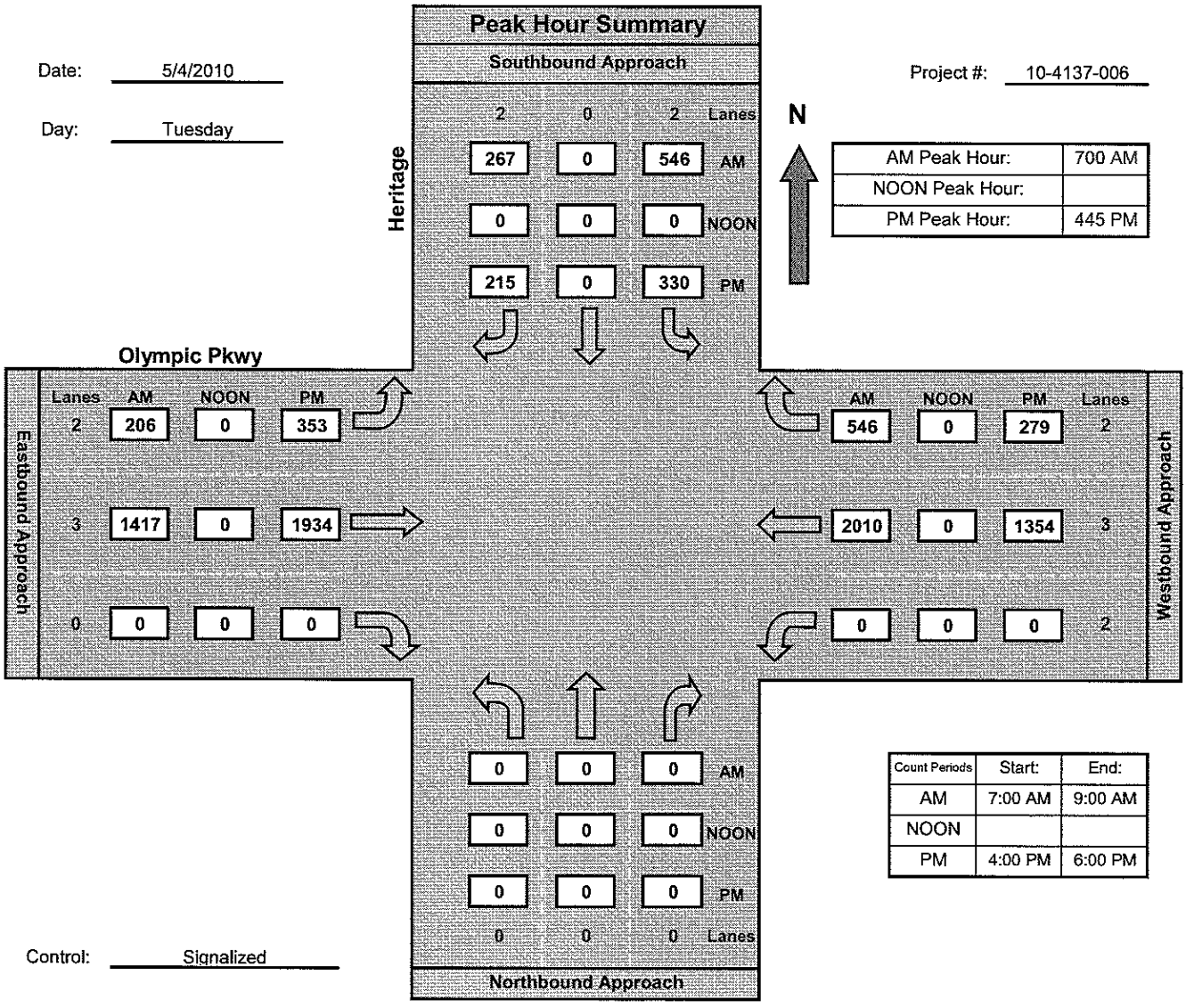
National Data & Surveying Services

Heritage and Olympic Pkwy , City of Otay Mesa

Date: 5/4/2010

Day: Tuesday

Project #: 10-4137-006



AM Peak Hour:	700 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Media Rd | DATE: 4/29/2010 | LOCATION: City of Otay Mesa

E-W STREET: Birch Rd | DAY: THURSDAY | PROJECT# 10-4137-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	1	2	3	0	0	0	2	2	0	1	
7:00 AM		87	2	102	204					4		89	488
7:15 AM		113	7	88	107					0		96	411
7:30 AM		79	0	132	56					1		90	358
7:45 AM		7	0	160	18					0		125	310
8:00 AM		3	3	142	16					1		150	315
8:15 AM		9	0	91	22					0		87	209
8:30 AM		11	0	81	13					0		103	208
8:45 AM		8	0	37	12					0		78	135
TOTAL VOLUMES =	NL 0	NT 317	NR 12	SL 833	ST 448	SR 0	EL 0	ET 0	ER 0	WL 6	WT 0	WR 818	TOTAL 2434

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	286	9	482	385	0	0	0	0	5	0	400	1567
PEAK HR. FACTOR:		0.615			0.708			0.000			0.810		0.803

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Media Rd | DATE: 4/29/2010 | LOCATION: City of Otay Mesa

E-W STREET: Birch Rd | DAY: THURSDAY | PROJECT# 10-4137-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	1	2	3	0	0	0	2	2	0	1	
4:00 PM		14	0	82	9					2		69	176
4:15 PM		8	0	88	8					0		65	169
4:30 PM		14	0	82	13					0		67	176
4:45 PM		7	0	73	12					1		72	165
5:00 PM		19	2	102	14					1		57	195
5:15 PM		13	0	86	13					1		58	171
5:30 PM		13	0	102	10					1		62	188
5:45 PM		16	0	116	8					0		62	202
TOTAL VOLUMES =	NL 0	NT 104	NR 2	SL 731	ST 87	SR 0	EL 0	ET 0	ER 0	WL 6	WT 0	WR 512	TOTAL 1442

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	61	2	406	45	0	0	0	0	3	0	239	756
PEAK HR. FACTOR:		0.750			0.909			0.000			0.960		0.936

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

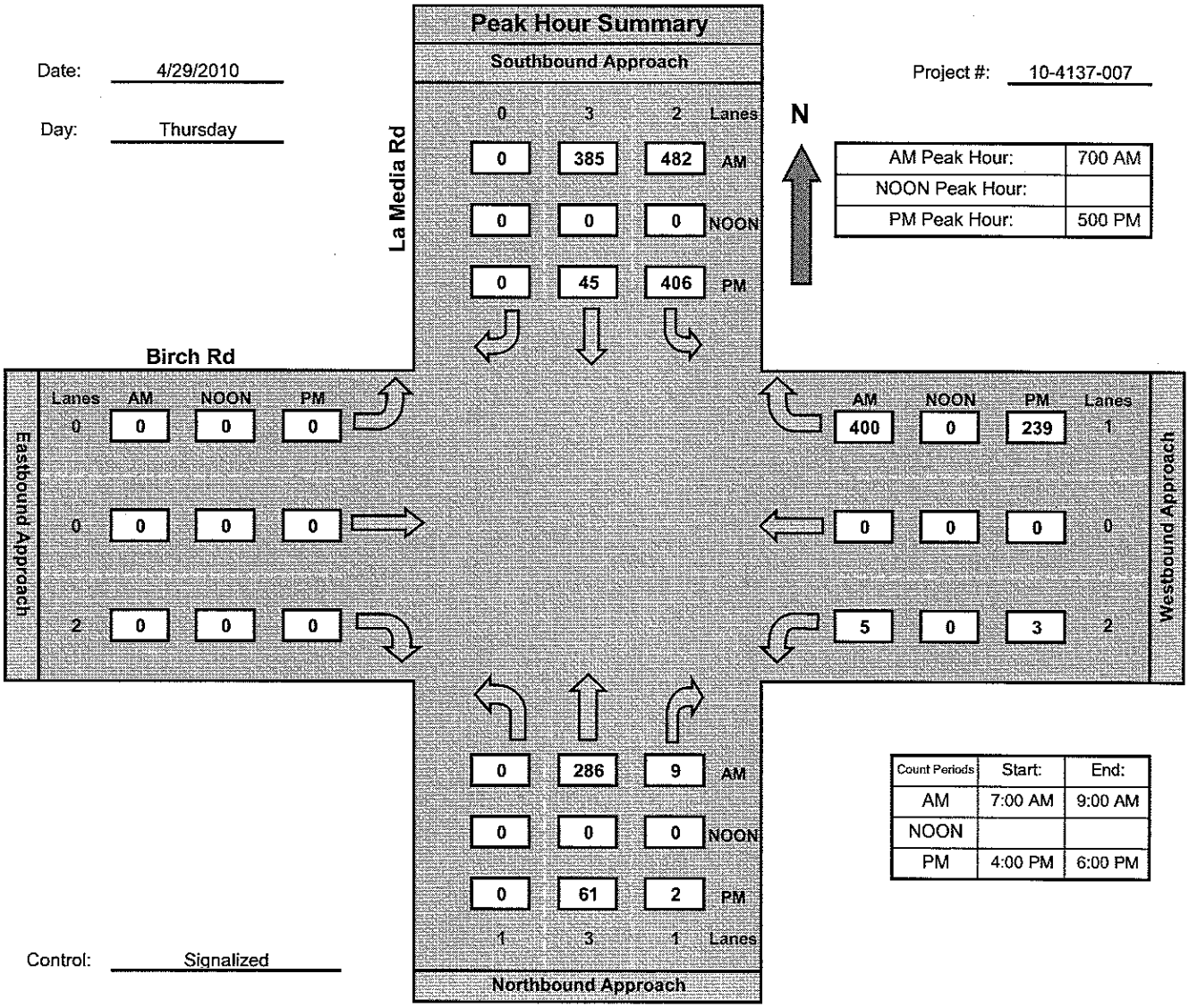
National Data & Surveying Services

La Media Rd and Birch Rd , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-007



AM Peak Hour:	700 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Media Rd DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy DAY: THURSDAY PROJECT# 10-4137-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	3	2	2	3	2	2	3	1	
7:00 AM	110	70	11	18	179	67	49	146	167	17	349	15	1198
7:15 AM	150	141	18	19	133	104	63	155	109	30	319	20	1261
7:30 AM	159	115	18	15	87	86	78	188	136	5	298	31	1216
7:45 AM	130	58	5	17	90	62	86	188	150	8	270	19	1083
8:00 AM	139	76	5	15	73	79	53	189	103	2	284	12	1030
8:15 AM	98	34	5	16	61	59	52	195	75	7	279	16	897
8:30 AM	111	37	5	12	37	56	73	214	57	6	280	13	901
8:45 AM	93	39	4	20	21	60	83	192	41	8	263	20	844
TOTAL VOLUMES =	NL 990	NT 570	NR 71	SL 132	ST 681	SR 573	EL 537	ET 1467	ER 838	WL 83	WT 2342	WR 146	TOTAL 8430

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	549	384	52	69	489	319	276	677	562	60	1236	85	4758
PEAK HR. FACTOR:		0.797			0.830			0.893			0.906		0.943

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Media Rd DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy DAY: THURSDAY PROJECT# 10-4137-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	3	2	2	3	2	2	3	1	
4:00 PM	70	44	2	26	48	60	67	331	86	6	232	29	1001
4:15 PM	51	39	4	40	36	45	66	352	70	2	203	43	951
4:30 PM	74	26	8	36	47	50	70	334	72	4	247	36	1004
4:45 PM	64	32	1	42	43	55	90	356	76	6	245	14	1024
5:00 PM	60	38	9	45	55	53	51	397	92	7	267	14	1088
5:15 PM	52	43	6	43	48	47	66	392	69	3	278	21	1068
5:30 PM	57	44	8	32	58	53	77	392	90	4	237	27	1079
5:45 PM	52	50	6	42	69	47	88	444	100	5	230	18	1151
TOTAL VOLUMES =	NL 480	NT 316	NR 44	SL 306	ST 404	SR 410	EL 575	ET 2998	ER 655	WL 37	WT 1939	WR 202	TOTAL 8366

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	221	175	29	162	230	200	282	1625	351	19	1012	80	4386
PEAK HR. FACTOR:		0.975			0.937			0.893			0.920		0.953

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

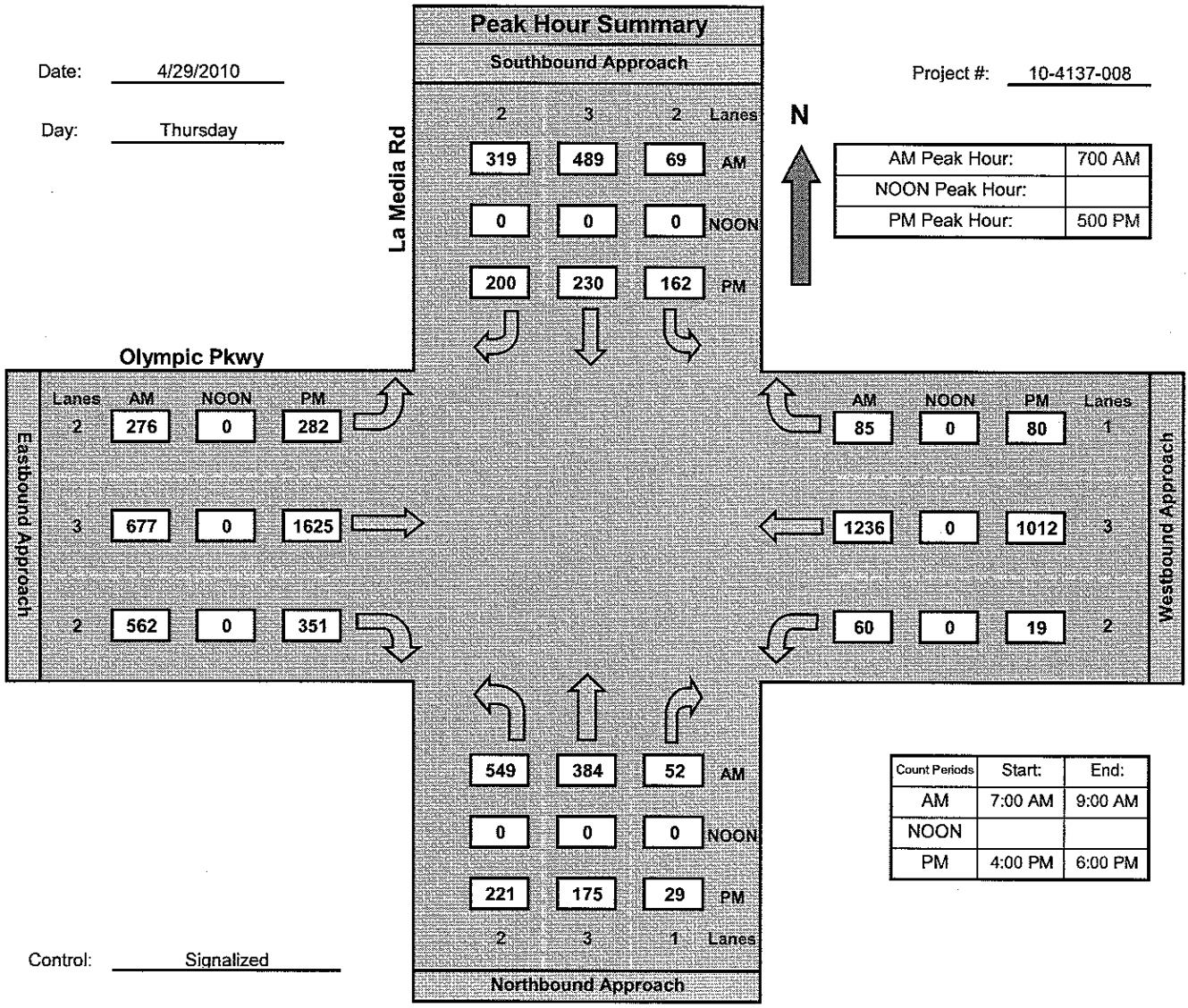
National Data & Surveying Services

La Media Rd and Olympic Pkwy , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-008



AM Peak Hour:	700 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Media Rd | DATE: 4/29/2010 | LOCATION: City of Otay Mesa

E-W STREET: Otay Lakes Rd | DAY: THURSDAY | PROJECT# 10-4137-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	2	2	3	1	2	3	1	2	3	1	
7:00 AM	121	149	41	58	114	24	42	178	72	53	263	85	1200
7:15 AM	140	205	44	46	86	24	49	190	97	46	272	118	1317
7:30 AM	100	201	76	38	113	27	82	203	74	50	216	91	1271
7:45 AM	62	189	89	69	98	31	129	280	44	35	241	95	1362
8:00 AM	63	171	69	64	95	32	85	226	33	49	233	92	1212
8:15 AM	54	105	56	78	66	20	97	195	24	47	293	76	1111
8:30 AM	37	123	54	68	67	29	106	175	13	34	265	84	1055
8:45 AM	33	159	76	63	98	39	120	269	19	51	232	101	1260
TOTAL VOLUMES =	NL 610	NT 1302	NR 505	SL 484	ST 737	SR 226	EL 710	ET 1716	ER 376	WL 365	WT 2015	WR 742	TOTAL 9788

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	365	766	278	217	392	114	345	899	248	180	962	396	5162
PEAK HR. FACTOR:		0.906			0.913			0.823			0.882		0.948

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Media Rd DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Otay Lakes Rd DAY: THURSDAY PROJECT# 10-4137-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	2	2	3	1	2	3	1	2	3	1	
4:00 PM	33	104	99	139	169	60	51	236	36	56	226	86	1295
4:15 PM	42	117	96	104	132	44	46	325	52	61	261	118	1398
4:30 PM	28	114	80	129	159	36	61	308	31	80	264	123	1413
4:45 PM	28	138	91	156	181	69	67	344	31	72	230	105	1512
5:00 PM	22	119	73	148	162	39	55	299	30	97	253	107	1404
5:15 PM	32	113	97	136	155	37	64	319	50	78	259	100	1440
5:30 PM	33	113	87	129	199	41	57	304	48	103	271	96	1481
5:45 PM	20	141	107	135	179	36	84	286	53	63	210	99	1413
TOTAL VOLUMES =	NL 238	NT 959	NR 730	SL 1076	ST 1336	SR 362	EL 485	ET 2421	ER 331	WL 610	WT 1974	WR 834	TOTAL 11356

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	115	483	348	569	697	186	243	1266	159	350	1013	408	5837
PEAK HR. FACTOR:		0.920			0.894			0.943			0.942		0.965

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

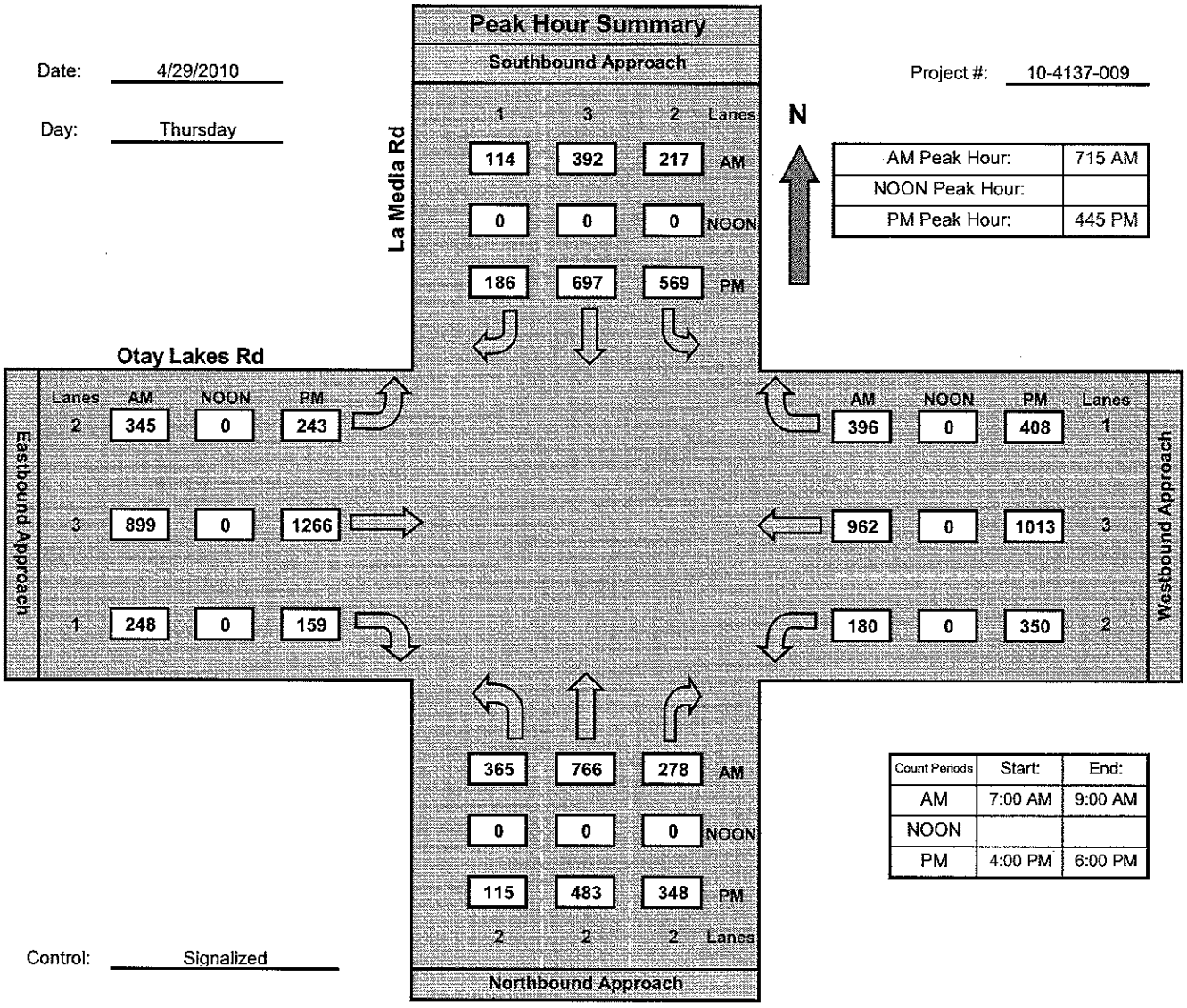
National Data & Surveying Services

La Media Rd and Otay Lakes Rd , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-009



AM Peak Hour:	715 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-125 SB Ramp DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy - West DAY: THURSDAY PROJECT# 10-4137-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	0	1.5	0	3	1	0	3	1	
7:00 AM				4		25		205	7		294	22	557
7:15 AM				4		16		227	15		282	13	557
7:30 AM				9		16		222	23		240	25	535
7:45 AM				8		17		245	26		239	28	563
8:00 AM				12		11		245	34		239	18	559
8:15 AM				9		13		241	11		266	19	559
8:30 AM				11		7		212	10		243	12	495
8:45 AM				13		3		189	10		223	17	455
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	70	0	108	0	1786	136	0	2026	154	4280

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	0	0	38	0	57	0	953	94	0	984	90	2216
PEAK HR. FACTOR:		0.000			0.950			0.938			0.942		0.984

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-125 SB Ramp DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy - West DAY: THURSDAY PROJECT# 10-4137-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	0	1.5	0	3	1	0	3	1	
4:00 PM				16		16		335	2		324	6	699
4:15 PM				28		18		346	1		300	5	698
4:30 PM				28		18		387	1		297	5	736
4:45 PM				32		20		380	3		223	5	663
5:00 PM				35		15		360	2		219	1	632
5:15 PM				27		19		433	4		221	2	706
5:30 PM				53		23		366	2		303	5	752
5:45 PM				38		20		413	2		295	1	769
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 257	ST 0	SR 149	EL 0	ET 3020	ER 17	WL 0	WT 2182	WR 30	TOTAL 5655

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	0	0	153	0	77	0	1572	10	0	1038	9	2859
PEAK HR. FACTOR:		0.000			0.757			0.905			0.850		0.929

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

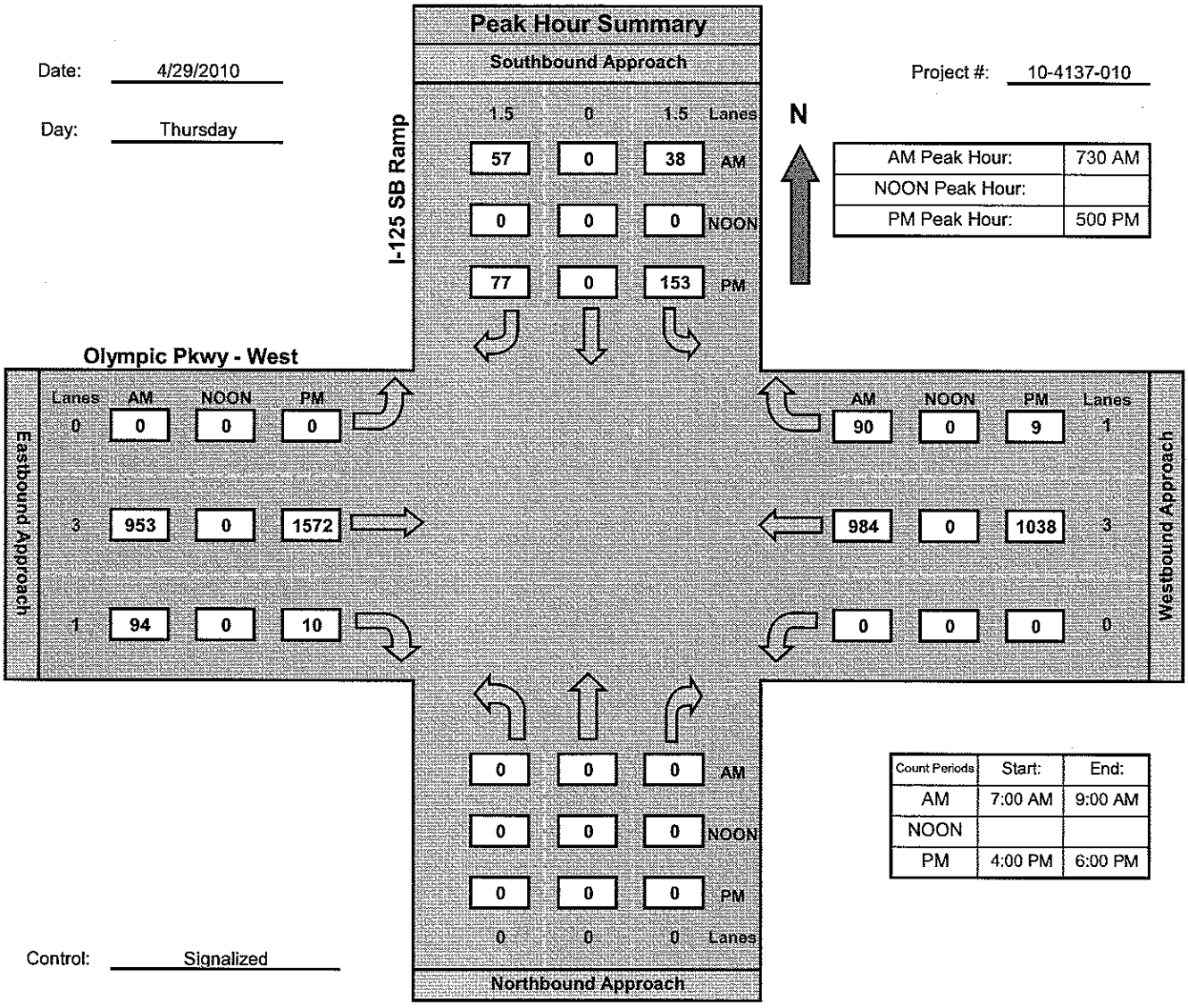
National Data & Surveying Services

I-125 SB Ramp and Olympic Pkwy - West , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-010



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-125 NB Ramp DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy - East DAY: THURSDAY PROJECT# 10-4137-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	0	1	0	0	0	0	3	1	0	3	2	
7:00 AM	1		3					155	62		319	93	633
7:15 AM	1		1					163	76		292	81	614
7:30 AM	0		2					180	57		272	72	583
7:45 AM	2		1					207	40		258	55	563
8:00 AM	0		4					226	38		260	49	577
8:15 AM	1		4					223	20		281	49	578
8:30 AM	0		3					218	11		258	52	542
8:45 AM	1		7					180	16		237	36	477
TOTAL VOLUMES =	NL 6	NT 0	NR 25	SL 0	ST 0	SR 0	EL 0	ET 1552	ER 320	WL 0	WT 2177	WR 487	TOTAL 4567

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	4	0	7	0	0	0	0	705	235	0	1141	301	2393
PEAK HR. FACTOR:		0.688			0.000			0.951			0.875		0.945

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-125 NB Ramp DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy - East DAY: THURSDAY PROJECT# 10-4137-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	0	1	0	0	0	0	3	1	0	3	2	
4:00 PM	12		12					342	10		322	17	715
4:15 PM	10		11					370	3		291	16	701
4:30 PM	7		8					403	13		299	21	751
4:45 PM	3		12					401	14		234	28	692
5:00 PM	2		14					379	11		210	20	636
5:15 PM	6		8					456	8		227	19	724
5:30 PM	13		20					408	7		286	28	762
5:45 PM	7		11					442	12		296	19	787
TOTAL VOLUMES =	NL 60	NT 0	NR 96	SL 0	ST 0	SR 0	EL 0	ET 3201	ER 78	WL 0	WT 2165	WR 168	TOTAL 5768

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	28	0	53	0	0	0	0	1685	38	0	1019	86	2909
PEAK HR. FACTOR:		0.614			0.000			0.928			0.877		0.924

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

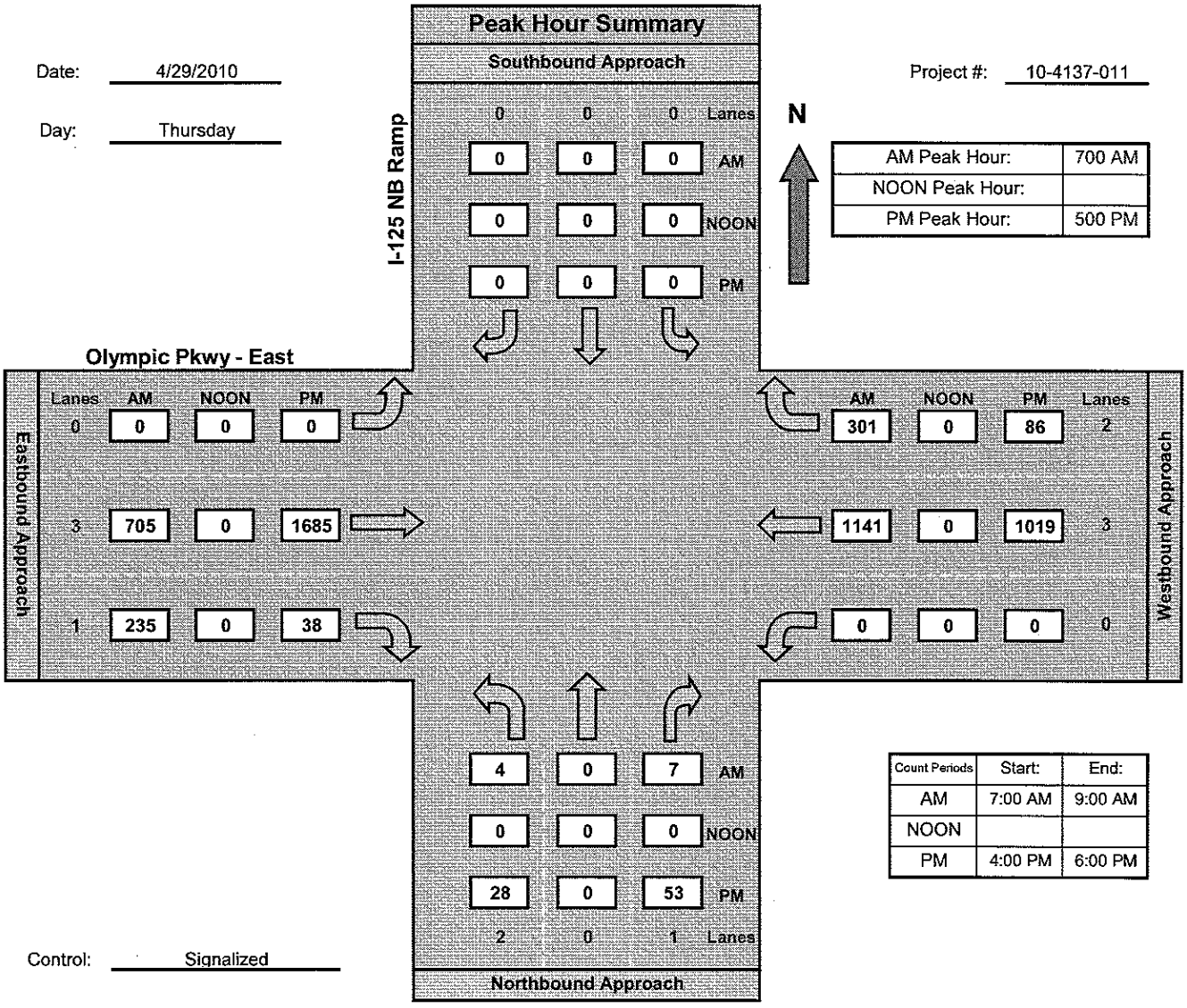
National Data & Surveying Services

I-125 NB Ramp and Olympic Pkwy - East , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-011



Lanes	AM	NOON	PM			AM	NOON	PM	Lanes
0	0	0	0			301	0	86	2
3	705	0	1685			1141	0	1019	3
1	235	0	38			0	0	0	0

Southbound Approach			
Lanes	0	0	0
AM	0	0	0
NOON	0	0	0
PM	0	0	0

Northbound Approach			
Lanes	2	0	1
AM	4	0	7
NOON	0	0	0
PM	28	0	53

AM Peak Hour:	700 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-125 NB Ramp DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Birch Rd - West DAY: THURSDAY PROJECT# 10-4137-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	3	1	0	3	1	
7:00 AM	2		1					44	24		131	30	232
7:15 AM	3		0					83	29		116	34	265
7:30 AM	1		1					80	34		80	27	223
7:45 AM	5		0					70	22		100	12	209
8:00 AM	5		0					113	24		105	21	268
8:15 AM	2		3					97	7		102	17	228
8:30 AM	0		1					95	9		168	19	292
8:45 AM	3		3					93	10		58	13	180
TOTAL VOLUMES =	NL 21	NT 0	NR 9	SL 0	ST 0	SR 0	EL 0	ET 675	ER 159	WL 0	WT 860	WR 173	TOTAL 1897

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	12	0	4	0	0	0	0	375	62	0	475	69	997
PEAK HR. FACTOR:		0.800			0.000			0.797			0.727		0.854

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-125 NB Ramp DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Birch Rd - West DAY: THURSDAY PROJECT# 10-4137-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	3	1	0	3	1	
4:00 PM	2		20					122	6		88	8	246
4:15 PM	3		15					100	4		81	9	212
4:30 PM	3		9					132	5		85	6	240
4:45 PM	1		13					143	6		87	9	259
5:00 PM	4		13					120	6		89	15	247
5:15 PM	2		19					129	5		102	23	280
5:30 PM	5		7					155	8		78	12	265
5:45 PM	3		16					131	6		105	11	272
TOTAL VOLUMES =	NL 23	NT 0	NR 112	SL 0	ST 0	SR 0	EL 0	ET 1032	ER 46	WL 0	WT 715	WR 93	TOTAL 2021

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	14	0	55	0	0	0	0	535	25	0	374	61	1064
PEAK HR. FACTOR:		0.821			0.000			0.859			0.870		0.950

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

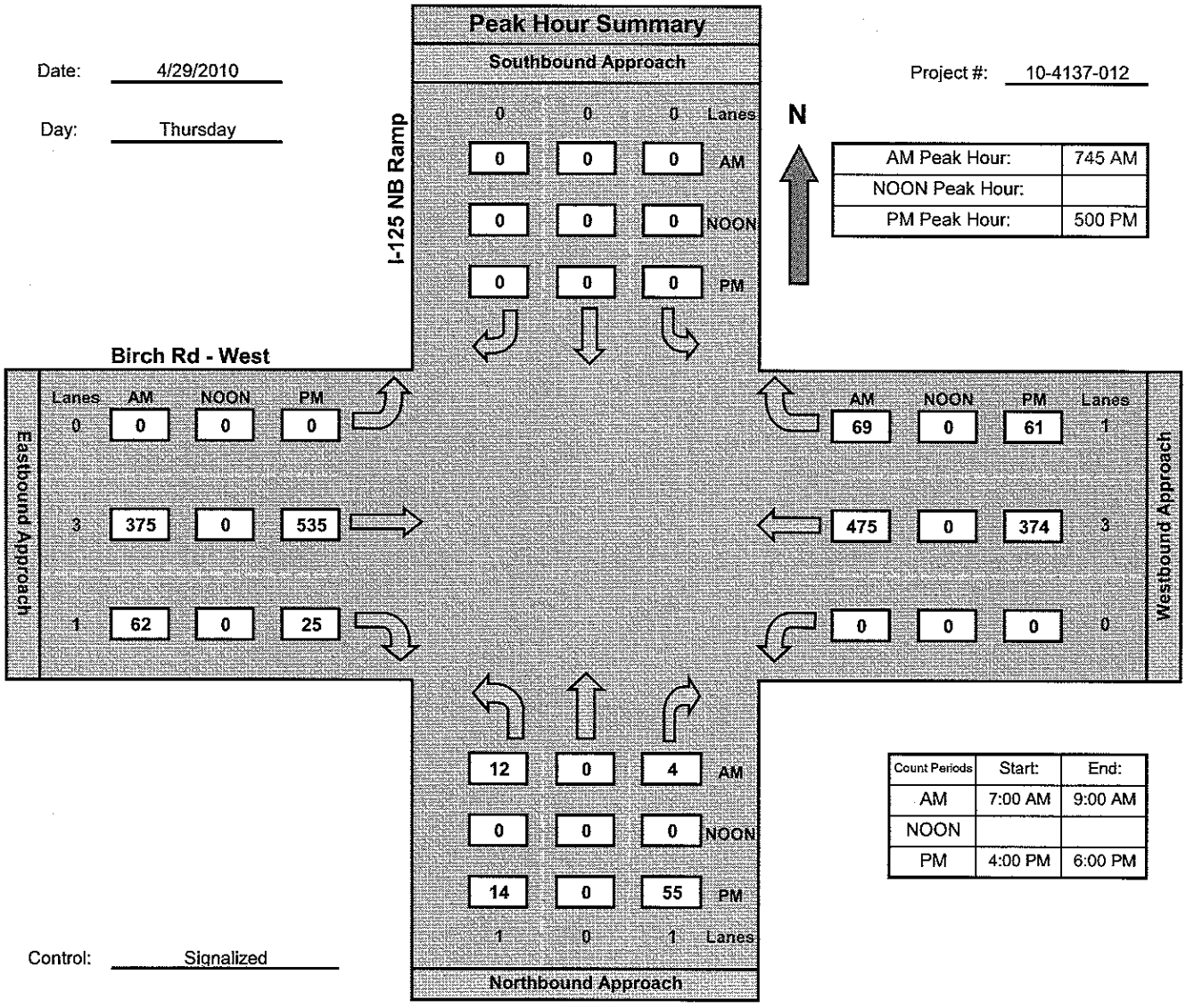
National Data & Surveying Services

I-125 NB Ramp and Birch Rd - West , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-012



AM Peak Hour:	745 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-125 SB Ramp DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Birch Rd - East DAY: THURSDAY PROJECT# 10-4137-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	0	1.5	0	3	1	0	3	1	
7:00 AM				6		26		60	1		122	10	225
7:15 AM				7		15		107	15		108	11	263
7:30 AM				7		15		105	9		68	7	211
7:45 AM				4		30		91	14		99	12	250
8:00 AM				7		39		123	8		101	5	283
8:15 AM				13		15		98	6		106	2	240
8:30 AM				4		10		91	4		146	12	267
8:45 AM				4		1		108	6		59	11	189
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 52	ST 0	SR 151	EL 0	ET 783	ER 63	WL 0	WT 809	WR 70	TOTAL 1928

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	0	0	28	0	94	0	403	32	0	452	31	1040
PEAK HR. FACTOR:		0.000			0.663			0.830			0.764		0.919

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-125 SB Ramp DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Birch Rd - East DAY: THURSDAY PROJECT# 10-4137-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	0	1.5	0	3	1	0	3	1	
4:00 PM				23		12		103	4		86	0	228
4:15 PM				14		8		92	1		85	3	203
4:30 PM				27		13		109	2		79	5	235
4:45 PM				23		11		117	1		83	4	239
5:00 PM				32		13		104	1		92	2	244
5:15 PM				26		16		102	1		94	3	242
5:30 PM				23		11		146	1		87	3	271
5:45 PM				19		16		116	1		96	7	255
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 187	ST 0	SR 100	EL 0	ET 889	ER 12	WL 0	WT 702	WR 27	TOTAL 1917

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	0	0	100	0	56	0	468	4	0	369	15	1012
PEAK HR. FACTOR:		0.000			0.867			0.803			0.932		0.934

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

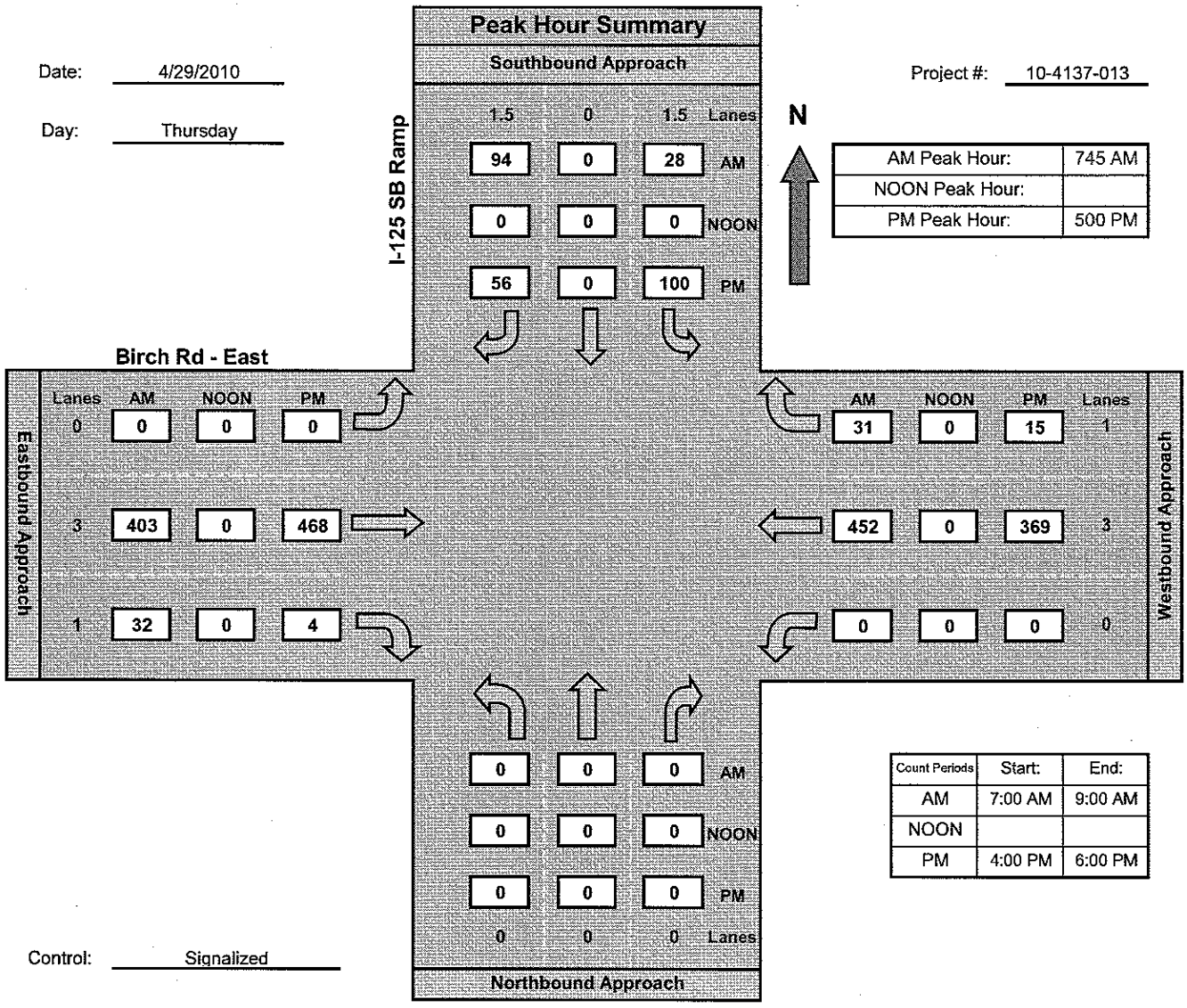
National Data & Surveying Services

I-125 SB Ramp and Birch Rd - East , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-013



AM Peak Hour:	745 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: East Lake Pkwy DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy DAY: THURSDAY PROJECT# 10-4137-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	3	2	2	3	1	2	3	1	
7:00 AM	45	13	2	39	22	97	43	44	31	31	186	36	589
7:15 AM	48	29	9	26	17	71	27	66	24	21	188	13	539
7:30 AM	42	24	4	13	16	43	48	78	33	14	270	23	608
7:45 AM	49	32	9	11	43	50	59	74	33	30	186	19	595
8:00 AM	43	46	15	13	37	52	42	84	41	21	176	14	584
8:15 AM	59	38	3	15	45	41	48	78	60	12	176	16	591
8:30 AM	60	50	6	15	37	39	35	60	26	10	154	19	511
8:45 AM	28	30	9	12	19	60	44	68	28	8	137	13	456
TOTAL VOLUMES =	NL 374	NT 262	NR 57	SL 144	ST 236	SR 453	EL 346	ET 552	ER 276	WL 147	WT 1473	WR 153	TOTAL 4473

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	193	140	31	52	141	186	197	314	167	77	808	72	2378
PEAK HR. FACTOR:		0.875			0.911			0.911			0.779		0.978

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: East Lake Pkwy DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy DAY: THURSDAY PROJECT# 10-4137-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	3	2	2	3	1	2	3	1	
4:00 PM	53	51	15	40	78	51	52	154	68	19	87	24	692
4:15 PM	64	56	21	35	86	43	57	162	71	21	95	35	746
4:30 PM	40	61	18	48	73	59	64	138	74	14	85	18	692
4:45 PM	54	63	20	39	73	53	66	146	59	23	101	18	715
5:00 PM	48	74	9	39	90	62	77	163	70	19	96	25	772
5:15 PM	45	66	21	44	87	54	76	183	62	17	103	18	776
5:30 PM	66	61	9	39	91	49	69	140	67	22	105	18	736
5:45 PM	55	67	19	58	79	66	71	155	73	26	125	23	817
TOTAL VOLUMES =	NL 425	NT 499	NR 132	SL 342	ST 657	SR 437	EL 532	ET 1241	ER 544	WL 161	WT 797	WR 179	TOTAL 5946

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	214	268	58	180	347	231	293	641	272	84	429	84	3101
PEAK HR. FACTOR:		0.957			0.933			0.939			0.858		0.949

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

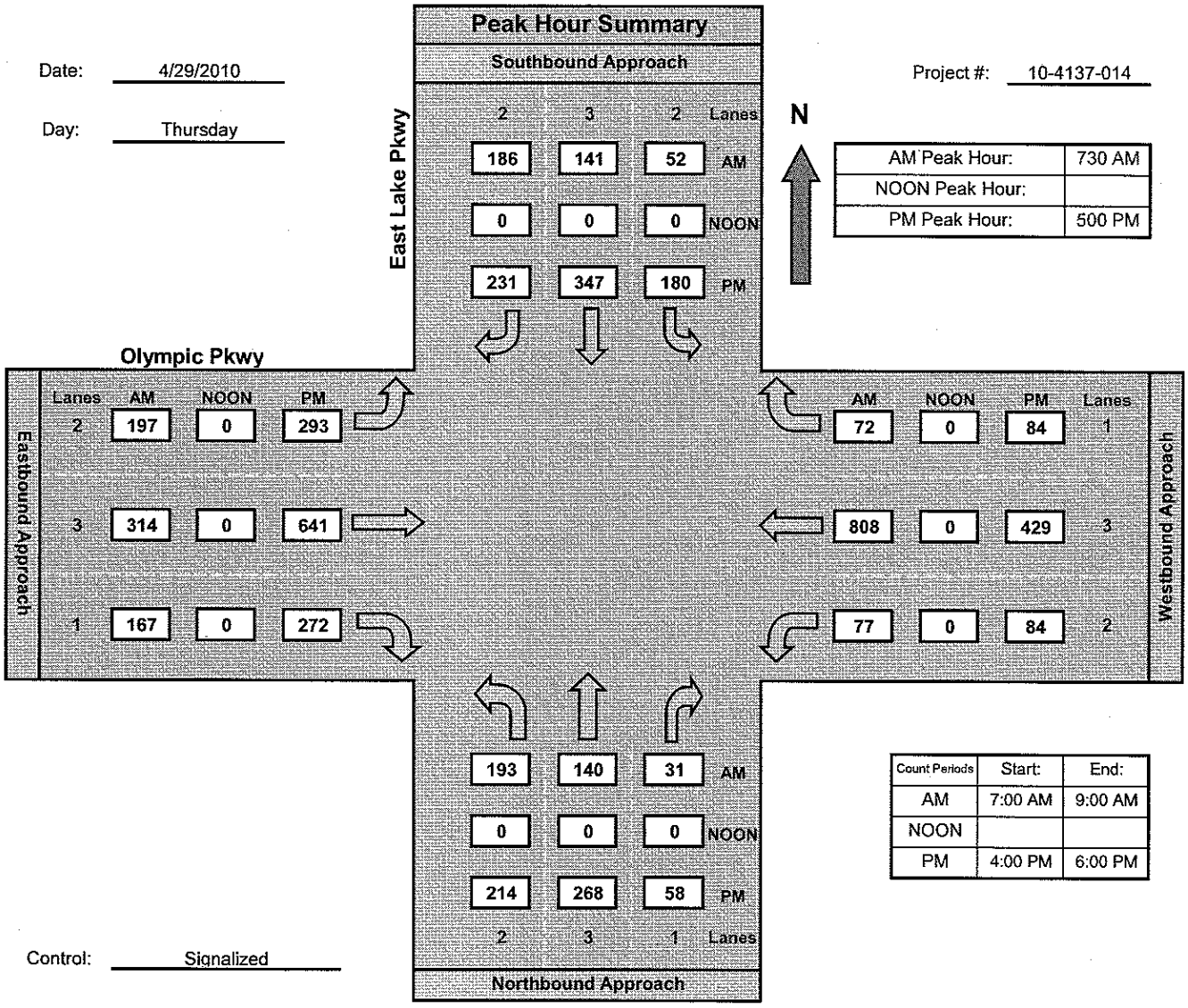
National Data & Surveying Services

East Lake Pkwy and Olympic Pkwy , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-014



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: East Lake Pkwy DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Birch Rd DAY: THURSDAY PROJECT# 10-4137-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	1	3	1	2	2	0	1	1.5	.5	
7:00 AM	21	9	0	13	17	52	8	13	10	0	80	14	237
7:15 AM	31	7	0	16	9	46	20	35	15	0	69	22	270
7:30 AM	13	15	1	6	16	31	29	25	19	0	50	10	215
7:45 AM	24	27	0	15	14	59	36	16	11	1	46	15	264
8:00 AM	29	19	0	11	26	45	44	24	35	0	41	14	288
8:15 AM	47	34	0	12	53	36	17	29	55	1	59	26	369
8:30 AM	42	40	0	19	16	43	27	34	28	0	82	21	352
8:45 AM	16	10	1	12	7	24	29	45	12	1	37	18	212
TOTAL VOLUMES =	NL 223	NT 161	NR 2	SL 104	ST 158	SR 336	EL 210	ET 221	ER 185	WL 3	WT 464	WR 140	TOTAL 2207

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	142	120	0	57	109	183	124	103	129	2	228	76	1273
PEAK HR. FACTOR:		0.799			0.864			0.864			0.743		0.862

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: East Lake Pkwy DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Birch Rd DAY: THURSDAY PROJECT# 10-4137-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	1	3	1	2	2	0	1	1.5	.5	
4:00 PM	26	35	2	25	21	41	25	44	36	0	23	16	294
4:15 PM	18	32	0	35	25	38	40	68	36	0	32	23	347
4:30 PM	23	37	1	31	19	26	24	71	27	1	33	24	317
4:45 PM	20	33	3	37	31	34	32	67	26	0	25	27	335
5:00 PM	26	34	1	42	17	39	20	62	35	0	27	33	336
5:15 PM	31	33	1	37	22	36	33	65	22	0	41	30	351
5:30 PM	27	36	1	38	19	31	29	72	35	0	27	23	338
5:45 PM	32	27	0	29	23	53	42	58	36	2	27	25	354
TOTAL VOLUMES =	NL 203	NT 267	NR 9	SL 274	ST 177	SR 298	EL 245	ET 507	ER 253	WL 3	WT 235	WR 201	TOTAL 2672

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	116	130	3	146	81	159	124	257	128	2	122	111	1379
PEAK HR. FACTOR:		0.958			0.919			0.936			0.827		0.974

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

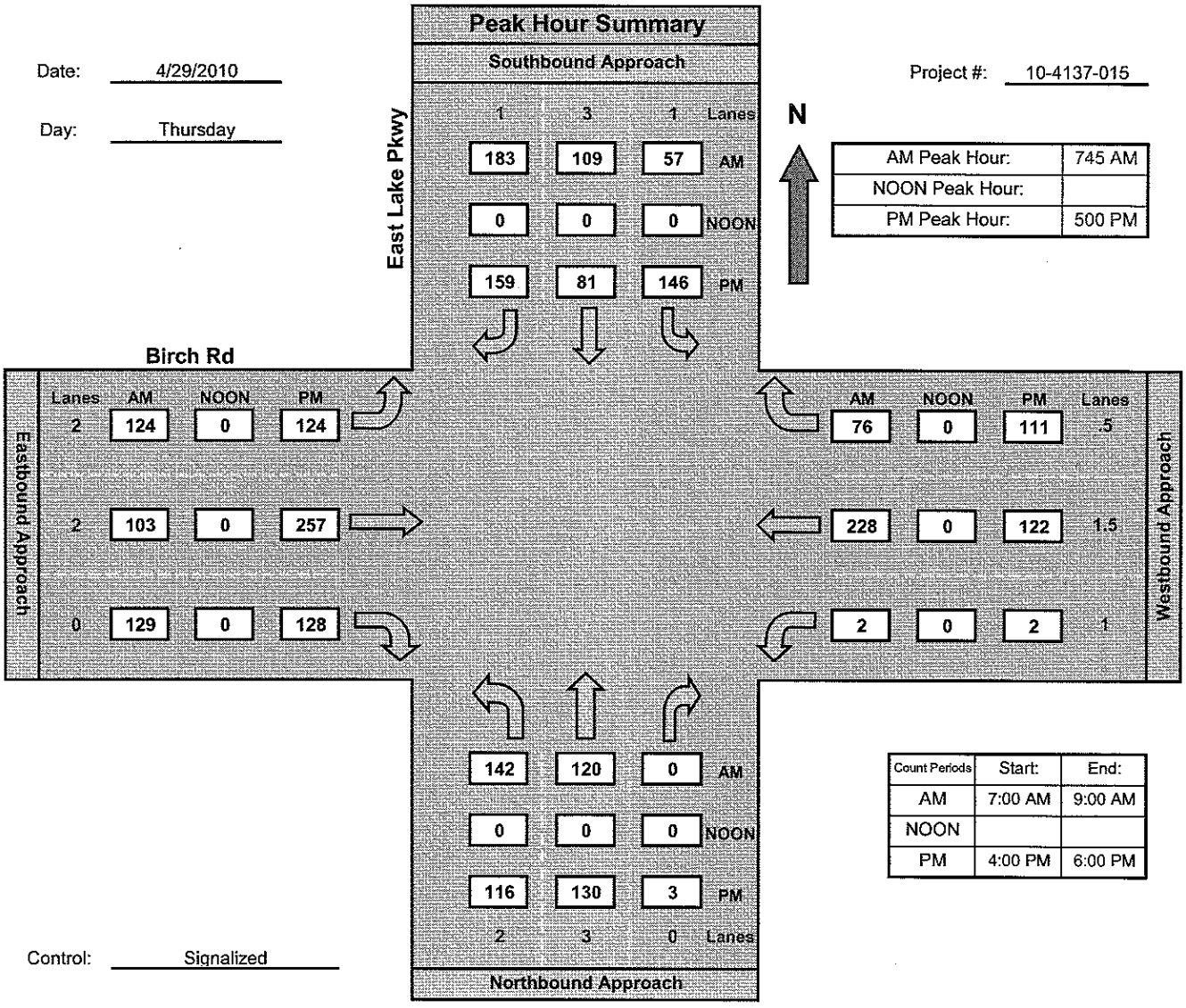
National Data & Surveying Services

East Lake Pkwy and Birch Rd , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-015



AM Peak Hour:	745 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: East Lake Pkwy DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Hunte Pkwy DAY: THURSDAY PROJECT# 10-4137-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	3	0	0	0	0	2	3	2	
7:00 AM				14								18	32
7:15 AM				19								15	34
7:30 AM				22								11	33
7:45 AM				18								30	48
8:00 AM				48								39	87
8:15 AM				101								64	165
8:30 AM				37								54	91
8:45 AM				7								13	20
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 266	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 244	TOTAL 510

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	0	0	204	0	0	0	0	0	0	0	187	391
PEAK HR. FACTOR:		0.000			0.505			0.000			0.730		0.592

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: East Lake Pkwy DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Hunte Pkwy DAY: THURSDAY PROJECT# 10-4137-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	3	0	0	0	0	2	3	2	
4:00 PM				15								12	27
4:15 PM				19								11	30
4:30 PM				11								13	24
4:45 PM				21								12	33
5:00 PM				20								21	41
5:15 PM				18								11	29
5:30 PM				17								22	39
5:45 PM				18								9	27
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	139	0	0	0	0	0	0	0	111	250

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	0	0	76	0	0	0	0	0	0	0	66	142
PEAK HR. FACTOR:		0.000			0.905			0.000			0.750		0.866

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

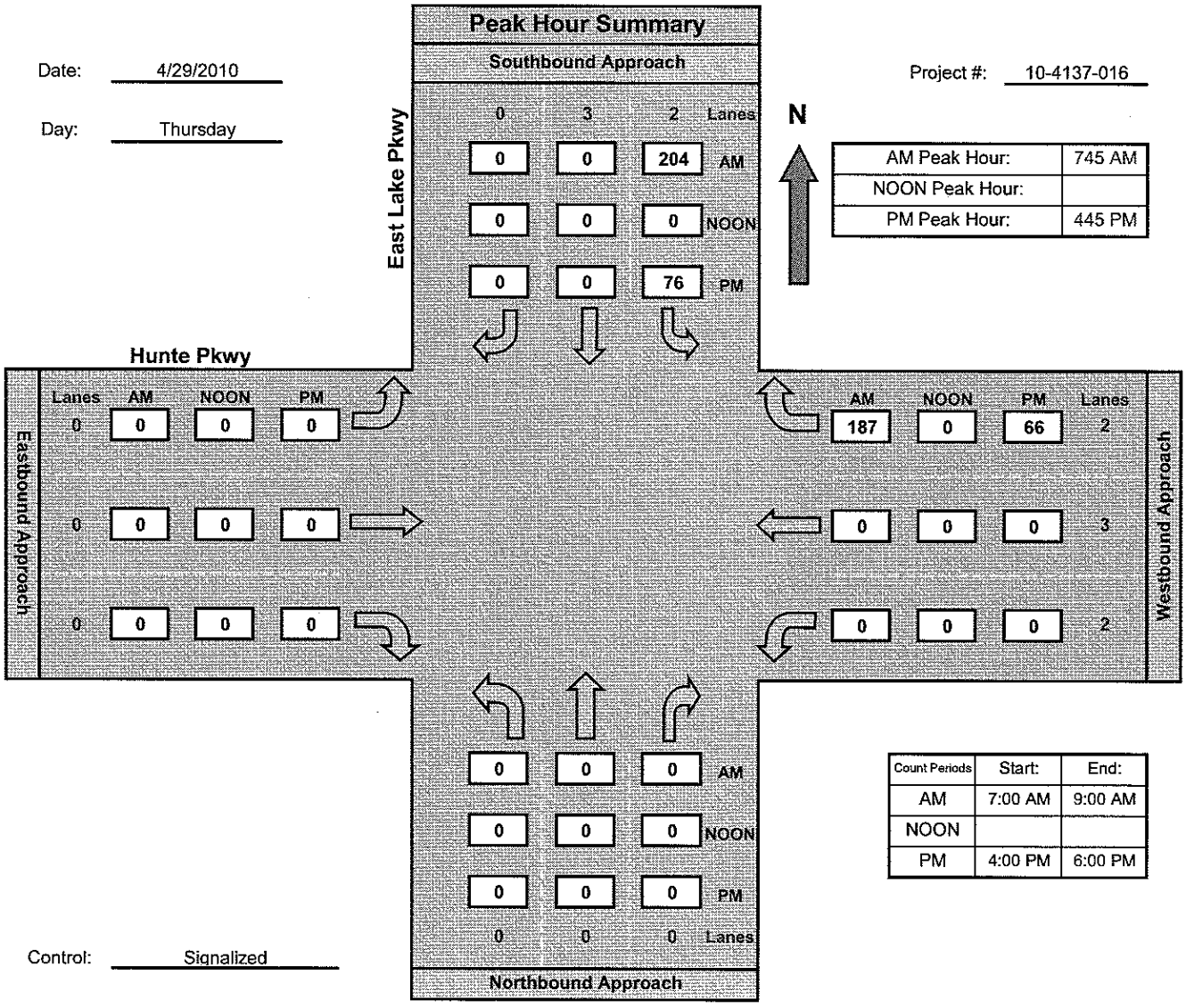
National Data & Surveying Services

East Lake Pkwy and Hunte Pkwy , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-016



AM Peak Hour:	745 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hunte Pkwy DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy DAY: THURSDAY PROJECT# 10-4137-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	2	2	1	2	3	0	2	2	1	
7:00 AM	6	8	4	6	12	97	28	32	2	4	77	16	292
7:15 AM	10	11	5	4	10	76	44	34	2	2	77	6	281
7:30 AM	10	27	2	5	15	90	71	31	3	3	83	17	357
7:45 AM	11	30	4	7	32	105	50	30	5	1	63	17	355
8:00 AM	6	29	3	9	34	86	55	34	1	3	68	18	346
8:15 AM	5	22	3	7	39	69	55	26	6	8	68	15	323
8:30 AM	7	24	0	4	14	88	34	29	2	3	50	13	268
8:45 AM	6	7	0	6	14	58	38	28	3	0	35	8	203
TOTAL VOLUMES =	NL 61	NT 158	NR 21	SL 48	ST 170	SR 669	EL 375	ET 244	ER 24	WL 24	WT 521	WR 110	TOTAL 2425

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	32	108	12	28	120	350	231	121	15	15	282	67	1381
PEAK HR. FACTOR:		0.844			0.865			0.874			0.883		0.967

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hunte Pkwy DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy DAY: THURSDAY PROJECT# 10-4137-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	2	2	1	2	3	0	2	2	1	
4:00 PM	3	18	5	13	9	63	70	50	7	4	42	5	289
4:15 PM	5	16	7	5	17	51	70	70	11	0	42	11	305
4:30 PM	1	12	1	6	19	58	89	53	8	4	48	7	306
4:45 PM	3	23	6	7	18	58	89	76	7	1	52	12	352
5:00 PM	5	12	5	15	21	67	93	70	4	4	36	5	337
5:15 PM	8	14	3	20	15	49	85	91	8	3	41	10	347
5:30 PM	4	9	8	17	21	60	73	73	6	3	49	7	330
5:45 PM	6	11	8	17	12	59	87	84	6	5	56	10	361
TOTAL VOLUMES =	35	115	43	100	132	465	656	567	57	24	366	67	2627
PM Peak Hr Begins at:		500 PM											
PEAK VOLUMES =	23	46	24	69	69	235	338	318	24	15	182	32	1375
PEAK HR. FACTOR:		0.930			0.905			0.924			0.806		0.952

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

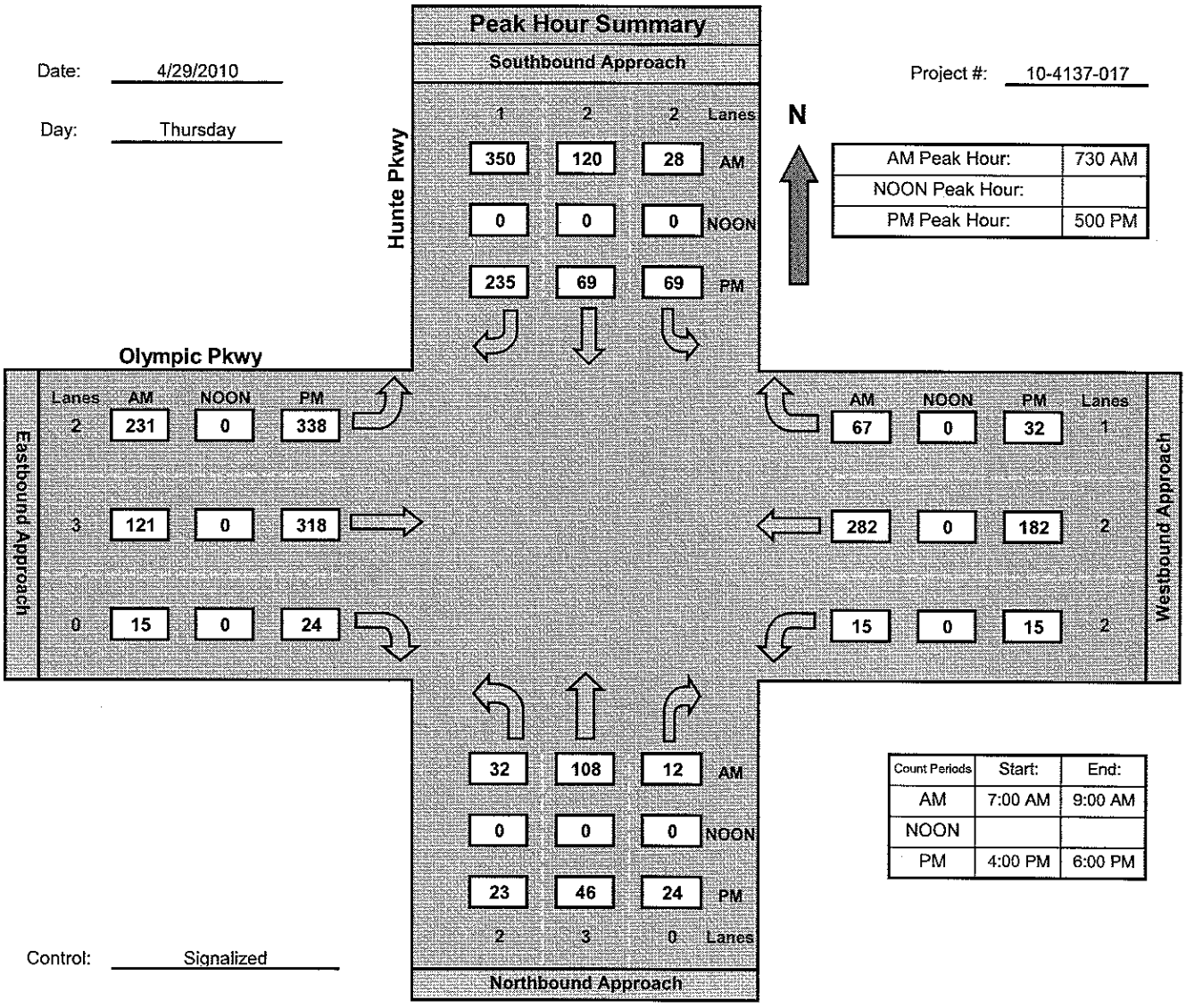
National Data & Surveying Services

Hunte Pkwy and Olympic Pkwy , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-017



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Prepared by NDS/ATD

Volumes for: Tuesday, May 04, 2010 **City: Otay Mesa**

Location: Hunte Pkwy between East Lake Pkwy & Discovery Falls **Project: 10-4138-001**

Daily Totals	NB	SB	EB	WB	Total
	0	0	633	773	1,406

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		0			12:00			5		7		
00:15			0		1			12:15			2		2		
00:30			0		1			12:30			5		6		
00:45			1	1	0	2	3	12:45			1	13	5	20	33
01:00			0		0			13:00			1		6		
01:15			0		0			13:15			0		17		
01:30			0		3			13:30			6		13		
01:45			0		0	3	3	13:45			5	12	6	42	54
02:00			0		0			14:00			3		7		
02:15			0		0			14:15			3		8		
02:30			0		0			14:30			5		7		
02:45			0		0			14:45			10	21	13	35	56
03:00			0		0			15:00			12		14		
03:15			1		0			15:15			14		14		
03:30			0		0			15:30			13		66		
03:45			0	1	0		1	15:45			12	51	47	141	192
04:00			0		0			16:00			15		20		
04:15			0		0			16:15			17		14		
04:30			0		1			16:30			10		8		
04:45			0		0	1	1	16:45			22	64	15	57	121
05:00			0		0			17:00			13		19		
05:15			0		2			17:15			13		14		
05:30			0		3			17:30			15		18		
05:45			1	1	0	5	6	17:45			13	54	18	69	123
06:00			0		3			18:00			11		12		
06:15			2		3			18:15			8		10		
06:30			4		11			18:30			6		3		
06:45			6	12	5	22	34	18:45			4	29	8	33	62
07:00			9		16			19:00			5		7		
07:15			13		12			19:15			9		2		
07:30			17		14			19:30			4		3		
07:45			21	60	17	59	119	19:45			3	21	2	14	35
08:00			44		35			20:00			3		6		
08:15			94		78			20:15			7		4		
08:30			42		59			20:30			1		2		
08:45			11	191	8	180	371	20:45			3	14	2	14	28
09:00			7		6			21:00			2		5		
09:15			6		6			21:15			6		2		
09:30			2		6			21:30			1		1		
09:45			2	17	1	19	36	21:45			3	12	0	8	20
10:00			6		8			22:00			2		2		
10:15			3		2			22:15			0		1		
10:30			8		8			22:30			0		0		
10:45			4	21	1	19	40	22:45			1	3	2	5	8
11:00			7		3			23:00			0		0		
11:15			2		7			23:15			0		0		
11:30			11		5			23:30			0		0		
11:45			15	35	10	25	60	23:45			0		0		
Total Vol.				339		335	**674**					294		438	**732**

	NB	SB	EB	WB	Total
Daily Totals :	**0**	**0**	**633**	**773**	**1,406**

	AM			PM		
Split %	50.3%	49.7%	**47.9%**	40.2%	59.8%	**52.1%**
AM				**PM**		
Peak Hr.	07:45	07:45	**07:45**	**Peak Hr.**	16:00	15:15	**15:30**
Volume	201	189	**390**	**Volume**	64	147	**204**
P.H.F.	0.535	0.606	**0.567**	**P.H.F.**	0.727	0.557	**0.646**
7 - 9 Vol.	251	239	**490**	**4 - 6 Vol.**	118	126	**244**
Peak Hr.	07:45	07:45	**07:45**	**Peak Hr.**	16:00	17:00	**16:45**
Volume	201	189	**390**	**Volume**	64	69	**129**
P.H.F.	0.535	0.606	**0.567**	**P.H.F.**	0.727	0.908	**0.872**

Prepared by NDS/ATD

Volumes for: Tuesday, May 04, 2010 **City: Otay Mesa**

Location: Hunte Pkwy between Olympic Pkwy & Oak Spring Dr **Project: 10-4138-002**

Daily Totals	NB	SB	EB	WB	Total
	4,729	4,851	0	0	9,580

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	10		5					12:00	40		66				
00:15	7		7					12:15	57		49				
00:30	14		2					12:30	48		42				
00:45	0	31	3	17			48	12:45	53	198	46	203			401
01:00	5		7					13:00	51		60				
01:15	4		3					13:15	49		52				
01:30	5		1					13:30	50		57				
01:45	3	17	2	13			30	13:45	55	205	53	222			427
02:00	5		0					14:00	45		46				
02:15	3		2					14:15	89		68				
02:30	0		6					14:30	112		82				
02:45	3	11	3	11			22	14:45	95	341	82	278			619
03:00	2		0					15:00	114		73				
03:15	5		1					15:15	85		113				
03:30	5		5					15:30	115		124				
03:45	2	14	3	9			23	15:45	124	438	103	413			851
04:00	1		4					16:00	89		83				
04:15	1		4					16:15	115		100				
04:30	6		12					16:30	99		84				
04:45	5	13	8	28			41	16:45	90	393	89	356			749
05:00	8		20					17:00	111		102				
05:15	3		20					17:15	94		97				
05:30	5		29					17:30	103		76				
05:45	12	28	34	103			131	17:45	97	405	94	369			774
06:00	9		44					18:00	79		99				
06:15	24		56					18:15	101		83				
06:30	27		99					18:30	95		88				
06:45	60	120	90	289			409	18:45	97	372	73	343			715
07:00	66		132					19:00	101		90				
07:15	67		91					19:15	85		75				
07:30	75		103					19:30	84		60				
07:45	122	330	128	454			784	19:45	86	356	55	280			636
08:00	84		136					20:00	88		55				
08:15	81		129					20:15	76		46				
08:30	106		98					20:30	75		39				
08:45	49	320	94	457			777	20:45	55	294	41	181			475
09:00	34		68					21:00	55		37				
09:15	33		51					21:15	58		30				
09:30	41		48					21:30	37		22				
09:45	32	140	46	213			353	21:45	37	187	23	112			299
10:00	34		47					22:00	36		24				
10:15	35		54					22:15	27		20				
10:30	39		42					22:30	25		15				
10:45	36	144	44	187			331	22:45	25	113	18	77			190
11:00	34		44					23:00	20		9				
11:15	59		61					23:15	25		6				
11:30	43		67					23:30	16		5				
11:45	40	176	39	211			387	23:45	22	83	5	25			108
Total Vol.		1344		1992			**3336**			3385		2859			**6244**

	NB	SB	EB	WB	Total
Daily Totals :	**4,729**	**4,851**	**0**	**0**	**9,580**

	AM			PM			
Split %	40.3%	59.7%	**34.8%**	54.2%	45.8%		**65.2%**
AM				**PM**			
Peak Hr.	07:45	07:30	**07:45**	**Peak Hr.**	15:30	15:15	**15:30**
Volume	393	496	**884**	**Volume**	443	423	**853**
P.H.F.	0.805	0.912	**0.884**	**P.H.F.**	0.893	0.853	**0.892**
7 - 9 Vol.	650	911	**1561**	**4 - 6 Vol.**	798	725	**1523**
Peak Hr.	07:45	07:30	**07:45**	**Peak Hr.**	16:15	16:15	**16:15**
Volume	393	496	**884**	**Volume**	415	375	**790**
P.H.F.	0.805	0.912	**0.884**	**P.H.F.**	0.902	0.919	**0.919**

Prepared by NDS/ATD

Volumes for: Tuesday, May 04, 2010 **City: Otay Mesa**

Location: Olympic Pkwy between Hunte Pkwy & Olympic Vista Rd **Project: 10-4138-003**

Daily Totals	NB	SB	EB	WB	Total
	0	0	3,863	3,983	7,846

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			15		6			12:00			34		40		
00:15			10		6			12:15			44		52		
00:30			17		0			12:30			39		42		
00:45			18	60	4	16	76	12:45			52	169	40	174	343
01:00			5		4			13:00			35		42		
01:15			0		2			13:15			39		46		
01:30			3		2			13:30			41		50		
01:45			3	11	0	8	19	13:45			55	170	37	175	345
02:00			0		1			14:00			46		52		
02:15			7		3			14:15			61		69		
02:30			4		4			14:30			53		73		
02:45			2	13	2	10	23	14:45			72	232	55	249	481
03:00			2		1			15:00			58		63		
03:15			1		3			15:15			72		54		
03:30			1		4			15:30			76		68		
03:45			1	5	4	12	17	15:45			74	280	67	252	532
04:00			3		3			16:00			63		55		
04:15			3		6			16:15			86		57		
04:30			5		14			16:30			79		66		
04:45			3	14	7	30	44	16:45			83	311	55	233	544
05:00			5		26			17:00			96		65		
05:15			6		28			17:15			96		60		
05:30			17		38			17:30			78		61		
05:45			13	41	39	131	172	17:45			95	365	62	248	613
06:00			17		63			18:00			95		59		
06:15			13		86			18:15			117		55		
06:30			26		84			18:30			111		64		
06:45			35	91	130	363	454	18:45			102	425	59	237	662
07:00			43		101			19:00			81		56		
07:15			36		70			19:15			73		54		
07:30			36		86			19:30			74		53		
07:45			36	151	101	358	509	19:45			67	295	66	229	524
08:00			40		64			20:00			58		81		
08:15			43		89			20:15			67		56		
08:30			30		96			20:30			60		27		
08:45			45	158	57	306	464	20:45			57	242	27	191	433
09:00			33		51			21:00			77		21		
09:15			37		54			21:15			44		23		
09:30			40		63			21:30			44		22		
09:45			33	143	43	211	354	21:45			42	207	20	86	293
10:00			60		42			22:00			42		27		
10:15			33		51			22:15			32		8		
10:30			24		42			22:30			24		9		
10:45			37	154	34	169	323	22:45			32	130	9	53	183
11:00			33		49			23:00			19		11		
11:15			38		47			23:15			14		9		
11:30			30		61			23:30			15		12		
11:45			37	138	49	206	344	23:45			10	58	4	36	94
Total Vol.				979		1820	**2799**					2884		2163	**5047**

	NB	SB	EB	WB	Total
Daily Totals :	0	0	3,863	3,983	7,846

	AM			PM		
Split %	35.0%	65.0%	**35.7%**	57.1%	42.9%	**64.3%**
AM				**PM**		
Peak Hr.	09:15	06:15	**06:45**	18:00	14:15	**18:00**
Volume	170	401	**537**	425	260	**662**
P.H.F.	0.708	0.771	**0.814**	0.908	0.890	**0.946**
7 - 9 Vol.	309	664	**973**	676	481	**1157**
Peak Hr.	08:00	07:00	**07:00**	17:00	17:00	**17:00**
Volume	158	358	**509**	365	248	**613**
P.H.F.	0.878	0.886	**0.884**	0.951	0.954	**0.952**

TDSSW, Inc.
Event Counts

EventCount-359 -- English (ENU)

Datasets:

Site:	**[18901] Olympic Pkwy - Btwn Brandywine & Heritage**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	4 - West bound. - Lane= 0, Excluded from totals.
Survey Duration:	8:04 Tuesday, December 15, 2009 => 14:34 Sunday, December 20, 2009
Zone:	North America
File:	1890122Dec2009.EC0 (Base)
Identifier:	A560XBG4 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**9:00 Tuesday, December 15, 2009 => 9:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 96746 / 250245 (38.66%)

* Tuesday, December 15, 2009=19755 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	**882**	**970**	**1052**	**1400**	**1242**	**1632**	**1865**	**2058**	**2129**	**1939**	**1485**	**1244**	**898**	**599**	**362**	
-	-	-	-	-	-	-	-	-	200	236	208	406	293	383	443	475	495	**516**	412	347	244	182	102	80
-	-	-	-	-	-	-	-	-	204	250	237	319	263	423	456	543	**531**	507	392	319	230	147	103	67
-	-	-	-	-	-	-	-	-	237	223	273	330	322	409	481	548	**572**	454	348	296	224	142	80	51
-	-	-	-	-	-	-	-	-	242	262	334	346	365	418	486	492	**532**	462	334	284	201	129	78	50

PM Peak 1715 - 1815 (2150), PM PHF=0.94

* Wednesday, December 16, 2009=24804, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
247	**124**	**90**	**69**	**92**	**253**	**859**	**1795**	**1095**	**913**	**998**	**1204**	**1411**	**1325**	**1605**	**1743**	**1952**	**2113**	**1953**	**1585**	**1214**	**1036**	**697**	**436**	
80	32	18	20	14	38	81	**514**	314	224	274	264	354	317	356	414	424	**525**	493	451	294	274	204	131	78
67	29	26	19	22	47	141	**407**	284	228	262	282	382	307	430	435	514	**556**	505	412	336	256	170	110	82
51	29	21	17	23	73	233	**411**	270	234	222	308	336	327	397	406	498	**520**	522	328	299	263	164	90	71
50	34	26	13	34	95	404	**465**	228	228	241	351	340	375	422	489	**517**	513	434	394	286	244	160	105	48

AM Peak 0700 - 0800 (1795), AM PHF=0.87 PM Peak 1645 - 1745 (2117), PM PHF=0.95

* Thursday, December 17, 2009=4784 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
279	**165**	**101**	**86**	**126**	**240**	**887**	**1798**	**1105**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
78	45	32	22	24	32	104	535	317	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
82	54	27	14	23	42	157	451	287	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
71	38	20	24	31	80	247	392	268	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
48	28	23	26	48	87	380	421	233	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-363 -- English (ENU)

Datasets:

Site:	**[18901] Olympic Pkwy - Btwn Brandywine & Heritage**
Input A:	2 - East bound. - Lane= 0, Excluded from totals.
Input B:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	8:04 Tuesday, December 15, 2009 => 14:34 Sunday, December 20, 2009
Zone:	North America
File:	1890122Dec2009.EC0 (Base)
Identifier:	A560XBG4 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**9:00 Tuesday, December 15, 2009 => 9:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 96746 / 250245 (38.66%)

*** Tuesday, December 15, 2009=16417 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	**1182**	**1016**	**1054**	**1486**	**1237**	**1478**	**1504**	**1410**	**1358**	**1149**	**1053**	**882**	**722**	**551**	**339**	
-	-	-	-	-	-	-	-	-	327	273	239	299	309	324	342	**355**	345	274	273	219	230	172	99	47
-	-	-	-	-	-	-	-	-	290	256	265	386	344	378	344	**357**	410	327	283	254	186	134	80	42
-	-	-	-	-	-	-	-	-	303	244	279	446	259	388	**410**	329	314	261	264	190	180	124	90	35
-	-	-	-	-	-	-	-	-	263	244	272	356	326	389	**408**	370	290	287	233	220	128	122	71	38

PM Peak 1530 - 1630 (1529), PM PHF=0.93

*** Wednesday, December 16, 2009=23917, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
162	**87**	**61**	**116**	**249**	**817**	**1710**	**2141**	**1676**	**1300**	**1030**	**1065**	**1474**	**1272**	**1478**	**1659**	**1370**	**1440**	**1182**	**984**	**875**	**770**	**591**	**412**	
47	26	22	17	39	121	317	**560**	418	337	277	254	303	300	311	**389**	322	385	267	260	209	244	173	119	74
42	24	14	23	53	192	405	**552**	427	319	263	270	393	356	395	**428**	411	346	326	248	217	188	144	117	55
35	21	14	31	73	225	496	**536**	426	335	243	268	429	294	363	**445**	293	387	306	252	217	196	162	102	31
38	17	11	45	85	280	493	**494**	405	310	248	275	350	322	**410**	397	346	323	284	225	232	142	113	75	30

AM Peak 0700 - 0800 (2141), AM PHF=0.96 PM Peak 1445 - 1545 (1672), PM PHF=0.94

*** Thursday, December 17, 2009=7070 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
189	**122**	**75**	**112**	**275**	**808**	**1694**	**2046**	**1751**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
74	47	18	19	33	122	338	533	422	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
55	34	14	26	61	181	413	538	441	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
31	21	27	33	78	243	449	527	455	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
30	21	16	34	103	263	495	449	433	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-361 -- English (ENU)

Datasets:

Site:	**[18902] Olympic Pkwy - Btwn Heritage & La Media**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	4 - West bound. - Lane= 0, Excluded from totals.
Survey Duration:	8:23 Tuesday, December 15, 2009 => 9:03 Sunday, December 20, 2009
Zone:	North America
File:	1890222Dec2009.EC0 (Plus)
Identifier:	M279P9K6 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**9:00 Tuesday, December 15, 2009 => 9:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 101568 / 250599 (40.53%)

*** Tuesday, December 15, 2009=20023 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	**876**	**952**	**1124**	**1582**	**1282**	**1612**	**1917**	**2027**	**2078**	**2019**	**1546**	**1188**	**877**	**581**	**366**	
-	-	-	-	-	-	-	-	-	215	257	237	425	323	364	434	457	488	**542**	418	325	226	168	106	76
-	-	-	-	-	-	-	-	-	200	228	224	405	285	419	474	558	526	**543**	370	289	237	158	107	62
-	-	-	-	-	-	-	-	-	235	223	282	396	293	420	496	501	**536**	468	394	308	206	135	79	49
-	-	-	-	-	-	-	-	-	227	245	382	357	382	410	513	512	**529**	467	365	267	209	120	74	43

PM Peak 1730 - 1830 (2149), PM PHF=0.99

*** Wednesday, December 16, 2009=25748, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
229	**112**	**91**	**63**	**84**	**236**	**884**	**2399**	**1124**	**901**	**999**	**1248**	**1671**	**1311**	**1611**	**1807**	**1987**	**2062**	**2033**	**1594**	**1208**	**1011**	**669**	**418**	
76	29	22	14	14	33	85	**693**	319	232	281	258	392	305	384	447	424	490	**528**	449	317	264	191	115	70
62	27	20	16	15	41	127	**784**	305	205	254	281	466	301	412	439	493	551	**527**	431	328	251	173	112	80
49	26	19	18	20	69	219	**414**	279	222	223	321	457	314	397	412	518	490	**534**	351	301	254	157	92	73
43	30	31	15	36	94	454	**508**	222	243	242	389	357	392	420	509	552	**532**	445	364	263	242	149	100	40

AM Peak 0700 - 0800 (2399), AM PHF=0.76 PM Peak 1745 - 1845 (2121), PM PHF=0.99

*** Thursday, December 17, 2009=5287 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
262	**143**	**92**	**79**	**112**	**216**	**913**	**2272**	**1200**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
70	40	23	22	23	28	101	754	366	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
80	45	27	12	18	34	156	669	303	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
73	34	19	17	29	78	225	383	281	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
40	24	24	28	43	78	431	467	252	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-362 -- English (ENU)

Datasets:

Site:	**[18902] Olympic Pkwy - Btwn Heritage & La Media**
Input A:	2 - East bound. - Lane= 0, Excluded from totals.
Input B:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	8:23 Tuesday, December 15, 2009 => 9:03 Sunday, December 20, 2009
Zone:	North America
File:	1890222Dec2009.EC0 (Plus)
Identifier:	M279P9K6 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**9:00 Tuesday, December 15, 2009 => 9:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 101568 / 250599 (40.53%)

*** Tuesday, December 15, 2009=17048 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	**1126**	**944**	**1001**	**1848**	**1233**	**1542**	**1558**	**1447**	**1405**	**1202**	**1113**	**981**	**757**	**566**	**328**	
-	-	-	-	-	-	-	-	-	310	245	227	**309**	301	323	344	392	397	281	295	251	222	172	105	51
-	-	-	-	-	-	-	-	-	280	243	260	**557**	318	415	346	338	380	356	274	234	223	129	73	45
-	-	-	-	-	-	-	-	-	294	231	253	**562**	314	411	465	324	328	278	277	235	169	145	89	39
-	-	-	-	-	-	-	-	-	242	227	261	**421**	301	394	404	394	300	288	268	261	144	121	62	35

PM Peak 1200 - 1300 (1848), PM PHF=0.82

*** Wednesday, December 16, 2009=24790, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
170	**83**	**64**	**115**	**237**	**770**	**1656**	**2466**	**1679**	**1215**	**987**	**1058**	**1862**	**1289**	**1553**	**1681**	**1443**	**1428**	**1226**	**1045**	**934**	**837**	**574**	**424**	
51	24	22	18	33	124	318	**685**	432	311	257	250	321	**322**	348	417	377	385	280	285	236	257	172	126	82
45	25	16	27	52	184	360	**700**	401	300	247	250	**601**	311	414	441	374	359	355	259	208	228	139	124	65
39	19	16	28	72	210	422	**629**	442	322	247	282	**561**	344	414	433	329	380	308	273	248	192	158	102	47
35	16	10	42	81	253	**557**	452	406	283	238	277	**380**	312	378	391	363	304	284	229	242	161	106	73	45

AM Peak 0645 - 0745 (2571), AM PHF=0.92 PM Peak 1215 - 1315 (1863), PM PHF=0.78

*** Thursday, December 17, 2009=8673 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
239	**157**	**94**	**135**	**331**	**960**	**1972**	**2858**	**1929**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
82	54	23	26	46	152	386	849	530	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
65	39	19	31	66	205	453	812	475	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
47	33	34	42	93	291	483	689	460	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45	31	19	36	126	313	651	510	465	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-364 -- English (ENU)

Datasets:

Site:	**[18903] Olympic Pkwy - Btwn Eastlake Pkwy & Hunte Pkwy**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	4 - West bound. - Lane= 0, Excluded from totals.
Survey Duration:	8:40 Tuesday, December 15, 2009 => 13:31 Tuesday, December 22, 2009
Zone:	North America
File:	1890322Dec2009.EC0 (Plus)
Identifier:	E395JD8W MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**9:00 Tuesday, December 15, 2009 => 9:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 27598 / 87045 (31.71%)

* Tuesday, December 15, 2009=5794 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	**224**	**203**	**236**	**305**	**340**	**490**	**562**	**591**	**638**	**602**	**514**	**419**	**342**	**195**	**136**	
-	-	-	-	-	-	-	-	-	65	45	48	73	80	98	147	140	162	**163**	149	109	92	62	39	26
-	-	-	-	-	-	-	-	-	51	54	49	63	80	128	159	142	143	**166**	120	109	98	55	43	20
-	-	-	-	-	-	-	-	-	60	46	57	75	79	117	126	158	**161**	138	131	92	95	28	28	20
-	-	-	-	-	-	-	-	-	49	59	83	95	102	148	131	152	**173**	136	115	109	57	50	26	12

PM Peak 1730 - 1830 (662), PM PHF=0.96

* Wednesday, December 16, 2009=6887, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
77	**35**	**26**	**16**	**22**	**65**	**148**	**303**	**314**	**195**	**197**	**252**	**348**	**334**	**504**	**550**	**562**	**610**	**647**	**498**	**458**	**363**	**235**	**135**	
26	9	10	4	3	7	32	64	93	56	45	65	**83**	93	103	153	132	144	**166**	151	111	103	80	44	32
20	12	6	5	7	17	27	69	66	37	39	72	**85**	70	110	129	131	169	**157**	109	135	102	73	31	25
20	4	6	3	7	23	37	85	86	45	57	57	**114**	87	130	157	146	144	**177**	128	106	86	46	28	18
12	10	4	4	5	19	53	86	69	58	57	**58**	66	85	161	112	154	**155**	148	110	106	72	37	32	21

AM Peak 1145 - 1245 (339), AM PHF=0.74 PM Peak 1745 - 1845 (654), PM PHF=0.93

* Thursday, December 17, 2009=1047 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
95	**59**	**25**	**11**	**22**	**60**	**147**	**324**	**306**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
32	17	7	1	3	7	19	51	96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25	15	5	6	6	13	25	99	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	15	9	2	5	21	41	87	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21	12	4	2	8	20	62	87	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-365 -- English (ENU)

Datasets:

Site:	**[18903] Olympic Pkwy - Btwn Eastlake Pkwy & Hunte Pkwy**
Input A:	2 - East bound. - Lane= 0, Excluded from totals.
Input B:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	8:40 Tuesday, December 15, 2009 => 13:31 Tuesday, December 22, 2009
Zone:	North America
File:	1890322Dec2009.EC0 (Plus)
Identifier:	E395JD8W MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**9:00 Tuesday, December 15, 2009 => 9:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 27598 / 87045 (31.71%)

*** Tuesday, December 15, 2009=4676 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	**345**	**327**	**316**	**359**	**336**	**405**	**496**	**458**	**448**	**388**	**306**	**197**	**138**	**104**	**56**	
-	-	-	-	-	-	-	-	-	87	98	85	90	76	77	**110**	98	121	116	89	48	44	33	14	8
-	-	-	-	-	-	-	-	-	94	72	69	93	87	88	**108**	115	127	111	85	53	33	20	18	6
-	-	-	-	-	-	-	-	-	91	82	86	105	87	104	**159**	126	104	75	62	56	32	31	12	5
-	-	-	-	-	-	-	-	-	75	77	78	71	87	**136**	120	119	97	87	71	40	29	20	12	3

PM Peak 1445 - 1545 (513), PM PHF=0.81

*** Wednesday, December 16, 2009=7039, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	**15**	**12**	**26**	**65**	**209**	**521**	**698**	**575**	**352**	**337**	**343**	**391**	**342**	**437**	**517**	**399**	**486**	**399**	**315**	**256**	**173**	**93**	**61**	
8	4	2	3	7	30	91	**225**	150	100	90	74	111	83	87	**102**	94	123	97	94	56	40	22	19	4
6	5	3	4	17	50	108	**152**	164	82	69	91	97	75	105	**140**	107	140	98	90	65	48	17	18	5
5	3	3	13	27	45	151	**159**	130	87	81	97	93	105	117	**157**	105	127	88	71	61	52	37	15	11
3	3	4	6	14	85	**172**	163	132	83	98	82	90	80	**129**	118	93	96	117	61	75	34	17	9	6

AM Peak 0645 - 0745 (707), AM PHF=0.79 PM Peak 1445 - 1545 (527), PM PHF=0.84

*** Thursday, December 17, 2009=2157 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
26	**15**	**18**	**30**	**65**	**199**	**551**	**681**	**574**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4	2	8	6	9	27	78	183	162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	6	1	4	14	38	123	162	150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	2	6	11	20	57	169	151	143	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	5	3	9	22	77	182	187	120	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-366 -- English (ENU)

Datasets:

Site:	**[18904] Birch Rd - Btwn La Media & SR-125**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	4 - West bound. - Lane= 0, Excluded from totals.
Survey Duration:	9:10 Tuesday, December 15, 2009 => 13:55 Tuesday, December 22, 2009
Zone:	North America
File:	1890422Dec2009.EC0 (Plus)
Identifier:	M355ARX4 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**10:00 Tuesday, December 15, 2009 => 10:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 20579 / 59039 (34.86%)

*** Tuesday, December 15, 2009=3844 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	**168**	**221**	**421**	**245**	**379**	**544**	**417**	**362**	**379**	**281**	**231**	**117**	**50**	**31**	
-	-	-	-	-	-	-	-	-	-	50	43	77	61	69	**124**	117	98	100	55	69	46	12	9	5
-	-	-	-	-	-	-	-	-	-	34	52	159	52	121	**179**	89	77	107	68	53	27	16	11	3
-	-	-	-	-	-	-	-	-	-	42	67	107	64	114	**125**	103	100	97	102	48	21	12	5	2
-	-	-	-	-	-	-	-	-	-	42	60	79	68	76	**116**	108	88	76	57	62	23	10	6	2

PM Peak 1500 - 1600 (544), PM PHF=0.76

*** Wednesday, December 16, 2009=5051, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**9**	**2**	**3**	**7**	**35**	**103**	**422**	**447**	**206**	**187**	**237**	**449**	**251**	**390**	**480**	**381**	**389**	**362**	**284**	**190**	**125**	**58**	**29**	
5	2	1	3	1	5	10	80	**122**	59	52	69	74	66	54	**119**	81	107	96	65	59	37	19	6	6
3	0	0	0	2	5	18	110	**130**	37	36	66	150	66	132	**164**	81	93	87	80	58	38	19	5	2
2	4	0	0	1	13	28	**135**	89	55	37	46	126	52	**107**	99	99	102	88	78	33	30	14	9	4
2	3	1	0	3	12	47	**99**	106	55	62	57	99	67	**97**	98	120	87	92	61	40	20	6	9	3

AM Peak 0730 - 0830 (485), AM PHF=0.90 PM Peak 1430 - 1530 (487), PM PHF=0.74

*** Thursday, December 17, 2009=1236 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**10**	**3**	**5**	**6**	**33**	**110**	**404**	**411**	**241**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6	1	1	3	2	2	10	72	105	84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	4	1	0	0	4	16	112	123	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	1	0	0	4	12	31	120	80	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	4	1	2	0	15	53	100	103	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-367 -- English (ENU)

Datasets:

Site:	**[18904] Birch Rd - Btwn La Media & SR-125**
Input A:	2 - East bound. - Lane= 0, Excluded from totals.
Input B:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	9:10 Tuesday, December 15, 2009 => 13:55 Tuesday, December 22, 2009
Zone:	North America
File:	1890422Dec2009.EC0 (Plus)
Identifier:	M355ARX4 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**10:00 Tuesday, December 15, 2009 => 10:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 20579 / 59039 (34.86%)

* Tuesday, December 15, 2009=3940 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	**144**	**208**	**293**	**295**	**442**	**447**	**408**	**375**	**405**	**329**	**255**	**167**	**114**	**60**	
-	-	-	-	-	-	-	-	-	-	47	46	92	90	108	**134**	94	92	113	81	71	62	37	21	6
-	-	-	-	-	-	-	-	-	-	30	35	72	62	95	**111**	112	99	138	114	51	41	25	19	2
-	-	-	-	-	-	-	-	-	-	28	54	66	66	**106**	106	87	92	89	77	69	34	32	13	6
-	-	-	-	-	-	-	-	-	-	40	75	64	78	**133**	97	115	93	66	57	65	30	20	7	8

PM Peak 1430 - 1530 (483), PM PHF=0.90

* Wednesday, December 16, 2009=5183, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	**8**	**8**	**9**	**23**	**42**	**158**	**457**	**458**	**179**	**173**	**222**	**310**	**277**	**414**	**430**	**333**	**386**	**414**	**292**	**224**	**180**	**111**	**58**	
6	1	5	2	2	4	18	145	**111**	47	36	48	94	71	97	**129**	97	105	115	79	75	53	40	25	7
2	2	1	4	4	4	29	133	**127**	52	39	55	85	73	100	**94**	82	88	123	62	51	44	24	15	3
6	4	1	2	9	17	40	70	**141**	41	44	54	71	61	80	**108**	84	99	93	69	45	45	27	6	2
8	1	1	1	8	17	72	**109**	79	39	55	66	61	72	**139**	99	71	94	83	82	54	39	21	12	7

AM Peak 0745 - 0845 (488), AM PHF=0.87 PM Peak 1445 - 1545 (469), PM PHF=0.85

* Thursday, December 17, 2009=1326 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**27**	**9**	**10**	**21**	**42**	**130**	**487**	**435**	**147**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7	7	2	1	2	3	18	157	117	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	12	2	4	8	11	20	117	113	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	7	1	4	7	9	38	85	159	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	1	4	1	4	19	54	129	47	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-368 -- English (ENU)

Datasets:

Site:	**[18905] La Media Rd - Btwn Olympic Pkwy & Birch Rd**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration:	8:59 Tuesday, December 15, 2009 => 13:51 Tuesday, December 22, 2009
Zone:	North America
File:	1890522Dec2009.EC0 (Plus)
Identifier:	M280P4JB MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**10:00 Tuesday, December 15, 2009 => 10:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 21873 / 59653 (36.67%)

* Tuesday, December 15, 2009=3574 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	**154**	**156**	**435**	**247**	**445**	**495**	**369**	**311**	**227**	**221**	**232**	**134**	**101**	**49**	
-	-	-	-	-	-	-	-	-	-	55	34	82	67	82	89	**102**	101	54	41	50	62	37	19	8
-	-	-	-	-	-	-	-	-	-	30	34	177	61	157	**119**	81	79	62	56	49	27	20	17	2
-	-	-	-	-	-	-	-	-	-	31	46	103	54	122	**144**	78	75	59	67	54	22	25	8	3
-	-	-	-	-	-	-	-	-	-	38	43	74	66	84	**144**	109	56	53	57	80	23	19	5	7

PM Peak 1515 - 1615 (508), PM PHF=0.88

* Wednesday, December 16, 2009=5402, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	**6**	**10**	**14**	**40**	**116**	**269**	**677**	**429**	**189**	**171**	**191**	**445**	**272**	**446**	**492**	**325**	**321**	**276**	**215**	**201**	**151**	**81**	**49**	
8	0	5	2	7	11	42	**164**	126	45	39	44	90	75	80	**105**	92	98	66	63	69	56	31	24	3
2	3	3	3	7	28	63	**209**	102	50	44	51	178	68	137	**151**	84	79	63	47	44	36	12	10	5
3	2	1	4	10	34	77	**183**	102	56	38	48	107	70	111	**131**	76	77	87	57	43	32	19	8	2
7	1	1	5	16	43	88	**122**	100	39	51	48	71	61	**119**	105	74	68	61	49	45	28	19	7	4

AM Peak 0700 - 0800 (677), AM PHF=0.81 PM Peak 1445 - 1545 (505), PM PHF=0.84

* Thursday, December 17, 2009=1743 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**22**	**11**	**12**	**39**	**129**	**246**	**653**	**414**	**204**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3	6	2	3	6	17	45	151	152	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	8	4	1	10	31	52	211	84	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	6	2	5	9	35	61	184	85	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	2	3	3	14	46	89	108	93	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-369 -- English (ENU)

Datasets:

Site:	**[18905] La Media Rd - Btwn Olympic Pkwy & Birch Rd**
Input A:	1 - North bound. - Lane= 0, Excluded from totals.
Input B:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	8:59 Tuesday, December 15, 2009 => 13:51 Tuesday, December 22, 2009
Zone:	North America
File:	1890522Dec2009.EC0 (Plus)
Identifier:	M280P4JB MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**10:00 Tuesday, December 15, 2009 => 10:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 21873 / 59653 (36.67%)

* Tuesday, December 15, 2009=3824 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	**163**	**273**	**395**	**268**	**398**	**450**	**415**	**379**	**380**	**246**	**198**	**134**	**78**	**50**	
-	-	-	-	-	-	-	-	-	-	39	43	123	70	100	**110**	102	81	122	65	50	43	25	14	7
-	-	-	-	-	-	-	-	-	-	39	43	115	60	89	**114**	95	94	102	73	42	33	21	14	6
-	-	-	-	-	-	-	-	-	-	43	73	86	49	111	**113**	105	100	73	56	53	29	17	13	5
-	-	-	-	-	-	-	-	-	-	43	114	72	89	98	**113**	114	104	84	52	53	29	15	9	5

PM Peak 1500 - 1600 (450), PM PHF=0.99

* Wednesday, December 16, 2009=5635, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**15**	**7**	**5**	**6**	**34**	**242**	**783**	**393**	**181**	**165**	**290**	**458**	**276**	**431**	**392**	**413**	**415**	**403**	**260**	**178**	**150**	**78**	**42**	
7	2	1	0	0	4	15	**265**	139	50	50	58	**132**	60	94	120	92	106	133	72	46	47	27	6	5
6	2	0	2	1	4	43	**208**	122	42	38	54	**108**	71	107	104	108	109	104	67	52	42	21	14	3
5	5	1	1	1	6	57	**132**	78	39	35	59	**118**	61	103	102	94	95	88	75	39	37	16	14	8
5	6	5	2	4	20	128	**179**	56	50	42	119	**101**	84	128	67	120	106	79	46	41	24	14	8	3

AM Peak 0700 - 0800 (783), AM PHF=0.74 PM Peak 1200 - 1300 (458), PM PHF=0.87

* Thursday, December 17, 2009=1697 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**17**	**6**	**10**	**8**	**30**	**239**	**796**	**391**	**182**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5	3	2	6	3	2	21	246	135	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	6	2	0	1	0	38	210	123	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	4	0	1	1	8	67	153	82	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	4	2	3	3	20	113	187	52	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-370 -- English (ENU)

Datasets:

Site:	**[18906N] Otay Valley Rd - Btwn Main St & Entertainment Circle**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	9:58 Tuesday, December 15, 2009 => 13:41 Tuesday, December 22, 2009
Zone:	North America
File:	18906N22Dec2009.EC0 (Base)
Identifier:	A5922K3W MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**10:00 Tuesday, December 15, 2009 => 10:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 9749 / 25736 (37.88%)

*** Tuesday, December 15, 2009=3463 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	**219**	**238**	**308**	**299**	**381**	**457**	**507**	**510**	**220**	**124**	**71**	**66**	**44**	**22**	
-	-	-	-	-	-	-	-	-	-	45	72	78	70	108	125	107	**132**	71	38	21	17	13	7	5
-	-	-	-	-	-	-	-	-	-	64	48	88	68	82	103	135	**141**	50	29	12	19	13	6	2
-	-	-	-	-	-	-	-	-	-	54	56	78	85	98	127	**150**	146	55	30	25	20	10	5	5
-	-	-	-	-	-	-	-	-	-	57	64	64	77	93	103	**115**	92	45	28	13	10	8	4	2

PM Peak 1630 - 1730 (537), PM PHF=0.90

*** Wednesday, December 16, 2009=4992, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**12**	**9**	**17**	**44**	**85**	**274**	**407**	**275**	**256**	**296**	**320**	**331**	**349**	**398**	**410**	**495**	**459**	**205**	**117**	**83**	**63**	**60**	**17**	
5	4	3	4	9	13	37	**109**	75	59	74	87	93	84	90	108	97	**126**	58	37	33	17	23	7	4
2	4	1	4	10	12	67	**99**	69	67	84	60	84	94	110	67	**140**	132	62	30	22	16	18	3	4
5	4	3	5	13	28	58	**96**	65	77	66	88	72	87	87	114	**128**	112	45	26	17	15	12	5	6
2	0	2	4	12	33	**113**	104	67	53	73	85	83	85	112	121	**130**	90	40	24	11	15	7	2	0

AM Peak 0645 - 0745 (416), AM PHF=0.92 PM Peak 1615 - 1715 (524), PM PHF=0.93

*** Thursday, December 17, 2009=1294 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**10**	**10**	**11**	**50**	**83**	**264**	**372**	**260**	**221**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4	5	2	3	9	17	35	87	71	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	2	0	3	10	20	59	93	67	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	1	5	2	13	24	75	109	69	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	2	3	3	18	23	95	83	54	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-371 -- English (ENU)

Datasets:

Site:	**[18906S] Otay Valley Rd - Btwn Main St & Entertainment Circle**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	9:57 Tuesday, December 15, 2009 => 13:30 Tuesday, December 22, 2009
Zone:	North America
File:	18906S22Dec2009.EC0 (Base)
Identifier:	A650941T MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**10:00 Tuesday, December 15, 2009 => 10:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 9800 / 25920 (37.81%)

* Tuesday, December 15, 2009=3354 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	**260**	**277**	**316**	**335**	**357**	**368**	**384**	**292**	**200**	**181**	**157**	**116**	**60**	**54**	
-	-	-	-	-	-	-	-	-	-	73	74	72	83	90	88	**111**	80	67	53	38	41	24	19	12
-	-	-	-	-	-	-	-	-	-	54	66	82	109	61	85	**95**	71	55	46	39	28	15	11	5
-	-	-	-	-	-	-	-	-	-	69	69	81	75	108	**102**	87	78	40	45	42	19	8	7	8
-	-	-	-	-	-	-	-	-	-	65	68	81	68	100	**94**	92	63	39	37	39	28	13	17	5

PM Peak 1530 - 1630 (401), PM PHF=0.90

* Wednesday, December 16, 2009=5043, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
30	**19**	**11**	**18**	**18**	**84**	**236**	**393**	**407**	**305**	**298**	**325**	**345**	**332**	**361**	**398**	**393**	**296**	**219**	**170**	**125**	**139**	**85**	**42**	
12	6	2	5	6	4	39	67	**126**	84	69	80	75	62	98	77	**95**	77	66	41	36	42	27	12	11
5	4	5	2	2	11	65	82	**88**	52	82	94	89	98	91	84	**99**	82	48	43	37	40	20	8	6
8	3	3	4	3	32	61	**101**	89	71	78	75	101	96	76	**111**	107	75	57	47	32	24	21	17	7
5	6	1	7	7	37	72	**143**	105	98	69	77	81	77	96	**126**	93	62	48	39	20	33	17	5	4

AM Peak 0730 - 0830 (457), AM PHF=0.80 PM Peak 1530 - 1630 (430), PM PHF=0.86

* Thursday, December 17, 2009=1403 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	**16**	**9**	**6**	**23**	**80**	**203**	**392**	**376**	**271**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11	4	4	2	6	8	27	52	117	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	4	0	1	6	12	40	87	105	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	3	4	1	5	19	54	100	73	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	5	1	2	7	42	82	153	82	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-372 -- English (ENU)

Datasets:

Site:	**[18907N] Otay Valley Rd - Btwn Entertainment Circle & Heritage**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	10:07 Tuesday, December 15, 2009 => 13:42 Tuesday, December 22, 2009
Zone:	North America
File:	18907N22Dec2009.EC0 (Plus)
Identifier:	A6483S3X MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**11:00 Tuesday, December 15, 2009 => 11:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 9559 / 25238 (37.88%)

*** Tuesday, December 15, 2009=3163 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	**230**	**297**	**282**	**372**	**454**	**502**	**495**	**213**	**118**	**71**	**66**	**43**	**22**	
-	-	-	-	-	-	-	-	-	-	-	68	78	64	105	126	106	**131**	69	38	21	17	12	7	5
-	-	-	-	-	-	-	-	-	-	-	46	83	69	84	108	**138**	135	49	26	15	19	13	6	3
-	-	-	-	-	-	-	-	-	-	-	57	74	80	90	121	**143**	144	55	27	22	21	10	5	5
-	-	-	-	-	-	-	-	-	-	-	60	62	70	93	100	**116**	86	41	28	13	9	8	4	1

PM Peak 1615 - 1715 (527), PM PHF=0.92

*** Wednesday, December 16, 2009=4908, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**12**	**6**	**18**	**45**	**86**	**275**	**408**	**272**	**256**	**288**	**314**	**325**	**339**	**391**	**402**	**475**	**455**	**197**	**115**	**83**	**63**	**57**	**17**	
5	4	0	4	9	13	37	**109**	73	57	72	89	95	85	93	103	102	**127**	54	36	33	17	25	7	4
3	4	1	4	10	12	70	**100**	65	71	82	62	78	89	105	66	**128**	127	62	29	21	19	15	3	4
5	4	3	5	13	30	55	**102**	66	73	68	83	71	82	85	111	**123**	113	40	27	18	12	12	5	5
1	0	2	5	13	32	**114**	98	68	56	67	81	82	85	109	123	**123**	89	41	23	11	15	5	2	0

AM Peak 0645 - 0745 (423), AM PHF=0.93 PM Peak 1615 - 1715 (500), PM PHF=0.98

*** Thursday, December 17, 2009=1489 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**10**	**10**	**11**	**50**	**86**	**265**	**373**	**252**	**216**	**204**	-	-	-	-	-	-	-	-	-	-	-	-	-	
4	6	2	3	9	17	35	89	69	54	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	1	2	3	10	20	59	95	62	63	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	1	3	2	15	26	75	101	66	42	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	2	3	3	16	24	97	89	55	58	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-373 -- English (ENU)

Datasets:

Site:	**[18907S] Otay Valley Rd - Btwn Entertainment Circle & Heritage**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	10:08 Tuesday, December 15, 2009 => 13:29 Tuesday, December 22, 2009
Zone:	North America
File:	18907S22Dec2009.EC0 (Base)
Identifier:	A56563M0 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**11:00 Tuesday, December 15, 2009 => 11:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 9550 / 25256 (37.81%)

*** Tuesday, December 15, 2009=3018 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	**268**	**304**	**324**	**333**	**358**	**379**	**292**	**199**	**180**	**154**	**116**	**59**	**55**	
-	-	-	-	-	-	-	-	-	-	-	69	71	80	83	79	**108**	79	62	49	37	38	22	19	12
-	-	-	-	-	-	-	-	-	-	-	66	78	109	58	87	**99**	72	59	48	38	31	17	12	6
-	-	-	-	-	-	-	-	-	-	-	64	74	69	95	**96**	87	76	38	46	42	21	8	7	7
-	-	-	-	-	-	-	-	-	-	-	69	82	67	98	**96**	86	65	40	37	38	26	12	17	5

PM Peak 1530 - 1630 (398), PM PHF=0.92

*** Wednesday, December 16, 2009=4938, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
30	**16**	**12**	**20**	**14**	**78**	**227**	**379**	**405**	**305**	**296**	**321**	**341**	**316**	**342**	**387**	**382**	**297**	**214**	**172**	**125**	**138**	**82**	**45**	
12	7	2	5	4	3	36	67	**135**	85	72	77	72	59	94	68	**88**	76	59	44	35	42	27	14	10
6	4	6	2	4	10	61	77	**87**	54	77	91	91	95	87	77	**100**	81	54	42	38	41	20	9	6
7	2	3	5	2	29	60	**100**	86	67	80	76	98	90	64	**114**	103	74	54	47	30	24	20	15	7
5	3	1	8	4	36	71	**135**	98	100	68	78	81	73	97	**128**	92	66	47	39	22	31	15	7	4

AM Peak 0730 - 0830 (457), AM PHF=0.85 PM Peak 1530 - 1630 (429), PM PHF=0.84

*** Thursday, December 17, 2009=1594 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
27	**14**	**10**	**6**	**19**	**78**	**191**	**386**	**361**	**248**	**255**	-	-	-	-	-	-	-	-	-	-	-	-	-	
10	4	5	2	6	9	21	56	120	68	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	4	0	1	6	12	39	84	94	58	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	2	4	1	4	19	51	92	67	60	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	4	1	2	4	39	80	155	81	63	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-396 -- English (ENU)

Datasets:

Site:	**[18908N] Heritage Road Btwn Datsun Road & Otay Mesa Rd**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	11:29 Tuesday, January 05, 2010 => 17:28 Thursday, January 07, 2010
Zone:	North America
File:	18908N07Jan2010.EC0 (Plus)
Identifier:	M3530X9Z MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**12:00 Tuesday, January 05, 2010 => 17:00 Thursday, January 07, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 9908 / 10088 (98.22%)

* Tuesday, January 05, 2010=3048 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	**407**	**431**	**432**	**515**	**543**	**363**	**136**	**76**	**49**	**38**	**37**	**24**	
-	-	-	-	-	-	-	-	-	-	-	-	107	112	110	116	**165**	107	37	21	14	8	16	11	2
-	-	-	-	-	-	-	-	-	-	-	-	101	116	107	128	**129**	114	48	22	17	13	5	2	2
-	-	-	-	-	-	-	-	-	-	-	-	109	104	116	**141**	121	100	21	13	7	7	9	7	6
-	-	-	-	-	-	-	-	-	-	-	-	90	100	99	**131**	128	43	30	20	11	10	7	4	2

PM Peak 1530 - 1630 (565), PM PHF=0.86

* Wednesday, January 06, 2010=5037, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**9**	**5**	**14**	**30**	**53**	**109**	**195**	**326**	**342**	**395**	**425**	**472**	**452**	**490**	**535**	**436**	**372**	**135**	**83**	**52**	**46**	**39**	**18**	
2	3	1	4	5	12	11	31	83	80	105	101	**130**	104	102	**137**	114	127	44	26	14	6	13	7	4
2	3	1	3	7	4	24	33	84	84	111	104	**104**	133	127	**132**	97	106	35	24	13	11	9	3	1
6	2	3	3	5	16	36	53	83	85	82	123	**141**	102	113	**123**	106	86	31	19	15	14	10	6	4
2	1	0	4	13	21	39	78	76	94	98	**98**	97	114	**149**	144	120	54	26	14	10	16	8	2	3

AM Peak 1145 - 1245 (473), AM PHF=0.84 PM Peak 1445 - 1545 (540), PM PHF=0.91

* Thursday, January 07, 2010=1822 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**7**	**10**	**12**	**22**	**40**	**119**	**198**	**325**	**388**	**385**	**307**	**0**	**0**	**0**	**0**	**0**	-	-	-	-	-	-	-	
4	2	3	5	3	9	19	40	84	105	102	**84**	0	0	0	0	0	-	-	-	-	-	-	-	-
1	2	2	2	5	6	30	33	81	85	102	**126**	0	0	0	0	0	-	-	-	-	-	-	-	-
4	2	1	4	2	16	27	54	89	112	78	**97**	0	0	0	0	0	-	-	-	-	-	-	-	-
3	1	4	1	12	9	44	72	72	86	**104**	1	0	0	0	0	0	-	-	-	-	-	-	-	-

AM Peak 1045 - 1145 (409), AM PHF=0.81

TDSSW, Inc.
Event Counts

EventCount-397 -- English (ENU)

Datasets:

Site:	**[18908S] Heritage Road Btwn Datsun Road & Otay Mesa Rd**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	11:30 Tuesday, January 05, 2010 => 17:26 Thursday, January 07, 2010
Zone:	North America
File:	18908S07Jan2010.EC0 (Plus)
Identifier:	M355ARX4 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**12:00 Tuesday, January 05, 2010 => 17:00 Thursday, January 07, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 10356 / 10572 (97.95%)

* Tuesday, January 05, 2010=3318 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	**417**	**476**	**482**	**485**	**531**	**585**	**138**	**90**	**45**	**30**	**22**	**19**	
-	-	-	-	-	-	-	-	-	-	-	-	99	121	140	103	130	**168**	49	25	11	4	4	8	2
-	-	-	-	-	-	-	-	-	-	-	-	125	119	113	122	124	**185**	42	34	18	11	8	3	3
-	-	-	-	-	-	-	-	-	-	-	-	102	130	100	135	**152**	147	23	20	8	9	8	5	3
-	-	-	-	-	-	-	-	-	-	-	-	92	106	130	126	**126**	85	25	12	9	6	2	3	4

PM Peak 1630 - 1730 (631), PM PHF=0.85

* Wednesday, January 06, 2010=5231, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**6**	**2**	**7**	**24**	**59**	**164**	**283**	**292**	**302**	**360**	**394**	**468**	**483**	**457**	**552**	**477**	**535**	**167**	**74**	**50**	**28**	**25**	**15**	
2	4	0	1	3	7	21	48	82	74	84	83	**104**	108	112	139	101	**173**	49	24	18	5	7	9	0
3	0	1	2	6	13	49	63	66	78	84	89	**122**	99	119	145	114	**176**	59	21	11	6	9	1	1
3	1	1	3	9	20	45	75	72	57	97	106	**115**	151	116	161	**133**	105	36	19	3	10	7	4	5
4	1	0	1	7	20	50	98	73	94	96	**117**	128	125	110	108	**130**	82	23	10	18	7	3	1	2

AM Peak 1145 - 1245 (456), AM PHF=0.94 PM Peak 1630 - 1730 (611), PM PHF=0.87

* Thursday, January 07, 2010=1806 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**5**	**4**	**6**	**22**	**65**	**147**	**301**	**268**	**306**	**356**	**321**	**0**	**0**	**0**	**0**	**0**	-	-	-	-	-	-	-	
0	3	2	2	4	3	24	56	74	64	88	**106**	0	0	0	0	0	-	-	-	-	-	-	-	-
1	1	1	1	5	20	32	77	62	75	82	**105**	0	0	0	0	0	-	-	-	-	-	-	-	-
5	1	1	3	7	23	35	65	69	85	89	**95**	0	0	0	0	0	-	-	-	-	-	-	-	-
2	0	0	0	7	19	56	104	64	82	**98**	16	0	0	0	0	0	-	-	-	-	-	-	-	-

AM Peak 1045 - 1145 (403), AM PHF=0.95

ADT Volume from city 3/30/10

TRAFFIC VOLUME

CITY OF CHULA VISTA

Last Updated on March 22, 2010

J:\Engineer\TRAFFIC\Traffic Volume Counts\Traffic Volume Books\Volume Book (NEW STA FORMAT).xls

STA	St Names	From	To	2006	2007	2008	2009	2010
1ST-1	First Ave	Flower St	E St	-	-	-	-	
1ST-2	First Ave	E St	F St	-	-	-	-	
1ST-3	First Ave	F St	G St	-	-	-	-	
1ST-4	First Ave	G St	H St	-	-	-	-	
1ST-5	First Ave	H St	I St	-	-	-	-	
1ST-6	First Ave	I St	J St	-	-	-	-	
1ST-7	First Ave	J St	K St	-	-	-	-	
1ST-8	First Ave	K St	L St	-	-	-	-	
1ST-9	First Ave	Naples St	Oxford St	-	-	-	-	
1ST-10	First Ave	Oxford St	Palomar St	-	-	-	-	
1ST-11	First Ave	Palomar St	Quintard St	1220	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
2ND-1	Second Ave	30th St	C St	11832	-	-	-	
2ND-2	Second Ave	C St	D St	-	-	-	-	
2ND-3	Second Ave	D St	E St	6655	-	-	-	
2ND-4	Second Ave	E St	F St	-	-	-	-	
2ND-5	Second Ave	F St	G St	-	-	-	-	
2ND-6	Second Ave	G St	H St	-	-	-	-	
2ND-7	Second Ave	H St	I St	-	-	-	-	
2ND-8	Second Ave	I St	J St	-	-	-	-	
2ND-9	Second Ave	J St	K St	-	-	-	-	
2ND-10	Second Ave	K St	L St	-	-	-	-	
2ND-11	Second Ave	Naples St	Oxford St	-	-	-	-	
2ND-12	Second Ave	Oxford St	Palomar St	-	-	-	-	
2ND-13	Second Ave	Palomar St	Quintard St	-	-	-	-	
2ND-14	Second Ave	Quintard St	Orange Ave	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
3RD-1	Third Ave	C St	D St	8326	-	-	-	
3RD-2	Third Ave	D St	E St	**4708 sb**	-	-	-	
3RD-3	Third Ave	E St	F St	-	-	-	-	
3RD-4	Third Ave	F St	G St	-	-	-	-	
3RD-5	Third Ave	G St	H St	17473	-	-	-	
3RD-6	Third Ave	H St	I St	-	-	-	-	
3RD-7	Third Ave	I St	J St	-	-	-	-	

- = No count
DNE = Did not exist

3/30/2010, 3:35 PM

3RD-8	Third Ave	J St	K St	-	26274	-	-	
3RD-9	Third Ave	K St	L St	24897	-	-	-	
3RD-10	Third Ave	L St	Moss St	-	-	-	-	
3RD-11	Third Ave	Moss St	Naples St	-	-	-	-	
3RD-12	Third Ave	Naples St	Oxford St	-	-	-	-	
3RD-13	Third Ave	Oxford St	Palomar St	-	20530	-	-	
3RD-14	Third Ave	Palomar St	Quintard St	-	-	-	-	
3RD-15	Third Ave	Quintard St	Orange Ave	-	-	-	-	
3RD-16	Third Ave	Orange Ave	Anita St	-	-	-	-	
3RD-17	Third Ave	Anita St	Main St	-	-	-	-	
3RD-18	Beyer Wy	Main St	Fourth Ave	-	-	10304	-	
3RD-19	Beyer Wy	Fourth Ave	CVCL	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
4TH-1	Fourth Ave	CVCL (SR-54)	C St	27837	-	-	31692	
4TH-2	Fourth Ave	C St	D St	-	-	-	-	
4TH-3	Fourth Ave	D St	E St	19743	-	-	-	
4TH-4	Fourth Ave	E St	F St	-	-	-	18768	
4TH-5	Fourth Ave	F St	G St	-	-	-	-	
4TH-6	Fourth Ave	G St	H St	-	-	-	19634	
4TH-7	Fourth Ave	H St	I St	-	25297	-	-	
4TH-8	Fourth Ave	I St	J St	-	-	-	-	
4TH-9	Fourth Ave	J St	K St	-	-	-	-	
4TH-10	Fourth Ave	K St	L St	-	-	-	-	
4TH-11	Fourth Ave	L St	Moss St	-	-	-	-	
4TH-12	Fourth Ave	Moss St	Naples St	-	19198	-	-	
4TH-13	Fourth Ave	Naples St	Oxford St	-	-	-	-	
4TH-14	Fourth Ave	Oxford St	Palomar St	-	14119	-	-	
4TH-15	Fourth Ave	Palomar St	Orange Ave	-	-	-	-	
4TH-16	Fourth Ave	Orange Ave	Anita St	-	10875	-	-	
4TH-17	Fourth Ave	Anita St	Main St	-	-	-	-	
4TH-18	Fourth Ave	Main St	Beyer Wy	-	-	5680	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
5TH-1	Fifth Ave	C St	D St	-	-	-	-	
5TH-2	Fifth Ave	D St	E St	-	-	-	-	
5TH-3	Fifth Ave	E St	F St	-	-	-	-	
5TH-4	Fifth Ave	F St	G St	-	-	-	-	
5TH-5	Fifth Ave	G St	H St	-	-	-	-	
5TH-6	Fifth Ave	I St	J St	-	-	-	-	
5TH-7	Fifth Ave	J St	K St	-	-	-	-	
5TH-8	Fifth Ave	K St	L St	-	-	-	-	
5TH-9	Fifth Ave	L St	Moss St	-	-	-	-	
5TH-10	Fifth Ave	Moss St	Naples St	-	-	-	-	
5TH-11	Fifth Ave	Naples St	Oxford St	-	-	-	-	
5TH-12	Fifth Ave	Oxford St	Palomar St	-	-	-	-	
5TH-13	Fifth Ave	Palomar St	Orange Ave	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
AGU	Agua Vista		Proctor Valley Rd	-	-	-	1225	

STA	St Names	From	To	2006	2007	2008	2009	2010
ALB-1	Albany Ave	Orange Ave	Main St	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
ANI-1	Anita St	I-5 (Frontage Rd)	Industrial Bl	-	-	-	-	
ANI-2	Anita St	Industrial Bl	Broadway	-	-	-	-	
ANI-3	Anita St	Broadway	Fourth Ave	-	-	-	-	
ANI-4	Anita St	Fourth Ave	Third Ave	-	-	-	-	

- = No count
DNE = Did not exist

STA	St Names	From	To	2006	2007	2008	2009	2010
AVE-1	Avenida Del Rey	Rancho Del Rey Pkwy	Otay Lakes Rd.	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
BAY-1	Bay Blvd	E St	F St	-	-	-	-	
BAY-2	Bay Blvd	F St	H St	-	-	-	2473	
BAY-4	Bay Blvd	H St	J St	-	-	-	2041	
BAY-6	Bay Blvd	J St	L St	-	-	3076	-	
BAY-8	Bay Blvd	L St	Palomar St	-	3912	3456	16922	
BAY-9	Bay Blvd	Palomar St	Anita St	-	1872	-	-	

Beyer Way (See Third Ave.)

STA	St Names	From	To	2006	2007	2008	2009	2010
BIR-1	Birch Rd	La Media Rd	Magdalena Ave	-	4259	4580	-	
BIR-2	Birch Rd	Magdalena Ave	SR-125	-	-	-		
BIR-3	Birch Rd	SR-125	Eastlake Pkwy	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
BON-1	Bonita Rd	First Ave	E St	-	2862	-	-	
BON-2	Bonita Rd	E St	I-805	-	34549	-	-	
BON-3	Bonita Rd	I-805	Plaza Bonita Rd	37632	44388	-	-	
BON-4	Bonita Rd	Plaza Bonita Rd	Willow St	-	-	-	-	
BON-6	Bonita Rd	Willow St	Allen Schol Rd	-	-	-	-	
BON-7	Bonita Rd	Allen School Rd	Otay Lakes Rd	31500	-	-	-	
BON-8	Bonita Rd	Otay Lakes Rd	CVCL	23394	-	23709	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
BRA-1	Brandywine Ave	East Palomar St	Olympic Pkwy	-	-	12503	-	
BRA-2	Brandywine Ave	Olympic Pkwy	Sequoia St	-	-	-	-	
BRA-3	Brandywine Ave	Sequoia St	Main St	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
BRD-1	Broadway	C	D	-	-	-	19572	
BRD-2	Broadway	D	E	-	-	-	-	
BRD-3	Broadway	E	F	-	-	-	20368	
BRD-4	Broadway	F	G	-	-	-	-	
BRD-5	Broadway	G	H	-	24548	-	-	
BRD-6	Broadway	H	I	-	30906	-	-	
BRD-7	Broadway	I	J	-	-	-	29362	
BRD-8	Broadway	J	K	-	-	-	-	
BRD-9	Broadway	K	L	-	-	-	13236 (SB)	
BRD-10	Broadway	L	Moss	-	-	-	-	
BRD-11	Broadway	Moss	Naples	-	28595	-	-	
BRD-12	Broadway	Naples	Oxford	-	-	-	-	
BRD-13	Broadway	Oxford	Palomar	-	29295	-	-	
BRD-14	Broadway	Palomar	Anita	-	-	-	-	
BRD-15	Broadway	Anita	Main St	-	-	-	29206	
BRD-16	Broadway	Main St	CVCL	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
BV-1	Buena Vista Wy	Rancho Del Rey Pkwy	East H St	-	-	-	-	
BV-2	Buena Vista Wy	East H St	Calle Santiago	-	-	-	-	
BV-3	Buena Vista Wy	Tierra Bonita	Telegraph Canyon Rd	-	-	-	-	

- = No count
DNE = Did not exist

STA	St Names	From	To	2006	2007	2008	2009	2010
CST-1	C St	Broadway	Fifth Av	-	-	-	-	
CST-2	C St	Fifth Av	Fourth Av	-	8868	-	-	
CST-3	C St	Fourth Av	N. Glover Ave	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
CLM-1	Calle La Marina	Mt Miguel Rd (W)	Mt Miguel Rd (E)	-	-	-	-	
CLQ-1	Calle La Quinta	Mt Miguel Rd	Paseo Vera Cruz	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
CYN-1	Canyon Dr	Otay Lakes Rd	Country Vistas Ln	-	-	-	3393	

STA	St Names	From	To	2006	2007	2008	2009	2010
CLB-1	Clubhouse Dr	Eastlake Pkwy	Greensview	-	-	-	-	
CLB-2	Clubhouse Dr	Greensview	Hunte Pkwy	-	-	-	-	
CLB-3	Clubhouse Dr	Hunte Pkwy	Creekside Dr	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
COA	Coastal Hills Dr		Proctor Valley Rd	-	-	-	1713	

STA	St Names	From	To	2006	2007	2008	2009	2010
COR-1	Corral Canyon Rd	Country Vistas Lane	Port Renwick		-	-	-	
COR-2	Corral Canyon Rd	Port Renwick	East H St		-	-	-	

Crest Dr. (See Oleander Ave.)

STA	St Names	From	To	2006	2007	2008	2009	2010
DST-1	D St	Woodlawn	Broadway	-	-	-	-	
DST-2	D St	Broadway	Fifth Ave	-	-	-	-	
DST-3	D St	Fifth Ave	Fourth Ave	-	-	-	-	
DST-4	D St	Fourth Ave	Third Ave	-	-	-	-	
DST-5	D St	Third Ave	Second Ave	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
DAV-1	Davidson Street	Broadway	Fourth Ave	-	2502	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
DRB-1	Del Rey Blvd	Rancho Del Rey Pkwy	East H St	5456	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
DIS-1	Discovery Falls Dr	Exploration Falls Dr	Hunte Pkwy	DNE	1044	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
DUN-1	Duncan Ranch Rd	Hunte Pkwy	Proctor Valley Rd	-	-	-	-	
DUN-2	Duncan Ranch Rd	Proctor Valley Rd	Stone Gate Dr	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
EST-1	E St	Bay Bl	I-5	-	-	-	-	
EST-2	E St	I-5	Woodlawn	-	32458	-	-	39303
EST-3	E St	Woodlawn	Broadway	-	28355	-	23750	
EST-4	E St	Broadway	Fifth Ave	16607	-	-	-	

- = No count
DNE = Did not exist

EST-5	E St	Fifth Ave	Fourth Ave	-	-	-	-	
EST-6	E St	Fourth Ave	Third Ave	17347	-	-	-	
EST-7	E St	Third Ave	Second Ave	-	-	-	-	
EST-8	E St	Second Ave	First Ave	-	26262	-	-	
EST-9	E St	First	Bonita/E. Flower	27128	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
EAS-1	Eastlake Dr	Hillside Dr	East H St	-	-	-	-	
EAS-2	Eastlake Dr	East H St	Lakeshore Dr	-	-	-	-	
EAS-3	Eastlake Dr	Lakeshore Dr	SR-125	-	-	-	-	
EAS-4	Eastlake Pkwy	SR-125	Otay Lakes	21516	-	-	-	
EAS-5	Eastlake Pkwy	Otay Lakes Rd	Greensgate Dr	-	-	-	-	
EAS-6	Eastlake Pkwy	Greensgate Dr	Clubhouse Dr	18945	-	-	-	
EAS-7	Eastlake Pkwy	Clubhouse	Olympic Pkwy	-	-	-	-	
EAS-8	Eastlake Pkwy	Olympic Pkwy	Birch Rd	2891	-	9199	-	
EAS-9	Eastlake Pkwy	Birch Rd	Crossroads St		DNE	-	-	
EAS-10	Eastlake Pkwy	Crossroads St	Hunte Pkwy		DNE	1310	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
EVS-1	Evening Star Street	Hidden Path Drive	Hunte Parkway	DNE	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
EXP-1	Exploration Falls Dr	Olympic Pkwy	Discovery Falls Dr	DNE	-	2123	-	
EXP-2	Exploration Falls Dr	Discovery Falls Dr	Hunte Pkwy	DNE	-	2267	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
FST-1	Lagoon Dr.	Marina Pkwy	Bay Blvd.	-	-	-	-	
FST-2	F St	Bay Blvd.	Woodlawn Av	-	-	-	-	
FST-3	F St	Woodlawn Ave	Broadway	-	11286	-	-	
FST-4	F St	Broadway	Fifth Ave	-	-	-	-	
FST-5	F St	Fifth Ave	Fourth Ave	-	7223	-	-	
FST-6	F St	Fourth Ave	Third Ave	-	12966	-	-	
FST-7	F St	Third Ave	Second Ave	-	-	6756	-	
FST-8	F St	Second Ave	First Ave	-	-	-	-	
FST-9	F St	First Ave	Hilltop Dr	-	-	3536	-	
STA	Sreet Names	From	To	2006	2007	2008	2009	2010
	Faiver St	Cul-de-sac	Broadway	-	-	2413	-	
STA	Sreet Names	From	To	2006	2007	2008	2009	2010
FEN-1	Fenton St	Eastlake Pkwy	Lane Ave	-	-	-	-	
FEN-2	Fenton St	Lane Ave	Otay Lakes Rd	-	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
GST-1	G St	Oaklawn Av	Broadway	-	-	-	-	
GST-2	G St	Broadway	Fifth Ave	-	-	-	-	
GST-3	G St	Fifth Ave	Fourth Ave	-	-	-	-	
GST-4	G St	Fourth Ave	Third Ave	-	-	-	-	
GST-5	G St	Third Ave	Second Ave	-	-	-	-	
GST-6	G St	Second Ave	First Ave	-	-	-	-	
GST-7	G St	First Ave	Hilltop Dr	-	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
GOT-1	Gotham St	Otay Lakes Rd	Rutgers Ave	3007	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010

- = No count
DNE = Did not exist

GRG-1	Greensgate Dr	EastLake Pkwy	N. Greensview Dr	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
GRV-1	N. Greensview Dr	Hunte Pkwy	Greensgate Dr	-	-	-	-	
GRV-2	S. Greensview Dr	Greensgate Dr	Clubhouse Dr	-	-	-	-	
GRV-3	S. Greensview Dr	Clubhouse Dr	Hunte Pkwy	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
HST-1	H St	I-5	Broadway	-	30798	-	30898	
HST-2	H St	Broadway	Fifth	-	-	-	-	
HST-3	H St	Fifth	Fourth	-	29182	-	-	
HST-4	H St	Fourth	Third	-	-	-	-	
HST-5	H St	Third	Second	-	-	-	-	
HST-6	H St	Second	First	-	-	-	-	
HST-7	H St	First	Hilltop	-	31233	-	-	
HST-8	East H St	Hilltop	I-805	-	-	-	-	
HST-9	East H St	I-805	Hidden Vista	69570	71210	71124	-	
HST-10	East H St	Hidden Vista	Terra Nova	-	-	-	-	
HST-11	East H St	Terra Nova	Del Rey Blvd.	-	-	-	-	
HST-12	East H St	Del Rey Blvd.	Paseo Del Rey	69135	-	48885	-	
HST-13	East H St	Paseo Del Rey	Paseo Ranchero	-	-	-	-	
HST-14	East H St	Paseo Ranchero	Buena Vista	-	-	-	-	
HST-15	East H St	Buena Vista	Otay Lakes	-	40639	-	-	
HST-16	East H St	Otay Lakes	Auburn	-	-	-	-	
HST-17	East H St	Auburn	Corral Cyn Rd./Rutgers	-	-	-	-	
HST-18	East H St	Corral Cyn Rd./Rutgers	Eastlake Dr	-	-	24381	-	
HST-19	East H St	Eastlake Dr	SR 125	22305	21980	22706	-	
HST-20	East H St	SR 125	Mount Miguel	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
HLC-1	Halecrest Dr	Hale St	Telegraph Canyon Rd.	-	-	-	1534	

STA	St Names	From	To	2006	2007	2008	2009	2010
HPD-1	Hidden Path Drive	Evening Star Street	Hunte Parkway	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
HVD-1	Hidden Vista Drive	Terra Nova Drive	Smokey Circle	-	-	2769	-	
HVD-2	Hidden Vista Drive	Smokey Circle	E H Street			5714	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
HIL-1	Hilltop Dr	F	G	-	-	-	-	
HIL-2	Hilltop Dr	G	H	-	-	-	-	
HIL-3	Hilltop Dr	H	I	-	9964	-	-	
HIL-4	Hilltop Dr	I	J	-	-	-	-	
HIL-5	Hilltop Dr	J	Telegraph Canyon Rd.	-	-	9236	-	
HIL-6	Hilltop Dr	Telegraph Canyon Rd.	L	-	-	-	-	
HIL-7	Hilltop Dr	L	Naples	-	10546	-	-	
HIL-8	Hilltop Dr	Naples	Oxford	-	-	-	-	
HIL-9	Hilltop Dr	Oxford	Palomar	-	-	-	-	
HIL-10	Hilltop Dr	Palomar	Quintard	-	-	-	-	
HIL-11	Hilltop Dr	Quintard	East Rienstra	-	-	-	-	
HIL-12	Hilltop Dr	East Rienstra	Orange	-	-	-	-	
HIL-13	Hilltop Dr	Orange	Main	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
HUN-1	Hunte Pkwy	Proctor Valley Rd.	Otay Lakes Rd.	-	4865	4520	-	
HUN-2	Hunte Pkwy	Otay Lakes Rd.	N. Greensview	8533	11278	11524	-	

- = No count
DNE = Did not exist

HUN-3	Hunte Pkwy	N. Greensview	Clubhouse Dr	-	-	-	-	
HUN-4	Hunte Pkwy	Clubhouse Dr	S. Greensview	-	-	-	-	
HUN-5	Hunte Pkwy	S. Greensview	Olympic Pkwy	-	-	-	-	
HUN-6	Hunte Pkwy	Olympic Pkwy	Evening Star St	1600	-	-	-	
HUN-7	Hunte Pkwy / Main	Evening Star St	Hidden Path Dr		DNE	783	-	
HUN-8	Hunte Pkwy	Hidden Path Dr	Exploration Falls Dr		DNE		-	
HUN-9	Hunte Pkwy / Main	Exploration Falls Dr	Eastlake Pkwy		DNE	656	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
IST-1	I St	Oaklawn	Broadway	-	-	-	-	
IST-2	I St	Broadway	Fifth	-	-	-	-	
IST-3	I St	Fifth	Fourth	-	-	-	-	
IST-4	I St	Fourth	Third	-	-	-	-	
IST-5	I St	Third	Second	-	-	-	-	
IST-6	I St	Second	First	-	-	-	-	
IST-7	I St	First	Hilltop	-	-	-	-	
IST-8	I St	Hilltop	Robert	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
IND-1	Industrial Blvd	L	I-5 Ramps	-	-	-	15881	
IND-2	Industrial Blvd	I-5 Ramps	Naples	-	-	-	8321	
IND-3	Industrial Blvd	Naples	Palomar	-	-	-	-	
IND-4	Industrial Blvd	Palomar	Anita	-	7970	-	-	
IND-5	Industrial Blvd	Anita	Main	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
JST-1	Marina Pkwy	Marina Wy	Bay Blvd.	-	6202	-	5728	
JST-2	J St	Bay Blvd.	Broadway	-	20204	-	18486	
JST-3	J St	Broadway	Fifth	-	-	-	-	
JST-4	J St	Fifth	Fourth	-	-	-	-	
JST-5	J St	Fourth	Third	-	13021	-	-	
JST-6	J St	Third	Second	-	-	-	-	
JST-7	J St	Second	First	-	-	-	-	
JST-8	J St	First	Hilltop	-	-	-	-	
JST-9	J St	Hilltop	Nacion	-	-	-	-	
JST-10	J St	Nacion	Floyd	-	-	6629	-	
JST-11	J St	Floyd	La Senda	-	-	-	-	
JST-12	J St	La Senda	Paseo Del Rey	7380	-	-	-	
JST-13	J St	Paseo Del Rey	Paseo Ladera	3858	-	-	-	
JST-14	J St	Paseo Ladera	Paseo Ranchero	5223	-	-	-	
JST-15	J St	Paseo Ranchero	Via Escalante	7105	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
KST-1	K St	Oaklawn	Broadway	-	-	-	-	
KST-2	K St	Broadway	Fifth	-	-	-	-	
KST-3	K St	Fifth	Fourth	-	15087	-	-	
KST-4	K St	Fourth	Third	-	-	-	-	
KST-5	K St	Third	Second	-	-	-	-	
KST-6	K St	Second	First	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
KNG-1	King Creek Wy	Hunte Pkwy	Noble Canyon Rd	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
LST-1	L St	Bay Blvd	Industrial	-	-	-	19727	
LST-2	L St	Industrial	Broadway	-	18459	-	-	

- = No count
DNE = Did not exist

LST-3	L St	Broadway	Fifth	-	-	-	-	
LST-4	L St	Fifth	Fourth	**11180 eb**	-	-	-	
LST-5	L St	Fourth	Third	**13388 wb**	-	-	-	
LST-6	L St	Third	Second	-	-	-	-	
LST-7	L St	Second	First	-	-	-	-	
LST-8	L St	First	Hilltop	-	-	-	-	
LST-9	L St	Hilltop	Cuyamaca	-	21355	-	-	
LST-10	L St	Cuyamaca	Monserate	-	-	-	-	
LST-11	L St	Monserate	Nacion/Tel. Cyn. Rd.	31512	-	-	-	

Lagoon Dr. (See F St.)

STA	St Names	From	To	2006	2007	2008	2009	2010
LAM-1	La Media	Telegraph Canyon Rd	East Palomar	24208	18018	21910	-	
LAM-2	La Media	East Palomar	Olympic Pkwy	12658	-	-	-	
LAM-3	La Media	Olympic Pkwy	Birch Rd	10418	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
LK-1	Lakeshore Drive	Entire Segment	Eastlake Dr		9768	7706	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
LN-1	Lane Ave	Proctor Valley Rd.	Stone Canyon Rd.	7547	-	6708	-	
LN-2	Lane Ave	Stone Canyon Rd.	McKenzie Creek Dr.	-	-	-	-	
LN-4	Lane Ave	Mackenzie Creek Dr.	Otay Lakes Rd.	11300	11752	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
MAC-1	Mackenzie Creek Rd	Mt. Miguel Rd	Rocking Horse Dr.	-	4233	5127	-	
MAC-2	Mackenzie Creek Rd	Rocking Horse Dr.	Lane Ave	-	4384	5287	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
MAG-1	Magdalena Ave	East Palomar St	Santa Venetia St	-	-	-	-	
MAG-2	Magdalena Ave	Santa Venetia St	Birch Rd	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
MAI-1	Main St	I-5	Industrial	-	28601	-	-	29241
MAI-2	Main St	Industrial	Broadway	-	-	-	-	
MAI-3	Main St	Broadway	Fourth	-	23632	-	-	
MAI-4	Main St	Fourth	Third	-	-	-	-	
MAI-5	Main St	Third	Albany	-	-	-	-	
MAI-6	Main St	Albany	Hilltop	-	22830	-	-	
MAI-7	Main St	Hilltop	Melrose	-	-	-	-	
MAI-9	Main St	Melrose	I-805	-	33065	-	-	
MAI-10	Main St	I-805	Oleander	35683	-	-	-	
MAI-11	Main St	Oleander	Brandywine	38864	-	26355	-	
MAI-12	Main St	Brandywine	Maxwell	-	-	18729	-	
MAI-13	Main St	Maxwell	Nirvana	-	-	-	-	
MAI-14	Main St	Nirvana	Heritage Rd	11255	11612	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
MAX-1	Max Ave	East Rienstra	East Orange	-	-	-	-	
MAX-2	Max Ave	East Orange	Malta	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
MXW-1	Maxwell Rd	North of Main St		-	-	-	-	

- = No count
DNE = Did not exist

STA	St Names	From	To	2006	2007	2008	2009	2010
MCC-1	Medical Center Court	Medical Center Dr	East Palomar	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
MCD-1	Medical Center Dr.	Telegraph Canyon Rd.	East Naples	-	-	-	-	
MCD-2	Medical Center Dr.	East Naples	Medical Center Ct.	-	-	16941	-	
MCD-3	Medical Center Dr.	Medical Center Ct.	East Palomar St.	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
MEL-1	Melrose Ave	East L	East Naples	-	-	2252	-	
MEL-2	Melrose Ave	East Naples	East Palomar	-	-	-	-	
MEL-4	Melrose Ave	East Palomar	East Rienstra	-	-	-	-	
MEL-6	Melrose Ave	East Rienstra	East Orange	-	-	-	-	
MEL-8	Melrose Ave	East Orange	Main St	-	-	3190	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
MON-1	Monserate Ave	East L	East Naples	-	-	-	-	
MON-2	Monserate Ave	East Naples	East Palomar	-	-	-	-	
MON-4	Monserate Ave	East Palomar	East Quintard	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
MOS-1	Moss St	Industrial	Broadway	-	-	-	-	
MOS-2	Moss St	Broadway	Fifth	-	-	-	-	
MOS-3	Moss St	Fifth	Fourth	-	-	-	-	
MOS-4	Moss St	Fourth	Third	-	-	-	6329	
MOS-5	Moss St	Third	Naples	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
SMR-1	San Miguel Ranch Rd	Avenida Loretta	SR-125	DNE	-	4706	-	
MTM-1	Mt. Miguel Rd	SR-125	Calle La Marina/Ave Belterra	-	7874	6818	-	
MTM-2	Mt. Miguel Rd	Calle La Marina/Ave Belterra	(West) Proctor Valley Rd	-	-	10101	-	
MTM-3	Mt. Miguel Rd	(West) Proctor Valley Rd	East "H" St/ Proctor Valley Rd	-	-	-	-	
MTM-4	Mt. Miguel Rd	East "H" St/ Proctor Valley Rd	Mackenzie Creek Rd.	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
	Nacion Ave	East J	E Millan St			2683	-	
	Nacion Ave	E Millan St	Telegraph Canyon Rd			4658	-	
NAC-1	Nacion Ave	East L	East Naples	-	-	6392	-	
NAC-2	Nacion Ave	East Naples	East Palomar	-	-	-	2585	
NAC-3	Nacion Ave	East Palomar	East Rienstra	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
NAP-1	Naples St	Industrial	Broadway	-	-	14432	-	
NAP-2	Naples St	Broadway	Fifth	-	-	-	-	
NAP-3	Naples St	Fifth	Fourth	-	-	-	-	
NAP-4	Naples St	Fourth	Third	-	-	-	-	
NAP-5	Naples St	Third	Second	-	-	-	-	
NAP-6	Naples St	Second	First	-	-	-	-	
NAP-7	Naples St	First	Hilltop	-	-	10832	-	
NAP-8	Naples St	Hilltop	Melrose	-	-	-	-	
NAP-9	Naples St	Melrose	Nacion	-	-	-	6625	

- = No count
DNE = Did not exist

NAP-10	Naples St	Nacion	Oleander	-	-	-	-	
NAP-11	Naples St	Oleander	Medical Center Dr.	-	4626	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
NWD-1	Northwoods Dr	Proctor Valley Rd	Adirondack Pl.	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
OAK-1	Oak Springs Dr	Hunte Pkwy	Creekside Dr	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
OLE-1	Crest Dr	Douglas	Telegraph Canyon	-	-	-	-	
OLE-2	Oleander Ave	Telegraph Canyon	East Naples	-	-	-	-	
OLE-3	Oleander Ave	East Naples	East Palomar	-	-	-	-	
OLE-4	Oleander Ave	East Palomar	Olympic Pkwy	-	-	3679	-	
OLE-5	Oleander Ave	Olympic Pkwy	Sequoia	-	-	-	-	
OLE-6	Oleander Ave	Sequoia	Main	-	1593	1320	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
OLY-1	Olympic Pkwy	I-805	Oleander	51336	51877	46950	-	
OLY-2	Olympic Pkwy	Oleander	Brandywine	48140	-	49645	-	
OLY-3	Olympic Pkwy	Brandywine	Heritage Rd/ Paseo Ranchero	49961	-	-	-	
OLY-4	Olympic Pkwy	Heritage Rd/ Paseo Ranchero	La Media	47756	-	-	-	
OLY-5	Olympic Pkwy	La Media	E. Palomar St.	37344	-	-	-	
OLY-6	Olympic Pkwy	E. Palomar St.	SR 125	38650	23515	43563	-	
OLY-7	Olympic Pkwy	SR 125	Eastlake Pkwy	27127	-	40478	-	
OLY-8	Olympic Pkwy	Eastlake Pkwy	Hunte Pkwy	15903	-	-	-	
OLY-9	Olympic Pkwy	Hunte Pkwy	Wueste Rd.	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
ORA-1	Orange Ave	Palomar	Fifth	-	-	-	-	
ORA-2	Orange Ave	Fifth	Fourth	-	-	11379	-	
ORA-3	Orange Ave	Fourth	Third	-	-	-	-	
ORA-4	Orange Ave	Third	Second	-	-	-	-	
ORA-5	Orange Ave	Second	Hilltop	-	17557	-	-	
ORA-6	Orange Ave	Hilltop	Max	-	-	-	-	
ORA-7	Orange Ave	Max	Melrose	-	21866	-	-	
ORA-8	Orange Ave	Melrose	I-805	-	32057	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
OLR-1	Otay Lakes Rd	Bonita	Allen School Lane	-	31261	29222	-	
OLR-2	Otay Lakes Rd	Allen School Lane	Camino Del Cerro Gran.	-	-	27461	-	
OLR-3	Otay Lakes Rd	Camino Del Cerro Gran.	Avenida Del Rey/Ridgeview	-	32440	-	-	
OLR-4	Otay Lakes Rd	Ridgeview Wy/Ave Del Rey	Ridgeback/Canyon	-	22872	-	-	
OLR-5	Otay Lakes Rd	Ridgeback/Canyon	East H	-	30785	-	-	
OLR-6	Otay Lakes Rd	East H	Gotham	-	33411	-	-	
OLR-7	Otay Lakes Rd	Gotham	Miracosta Cir./Apache	-	-	-	-	
OLR-8	Otay Lakes Rd	Miracosta Cir./Apache	Telegraph Canyon/La Media	-	30311	38179	-	
OLR-9	Otay Lakes Rd	Telegraph Canyon/La Media	Rutgers	-	-	45508	-	
OLR-10	Otay Lakes Rd	Rutgers	St. Claire	-	54472	-	-	
OLR-11	Otay Lakes Rd	St. Claire	Eastlake Pkwy	-	49364	43108	-	
OLR-12	Otay Lakes Rd	Eastlake Pkwy	Lane Ave	-	24769	26326	-	
OLR-13	Otay Lakes Rd	Lane Ave	Hunte Pkwy	-	-	-	-	
OLR-14	Otay Lakes Rd	Hunte Pkwy	Wueste Rd.	-	7625	8261	-	

- = No count
DNE = Did not exist

STA	St Names	From	To	2006	2007	2008	2009	2010
OXF-1	Oxford St	Cul-de-Sac (west of Broadway)	Broadway	-	-	-	-	
OXF-2	Oxford St	Broadway	Fifth	-	-	-	-	
OXF-3	Oxford St	Fifth	Fourth	-	-	-	-	
OXF-4	Oxford St	Fourth	Third	-	-	-	-	
OXF-5	Oxford St	Third	Second	-	-	-	-	
OXF-6	Oxford St	Second	First	-	4482	-	-	
OXF-7	Oxford St	First	Hilltop	-	-	-	-	
OXF-8	Oxford St	Hilltop	Monserate	-	-	-	-	
OXF-9	Oxford St	Monserate	Nacion	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
PAL-1	Palomar St	Bay Blvd	I-5	-	6561	-	-	
PAL-2	Palomar St	I-5	Industrial	-	44650	-	-	
PAL-3	Palomar St	Industrial	Broadway	-	35073	-	-	47631
PAL-4	Palomar St	Broadway	Orange	-	-	-	-	
PAL-5	Palomar St	Orange	Fifth	-	-	-	-	
PAL-6	Palomar St	Fifth	Fourth	-	-	-	-	
PAL-7	Palomar St	Fourth	Third	-	19341	-	-	
PAL-8	Palomar St	Third	Second	-	-	-	-	
PAL-9	Palomar St	Second	First	-	-	-	-	
PAL-10	Palomar St	First	Hilltop	-	-	-	-	
PAL-11	Palomar St	Hilltop	Melrose	-	-	7126	-	
PAL-12	Palomar St	Melrose	Nacion	-	-	-	-	
PAL-13	Palomar St	Nacion	Oleander	7246	-	-	-	
PAL-14	Palomar St	Oleander	Medical Ctr Dr/Brndywine	-	-	-	-	
PAL-15	Palomar St	Medical Ctr Dr/Brndywine	Paseo Ladera	-	-	-	-	
PAL-16	Palomar St	Paseo Ladera	Paseo Ranchero	-	-	-	-	
PAL-17	Palomar St	Paseo Ranchero	Monarche Dr (W)	-	13778	-	-	
PAL-18	Palomar St	Monarche Dr (W)	La Media	-	**5792 (wb)**	-	-	
PAL-19	Palomar St	La Media	Olympic Pkwy	-	-	-	-	
PAL-20	Palomar St	Olympic Pkwy	Magdalena Av	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
PDR-1	Paseo Del Rey	Plaza Ct.	East H	-	-	-	-	
PDR-2	Paseo Del Rey	East H	East J	-	-	-	-	
PDR-3	Paseo Del Rey	East J	Telegraph Canyon Rd.	-	-	5373	-	

PDR-1	St Names	From	To	2006	2007	2008	2009	2010
PE-1	Paseo Entrada	Paseo Ladera	Paseo Primavera	-	-	1551	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
PSL-1	Paseo Ladera	East J	Telegraph Canyon Rd	2068	-	-	-	
PSL-2	Paseo Ladera	Telegraph Canyon Rd	East Palomar St	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
PSR-1	Paseo Ranchero	Rancho Del Rey Pkwy	East H	-	-	-	-	
PSR-2	Paseo Ranchero	East H	East J	-	-	-	-	
PSR-3	Paseo Ranchero	East J	Telegraph Canyon Rd.	**9407 sb**	14262	-	14374	
HER-1	Heritage Rd	Telegraph Canyon Rd.	East Palomar St	**10462 nb**	17966	-	17962	
HER-2	Heritage Rd	East Palomar St	Olympic Pkwy	12383	-	-	-	
HER-3	Heritage Rd	Olympic Pkwy	Santa Victoria	-	-	-	-	
HER-4	Heritage Rd	Santa Victoria	Main St	-	-	-	-	
HER-5	Heritage Rd	Main St	Entertainment Cir	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
PVR-1	Proctor Valley Rd	Rolling Ridge Rd	Mt. Miguel Rd	-	-	-	-	
PVR-2	Proctor Valley Rd	Mt. Miguel Rd	Rocking Horse Dr	-	-	18002	-	

- = No count
DNE = Did not exist

PVR-3	Proctor Valley Rd	Rocking Horse Dr	Lane Ave	-	-	-	-	
PVR-4	Proctor Valley Rd	Lane Ave	Hunte Pkwy	-	-	-	-	
PVR-5	Proctor Valley Rd	Hunte Pwky	Duncan Ranch Rd	-	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
QNT-1	Quintard St	Orange	Third	-	-	-	-	
QNT-2	Quintard St	Third	Second	-	-	-	-	
QNT-3	Quintard St	Second	First	-	-	-	-	
QNT-4	Quintard St	First	Hilltop	-	-	-	4220	
STA	St Names	From	To	2006	2007	2008	2009	2010
RDR-1	Rancho Del Rey Pkwy	Camino Biscay	Paseo Ranchero	-	-	-	-	
RDR-2	Rancho Del Rey Pkwy	Paseo Ranchero	Buena Vista	-	-	-	-	
RDR-3	Rancho Del Rey Pkwy	Buena Vista	Ridgeback	-	-	-	-	
RDR-4	Rancho Del Rey Pkwy	Ridgeback	Avenida Del Rey	-	-	-	-	
RDR-5	Rancho Del Rey Pkwy	Avenida Del Rey	Paseo Burga	-	-	-	-	
RDR-6	Rancho Del Rey Pkwy	Paseo Burga	Terra Nova	-	-	-	-	
RDR-7	Rancho Del Rey Pkwy	Terra Nova	Del Rey Blvd.	-	-	-	-	
RDR-8	Rancho Del Rey Pkwy	Del Rey Blvd.	Norella	-	-	-	-	
RDR-9	Rancho Del Rey Pkwy	Norella	Camino Biscay	-	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
RDG-1	Ridgeback Rd	Rancho Del Rey	Otay Lakes Rd	-	5408	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
RIE-1	E. Rienstra St	Hilltop	Max	-	-	-	-	
RIE-2	E. Rienstra St	Max	Melrose	-	-	-	-	
RIE-3	E. Rienstra St	Melrose	Nacion	-	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
RUT-1	Rutgers	East H	Gotham	-	-	-	-	
RUT-2	Rutgers	Gotham	Otay Lakes	-	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
SEQ-1	Sequoia St	Oleander	Brandywine	-	-	1825	-	
SEQ-2	Sequoia St	Brandywine	West Point Dr	-	-	2580	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
SIL-1	Silverado	Clubhouse Drive	S Greensview Dr	-	-	-	-	1030
STA	St Names	From	To	2006	2007	2008	2009	2010
STN-1	Stone Gate Dr	Hunte Pkwy	Duncan Ranch Rd	-	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
SWC-1	Southwestern College	Entrance 1	Gotham	-	-	-	-	
SWC-2	Southwestern College	Entrance 2	Elmhurst	-	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
TCR-1	Telegraph Canyon Rd.	Hilltop	Nacion	-	-	3978	-	
TCR-2	Telegraph Canyon Rd.	Nacion	Halecrest	-	47442	-	-	
TCR-3	Telegraph Canyon Rd.	Halecrest	Crest/Oleander	72027	64293	61902	-	

- = No count
DNE = Did not exist

TCR-4	Telegraph Canyon Rd.	Crest/Oleander	Paseo Del Rey	72925	-	-	-	
TCR-5	Telegraph Canyon Rd.	Paseo Del Rey	Medical Center Dr	-	-	-	-	
TCR-6	Telegraph Canyon Rd.	Medical Center Dr	Paseo Ladera	-	-	-	-	
TCR-7	Telegraph Canyon Rd.	Paseo Ladera	Paseo Ranchero/ Heritage	-	54760	-	-	
TCR-8	Telegraph Canyon Rd.	Paseo Ranchero/ Heritage	Buena Vista	-	48393	-	-	
TCR-9	Telegraph Canyon Rd.	Buena Vista	Otay Lakes Rd.	-	-	40279	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
TER-1	Terra Nova Dr	East H	Rancho Del Rey Pkwy	4365	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
TDR-1	Tierra Del Rey	Amena Ct	East H	-	-	-	-	
TDR-2	Tierra Del Rey	East H	Camino Del Sol	-	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
WIL-1	Willow St	Sweetwater	Bonita	-	14961	15033	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
WND-1	Windingwalk St	Olympic Pkwy	Evening Star St	-	-	-	-	
WND-2	Windingwalk St	Evening Star St	Exploration Falls Dr	-	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
WOD-1	Woods Dr	Northwoods Dr	Otay Lakes Rd	-	559			
STA	St Names	From	To	2006	2007	2008	2009	2010
WUE-1	Wueste Rd	Otay Lakes Rd	Olympic Pkwy	-	-	-	-	
WUE-2	Wueste Rd	Olympic PkWy	CVCL	-	-	-	-	

- = No count
DNE = Did not exist

APPENDIX B
Existing Conditions HCM Worksheets

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

Scenario Report

Scenario:	ex am
Command:	ex am
Volume:	ex am
Geometry:	existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	ex am

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	39.1	0.764	D	39.1	0.764	+ 0.000 D/V
# 2 Olympic Pkwy/805 NBR	F	86.2	1.116	F	86.2	1.116	+ 0.000 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	28.0	0.736	C	28.0	0.736	+ 0.000 D/V
# 4 Olympic/Birch		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 5 Olympic Pkwy/Heritage Rd	B	17.4	0.712	B	17.4	0.712	+ 0.000 D/V
# 6 Olympic Pkwy/La Media Rd	D	36.5	0.683	D	36.5	0.683	+ 0.000 D/V
# 7 Olympic Pkwy/125 SB	A	2.8	0.236	A	2.8	0.236	+ 0.000 D/V
# 8 Olympic Pwky/125 NB	A	1.3	0.251	A	1.3	0.251	+ 0.000 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	29.1	0.343	C	29.1	0.343	+ 0.000 D/V
# 10 Olympic Pkwy/Hunte Pkwy	C	33.0	0.431	C	33.0	0.431	+ 0.000 D/V
# 11 Heritage/Birch		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 12 Birch Rd/La Media Rd	C	26.4	0.520	C	26.4	0.520	+ 0.000 D/V
# 13 Birch Rd/125SB	A	7.4	0.133	A	7.4	0.133	+ 0.000 D/V
# 14 Birch Rd/125NB	A	1.6	0.105	A	1.6	0.105	+ 0.000 D/V
# 15 Birch Rd/Eastlake Pkwy	D	35.1	0.322	D	35.1	0.322	+ 0.000 D/V
# 16 Main / 805 SBR	C	27.9	0.585	C	27.9	0.585	+ 0.000 D/V
# 17 Main / 805 NBR	C	27.0	0.548	C	27.0	0.548	+ 0.000 D/V
# 18 Main / Heritage S	A	2.8	0.219	A	2.8	0.219	+ 0.000 D/V
# 19 Main St/La Media		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 20 Main St/125 SB		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 21 Main St/125 NB		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 22 Main/Street "A"		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 23 Main-Hunte/Eastlake Pkwy	B	13.6	0.135	B	13.6	0.135	+ 0.000 D/V

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 OVR/125 SBR		0.0	0.000		0.0	0.000	+ 0.000 D/V
#250 OVR/125NBR		0.0	0.000		0.0	0.000	+ 0.000 D/V
#260 La Media/125SBR		0.0	0.000		0.0	0.000	+ 0.000 D/V
#270 La Media/125 NBR		0.0	0.000		0.0	0.000	+ 0.000 D/V

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #1 Olympic Ave/805 SBR

Cycle (sec): 140 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 39.1
Optimal Cycle: 40 Level Of Service: D

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module: >> Count Date: 4 May 2010 <<												
Base Vol:	0	0	0	529	0	450	0	877	328	713	500	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	529	0	450	0	877	328	713	500	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:	0	0	0	545	0	464	0	904	338	735	515	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	545	0	464	0	904	338	735	515	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	545	0	464	0	904	338	735	515	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.29	0.00	0.25	0.21	0.21	0.14	0.00
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.00	0.33	0.33	0.27	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.76	0.00	0.76	0.64	0.76	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	32.3	0.0	44.0	0.0	45.2	42.6	50.3	13.0	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	32.3	0.0	44.0	0.0	45.2	42.6	50.3	13.0	0.0
LOS by Move:	A	A	A	C	A	D	A	D	D	D	B	A
HCM2kAvgQ:	0	0	0	8	0	19	0	19	13	16	5	0

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	1.116
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	86.2
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	1
Volume Module:												
Base Vol:	230	0	917	0	0	0	664	817	0	0	964	1531
Growth Adj:	1.00	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	0	917	0	0	0	664	817	0	0	964	1531
User Adj:	1.00	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:	250	0	997	0	0	0	722	888	0	0	1048	1664
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	997	0	0	0	722	888	0	0	1048	1664
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	0	997	0	0	0	722	888	0	0	1048	1664
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.87	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.86	0.86
Lanes:	1.20	0.00	1.80	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.16	1.84
Final Sat.:	1987	0	2979	0	0	0	3502	3610	0	0	1900	3017
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.33	0.00	0.00	0.00	0.21	0.25	0.00	0.00	0.55	0.55
Crit Moves:			****				****				****	
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.18	0.68	0.00	0.00	0.49	0.49
Volume/Cap:	0.42	0.00	1.12	0.00	0.00	0.00	1.12	0.36	0.00	0.00	1.12	1.12
Delay/Veh:	39.4	0.0	113.8	0.0	0.0	0.0	128.9	9.7	0.0	0.0	94.1	94.1
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:	39.4	0.0	113.8	0.0	0.0	0.0	128.9	9.7	0.0	0.0	94.1	94.1
LOS by Move:	D	A	F	A	A	A	F	A	A	A	F	F
HCM2kAvgQ:	7	0	34	0	0	0	24	8	0	0	56	56

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.0
Optimal Cycle:	86	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 0	1	1 0	1 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	31	97	282	100	327	180	130	1052	20	380	1785	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	97	282	100	327	180	130	1052	20	380	1785	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	35	110	320	114	372	205	148	1195	23	432	2028	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	110	320	114	372	205	148	1195	23	432	2028	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	110	320	114	372	205	148	1195	23	432	2028	203
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	0.91	0.91	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	5075	96	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.20	0.06	0.20	0.13	0.08	0.24	0.24	0.24	0.39	0.13
Crit Moves:			****	****				****		****		
Green/Cycle:	0.03	0.27	0.27	0.09	0.32	0.32	0.11	0.32	0.32	0.32	0.53	0.53
Volume/Cap:	0.61	0.22	0.74	0.74	0.61	0.39	0.73	0.74	0.74	0.74	0.73	0.24
Delay/Veh:	64.7	28.5	39.7	61.5	30.2	26.7	56.0	32.0	32.0	34.8	18.9	12.6
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:	64.7	28.5	39.7	61.5	30.2	26.7	56.0	32.0	32.0	34.8	18.9	12.6
LOS by Move:	E	C	D	E	C	C	E	C	C	C	B	B
HCM2kAvgQ:	2	3	11	5	10	5	6	14	14	13	18	3

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #4 Olympic/~~Birch~~ Santa Victoria

Cycle (sec):	100		Critical Vol./Cap.(X):		0.000
Loss Time (sec):	0	(Y+R=4.0 sec)	Average Delay (sec/veh):		0.0
Optimal Cycle:	0		Level Of Service:		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	100		Critical Vol./Cap.(X):		0.712
Loss Time (sec):	8	(Y+R=4.0 sec)	Average Delay (sec/veh):		17.4
Optimal Cycle:	50		Level Of Service:		B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	1! 0	0	2	0	1	0	2	2	0	3	0	1	2	0	3	0	2
Volume Module:																			
Base Vol:	0	0	0	546	0	267	206	1410	0	0	2010	546
Growth Adj:	1.00	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	546	0	267	206	1410	0	0	2010	546
User Adj:	1.00	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:	0	0	0	593	0	290	224	1533	0	0	2185	593
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	593	0	290	224	1533	0	0	2185	593
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	593	0	290	224	1533	0	0	2185	593
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	0.75	0.92	0.91	1.00	0.97	0.91	0.75
Lanes:	0.00	1.00	0.00	2.00	1.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00
Final Sat.:	0	1900	0	3502	1900	2842	3502	5187	1900	3686	5187	2842
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.10	0.06	0.30	0.00	0.00	0.42	0.21
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.09	0.68	0.00	0.00	0.59	0.59
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.43	0.71	0.43	0.00	0.00	0.71	0.35
Delay/Veh:	0.0	0.0	0.0	37.8	0.0	32.8	51.7	7.3	0.0	0.0	15.2	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.8	0.0	32.8	51.7	7.3	0.0	0.0	15.2	10.7
LOS by Move:	A	A	A	D	A	C	D	A	A	A	B	B
HCM2kAvgQ:	0	0	0	10	0	5	5	8	0	0	18	5

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.5
Optimal Cycle: 47 Level Of Service: D

Street Name:	La Media						Olympic Pkwy					
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	549	384	52	69	489	319	276	677	562	60	1236	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:	549	384	52	69	489	319	276	677	562	60	1236	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	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:	597	417	57	75	532	347	300	736	611	65	1343	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	597	417	57	75	532	347	300	736	611	65	1343	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	597	417	57	75	532	347	300	736	611	65	1343	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.08	0.03	0.02	0.10	0.12	0.09	0.14	0.21	0.02	0.26	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.25	0.25	0.25	0.18	0.18	0.18	0.13	0.40	0.40	0.11	0.38	0.38
Volume/Cap:	0.68	0.32	0.14	0.12	0.57	0.68	0.68	0.36	0.54	0.17	0.68	0.15
Delay/Veh:	43.0	36.7	34.9	41.7	46.0	49.9	54.6	25.5	28.3	48.9	32.2	24.6
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:	43.0	36.7	34.9	41.7	46.0	49.9	54.6	25.5	28.3	48.9	32.2	24.6
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	11	5	2	1	7	8	7	7	10	1	16	2

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

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OLC Parcels B & C
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AM Peak Hour

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

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.236
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 2.8
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1!	0 1	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	38	0	57	0	953	94	0	984	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	38	0	57	0	953	94	0	984	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	0	0	41	0	62	0	1036	102	0	1070	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	41	0	62	0	1036	102	0	1070	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	41	0	62	0	1036	102	0	1070	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.40	0.00	1.60	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2372	0	2711	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.00	0.20	0.06	0.00	0.21	0.06
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.87	0.87	0.00	0.87	0.87
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.23	0.00	0.23	0.07	0.00	0.24	0.07
Delay/Veh:	0.0	0.0	0.0	41.4	0.0	41.7	0.0	1.1	0.9	0.0	1.1	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.4	0.0	41.7	0.0	1.1	0.9	0.0	1.1	0.9
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	0	2	0	0	2	0

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.251
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.3
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	2
Volume Module:												
Base Vol:	4	0	7	0	0	0	0	705	235	0	1141	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	7	0	0	0	0	705	235	0	1141	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	4	0	8	0	0	0	0	766	255	0	1240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	8	0	0	0	0	766	255	0	1240	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
FinalVolume:	4	0	8	0	0	0	0	766	255	0	1240	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.16	0.00	0.24	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.87	0.87	0.00	0.87	0.00
Volume/Cap:	0.01	0.00	0.05	0.00	0.00	0.00	0.00	0.17	0.18	0.00	0.27	0.00
Delay/Veh:	40.6	0.0	40.8	0.0	0.0	0.0	0.0	1.0	1.1	0.0	1.1	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:	40.6	0.0	40.8	0.0	0.0	0.0	0.0	1.0	1.1	0.0	1.1	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	1	0	3	0

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

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OLC Parcels B & C
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AM Peak Hour

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

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.343
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.1
Optimal Cycle:	42	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:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 0	2	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	193	140	31	52	141	186	197	314	167	77	808	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	140	31	52	141	186	197	314	167	77	808	72
User Adj:	1.00	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:	210	152	34	57	153	202	214	341	182	84	878	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	152	34	57	153	202	214	341	182	84	878	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	152	34	57	153	202	214	341	182	84	878	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.02	0.02	0.03	0.07	0.06	0.07	0.11	0.02	0.17	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.15	0.38	0.11	0.09	0.26	0.18	0.44	0.44	0.23	0.49	0.49
Volume/Cap:	0.34	0.19	0.05	0.15	0.34	0.27	0.34	0.15	0.25	0.10	0.34	0.10
Delay/Veh:	43.8	44.4	23.3	48.8	52.1	35.1	43.5	20.0	21.2	36.5	18.6	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	44.4	23.3	48.8	52.1	35.1	43.5	20.0	21.2	36.5	18.6	16.2
LOS by Move:	D	D	C	D	D	D	D	B	C	D	B	B
HCM2kAvgQ:	4	2	1	1	2	3	4	3	4	1	7	1

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.0
Optimal Cycle: 42 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:	7		10		10	7		10		10	7		10		10	7		10		10
Lanes:	2	0	2	1	0	2	0	2	0	1	2	0	2	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	32		108		12	28		120		350	231		121		15	15		282		67
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	32		108		12	28		120		350	231		121		15	15		282		67
User Adj:	1.00		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:	35		117		13	30		130		380	251		132		16	16		307		73
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	35		117		13	30		130		380	251		132		16	16		307		73
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	35		117		13	30		130		380	251		132		16	16		307		73
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		0.90		0.90	0.92		0.95		0.85	0.92		0.90		0.90	0.92		0.95		0.85
Lanes:	2.00		2.70		0.30	2.00		2.00		1.00	2.00		2.67		0.33	2.00		2.00		1.00
Final Sat.:	3502		4598		511	3502		3610		1615	3502		4541		563	3502		3610		1615
Capacity Analysis Module:																				
Vol/Sat:	0.01		0.03		0.03	0.01		0.04		0.24	0.07		0.03		0.03	0.00		0.08		0.05
Crit Moves:	****									****	****							****		
Green/Cycle:	0.06		0.34		0.34	0.24		0.53		0.53	0.16		0.21		0.21	0.14		0.19		0.19
Volume/Cap:	0.17		0.07		0.07	0.04		0.07		0.45	0.45		0.14		0.14	0.03		0.45		0.24
Delay/Veh:	54.1		26.6		26.6	34.9		14.0		18.0	46.2		39.1		39.1	44.2		43.5		41.7
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:	54.1		26.6		26.6	34.9		14.0		18.0	46.2		39.1		39.1	44.2		43.5		41.7
LOS by Move:	D		C		C	C		B		B	D		D		D	D		D		D
HCM2kAvgQ:	1		1		1	0		1		9	5		2		2	0		6		2

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

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OLC Parcels B & C
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #11 Heritage/~~Birch~~ Santa Victoria

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Growth Adj:	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00
Initial Bse:	0		0		0	0		0		0	0		0		0	0		0		0
User Adj:	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00
PHF Adj:	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00
PHF Volume:	0		0		0	0		0		0	0		0		0	0		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PCE Adj:	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00
MLF Adj:	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00
FinalVolume:	0		0		0	0		0		0	0		0		0	0		0		0
Saturation Flow Module:																				
Sat/Lane:	0		0		0	0		0		0	0		0		0	0		0		0
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00
Final Sat.:	0		0		0	0		0		0	0		0		0	0		0		0
Capacity Analysis Module:																				
Vol/Sat:	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00
Crit Moves:																				
Green/Cycle:	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00
Volume/Cap:	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00	0.00		0.00		0.00
Delay/Veh:	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0
DesignQueue:	0		0		0	0		0		0	0		0		0	0		0		0

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #12 Birch Rd/La Media Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.4
Optimal Cycle: 35 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	286	9	482	385	0	0	0	0	0	0	400
Growth Adj:	1.00	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	286	9	482	385	0	0	0	0	0	0	400
User Adj:	1.00	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:	0	311	10	524	418	0	0	0	0	0	0	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	311	10	524	418	0	0	0	0	0	0	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	311	10	524	418	0	0	0	0	0	0	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.92	0.91	1.00	1.00	1.00	1.00	0.97	1.00	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1900	5187	1615	3502	5187	1900	0	0	0	3686	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.01	0.15	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.27
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.12	0.12	0.29	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.52
Volume/Cap:	0.00	0.52	0.05	0.52	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.52
Delay/Veh:	0.0	42.5	39.5	30.3	19.5	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	42.5	39.5	30.3	19.5	0.0	0.0	0.0	0.0	0.0	0.0	16.5
LOS by Move:	A	D	D	C	B	A	A	A	A	A	A	B
HCM2kAvgQ:	0	4	0	7	3	0	0	0	0	0	0	9

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #13 Birch Rd/125SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.133
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1!	0 1	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	28	0	94	0	403	32	0	452	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:	0	0	0	28	0	94	0	403	32	0	452	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	30	0	102	0	438	35	0	491	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	102	0	438	35	0	491	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	102	0	438	35	0	491	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	1.00	0.88	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.23	0.00	1.77	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2045	0	2944	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.00	0.08	0.02	0.00	0.09	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.00	0.71	0.71	0.00	0.71	0.71
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.13	0.00	0.12	0.03	0.00	0.13	0.03
Delay/Veh:	0.0	0.0	0.0	27.8	0.0	28.4	0.0	4.6	4.3	0.0	4.7	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.8	0.0	28.4	0.0	4.6	4.3	0.0	4.7	4.3
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	0	2	0	0	2	0

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #14 Birch Rd/125NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.105
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 1.6
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	12	0	4	0	0	0	0	375	62	0	475	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:	12	0	4	0	0	0	0	375	62	0	475	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	13	0	4	0	0	0	0	408	67	0	516	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	4	0	0	0	0	408	67	0	516	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	0	4	0	0	0	0	408	67	0	516	75
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.04	0.00	0.10	0.05
Crit Moves:			****				****				****	
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.87	0.87	0.00	0.87	0.87
Volume/Cap:	0.07	0.00	0.03	0.00	0.00	0.00	0.00	0.09	0.05	0.00	0.11	0.05
Delay/Veh:	41.0	0.0	40.7	0.0	0.0	0.0	0.0	0.9	0.9	0.0	0.9	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	0.0	40.7	0.0	0.0	0.0	0.0	0.9	0.9	0.0	0.9	0.9
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	1	0

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.1
Optimal Cycle: 42 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	142	120	0	57	109	183	124	103	129	2	228	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	120	0	57	109	183	124	103	129	2	228	76
User Adj:	1.00	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:	154	130	0	62	118	199	135	112	140	2	248	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	130	0	62	118	199	135	112	140	2	248	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	130	0	62	118	199	135	112	140	2	248	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.91	0.85	0.92	0.87	0.87	0.95	0.91	0.91
Lanes:	2.00	3.00	0.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.50	0.50
Final Sat.:	3502	5187	0	1805	5187	1615	3502	1655	1655	1805	2607	869
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.00	0.03	0.02	0.12	0.04	0.07	0.08	0.00	0.10	0.10
Crit Moves:	****					****	****				****	
Green/Cycle:	0.14	0.31	0.00	0.21	0.38	0.38	0.12	0.25	0.25	0.17	0.29	0.29
Volume/Cap:	0.32	0.08	0.00	0.16	0.06	0.32	0.32	0.28	0.35	0.01	0.32	0.32
Delay/Veh:	47.2	29.7	0.0	38.6	23.4	26.4	48.8	36.8	37.6	41.5	33.1	33.1
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:	47.2	29.7	0.0	38.6	23.4	26.4	48.8	36.8	37.6	41.5	33.1	33.1
LOS by Move:	D	C	A	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	3	1	0	2	1	5	3	4	5	0	5	5

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.9
Optimal Cycle:	30	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 1	0	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	469	0	391	0	638	311	315	510	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	469	0	391	0	638	311	315	510	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:	0	0	0	510	0	425	0	693	338	342	554	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	510	0	425	0	693	338	342	554	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	510	0	425	0	693	338	342	554	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	0.95	1.00	0.85	1.00	0.87	0.87	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.02	0.98	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3316	1617	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.26	0.00	0.21	0.21	0.10	0.15	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.45	0.00	0.45	0.00	0.36	0.36	0.17	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.58	0.00	0.58	0.58	0.58	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	21.2	0.0	25.9	0.0	31.8	31.8	47.6	16.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.2	0.0	25.9	0.0	31.8	31.8	47.6	16.1	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	6	0	12	0	12	12	7	6	0

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.0
Optimal Cycle:	30	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	0 0	0 0	0	1 0	2 0	0	0 0	3 0	2
Volume Module:												
Base Vol:	229	0	312	0	0	0	405	719	0	0	568	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	0	312	0	0	0	405	719	0	0	568	400
User Adj:	1.00	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:	249	0	339	0	0	0	440	782	0	0	617	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	0	339	0	0	0	440	782	0	0	617	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	249	0	339	0	0	0	440	782	0	0	617	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.12	0.00	0.00	0.00	0.24	0.22	0.00	0.00	0.12	0.15
Crit Moves:	****						****					****
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.44	0.72	0.00	0.00	0.28	0.28
Volume/Cap:	0.55	0.00	0.48	0.00	0.00	0.00	0.55	0.30	0.00	0.00	0.43	0.55
Delay/Veh:	40.4	0.0	38.7	0.0	0.0	0.0	25.3	5.9	0.0	0.0	35.6	37.6
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:	40.4	0.0	38.7	0.0	0.0	0.0	25.3	5.9	0.0	0.0	35.6	37.6
LOS by Move:	D	A	D	A	A	A	C	A	A	A	D	D
HCM2kAvgQ:	8	0	6	0	0	0	12	5	0	0	7	8

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #18 Main / Heritage S

Cycle (sec): 100 Critical Vol./Cap.(X): 0.219
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 2.8
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	3	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	356		0	7	0		0	0	0		20	431	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:	356		0	7	0		0	0	0		20	431	0		0	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:	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.00	0.92		0.92	0.92
PHF Volume:	387		0	8	0		0	0	0		22	0	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	387		0	8	0		0	0	0		22	0	0		0	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
FinalVolume:	387		0	8	0		0	0	0		22	0	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		1.00	0.85	1.00		1.00	1.00	0.91		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00		0.00	1.00	0.00		0.00	0.00	3.00		1.00	0.00	0.00		0.00	0.00
Final Sat.:	1805		0	1615	0		0	0	5187		1900	0	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.21		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00
Crit Moves:	****								****							
Green/Cycle:	0.90		0.00	0.90	0.00		0.00	0.00	0.10		0.00	0.00	0.00		0.00	0.00
Volume/Cap:	0.24		0.00	0.01	0.00		0.00	0.00	0.04		0.00	0.00	0.00		0.00	0.00
Delay/Veh:	0.7		0.0	0.5	0.0		0.0	0.0	40.7		0.0	0.0	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.7		0.0	0.5	0.0		0.0	0.0	40.7		0.0	0.0	0.0		0.0	0.0
LOS by Move:	A		A	A	A		A	A	D		A	A	A		A	A
HCM2kAvgQ:	2		0	0	0		0	0	0		0	0	0		0	0

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #19 Main St/La Media

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Growth Adj:	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00
Initial Bse:	0		0	0	0		0	0	0		0	0	0		0	0
User Adj:	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00
PHF Adj:	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00
PHF Volume:	0		0	0	0		0	0	0		0	0	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PCE Adj:	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00
MLF Adj:	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00
FinalVolume:	0		0	0	0		0	0	0		0	0	0		0	0
Saturation Flow Module:																
Sat/Lane:	0		0	0	0		0	0	0		0	0	0		0	0
Adjustment:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00
Final Sat.:	0		0	0	0		0	0	0		0	0	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00
Crit Moves:																
Green/Cycle:	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00
Volume/Cap:	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00
Delay/Veh:	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
LOS by Move:																
HCM2kAvgQ:	0		0	0	0		0	0	0		0	0	0		0	0

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #20 Main St/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #21 Main St/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #22 Main/Street "A"

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #23 Main-Hunte/Eastlake Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.135
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.6
Optimal Cycle:	26	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	2 0	3 0	0	0 0	0 0	0	2 0	3 0	2
Volume Module:												
Base Vol:	0	0	0	204	0	0	0	0	0	0	0	187
Growth Adj:	1.00	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	204	0	0	0	0	0	0	0	187
User Adj:	1.00	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:	0	0	0	222	0	0	0	0	0	0	0	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	222	0	0	0	0	0	0	0	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	222	0	0	0	0	0	0	0	203
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	0.91	1.00	1.00	1.00	1.00	0.97	0.91	0.75
Lanes:	0.00	0.00	0.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	3.00	2.00
Final Sat.:	0	0	0	3502	5187	0	0	0	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07
Crit Moves:				****								****
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13
Delay/Veh:	0.0	0.0	0.0	15.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.9
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	15.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.9
LOS by Move:	A	A	A	B	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	0	2	0	0	0	0	0	0	0	2

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #24 OVR/125 SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #250 OVR/125NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #260 La Media/125SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

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

Intersection #270 La Media/125 NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

Scenario Report

Scenario:	ex pm
Command:	ex pm
Volume:	ex pm
Geometry:	existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	ex pm

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	41.6	0.860	D	41.6	0.860	+ 0.000 D/V
# 2 Olympic Pkwy/805 NBR	D	37.8	0.856	D	37.8	0.856	+ 0.000 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	31.6	0.801	C	31.6	0.801	+ 0.000 D/V
# 4 Olympic/Birch		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 5 Olympic Pkwy/Heritage Rd	B	15.6	0.552	B	15.6	0.552	+ 0.000 D/V
# 6 Olympic Pkwy/La Media Rd	C	25.4	0.527	C	25.4	0.527	+ 0.000 D/V
# 7 Olympic Pkwy/125 SB	A	4.7	0.377	A	4.7	0.377	+ 0.000 D/V
# 8 Olympic Pwky/125 NB	A	2.4	0.401	A	2.4	0.401	+ 0.000 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	31.5	0.373	C	31.5	0.373	+ 0.000 D/V
# 10 Olympic Pkwy/Hunte Pkwy	C	34.2	0.348	C	34.2	0.348	+ 0.000 D/V
# 11 Heritage/Birch		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 12 Birch Rd/La Media Rd	C	22.6	0.326	C	22.6	0.326	+ 0.000 D/V
# 13 Birch Rd/125SB	A	7.6	0.128	A	7.6	0.128	+ 0.000 D/V
# 14 Birch Rd/125NB	A	5.7	0.154	A	5.7	0.154	+ 0.000 D/V
# 15 Birch Rd/Eastlake Pkwy	C	32.7	0.256	C	32.7	0.256	+ 0.000 D/V
# 16 Main / 805 SBR	C	31.9	0.826	C	31.9	0.826	+ 0.000 D/V
# 17 Main / 805 NBR	C	28.9	0.714	C	28.9	0.714	+ 0.000 D/V
# 18 Main / Heritage S	A	0.9	0.292	A	0.9	0.292	+ 0.000 D/V
# 19 Main St/La Media		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 20 Main St/125 SB		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 21 Main St/125 NB		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 22 Main/Street "A"		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 23 Main-Hunte/Eastlake Pkwy	B	12.9	0.045	B	12.9	0.045	+ 0.000 D/V

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 OVR/125 SBR		0.0	0.000		0.0	0.000	+ 0.000 D/V
#250 OVR/125NBR		0.0	0.000		0.0	0.000	+ 0.000 D/V
#260 La Media/125SBR		0.0	0.000		0.0	0.000	+ 0.000 D/V
#270 La Media/125 NBR		0.0	0.000		0.0	0.000	+ 0.000 D/V

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #1 Olympic Ave/805 SBR

Cycle (sec): 140 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 41.6
Optimal Cycle: 64 Level Of Service: D

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0	0 0	1 1	0	0 1	0 0	2	0 1	2 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	961	0	636	0	732	244	682	611	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	961	0	636	0	732	244	682	611	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	1022	0	677	0	779	260	726	650	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1022	0	677	0	779	260	726	650	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1022	0	677	0	779	260	726	650	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.42	0.00	0.22	0.16	0.21	0.18	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.49	0.00	0.49	0.00	0.25	0.25	0.24	0.49	0.00
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.86	0.00	0.86	0.64	0.86	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	26.2	0.0	41.2	0.0	58.5	50.3	59.8	22.2	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:	0.0	0.0	0.0	26.2	0.0	41.2	0.0	58.5	50.3	59.8	22.2	0.0
LOS by Move:	A	A	A	C	A	D	A	E	D	E	C	A
HCM2kAvgQ:	0	0	0	16	0	28	0	19	11	18	9	0

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.8
Optimal Cycle:	63	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 1!	0 1	0	0 0	0 0	2	0 2	0 0	0	0 1	1 1
Volume Module:												
Base Vol:	286	1	972	0	0	0	338	1364	0	0	1010	658
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	1	972	0	0	0	338	1364	0	0	1010	658
User Adj:	1.00	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:	295	1	1002	0	0	0	348	1406	0	0	1041	678
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	1	1002	0	0	0	348	1406	0	0	1041	678
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	1	1002	0	0	0	348	1406	0	0	1041	678
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.89	0.89
Lanes:	1.22	0.01	1.77	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.82	1.18
Final Sat.:	1991	3	2874	0	0	0	3502	3610	0	0	3085	2010
Capacity Analysis Module:												
Vol/Sat:	0.15	0.40	0.35	0.00	0.00	0.00	0.10	0.39	0.00	0.00	0.34	0.34
Crit Moves:		****					****				****	
Green/Cycle:	0.47	0.47	0.47	0.00	0.00	0.00	0.12	0.51	0.00	0.00	0.39	0.39
Volume/Cap:	0.32	0.86	0.75	0.00	0.00	0.00	0.86	0.76	0.00	0.00	0.86	0.86
Delay/Veh:	23.3	38.1	32.2	0.0	0.0	0.0	76.8	29.4	0.0	0.0	42.6	42.6
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:	23.3	38.1	32.2	0.0	0.0	0.0	76.8	29.4	0.0	0.0	42.6	42.6
LOS by Move:	C	D	C	A	A	A	E	C	A	A	D	D
HCM2kAvgQ:	6	27	21	0	0	0	10	26	0	0	26	26

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.6
Optimal Cycle:	115	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	0	1	1	0 1	0	1	1	0 2	1	0	1	0 3	0	1
Volume Module:																
Base Vol:	42	234	381		85	181	230		364	1709	52		219	1130	101	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	42	234	381		85	181	230		364	1709	52		219	1130	101	
User Adj:	1.00	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:	45	252	410		91	195	247		391	1838	56		235	1215	109	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	45	252	410		91	195	247		391	1838	56		235	1215	109	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	45	252	410		91	195	247		391	1838	56		235	1215	109	
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	0.91	0.91		0.95	0.91	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.91	0.09		1.00	3.00	1.00	
Final Sat.:	1805	1900	1615		1805	1900	1615		1805	5014	153		1805	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.13	0.25		0.05	0.10	0.15		0.22	0.37	0.37		0.13	0.23	0.07	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.05	0.32	0.32		0.06	0.33	0.33		0.30	0.46	0.46		0.16	0.32	0.32	
Volume/Cap:	0.47	0.42	0.80		0.80	0.31	0.47		0.73	0.80	0.80		0.80	0.73	0.21	
Delay/Veh:	49.5	27.4	40.1		78.2	25.6	27.4		36.4	25.3	25.3		54.8	31.6	24.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.5	27.4	40.1		78.2	25.6	27.4		36.4	25.3	25.3		54.8	31.6	24.8	
LOS by Move:	D	C	D		E	C	C		D	C	C		D	C	C	
HCM2kAvgQ:	2	6	14		5	5	6		12	20	20		9	13	2	

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #4 Olympic/Birch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.6
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1!	0 0	2	0 1	0 2	2	0 3	0 1	2	0 3	0 2
Volume Module:												
Base Vol:	0	0	0	330	0	215	353	1934	0	0	1354	279
Growth Adj:	1.00	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	330	0	215	353	1934	0	0	1354	279
User Adj:	1.00	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:	0	0	0	359	0	234	384	2102	0	0	1472	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	359	0	234	384	2102	0	0	1472	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	359	0	234	384	2102	0	0	1472	303
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	0.75	0.92	0.91	1.00	0.97	0.91	0.75
Lanes:	0.00	1.00	0.00	2.00	1.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00
Final Sat.:	0	1900	0	3502	1900	2842	3502	5187	1900	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.08	0.11	0.41	0.00	0.00	0.28	0.11
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.20	0.73	0.00	0.00	0.53	0.53
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.44	0.54	0.55	0.00	0.00	0.54	0.20
Delay/Veh:	0.0	0.0	0.0	38.0	0.0	36.7	36.3	6.1	0.0	0.0	15.6	12.4
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	38.0	0.0	36.7	36.3	6.1	0.0	0.0	15.6	12.4
LOS by Move:	A	A	A	D	A	D	D	A	A	A	B	B
HCM2kAvgQ:	0	0	0	6	0	4	6	11	0	0	11	3

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 42 Level Of Service: C

Street Name:	La Media						Olympic Pkwy					
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	221	175	29	163	230	200	282	1625	351	19	1012	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	175	29	163	230	200	282	1625	351	19	1012	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	240	190	32	177	250	217	307	1766	382	21	1100	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	190	32	177	250	217	307	1766	382	21	1100	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	190	32	177	250	217	307	1766	382	21	1100	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.02	0.05	0.05	0.08	0.09	0.34	0.13	0.01	0.21	0.05
Crit Moves:	****					****		****		****		
Green/Cycle:	0.12	0.15	0.15	0.11	0.14	0.14	0.20	0.61	0.61	0.06	0.48	0.48
Volume/Cap:	0.55	0.24	0.13	0.47	0.35	0.55	0.45	0.55	0.22	0.10	0.45	0.11
Delay/Veh:	51.1	44.8	44.1	51.3	47.2	50.0	42.9	13.8	10.4	53.7	21.1	17.5
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:	51.1	44.8	44.1	51.3	47.2	50.0	42.9	13.8	10.4	53.7	21.1	17.5
LOS by Move:	D	D	D	D	D	D	D	B	B	D	C	B
HCM2kAvgQ:	5	2	1	4	3	5	5	14	4	0	10	2

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 4.7
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1!	0 1	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	153	0	77	0	1572	10	0	1038	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	153	0	77	0	1572	10	0	1038	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	0	0	166	0	84	0	1709	11	0	1128	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	166	0	84	0	1709	11	0	1128	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	166	0	84	0	1709	11	0	1128	10
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	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.67	0.00	1.33	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2910	0	2332	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.04	0.00	0.33	0.01	0.00	0.22	0.01
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.87	0.87	0.00	0.87	0.87
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.36	0.00	0.38	0.01	0.00	0.25	0.01
Delay/Veh:	0.0	0.0	0.0	44.8	0.0	42.3	0.0	1.3	0.9	0.0	1.1	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.8	0.0	42.3	0.0	1.3	0.9	0.0	1.1	0.9
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	2	0	4	0	0	2	0

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #8 Olympic Pwky/125 NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 2.4
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	0	0	3	0 2
Volume Module:																
Base Vol:	28	0	53		0	0	0		0	1685	38		0	1019	86	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	28	0	53		0	0	0		0	1685	38		0	1019	86	
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:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.00	
PHF Volume:	30	0	58		0	0	0		0	1832	41		0	1108	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	0	58		0	0	0		0	1832	41		0	1108	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	
FinalVolume:	30	0	58		0	0	0		0	1832	41		0	1108	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.85		1.00	1.00	1.00		1.00	0.91	0.85		1.00	0.91	0.88	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		0.00	3.00	2.00	
Final Sat.:	3502	0	1615		0	0	0		0	5187	1615		0	5187	3344	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.04		0.00	0.00	0.00		0.00	0.35	0.03		0.00	0.21	0.00	
Crit Moves:			****							****			****			
Green/Cycle:	0.10	0.00	0.10		0.00	0.00	0.00		0.00	0.87	0.87		0.00	0.87	0.00	
Volume/Cap:	0.09	0.00	0.36		0.00	0.00	0.00		0.00	0.41	0.03		0.00	0.25	0.00	
Delay/Veh:	41.0	0.0	43.4		0.0	0.0	0.0		0.0	1.4	0.9		0.0	1.1	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:	41.0	0.0	43.4		0.0	0.0	0.0		0.0	1.4	0.9		0.0	1.1	0.0	
LOS by Move:	D		A	D	A		A		A		A	A	A		A	A
HCM2kAvgQ:	0		0	2	0		0		0		4	0	0		2	0

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.373
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.5
Optimal Cycle: 42 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:	Ovl				Ovl				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	3	0 1	2	0	3	0 2	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	214	268	58		180	347	231		293	641	272		84	429	84	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	214	268	58		180	347	231		293	641	272		84	429	84	
User Adj:	1.00	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:	233	291	63		196	377	251		318	697	296		91	466	91	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	233	291	63		196	377	251		318	697	296		91	466	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	
FinalVolume:	233	291	63		196	377	251		318	697	296		91	466	91	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.85		0.92	0.91	0.75		0.92	0.91	0.85		0.92	0.91	0.85	
Lanes:	2.00	3.00	1.00		2.00	3.00	2.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3502	5187	1615		3502	5187	2842		3502	5187	1615		3502	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.06	0.04		0.06	0.07	0.09		0.09	0.13	0.18		0.03	0.09	0.06	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.18	0.22	0.29		0.15	0.19	0.48		0.28	0.49	0.49		0.07	0.28	0.28	
Volume/Cap:	0.37	0.26	0.13		0.36	0.37	0.19		0.32	0.27	0.37		0.37	0.32	0.20	
Delay/Veh:	43.8	38.9	31.7		46.0	42.2	18.1		34.2	18.0	19.4		54.3	34.4	33.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.8	38.9	31.7		46.0	42.2	18.1		34.2	18.0	19.4		54.3	34.4	33.3	
LOS by Move:	D		D	C	D		D	B	C		B	B	D		C	C
HCM2kAvgQ:	4		3	2	4		5	3	5		5	7	2		5	3

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.2
Optimal Cycle:	42	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2	1 0	2 0	2	0 1	2 0	2	1 0	2 0	2	0 1
Volume Module:												
Base Vol:	23	46	24	69	69	235	338	318	24	15	182	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	46	24	69	69	235	338	318	24	15	182	32
User Adj:	1.00	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:	25	50	26	75	75	255	367	346	26	16	198	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	50	26	75	75	255	367	346	26	16	198	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	50	26	75	75	255	367	346	26	16	198	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.92	0.95	0.85	0.92	0.90	0.90	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.79	0.21	2.00	2.00	1.00
Final Sat.:	3502	3282	1641	3502	3610	1615	3502	4775	360	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.02	0.02	0.16	0.10	0.07	0.07	0.00	0.05	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.29	0.29	0.20	0.44	0.44	0.29	0.26	0.26	0.18	0.15	0.15
Volume/Cap:	0.12	0.05	0.05	0.11	0.05	0.36	0.36	0.28	0.28	0.03	0.36	0.14
Delay/Veh:	53.9	30.7	30.7	39.0	19.5	23.0	34.1	35.7	35.7	40.4	46.2	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	30.7	30.7	39.0	19.5	23.0	34.1	35.7	35.7	40.4	46.2	44.5
LOS by Move:	D	C	C	D	B	C	C	D	D	D	D	D
HCM2kAvgQ:	1	1	1	1	1	6	6	4	4	0	4	1

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #11 Heritage/Birch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #12 Birch Rd/La Media Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.326
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.6
Optimal Cycle: 35 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	3 0	1	2 0	3 0	1	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	61	2	406	45	0	0	0	0	3	0	239
Growth Adj:	1.00	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	61	2	406	45	0	0	0	0	3	0	239
User Adj:	1.00	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:	0	66	2	441	49	0	0	0	0	3	0	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	66	2	441	49	0	0	0	0	3	0	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	66	2	441	49	0	0	0	0	3	0	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.92	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1900	5187	1615	3502	5187	1900	0	0	0	3502	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.13	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.16
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.10	0.10	0.36	0.46	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.13	0.01	0.35	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.35
Delay/Veh:	0.0	41.1	40.6	23.6	14.7	0.0	0.0	0.0	0.0	14.6	0.0	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.1	40.6	23.6	14.7	0.0	0.0	0.0	0.0	14.6	0.0	17.7
LOS by Move:	A	D	D	C	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	1	0	5	0	0	0	0	0	0	0	5

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #13 Birch Rd/125SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.128
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	100	0	56	0	468	4	0	369	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	100	0	56	0	468	4	0	369	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	0	0	109	0	61	0	509	4	0	401	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	109	0	61	0	509	4	0	401	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	109	0	61	0	509	4	0	401	16
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	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.64	0.00	1.36	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2858	0	2367	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.03	0.00	0.10	0.00	0.00	0.08	0.01
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.77	0.77	0.00	0.77	0.77
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.13	0.00	0.13	0.00	0.00	0.10	0.01
Delay/Veh:	0.0	0.0	0.0	33.2	0.0	32.8	0.0	3.0	2.7	0.0	2.9	2.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.2	0.0	32.8	0.0	3.0	2.7	0.0	2.9	2.7
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	1	0	1	0	0	1	0

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #14 Birch Rd/125NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.154
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 5.7
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 0	0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	14	0	55	0	0	0	0	535	25	0	374	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	55	0	0	0	0	535	25	0	374	61
User Adj:	1.00	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:	15	0	60	0	0	0	0	582	27	0	407	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	60	0	0	0	0	582	27	0	407	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	0	60	0	0	0	0	582	27	0	407	66
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.00	0.00	0.00	0.00	0.11	0.02	0.00	0.08	0.04
Crit Moves:			****					****		****		
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.73	0.73	0.00	0.73	0.73
Volume/Cap:	0.04	0.00	0.15	0.00	0.00	0.00	0.00	0.15	0.02	0.00	0.11	0.06
Delay/Veh:	29.1	0.0	30.1	0.0	0.0	0.0	0.0	4.1	3.7	0.0	4.0	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	0.0	30.1	0.0	0.0	0.0	0.0	4.1	3.7	0.0	4.0	3.8
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	2	0	0	1	1

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.256
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: 42 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	116	130	3	146	81	159	124	257	128	2	122	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:	116	130	3	146	81	159	124	257	128	2	122	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	126	141	3	159	88	173	135	279	139	2	133	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	141	3	159	88	173	135	279	139	2	133	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
FinalVolume:	126	141	3	159	88	173	135	279	139	2	133	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.91	0.85	0.92	0.90	0.90	0.95	0.88	0.88
Lanes:	2.00	2.93	0.07	1.00	3.00	1.00	2.00	1.34	0.66	1.00	1.05	0.95
Final Sat.:	3502	5055	117	1805	5187	1615	3502	2289	1140	1805	1756	1598
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.09	0.02	0.11	0.04	0.12	0.12	0.00	0.08	0.08
Crit Moves:			****	****				****		****		
Green/Cycle:	0.15	0.10	0.10	0.32	0.28	0.28	0.21	0.45	0.45	0.06	0.30	0.30
Volume/Cap:	0.24	0.27	0.27	0.27	0.06	0.39	0.18	0.27	0.27	0.02	0.25	0.25
Delay/Veh:	45.2	50.0	50.0	30.4	32.0	35.8	39.2	20.9	20.9	53.3	32.1	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	50.0	50.0	30.4	32.0	35.8	39.2	20.9	20.9	53.3	32.1	32.1
LOS by Move:	D	D	D	C	C	D	D	C	C	D	C	C
HCM2kAvgQ:	2	2	2	4	1	5	2	5	5	0	4	4

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.9
Optimal Cycle:	52	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	701	0	507	0	757	486	448	725	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	701	0	507	0	757	486	448	725	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:	0	0	0	762	0	551	0	823	528	487	788	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	762	0	551	0	823	528	487	788	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	762	0	551	0	823	528	487	788	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	0.95	1.00	0.85	1.00	0.86	0.86	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3254	1627	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.34	0.00	0.25	0.32	0.14	0.22	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.39	0.39	0.17	0.56	0.00
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.83	0.00	0.64	0.83	0.83	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	26.5	0.0	39.7	0.0	30.3	36.3	57.5	14.9	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:	0.0	0.0	0.0	26.5	0.0	39.7	0.0	30.3	36.3	57.5	14.9	0.0
LOS by Move:	A	A	A	C	A	D	A	C	D	E	B	A
HCM2kAvgQ:	0	0	0	10	0	20	0	14	21	11	8	0

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle:	34	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	0 0	0 0	0	1 0	2 0	0	0 0	3 0	2
Volume Module:												
Base Vol:	317	0	428	0	0	0	446	1009	0	0	854	619
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	0	428	0	0	0	446	1009	0	0	854	619
User Adj:	1.00	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:	345	0	465	0	0	0	485	1097	0	0	928	673
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	0	465	0	0	0	485	1097	0	0	928	673
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	0	465	0	0	0	485	1097	0	0	928	673
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.16	0.00	0.00	0.00	0.27	0.30	0.00	0.00	0.18	0.24
Crit Moves:	****						****					****
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.38	0.71	0.00	0.00	0.33	0.33
Volume/Cap:	0.71	0.00	0.61	0.00	0.00	0.00	0.71	0.43	0.00	0.00	0.54	0.71
Delay/Veh:	44.8	0.0	40.0	0.0	0.0	0.0	35.5	7.5	0.0	0.0	33.0	37.7
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:	44.8	0.0	40.0	0.0	0.0	0.0	35.5	7.5	0.0	0.0	33.0	37.7
LOS by Move:	D	A	D	A	A	A	D	A	A	A	C	D
HCM2kAvgQ:	13	0	9	0	0	0	16	9	0	0	10	13

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #18 Main / Heritage S

Cycle (sec): 100 Critical Vol./Cap.(X): 0.292
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	3	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	526	0		1	0	0		0	0	1		356	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:	526	0		1	0	0		0	1	356		0	0	0		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00
PHF Volume:	526	0		1	0	0		0	1	0		0	0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	526	0		1	0	0		0	1	0		0	0	0		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00
FinalVolume:	526	0		1	0	0		0	1	0		0	0	0		0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	1.00		0.85	1.00	1.00		1.00	1.00	0.91		1.00	1.00	1.00		1.00
Lanes:	1.00	0.00		1.00	0.00	0.00		0.00	3.00	1.00		0.00	0.00	0.00		0.00
Final Sat.:	1805	0		1615	0	0		0	5187	1900		0	0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.29	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
Crit Moves:	****								****							
Green/Cycle:	0.90	0.00		0.90	0.00	0.00		0.00	0.10	0.00		0.00	0.00	0.00		0.00
Volume/Cap:	0.32	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
Delay/Veh:	0.8	0.0		0.5	0.0	0.0		0.0	40.5	0.0		0.0	0.0	0.0		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	0.8	0.0		0.5	0.0	0.0		0.0	40.5	0.0		0.0	0.0	0.0		0.0
LOS by Move:	A	A		A	A	A		A	D	A		A	A	A		A
HCM2kAvgQ:	3	0		0	0	0		0	0	0		0	0	0		0

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #19 Main St/La Media

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Growth Adj:	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
Initial Bse:	0	0		0	0	0		0	0	0		0	0	0		0
User Adj:	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
PHF Adj:	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
PHF Volume:	0	0		0	0	0		0	0	0		0	0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PCE Adj:	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
MLF Adj:	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
FinalVolume:	0	0		0	0	0		0	0	0		0	0	0		0
Saturation Flow Module:																
Sat/Lane:	0	0		0	0	0		0	0	0		0	0	0		0
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
Final Sat.:	0	0		0	0	0		0	0	0		0	0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
Crit Moves:																
Green/Cycle:	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
Volume/Cap:	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
Delay/Veh:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
LOS by Move:																
HCM2kAvgQ:	0	0		0	0	0		0	0	0		0	0	0		0

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #20 Main St/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #21 Main St/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #22 Main/Street "A"

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #23 Main-Hunte/Eastlake Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.045
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.9
Optimal Cycle:	24	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	2 0	3 0	0	0 0	0 0	0	2 0	3 0	2
Volume Module:												
Base Vol:	0	0	0	76	0	0	0	0	0	0	0	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	76	0	0	0	0	0	0	0	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	76	0	0	0	0	0	0	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	76	0	0	0	0	0	0	0	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	76	0	0	0	0	0	0	0	66
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	0.91	1.00	1.00	1.00	1.00	0.97	0.91	0.75
Lanes:	0.00	0.00	0.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	3.00	2.00
Final Sat.:	0	0	0	3502	5187	0	0	0	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Crit Moves:				****								****
Green/Cycle:	0.00	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Delay/Veh:	0.0	0.0	0.0	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0
LOS by Move:	A	A	A	B	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	0	1	0	0	0	0	0	0	0	1

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

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OLC Parcels B & C
Existing Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 OVR/125 SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #250 OVR/125NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #260 La Media/125SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

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

Intersection #270 La Media/125 NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

APPENDIX C
Interim Year Land Use Data and SANDAG Model Plots

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4044	4113	COMMUNICATION OR UTILITY	acre	28.3	113.	87.
4044	7204	GOLF COURSE	acre	259.4	0.	0.
4044	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4044		TOTAL			822.	570.
4045	101	SINGLE FAMILY	du	354.0	5522.	3854.
4045	9101	INACTIVE USE	acre	434.0	0.	0.
4045		TOTAL			5522.	3854.
4089	101	SINGLE FAMILY	du	48.0	749.	523.
4089		TOTAL			749.	523.
4099	101	SINGLE FAMILY	du	7.0	109.	76.
4099	9101	INACTIVE USE	acre	31.3	0.	0.
4099		TOTAL			109.	76.
4115	101	SINGLE FAMILY	du	236.0	3682.	2569.
4115	1409	OTHER GROUP QUARTERS	acre	1.6	8.	5.
4115	6109	OTHER PUBLIC SERVICE	acre	0.3	127.	92.
4115	7601	ACTIVE PARK	acre	6.1	404.	266.
4115	9101	INACTIVE USE	acre	132.3	0.	0.
4115		TOTAL			4220.	2932.
4120	101	SINGLE FAMILY	du	360.0	5616.	3919.
4120	102	MULTI-FAMILY	du	305.0	3263.	2291.
4120	4113	COMMUNICATION OR UTILITY	acre	6.3	25.	19.
4120	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4120	7601	ACTIVE PARK	acre	3.5	232.	153.
4120	9101	INACTIVE USE	acre	15.9	0.	0.
4120		TOTAL			11255.	7567.
4123	101	SINGLE FAMILY	du	102.0	1591.	1110.
4123	9101	INACTIVE USE	acre	92.7	0.	0.
4123		TOTAL			1591.	1110.
4131	101	SINGLE FAMILY	du	49.0	764.	533.
4131	102	MULTI-FAMILY	du	188.0	2012.	1412.
4131	5004	NEIGHBORHOOD COMMERCIAL	acre	11.4	17353.	12278.
4131	5007	STREETFRONT COMMERCIAL	acre	4.2	6251.	4538.
4131	6002	LOW RISE OFFICE	acre	0.9	339.	260.
4131	6103	LIBRARY	acre	2.7	1180.	800.
4131	6109	OTHER PUBLIC SERVICE	acre	2.0	799.	578.
4131	6509	OTHER HEALTH CARE	acre	7.0	3433.	2547.
4131	7204	GOLF COURSE	acre	130.2	0.	0.
4131	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4131	7601	ACTIVE PARK	acre	59.9	3987.	2624.
4131		TOTAL			36828.	26054.
4138	101	SINGLE FAMILY	du	511.0	7972.	5563.
4138	9101	INACTIVE USE	acre	11.4	0.	0.
4138		TOTAL			7972.	5563.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4141	101	SINGLE FAMILY	du	215.0	3354.	2340.
4141	9101	INACTIVE USE	acre	25.8	0.	0.
4141		TOTAL			3354.	2340.
4142	101	SINGLE FAMILY	du	460.0	7176.	5008.
4142	6102	CHURCH	acre	5.3	284.	218.
4142	6809	OTHER SCHOOL	acre	0.9	180.	148.
4142	9101	INACTIVE USE	acre	149.4	0.	0.
4142		TOTAL			7640.	5374.
4146	101	SINGLE FAMILY	du	6.0	94.	65.
4146	102	MULTI-FAMILY	du	106.0	1134.	796.
4146	5004	NEIGHBORHOOD COMMERCIAL	acre	12.3	18711.	13239.
4146	6002	LOW RISE OFFICE	acre	2.0	721.	553.
4146		TOTAL			20660.	14653.
4152	101	SINGLE FAMILY	du	166.0	2590.	1807.
4152	102	MULTI-FAMILY	du	357.0	3820.	2682.
4152	9101	INACTIVE USE	acre	27.5	0.	0.
4152		TOTAL			6409.	4489.
4157	102	MULTI-FAMILY	du	120.0	1284.	901.
4157	5003	COMMUNITY COMMERCIAL	acre	11.3	9473.	6703.
4157		TOTAL			10757.	7604.
4158	101	SINGLE FAMILY	du	380.0	5928.	4137.
4158	102	MULTI-FAMILY	du	284.0	3039.	2133.
4158	6105	FIRE OR POLICE STATION	acre	1.4	426.	314.
4158	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4158	7601	ACTIVE PARK	acre	6.8	454.	298.
4158	9101	INACTIVE USE	acre	10.4	0.	0.
4158		TOTAL			11965.	8068.
4159	101	SINGLE FAMILY	du	584.0	9110.	6357.
4159	6109	OTHER PUBLIC SERVICE	acre	1.0	404.	292.
4159	7601	ACTIVE PARK	acre	27.4	1822.	1199.
4159	9101	INACTIVE USE	acre	25.4	0.	0.
4159		TOTAL			11337.	7849.
4160	101	SINGLE FAMILY	du	233.0	3635.	2536.
4160	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4160	9101	INACTIVE USE	acre	43.0	0.	0.
4160		TOTAL			3637.	2538.
4161	101	SINGLE FAMILY	du	454.0	7082.	4942.
4161	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4161	7607	RESIDENTIAL RECREATION	acre	2.5	0.	0.
4161	9101	INACTIVE USE	acre	120.2	0.	0.
4161		TOTAL			9201.	6127.
4162	4113	COMMUNICATION OR UTILITY	acre	5.4	22.	16.
4162	5004	NEIGHBORHOOD COMMERCIAL	acre	5.8	8776.	6209.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4162	9101	INACTIVE USE	acre	5.9	0.	0.
4162		TOTAL			8797.	6226.
4165	101	SINGLE FAMILY	du	411.0	6412.	4474.
4165	6105	FIRE OR POLICE STATION	acre	1.0	321.	236.
4165	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4165	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4165	9101	INACTIVE USE	acre	59.8	0.	0.
4165		TOTAL			13056.	8481.
4169	101	SINGLE FAMILY	du	240.0	3744.	2613.
4169	4113	COMMUNICATION OR UTILITY	acre	3.9	16.	12.
4169	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4169	9101	INACTIVE USE	acre	87.9	0.	0.
4169		TOTAL			5878.	3809.
4171	101	SINGLE FAMILY	du	210.0	3276.	2286.
4171	102	MULTI-FAMILY	du	110.0	1177.	826.
4171	6809	OTHER SCHOOL	acre	2.9	589.	486.
4171	7210	OTHER RECREATION	acre	19.3	128.	87.
4171	7601	ACTIVE PARK	acre	13.7	914.	602.
4171	9101	INACTIVE USE	acre	10.1	0.	0.
4171		TOTAL			6084.	4287.
4172	101	SINGLE FAMILY	du	601.0	9376.	6542.
4172	102	MULTI-FAMILY	du	766.0	8196.	5754.
4172	7602	PASSIVE PARK	acre	4.0	0.	0.
4172	9101	INACTIVE USE	acre	63.9	0.	0.
4172		TOTAL			17572.	12297.
4173	101	SINGLE FAMILY	du	224.0	3494.	2438.
4173	102	MULTI-FAMILY	du	395.0	4226.	2967.
4173	6102	CHURCH	acre	3.3	175.	134.
4173	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4173	7601	ACTIVE PARK	acre	6.4	427.	281.
4173	9101	INACTIVE USE	acre	18.6	0.	0.
4173		TOTAL			10442.	7006.
4174	101	SINGLE FAMILY	du	4.0	62.	44.
4174	103	MOBILE HOME PARK	du	166.0	1096.	727.
4174	2103	LIGHT INDUSTRY	acre	19.6	1963.	1587.
4174	2104	WAREHOUSING OR STORAGE	acre	1.7	58.	47.
4174	5001	WHOLESALE TRADE	acre	4.4	213.	151.
4174	5009	OTHER COMMERCIAL	acre	0.6	71.	52.
4174	6002	LOW RISE OFFICE	acre	2.7	971.	744.
4174	9101	INACTIVE USE	acre	1.5	0.	0.
4174		TOTAL			4435.	3351.
4176	101	SINGLE FAMILY	du	42.0	655.	457.
4176	6110	CONVENTION CENTER	acre	5.9	466.	318.
4176	9101	INACTIVE USE	acre	86.7	0.	0.
4176		TOTAL			1121.	775.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4177	101	SINGLE FAMILY	du	202.0	3151.	2199.
4177	7601	ACTIVE PARK	acre	12.0	797.	524.
4177	9101	INACTIVE USE	acre	57.0	0.	0.
4177		TOTAL			3948.	2723.
4178	101	SINGLE FAMILY	du	211.0	3292.	2297.
4178	102	MULTI-FAMILY	du	385.0	4119.	2892.
4178	1409	OTHER GROUP QUARTERS	acre	1.2	6.	4.
4178	2103	LIGHT INDUSTRY	acre	1.1	111.	90.
4178	9101	INACTIVE USE	acre	1.0	0.	0.
4178		TOTAL			7528.	5283.
4181	101	SINGLE FAMILY	du	173.0	2699.	1883.
4181	6102	CHURCH	acre	4.2	224.	172.
4181	9101	INACTIVE USE	acre	56.8	0.	0.
4181		TOTAL			2923.	2055.
4182	2101	INDUSTRIAL PARK	acre	29.5	5667.	4645.
4182	2103	LIGHT INDUSTRY	acre	42.9	4301.	3476.
4182	2104	WAREHOUSING OR STORAGE	acre	9.4	310.	254.
4182	6104	POST OFFICE	acre	3.2	3529.	2453.
4182	7601	ACTIVE PARK	acre	7.3	487.	320.
4182	9101	INACTIVE USE	acre	5.0	0.	0.
4182		TOTAL			14293.	11148.
4183	2101	INDUSTRIAL PARK	acre	28.3	5437.	4457.
4183	2103	LIGHT INDUSTRY	acre	19.6	1963.	1586.
4183	5007	STREETFRONT COMMERCIAL	acre	16.8	25154.	18261.
4183	6002	LOW RISE OFFICE	acre	12.9	4592.	3520.
4183	6003	GOV'T OFFICE OR CENTER	acre	3.0	3221.	2418.
4183	6509	OTHER HEALTH CARE	acre	3.1	1525.	1131.
4183	9101	INACTIVE USE	acre	37.1	0.	0.
4183		TOTAL			41892.	31374.
4184	2103	LIGHT INDUSTRY	acre	6.9	688.	556.
4184	2104	WAREHOUSING OR STORAGE	acre	3.0	99.	81.
4184	5003	COMMUNITY COMMERCIAL	acre	10.0	8391.	5937.
4184	5007	STREETFRONT COMMERCIAL	acre	0.9	1376.	999.
4184		TOTAL			10555.	7573.
4185	101	SINGLE FAMILY	du	254.0	3962.	2765.
4185	9101	INACTIVE USE	acre	19.5	0.	0.
4185		TOTAL			3962.	2765.
4186	101	SINGLE FAMILY	du	375.0	5850.	4082.
4186		TOTAL			5850.	4082.
4189	101	SINGLE FAMILY	du	250.0	3900.	2721.
4189	9101	INACTIVE USE	acre	132.0	0.	0.
4189		TOTAL			3900.	2721.
4190	2103	LIGHT INDUSTRY	acre	5.1	514.	415.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4190	5003	COMMUNITY COMMERCIAL	acre	20.5	17202.	12171.
4190	5007	STREETFRONT COMMERCIAL	acre	3.2	4844.	3517.
4190	6002	LOW RISE OFFICE	acre	0.6	205.	157.
4190	9101	INACTIVE USE	acre	20.3	0.	0.
4190		TOTAL			22764.	16259.
4193	101	SINGLE FAMILY	du	342.0	5335.	3723.
4193	9101	INACTIVE USE	acre	40.7	0.	0.
4193		TOTAL			5335.	3723.
4194	5004	NEIGHBORHOOD COMMERCIAL	acre	2.6	4029.	2851.
4194	5007	STREETFRONT COMMERCIAL	acre	3.7	5503.	3995.
4194	6002	LOW RISE OFFICE	acre	4.1	1450.	1111.
4194	6003	GOV'T OFFICE OR CENTER	acre	3.6	3802.	2854.
4194		TOTAL			14785.	10812.
4195	5003	COMMUNITY COMMERCIAL	acre	48.9	41024.	29025.
4195	6509	OTHER HEALTH CARE	acre	3.1	1509.	1119.
4195	9101	INACTIVE USE	acre	2.4	0.	0.
4195		TOTAL			42532.	30145.
4197	5003	COMMUNITY COMMERCIAL	acre	9.4	7929.	5610.
4197	6002	LOW RISE OFFICE	acre	6.9	2477.	1899.
4197	6102	CHURCH	acre	8.2	436.	335.
4197	6809	OTHER SCHOOL	acre	1.2	233.	192.
4197	9101	INACTIVE USE	acre	1.1	0.	0.
4197		TOTAL			11076.	8036.
4198	101	SINGLE FAMILY	du	285.0	4446.	3102.
4198	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4198	9101	INACTIVE USE	acre	25.5	0.	0.
4198		TOTAL			8652.	5689.
4199	1501	LOW-RISE HOTEL OR MOTEL	acre	2.1	720.	444.
4199	5007	STREETFRONT COMMERCIAL	acre	5.2	7829.	5684.
4199	6002	LOW RISE OFFICE	acre	0.9	314.	241.
4199	7602	PASSIVE PARK	acre	0.7	0.	0.
4199	9101	INACTIVE USE	acre	21.0	0.	0.
4199		TOTAL			8863.	6368.
4201	101	SINGLE FAMILY	du	29.0	452.	316.
4201	102	MULTI-FAMILY	du	334.0	3574.	2509.
4201	6102	CHURCH	acre	1.5	81.	62.
4201	7601	ACTIVE PARK	acre	17.8	1187.	782.
4201		TOTAL			5294.	3668.
4202	102	MULTI-FAMILY	du	318.0	3403.	2389.
4202	1504	RESORT	acre	78.3	5096.	3141.
4202	1505	HIGH-RISE HOTEL	acre	572.0	7436.	4584.
4202	4113	COMMUNICATION OR UTILITY	acre	8.1	32.	25.
4202	5012	BAYFRONT NEIGHBORHOOD COM	acre	47.7	8090.	5724.
4202	6005	BAYFRONT HIGH RISE OF	acre	19.1	409.	324.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4202	6109	OTHER PUBLIC SERVICE	acre	3.0	1199.	867.
4202	7601	ACTIVE PARK	acre	7.4	492.	324.
4202	9101	INACTIVE USE	acre	250.9	0.	0.
4202		TOTAL			26156.	17377.
4204	101	SINGLE FAMILY	du	269.0	4196.	2928.
4204	102	MULTI-FAMILY	du	145.0	1551.	1089.
4204	1409	OTHER GROUP QUARTERS	acre	6.5	31.	22.
4204	5007	STREETFRONT COMMERCIAL	acre	2.9	4292.	3116.
4204	6002	LOW RISE OFFICE	acre	0.4	143.	109.
4204		TOTAL			10214.	7265.
4206	101	SINGLE FAMILY	du	79.0	1232.	860.
4206	102	MULTI-FAMILY	du	231.0	2472.	1735.
4206	7601	ACTIVE PARK	acre	1.9	127.	84.
4206		TOTAL			3831.	2679.
4207	101	SINGLE FAMILY	du	329.0	5132.	3581.
4207	102	MULTI-FAMILY	du	507.0	5425.	3809.
4207	4113	COMMUNICATION OR UTILITY	acre	2.3	9.	7.
4207	7204	GOLF COURSE	acre	37.2	0.	0.
4207	7601	ACTIVE PARK	acre	3.2	213.	140.
4207	9101	INACTIVE USE	acre	14.2	0.	0.
4207		TOTAL			10780.	7537.
4208	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1365.	842.
4208	5007	STREETFRONT COMMERCIAL	acre	7.1	10630.	7717.
4208	9101	INACTIVE USE	acre	6.5	0.	0.
4208		TOTAL			11995.	8559.
4209	101	SINGLE FAMILY	du	599.0	9344.	6521.
4209	6102	CHURCH	acre	5.0	266.	205.
4209	6809	OTHER SCHOOL	acre	1.2	242.	200.
4209	7601	ACTIVE PARK	acre	5.0	334.	220.
4209	9101	INACTIVE USE	acre	77.3	0.	0.
4209		TOTAL			10186.	7144.
4210	101	SINGLE FAMILY	du	534.0	8330.	5813.
4210	102	MULTI-FAMILY	du	330.0	3531.	2479.
4210	4113	COMMUNICATION OR UTILITY	acre	3.2	13.	10.
4210	6102	CHURCH	acre	1.5	80.	62.
4210	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4210	7601	ACTIVE PARK	acre	15.0	1002.	659.
4210	9101	INACTIVE USE	acre	140.3	0.	0.
4210		TOTAL			15074.	10207.
4211	101	SINGLE FAMILY	du	13.0	203.	142.
4211	102	MULTI-FAMILY	du	386.0	4130.	2900.
4211	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	162.	100.
4211	4119	OTHER TRANSPORTATION	acre	2.8	313.	239.
4211	5007	STREETFRONT COMMERCIAL	acre	5.5	8255.	5993.
4211		TOTAL			13063.	9373.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4212	101	SINGLE FAMILY	du	437.0	6817.	4757.
4212	102	MULTI-FAMILY	du	297.0	3178.	2231.
4212	9101	INACTIVE USE	acre	2.6	0.	0.
4212		TOTAL			9995.	6988.
4213	101	SINGLE FAMILY	du	224.0	3494.	2438.
4213	103	MOBILE HOME PARK	du	196.0	1294.	858.
4213	9101	INACTIVE USE	acre	1.8	0.	0.
4213		TOTAL			4788.	3296.
4214	5004	NEIGHBORHOOD COMMERCIAL	acre	13.6	20680.	14632.
4214	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4214		TOTAL			26049.	17054.
4215	101	SINGLE FAMILY	du	345.0	5382.	3756.
4215	4113	COMMUNICATION OR UTILITY	acre	3.6	15.	11.
4215	9101	INACTIVE USE	acre	35.9	0.	0.
4215		TOTAL			5397.	3767.
4216	101	SINGLE FAMILY	du	26.0	406.	283.
4216	102	MULTI-FAMILY	du	593.0	6345.	4455.
4216	103	MOBILE HOME PARK	du	51.0	337.	223.
4216	9101	INACTIVE USE	acre	1.5	0.	0.
4216		TOTAL			7087.	4961.
4218	102	MULTI-FAMILY	du	84.0	899.	631.
4218	6002	LOW RISE OFFICE	acre	3.0	1061.	813.
4218	9101	INACTIVE USE	acre	4.5	0.	0.
4218		TOTAL			1959.	1444.
4219	101	SINGLE FAMILY	du	93.0	1451.	1012.
4219	102	MULTI-FAMILY	du	406.0	4344.	3050.
4219	1409	OTHER GROUP QUARTERS	acre	1.1	5.	4.
4219	5007	STREETFRONT COMMERCIAL	acre	1.9	2889.	2098.
4219	6002	LOW RISE OFFICE	acre	0.3	124.	95.
4219	6102	CHURCH	acre	1.4	73.	56.
4219		TOTAL			8886.	6314.
4220	101	SINGLE FAMILY	du	512.0	7987.	5574.
4220	102	MULTI-FAMILY	du	200.0	2140.	1502.
4220	5004	NEIGHBORHOOD COMMERCIAL	acre	6.3	9676.	6846.
4220	6102	CHURCH	acre	4.6	248.	190.
4220	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4220	7601	ACTIVE PARK	acre	7.5	499.	328.
4220	9101	INACTIVE USE	acre	2.0	0.	0.
4220		TOTAL			22669.	15626.
4221	5003	COMMUNITY COMMERCIAL	acre	19.2	16086.	11381.
4221	7601	ACTIVE PARK	acre	14.9	991.	652.
4221	9101	INACTIVE USE	acre	22.2	0.	0.
4221		TOTAL			17077.	12033.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4222	101	SINGLE FAMILY	du	30.0	468.	327.
4222	102	MULTI-FAMILY	du	166.0	1776.	1247.
4222	103	MOBILE HOME PARK	du	87.0	574.	381.
4222	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1365.	842.
4222	4112	RIGHT-OF-WAY	acre	3.1	0.	0.
4222	5007	STREETFRONT COMMERCIAL	acre	3.8	5683.	4126.
4222	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4222		TOTAL			11985.	8107.
4223	102	MULTI-FAMILY	du	94.0	1006.	706.
4223	6509	OTHER HEALTH CARE	acre	1.6	796.	590.
4223	9101	INACTIVE USE	acre	8.6	0.	0.
4223		TOTAL			1802.	1297.
4224	101	SINGLE FAMILY	du	77.0	1201.	838.
4224	102	MULTI-FAMILY	du	56.0	599.	421.
4224	7210	OTHER RECREATION	acre	0.1	1.	0.
4224	7601	ACTIVE PARK	acre	20.4	1357.	893.
4224	9101	INACTIVE USE	acre	4.9	0.	0.
4224		TOTAL			3158.	2152.
4225	101	SINGLE FAMILY	du	561.0	8752.	6107.
4225	102	MULTI-FAMILY	du	93.0	995.	699.
4225	7601	ACTIVE PARK	acre	18.3	1221.	804.
4225	9101	INACTIVE USE	acre	15.2	0.	0.
4225		TOTAL			10968.	7609.
4226	101	SINGLE FAMILY	du	777.0	12121.	8458.
4226	7601	ACTIVE PARK	acre	12.9	856.	564.
4226	9101	INACTIVE USE	acre	36.7	0.	0.
4226		TOTAL			12978.	9022.
4227	101	SINGLE FAMILY	du	87.0	1357.	947.
4227	102	MULTI-FAMILY	du	406.0	4344.	3050.
4227	6102	CHURCH	acre	1.2	64.	49.
4227	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4227		TOTAL			7884.	5231.
4228	101	SINGLE FAMILY	du	157.0	2449.	1709.
4228	102	MULTI-FAMILY	du	316.0	3381.	2374.
4228	6002	LOW RISE OFFICE	acre	1.8	632.	484.
4228		TOTAL			6462.	4567.
4232	101	SINGLE FAMILY	du	19.0	296.	207.
4232	102	MULTI-FAMILY	du	385.0	4119.	2892.
4232	103	MOBILE HOME PARK	du	32.0	211.	140.
4232	1501	LOW-RISE HOTEL OR MOTEL	acre	0.6	213.	131.
4232	5004	NEIGHBORHOOD COMMERCIAL	acre	1.3	1957.	1384.
4232	5007	STREETFRONT COMMERCIAL	acre	5.9	8873.	6441.
4232	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4232	9101	INACTIVE USE	acre	0.4	0.	0.
4232		TOTAL			17788.	12381.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4233	101	SINGLE FAMILY	du	25.0	390.	272.
4233	102	MULTI-FAMILY	du	385.0	4119.	2892.
4233	4114	PARKING	acre	2.0	0.	0.
4233	5007	STREETFRONT COMMERCIAL	acre	6.3	9381.	6811.
4233	6002	LOW RISE OFFICE	acre	4.0	1419.	1087.
4233	6509	OTHER HEALTH CARE	acre	2.2	1065.	790.
4233	7210	OTHER RECREATION	acre	0.1	1.	0.
4233	9101	INACTIVE USE	acre	0.2	0.	0.
4233		TOTAL			16376.	11853.
4234	101	SINGLE FAMILY	du	191.0	2980.	2079.
4234	102	MULTI-FAMILY	du	97.0	1038.	729.
4234	7204	GOLF COURSE	acre	53.4	0.	0.
4234	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4234		TOTAL			4726.	3292.
4235	6002	LOW RISE OFFICE	acre	10.7	3825.	2931.
4235	9101	INACTIVE USE	acre	10.9	0.	0.
4235		TOTAL			3825.	2931.
4236	101	SINGLE FAMILY	du	518.0	8081.	5639.
4236	102	MULTI-FAMILY	du	119.0	1273.	894.
4236	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4236	7601	ACTIVE PARK	acre	5.6	373.	245.
4236	9101	INACTIVE USE	acre	185.6	0.	0.
4236		TOTAL			11846.	7963.
4237	6803	JUNIOR COLLEGE	acre	149.0	38313.	30299.
4237		TOTAL			38313.	30299.
4238	101	SINGLE FAMILY	du	49.0	764.	533.
4238	102	MULTI-FAMILY	du	127.0	1359.	954.
4238	5007	STREETFRONT COMMERCIAL	acre	1.6	2336.	1696.
4238	6002	LOW RISE OFFICE	acre	0.8	281.	216.
4238	6003	GOV'T OFFICE OR CENTER	acre	6.7	7081.	5316.
4238	6103	LIBRARY	acre	4.0	1753.	1189.
4238	6105	FIRE OR POLICE STATION	acre	1.2	378.	278.
4238	7602	PASSIVE PARK	acre	4.0	0.	0.
4238		TOTAL			13952.	10182.
4239	102	MULTI-FAMILY	du	707.0	7565.	5311.
4239	6002	LOW RISE OFFICE	acre	1.8	625.	479.
4239	6102	CHURCH	acre	8.4	451.	346.
4239	6103	LIBRARY	acre	0.9	417.	283.
4239	6105	FIRE OR POLICE STATION	acre	1.5	467.	344.
4239	7210	OTHER RECREATION	acre	4.8	31.	21.
4239	9101	INACTIVE USE	acre	22.3	0.	0.
4239		TOTAL			9556.	6785.
4240	101	SINGLE FAMILY	du	498.0	7769.	5421.
4240		TOTAL			7769.	5421.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4241	101	SINGLE FAMILY	du	944.0	14726.	10276.
4241	102	MULTI-FAMILY	du	382.0	4087.	2870.
4241	4113	COMMUNICATION OR UTILITY	acre	55.3	221.	169.
4241	6804	SENIOR HIGH SCHOOL	acre	1.4	7720.	3484.
4241	7602	PASSIVE PARK	acre	4.9	0.	0.
4241	9101	INACTIVE USE	acre	33.3	0.	0.
4241		TOTAL			26756.	16798.
4242	102	MULTI-FAMILY	du	252.0	2696.	1893.
4242	4113	COMMUNICATION OR UTILITY	acre	11.2	45.	34.
4242	6103	LIBRARY	acre	0.2	101.	68.
4242	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4242	9101	INACTIVE USE	acre	10.5	0.	0.
4242		TOTAL			8211.	4418.
4243	101	SINGLE FAMILY	du	595.0	9282.	6477.
4243	102	MULTI-FAMILY	du	38.0	407.	285.
4243	6102	CHURCH	acre	4.1	221.	170.
4243	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4243	7601	ACTIVE PARK	acre	21.3	1419.	934.
4243	9101	INACTIVE USE	acre	5.8	0.	0.
4243		TOTAL			13448.	9051.
4244	101	SINGLE FAMILY	du	116.0	1810.	1263.
4244	102	MULTI-FAMILY	du	238.0	2547.	1788.
4244	4114	PARKING	acre	1.0	0.	0.
4244	6102	CHURCH	acre	0.8	45.	34.
4244		TOTAL			4401.	3085.
4245	101	SINGLE FAMILY	du	27.0	421.	294.
4245	102	MULTI-FAMILY	du	221.0	2365.	1660.
4245	103	MOBILE HOME PARK	du	115.0	759.	503.
4245	1409	OTHER GROUP QUARTERS	acre	1.6	8.	5.
4245	1501	LOW-RISE HOTEL OR MOTEL	acre	3.5	1194.	736.
4245	5007	STREETFRONT COMMERCIAL	acre	8.5	12667.	9196.
4245		TOTAL			17413.	12394.
4246	101	SINGLE FAMILY	du	22.0	343.	239.
4246	102	MULTI-FAMILY	du	489.0	5232.	3673.
4246	1409	OTHER GROUP QUARTERS	acre	0.5	2.	2.
4246	4114	PARKING	acre	2.6	0.	0.
4246	5007	STREETFRONT COMMERCIAL	acre	4.9	7398.	5371.
4246	6002	LOW RISE OFFICE	acre	1.7	603.	462.
4246	6102	CHURCH	acre	1.3	70.	54.
4246	6509	OTHER HEALTH CARE	acre	0.1	70.	52.
4246	7601	ACTIVE PARK	acre	7.8	517.	341.
4246	7602	PASSIVE PARK	acre	1.5	0.	0.
4246		TOTAL			14237.	10194.
4248	5003	COMMUNITY COMMERCIAL	acre	29.0	24359.	17235.
4248	6002	LOW RISE OFFICE	acre	1.5	546.	419.
4248		TOTAL			24905.	17654.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4249	101	SINGLE FAMILY	du	247.0	3853.	2689.
4249	102	MULTI-FAMILY	du	412.0	4408.	3095.
4249	6102	CHURCH	acre	2.6	141.	108.
4249		TOTAL			8403.	5892.
4250	101	SINGLE FAMILY	du	2.0	31.	22.
4250	102	MULTI-FAMILY	du	645.0	6901.	4845.
4250	1501	LOW-RISE HOTEL OR MOTEL	acre	3.7	1246.	768.
4250	4111	TRANSIT STATION	acre	3.0	838.	640.
4250	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
4250	4119	OTHER TRANSPORTATION	acre	4.1	453.	346.
4250	5007	STREETFRONT COMMERCIAL	acre	6.0	8949.	6497.
4250	6001	HIGH RISE OFFICE	acre	0.7	2032.	1610.
4250	9101	INACTIVE USE	acre	0.4	0.	0.
4250		TOTAL			20451.	14728.
4251	101	SINGLE FAMILY	du	58.0	905.	631.
4251	102	MULTI-FAMILY	du	274.0	2932.	2058.
4251	9101	INACTIVE USE	acre	26.1	0.	0.
4251		TOTAL			3837.	2690.
4252	101	SINGLE FAMILY	du	39.0	608.	425.
4252	102	MULTI-FAMILY	du	267.0	2857.	2006.
4252	4113	COMMUNICATION OR UTILITY	acre	0.2	1.	0.
4252	6002	LOW RISE OFFICE	acre	1.5	543.	416.
4252	6003	GOV'T OFFICE OR CENTER	acre	1.7	1833.	1376.
4252	6105	FIRE OR POLICE STATION	acre	3.5	1080.	796.
4252	6509	OTHER HEALTH CARE	acre	2.0	992.	736.
4252	7601	ACTIVE PARK	acre	0.4	26.	17.
4252		TOTAL			7940.	5772.
4253	101	SINGLE FAMILY	du	311.0	4852.	3386.
4253	102	MULTI-FAMILY	du	117.0	1252.	879.
4253	6102	CHURCH	acre	4.6	247.	189.
4253	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4253	7601	ACTIVE PARK	acre	5.0	333.	219.
4253	9101	INACTIVE USE	acre	19.5	0.	0.
4253		TOTAL			8802.	5858.
4254	101	SINGLE FAMILY	du	136.0	2122.	1480.
4254	102	MULTI-FAMILY	du	56.0	599.	421.
4254	6109	OTHER PUBLIC SERVICE	acre	2.5	982.	710.
4254	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4254	9101	INACTIVE USE	acre	5.3	0.	0.
4254		TOTAL			9071.	5033.
4255	101	SINGLE FAMILY	du	1155.0	18018.	12573.
4255	102	MULTI-FAMILY	du	78.0	835.	586.
4255	4113	COMMUNICATION OR UTILITY	acre	14.3	57.	44.
4255	6102	CHURCH	acre	12.2	653.	501.
4255	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4255	7204	GOLF COURSE	acre	58.0	0.	0.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4255	7601	ACTIVE PARK	acre	11.8	784.	516.
4255	7602	PASSIVE PARK	acre	3.2	0.	0.
4255		TOTAL			22465.	15405.
4256	101	SINGLE FAMILY	du	68.0	1061.	740.
4256	102	MULTI-FAMILY	du	485.0	5189.	3643.
4256	6102	CHURCH	acre	1.2	64.	49.
4256	6109	OTHER PUBLIC SERVICE	acre	0.1	41.	29.
4256		TOTAL			6355.	4462.
4257	101	SINGLE FAMILY	du	395.0	6162.	4300.
4257	102	MULTI-FAMILY	du	96.0	1027.	721.
4257	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4257	7607	RESIDENTIAL RECREATION	acre	6.1	0.	0.
4257	9101	INACTIVE USE	acre	29.3	0.	0.
4257		TOTAL			9308.	6206.
4258	102	MULTI-FAMILY	du	409.0	4376.	3072.
4258	9101	INACTIVE USE	acre	31.2	0.	0.
4258		TOTAL			4376.	3072.
4259	2103	LIGHT INDUSTRY	acre	6.0	599.	484.
4259	5003	COMMUNITY COMMERCIAL	acre	11.4	9574.	6774.
4259	6002	LOW RISE OFFICE	acre	5.3	1910.	1464.
4259	7210	OTHER RECREATION	acre	5.1	34.	23.
4259		TOTAL			12118.	8746.
4260	101	SINGLE FAMILY	du	8.0	125.	87.
4260	102	MULTI-FAMILY	du	404.0	4323.	3035.
4260	103	MOBILE HOME PARK	du	158.0	1043.	692.
4260	1501	LOW-RISE HOTEL OR MOTEL	acre	2.0	670.	413.
4260	5007	STREETFRONT COMMERCIAL	acre	5.6	8345.	6058.
4260	6109	OTHER PUBLIC SERVICE	acre	0.3	123.	89.
4260	9101	INACTIVE USE	acre	0.6	0.	0.
4260		TOTAL			14628.	10373.
4261	101	SINGLE FAMILY	du	18.0	281.	196.
4261	102	MULTI-FAMILY	du	698.0	7469.	5243.
4261	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	51.	31.
4261	5007	STREETFRONT COMMERCIAL	acre	1.6	2364.	1716.
4261	6001	HIGH RISE OFFICE	acre	1.6	4498.	3564.
4261	6002	LOW RISE OFFICE	acre	3.7	1308.	1003.
4261	6102	CHURCH	acre	1.6	87.	67.
4261	6806	ELEMENTARY SCHOOL	acre	0.7	1445.	808.
4261	9101	INACTIVE USE	acre	2.6	0.	0.
4261		TOTAL			17504.	12630.
4262	101	SINGLE FAMILY	du	224.0	3494.	2438.
4262	7602	PASSIVE PARK	acre	0.9	0.	0.
4262	9101	INACTIVE USE	acre	13.2	0.	0.
4262		TOTAL			3494.	2438.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4263	5003	COMMUNITY COMMERCIAL	acre	42.7	35821.	25345.
4263	9101	INACTIVE USE	acre	2.0	0.	0.
4263		TOTAL			35821.	25345.
4264	5003	COMMUNITY COMMERCIAL	acre	17.8	14953.	10580.
4264	9101	INACTIVE USE	acre	1.6	0.	0.
4264		TOTAL			14953.	10580.
4265	101	SINGLE FAMILY	du	403.0	6287.	4387.
4265	4113	COMMUNICATION OR UTILITY	acre	0.9	4.	3.
4265	9101	INACTIVE USE	acre	79.2	0.	0.
4265		TOTAL			6290.	4390.
4266	101	SINGLE FAMILY	du	413.0	6443.	4496.
4266	4113	COMMUNICATION OR UTILITY	acre	1.8	7.	5.
4266	6102	CHURCH	acre	2.3	121.	93.
4266	9101	INACTIVE USE	acre	5.2	0.	0.
4266		TOTAL			6571.	4594.
4267	101	SINGLE FAMILY	du	680.0	10608.	7402.
4267	4113	COMMUNICATION OR UTILITY	acre	1.4	6.	4.
4267	5007	STREETFRONT COMMERCIAL	acre	0.4	601.	436.
4267	6002	LOW RISE OFFICE	acre	0.3	105.	80.
4267	6509	OTHER HEALTH CARE	acre	0.2	110.	82.
4267	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4267	7602	PASSIVE PARK	acre	5.3	0.	0.
4267	9101	INACTIVE USE	acre	54.7	0.	0.
4267		TOTAL			13548.	9190.
4268	101	SINGLE FAMILY	du	1.0	16.	11.
4268	102	MULTI-FAMILY	du	609.0	6516.	4575.
4268	103	MOBILE HOME PARK	du	220.0	1452.	963.
4268	4112	RIGHT-OF-WAY	acre	2.3	0.	0.
4268	4119	OTHER TRANSPORTATION	acre	2.2	245.	187.
4268	5007	STREETFRONT COMMERCIAL	acre	1.9	2889.	2098.
4268	7601	ACTIVE PARK	acre	1.3	85.	56.
4268		TOTAL			11203.	7889.
4269	101	SINGLE FAMILY	du	46.0	718.	501.
4269	102	MULTI-FAMILY	du	474.0	5072.	3561.
4269	4114	PARKING	acre	0.9	0.	0.
4269	5007	STREETFRONT COMMERCIAL	acre	2.5	3754.	2725.
4269	6001	HIGH RISE OFFICE	acre	0.8	2106.	1668.
4269	6002	LOW RISE OFFICE	acre	0.7	262.	201.
4269	6102	CHURCH	acre	0.8	40.	31.
4269	6502	HOSPITAL	acre	13.3	4489.	3302.
4269	6509	OTHER HEALTH CARE	acre	4.1	2022.	1500.
4269	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4269	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4269		TOTAL			24786.	17260.
4270	101	SINGLE FAMILY	du	874.0	13634.	9514.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4270	102	MULTI-FAMILY	du	328.0	3510.	2464.
4270	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4270	7601	ACTIVE PARK	acre	11.6	771.	507.
4270	7602	PASSIVE PARK	acre	3.0	0.	0.
4270	9101	INACTIVE USE	acre	51.1	0.	0.
4270		TOTAL			20033.	13670.
4271	101	SINGLE FAMILY	du	437.0	6817.	4757.
4271	102	MULTI-FAMILY	du	9.0	96.	68.
4271	4113	COMMUNICATION OR UTILITY	acre	0.2	1.	1.
4271	6102	CHURCH	acre	7.6	405.	311.
4271	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4271	7601	ACTIVE PARK	acre	6.0	398.	262.
4271		TOTAL			9835.	6583.
4272	2001	HEAVY INDUSTRY	acre	9.5	739.	611.
4272	2103	LIGHT INDUSTRY	acre	5.4	544.	439.
4272	4113	COMMUNICATION OR UTILITY	acre	3.7	15.	11.
4272	6002	LOW RISE OFFICE	acre	11.4	4078.	3126.
4272	9101	INACTIVE USE	acre	21.5	0.	0.
4272		TOTAL			5376.	4188.
4273	101	SINGLE FAMILY	du	515.0	8034.	5606.
4273	4113	COMMUNICATION OR UTILITY	acre	4.3	17.	13.
4273	6102	CHURCH	acre	2.5	131.	100.
4273	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4273	6809	OTHER SCHOOL	acre	1.8	352.	290.
4273	7601	ACTIVE PARK	acre	5.9	393.	259.
4273	9101	INACTIVE USE	acre	22.0	0.	0.
4273		TOTAL			11045.	7454.
4274	102	MULTI-FAMILY	du	280.0	2996.	2103.
4274	5003	COMMUNITY COMMERCIAL	acre	3.9	3294.	2331.
4274	9101	INACTIVE USE	acre	11.1	0.	0.
4274		TOTAL			6290.	4434.
4275	101	SINGLE FAMILY	du	278.0	4337.	3026.
4275	102	MULTI-FAMILY	du	280.0	2996.	2103.
4275	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4275	7601	ACTIVE PARK	acre	11.2	749.	493.
4275	9101	INACTIVE USE	acre	26.1	0.	0.
4275		TOTAL			12287.	8208.
4276	101	SINGLE FAMILY	du	27.0	421.	294.
4276	102	MULTI-FAMILY	du	608.0	6506.	4567.
4276	103	MOBILE HOME PARK	du	41.0	271.	179.
4276	1501	LOW-RISE HOTEL OR MOTEL	acre	0.8	256.	158.
4276	5007	STREETFRONT COMMERCIAL	acre	13.5	20158.	14634.
4276	6001	HIGH RISE OFFICE	acre	0.1	175.	139.
4276	6002	LOW RISE OFFICE	acre	0.3	120.	92.
4276	6102	CHURCH	acre	0.4	22.	17.
4276		TOTAL			27928.	20080.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4277	101	SINGLE FAMILY	du	55.0	858.	599.
4277	102	MULTI-FAMILY	du	108.0	1156.	811.
4277	1401	JAIL	acre	2.4	44.	32.
4277	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4277	5007	STREETFRONT COMMERCIAL	acre	0.2	251.	182.
4277	6001	HIGH RISE OFFICE	acre	0.2	599.	475.
4277	6002	LOW RISE OFFICE	acre	1.8	644.	494.
4277	6003	GOV'T OFFICE OR CENTER	acre	12.4	13143.	9867.
4277	6509	OTHER HEALTH CARE	acre	0.8	396.	294.
4277	7210	OTHER RECREATION	acre	0.3	2.	1.
4277		TOTAL			17095.	12757.
4278	1501	LOW-RISE HOTEL OR MOTEL	acre	1.1	368.	227.
4278	2103	LIGHT INDUSTRY	acre	12.3	1236.	999.
4278	4114	PARKING	acre	3.2	0.	0.
4278	5003	COMMUNITY COMMERCIAL	acre	6.1	5155.	3648.
4278	9101	INACTIVE USE	acre	9.6	0.	0.
4278		TOTAL			6760.	4874.
4279	101	SINGLE FAMILY	du	543.0	8471.	5911.
4279	102	MULTI-FAMILY	du	90.0	963.	676.
4279	5004	NEIGHBORHOOD COMMERCIAL	acre	1.6	2474.	1750.
4279	5007	STREETFRONT COMMERCIAL	acre	0.3	387.	281.
4279	9101	INACTIVE USE	acre	7.0	0.	0.
4279		TOTAL			12295.	8619.
4280	101	SINGLE FAMILY	du	272.0	4243.	2961.
4280		TOTAL			4243.	2961.
4281	5007	STREETFRONT COMMERCIAL	acre	1.0	1530.	1111.
4281	7207	MARINA	acre	9.0	502.	343.
4281	7601	ACTIVE PARK	acre	11.5	764.	503.
4281	9101	INACTIVE USE	acre	4.0	0.	0.
4281		TOTAL			2796.	1956.
4282	101	SINGLE FAMILY	du	99.0	1544.	1078.
4282	102	MULTI-FAMILY	du	219.0	2343.	1645.
4282	5007	STREETFRONT COMMERCIAL	acre	0.1	208.	151.
4282	6002	LOW RISE OFFICE	acre	3.9	1391.	1066.
4282	6509	OTHER HEALTH CARE	acre	0.4	180.	133.
4282	6809	OTHER SCHOOL	acre	0.1	27.	22.
4282		TOTAL			5693.	4096.
4283	102	MULTI-FAMILY	du	487.0	5211.	3658.
4283	1502	HIGH-RISE HOTEL	acre	0.2	256.	158.
4283	4111	TRANSIT STATION	acre	2.3	643.	491.
4283	4112	RIGHT-OF-WAY	acre	2.5	0.	0.
4283	5007	STREETFRONT COMMERCIAL	acre	1.4	2034.	1477.
4283	6001	HIGH RISE OFFICE	acre	0.3	870.	689.
4283		TOTAL			9014.	6473.
4284	5003	COMMUNITY COMMERCIAL	acre	42.0	35284.	24965.
4284		TOTAL			35284.	24965.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4285	102	MULTI-FAMILY	du	614.0	6570.	4612.
4285		TOTAL			6570.	4612.
4286	2001	HEAVY INDUSTRY	acre	44.9	3495.	2889.
4286	2103	LIGHT INDUSTRY	acre	1.4	139.	112.
4286	9101	INACTIVE USE	acre	3.0	0.	0.
4286		TOTAL			3633.	3001.
4287	102	MULTI-FAMILY	du	169.0	1808.	1270.
4287	5002	REGIONAL COMMERCIAL	acre	48.3	36281.	25617.
4287	6002	LOW RISE OFFICE	acre	3.5	1258.	964.
4287		TOTAL			39347.	27851.
4288	101	SINGLE FAMILY	du	175.0	2730.	1905.
4288	102	MULTI-FAMILY	du	76.0	813.	571.
4288	7210	OTHER RECREATION	acre	0.3	2.	1.
4288		TOTAL			3545.	2477.
4289	7601	ACTIVE PARK	acre	10.8	720.	474.
4289	9101	INACTIVE USE	acre	1438.6	0.	0.
4289		TOTAL			720.	474.
4290	102	MULTI-FAMILY	du	269.0	2878.	2021.
4290	6102	CHURCH	acre	8.9	476.	365.
4290	7607	RESIDENTIAL RECREATION	acre	4.0	0.	0.
4290	9101	INACTIVE USE	acre	4.1	0.	0.
4290		TOTAL			3354.	2386.
4291	102	MULTI-FAMILY	du	157.0	1680.	1179.
4291	9101	INACTIVE USE	acre	24.3	0.	0.
4291		TOTAL			1680.	1179.
4292	7208	OTC	acre	149.6	1002.	684.
4292		TOTAL			1002.	684.
4293	101	SINGLE FAMILY	du	319.0	4976.	3473.
4293	4113	COMMUNICATION OR UTILITY	acre	3.8	15.	12.
4293	7601	ACTIVE PARK	acre	4.5	297.	195.
4293	9101	INACTIVE USE	acre	31.6	0.	0.
4293		TOTAL			5289.	3680.
4294	5007	STREETFRONT COMMERCIAL	acre	0.9	1331.	966.
4294	6105	FIRE OR POLICE STATION	acre	0.6	187.	138.
4294	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4294	6807	SCHOOL DISTRICT OFFICE	acre	11.0	2772.	2125.
4294		TOTAL			8495.	5815.
4295	101	SINGLE FAMILY	du	164.0	2558.	1785.
4295	102	MULTI-FAMILY	du	710.0	7597.	5334.
4295	5007	STREETFRONT COMMERCIAL	acre	1.1	1675.	1216.
4295	7601	ACTIVE PARK	acre	5.6	372.	245.
4295	9101	INACTIVE USE	acre	22.2	0.	0.
4295		TOTAL			12202.	8579.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4296	101	SINGLE FAMILY	du	925.0	14430.	10069.
4296	102	MULTI-FAMILY	du	1081.0	11567.	8120.
4296	5007	STREETFRONT COMMERCIAL	acre	0.9	1404.	1019.
4296	6102	CHURCH	acre	13.1	700.	538.
4296	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4296	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4296	6809	OTHER SCHOOL	acre	0.0	6.	5.
4296	7601	ACTIVE PARK	acre	7.5	499.	329.
4296	7607	RESIDENTIAL RECREATION	acre	2.9	0.	0.
4296	9101	INACTIVE USE	acre	20.7	0.	0.
4296		TOTAL			36094.	23688.
4297	101	SINGLE FAMILY	du	68.0	1061.	740.
4297	102	MULTI-FAMILY	du	190.0	2033.	1427.
4297	5007	STREETFRONT COMMERCIAL	acre	3.1	4655.	3380.
4297	6002	LOW RISE OFFICE	acre	9.6	3431.	2630.
4297		TOTAL			11180.	8177.
4298	5011	EASTLAKE REGIONAL COM	acre	977.4	69201.	48862.
4298		TOTAL			69201.	48862.
4299	101	SINGLE FAMILY	du	659.0	10280.	7174.
4299	4113	COMMUNICATION OR UTILITY	acre	18.4	74.	56.
4299	7601	ACTIVE PARK	acre	3.2	216.	142.
4299	9101	INACTIVE USE	acre	14.3	0.	0.
4299		TOTAL			10570.	7372.
4300	101	SINGLE FAMILY	du	13.0	203.	142.
4300	102	MULTI-FAMILY	du	79.0	845.	593.
4300	1501	LOW-RISE HOTEL OR MOTEL	acre	0.9	304.	187.
4300	5004	NEIGHBORHOOD COMMERCIAL	acre	5.1	7721.	5463.
4300	5007	STREETFRONT COMMERCIAL	acre	6.5	9764.	7088.
4300	6001	HIGH RISE OFFICE	acre	0.4	1200.	951.
4300		TOTAL			20037.	14425.
4301	1501	LOW-RISE HOTEL OR MOTEL	acre	2.1	701.	432.
4301	2103	LIGHT INDUSTRY	acre	2.0	199.	161.
4301	7601	ACTIVE PARK	acre	3.9	260.	171.
4301	9101	INACTIVE USE	acre	8.7	0.	0.
4301		TOTAL			1160.	764.
4302	101	SINGLE FAMILY	du	372.0	5803.	4050.
4302	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4302	6809	OTHER SCHOOL	acre	1.8	358.	295.
4302	9101	INACTIVE USE	acre	56.6	0.	0.
4302		TOTAL			8280.	5530.
4303	101	SINGLE FAMILY	du	14.0	218.	152.
4303	102	MULTI-FAMILY	du	169.0	1808.	1270.
4303	103	MOBILE HOME PARK	du	52.0	343.	228.
4303	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	100.	61.
4303	5007	STREETFRONT COMMERCIAL	acre	3.8	5605.	4069.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4303	6001	HIGH RISE OFFICE	acre	0.9	2404.	1905.
4303	6002	LOW RISE OFFICE	acre	0.2	85.	65.
4303		TOTAL			10564.	7750.
4304	101	SINGLE FAMILY	du	296.0	4618.	3222.
4304	102	MULTI-FAMILY	du	21.0	225.	158.
4304		TOTAL			4842.	3380.
4305	101	SINGLE FAMILY	du	691.0	10780.	7522.
4305	102	MULTI-FAMILY	du	897.0	9598.	6738.
4305	5007	STREETFRONT COMMERCIAL	acre	3.8	5683.	4126.
4305	6102	CHURCH	acre	1.5	78.	60.
4305	6509	OTHER HEALTH CARE	acre	4.7	2280.	1692.
4305	7601	ACTIVE PARK	acre	6.7	448.	295.
4305	7602	PASSIVE PARK	acre	0.9	0.	0.
4305	9101	INACTIVE USE	acre	3.1	0.	0.
4305		TOTAL			28866.	20432.
4306	5003	COMMUNITY COMMERCIAL	acre	17.8	14961.	10585.
4306		TOTAL			14961.	10585.
4307	2001	HEAVY INDUSTRY	acre	3.2	248.	205.
4307	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4307	5003	COMMUNITY COMMERCIAL	acre	3.4	2838.	2008.
4307	5007	STREETFRONT COMMERCIAL	acre	5.2	7732.	5613.
4307	6002	LOW RISE OFFICE	acre	1.4	484.	371.
4307	7601	ACTIVE PARK	acre	0.7	49.	32.
4307	9101	INACTIVE USE	acre	29.6	0.	0.
4307		TOTAL			11359.	8236.
4308	102	MULTI-FAMILY	du	183.0	1958.	1375.
4308	6102	CHURCH	acre	3.5	190.	146.
4308	6809	OTHER SCHOOL	acre	1.1	220.	181.
4308	9101	INACTIVE USE	acre	2.3	0.	0.
4308		TOTAL			2368.	1702.
4309	101	SINGLE FAMILY	du	328.0	5117.	3571.
4309	102	MULTI-FAMILY	du	56.0	599.	421.
4309		TOTAL			5716.	3991.
4310	1501	LOW-RISE HOTEL OR MOTEL	acre	1.4	457.	282.
4310	2103	LIGHT INDUSTRY	acre	3.8	383.	309.
4310	4114	PARKING	acre	0.4	0.	0.
4310	7210	OTHER RECREATION	acre	13.3	88.	60.
4310	7601	ACTIVE PARK	acre	5.6	373.	245.
4310		TOTAL			1300.	896.
4311	101	SINGLE FAMILY	du	112.0	1747.	1219.
4311	102	MULTI-FAMILY	du	142.0	1519.	1067.
4311	6002	LOW RISE OFFICE	acre	0.1	40.	30.
4311	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4311	6809	OTHER SCHOOL	acre	0.2	48.	39.
4311		TOTAL			5473.	3541.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4312	101	SINGLE FAMILY	du	726.0	11326.	7903.
4312	5007	STREETFRONT COMMERCIAL	acre	0.4	598.	434.
4312	6102	CHURCH	acre	2.1	113.	87.
4312	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4312		TOTAL			14155.	9609.
4313	101	SINGLE FAMILY	du	4.0	62.	44.
4313	102	MULTI-FAMILY	du	152.0	1626.	1142.
4313	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	153.	94.
4313	5007	STREETFRONT COMMERCIAL	acre	0.3	508.	369.
4313	6002	LOW RISE OFFICE	acre	0.4	129.	99.
4313	6509	OTHER HEALTH CARE	acre	0.4	180.	133.
4313	7210	OTHER RECREATION	acre	6.2	41.	28.
4313	9101	INACTIVE USE	acre	6.4	0.	0.
4313		TOTAL			2700.	1909.
4315	101	SINGLE FAMILY	du	405.0	6318.	4409.
4315	6102	CHURCH	acre	1.8	96.	74.
4315	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4315	7601	ACTIVE PARK	acre	3.3	220.	145.
4315	9101	INACTIVE USE	acre	2.9	0.	0.
4315		TOTAL			8753.	5812.
4316	101	SINGLE FAMILY	du	149.0	2324.	1622.
4316	102	MULTI-FAMILY	du	193.0	2065.	1450.
4316	103	MOBILE HOME PARK	du	43.0	284.	188.
4316	4112	RIGHT-OF-WAY	acre	5.6	0.	0.
4316	5007	STREETFRONT COMMERCIAL	acre	1.1	1621.	1177.
4316	6001	HIGH RISE OFFICE	acre	0.4	987.	782.
4316	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4316		TOTAL			9400.	6404.
4317	101	SINGLE FAMILY	du	164.0	2558.	1785.
4317	102	MULTI-FAMILY	du	45.0	481.	338.
4317	5007	STREETFRONT COMMERCIAL	acre	5.9	8789.	6381.
4317	6002	LOW RISE OFFICE	acre	0.2	81.	62.
4317		TOTAL			11910.	8566.
4318	101	SINGLE FAMILY	du	70.0	1092.	762.
4318	102	MULTI-FAMILY	du	127.0	1359.	954.
4318	5004	NEIGHBORHOOD COMMERCIAL	acre	5.9	9085.	6428.
4318	5007	STREETFRONT COMMERCIAL	acre	2.7	4021.	2919.
4318	6002	LOW RISE OFFICE	acre	4.4	1560.	1196.
4318	6104	POST OFFICE	acre	4.7	5211.	3622.
4318	6109	OTHER PUBLIC SERVICE	acre	0.6	240.	173.
4318		TOTAL			22568.	16055.
4319	101	SINGLE FAMILY	du	295.0	4602.	3211.
4319	6102	CHURCH	acre	1.8	97.	75.
4319	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4319		TOTAL			6818.	4471.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4320	101	SINGLE FAMILY	du	203.0	3167.	2210.
4320	102	MULTI-FAMILY	du	556.0	5949.	4177.
4320	5004	NEIGHBORHOOD COMMERCIAL	acre	11.5	17551.	12418.
4320	6102	CHURCH	acre	1.8	94.	72.
4320	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4320	7601	ACTIVE PARK	acre	12.0	799.	526.
4320	7602	PASSIVE PARK	acre	0.3	0.	0.
4320	9101	INACTIVE USE	acre	23.7	0.	0.
4320		TOTAL			29679.	20588.
4321	101	SINGLE FAMILY	du	296.0	4618.	3222.
4321	102	MULTI-FAMILY	du	103.0	1102.	774.
4321	6002	LOW RISE OFFICE	acre	0.5	193.	148.
4321	9101	INACTIVE USE	acre	0.3	0.	0.
4321		TOTAL			5913.	4144.
4322	101	SINGLE FAMILY	du	495.0	7722.	5389.
4322	102	MULTI-FAMILY	du	4.0	43.	30.
4322	6102	CHURCH	acre	3.9	208.	160.
4322	9101	INACTIVE USE	acre	0.2	0.	0.
4322		TOTAL			7973.	5579.
4323	2103	LIGHT INDUSTRY	acre	2.9	294.	237.
4323	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4323	5007	STREETFRONT COMMERCIAL	acre	0.6	861.	625.
4323	6002	LOW RISE OFFICE	acre	2.8	1003.	769.
4323	7601	ACTIVE PARK	acre	0.6	40.	27.
4323	9101	INACTIVE USE	acre	2.5	0.	0.
4323		TOTAL			2208.	1666.
4324	101	SINGLE FAMILY	du	172.0	2683.	1872.
4324	7210	OTHER RECREATION	acre	2.5	16.	11.
4324	9101	INACTIVE USE	acre	1.2	0.	0.
4324		TOTAL			2700.	1884.
4325	101	SINGLE FAMILY	du	563.0	8783.	6129.
4325	6105	FIRE OR POLICE STATION	acre	1.5	476.	351.
4325	7601	ACTIVE PARK	acre	3.7	248.	163.
4325	9101	INACTIVE USE	acre	23.1	0.	0.
4325		TOTAL			9507.	6643.
4326	5003	COMMUNITY COMMERCIAL	acre	10.3	8639.	6113.
4326	9101	INACTIVE USE	acre	22.1	0.	0.
4326		TOTAL			8639.	6113.
4327	101	SINGLE FAMILY	du	400.0	6240.	4354.
4327	9101	INACTIVE USE	acre	35.0	0.	0.
4327		TOTAL			6240.	4354.
4328	101	SINGLE FAMILY	du	92.0	1435.	1002.
4328	102	MULTI-FAMILY	du	302.0	3231.	2269.
4328	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	162.	100.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4328	5007	STREETFRONT COMMERCIAL	acre	6.7	10030.	7282.
4328	6002	LOW RISE OFFICE	acre	0.3	113.	87.
4328		TOTAL			14972.	10738.
4329	102	MULTI-FAMILY	du	201.0	2151.	1510.
4329	9101	INACTIVE USE	acre	4.2	0.	0.
4329		TOTAL			2151.	1510.
4330	101	SINGLE FAMILY	du	297.0	4633.	3233.
4330	6102	CHURCH	acre	1.6	87.	66.
4330	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4330		TOTAL			6838.	4485.
4331	101	SINGLE FAMILY	du	588.0	9173.	6401.
4331	102	MULTI-FAMILY	du	1439.0	15397.	10810.
4331	6105	FIRE OR POLICE STATION	acre	1.7	526.	388.
4331	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4331	9101	INACTIVE USE	acre	54.2	0.	0.
4331		TOTAL			30465.	20021.
4332	101	SINGLE FAMILY	du	14.0	218.	152.
4332	102	MULTI-FAMILY	du	261.0	2793.	1961.
4332	5004	NEIGHBORHOOD COMMERCIAL	acre	5.3	8058.	5702.
4332	5007	STREETFRONT COMMERCIAL	acre	4.2	6338.	4601.
4332	6002	LOW RISE OFFICE	acre	5.4	1947.	1492.
4332	6509	OTHER HEALTH CARE	acre	2.5	1229.	911.
4332	9101	INACTIVE USE	acre	0.4	0.	0.
4332		TOTAL			20582.	14819.
4333	102	MULTI-FAMILY	du	108.0	1156.	811.
4333	9101	INACTIVE USE	acre	9.4	0.	0.
4333		TOTAL			1156.	811.
4334	101	SINGLE FAMILY	du	161.0	2512.	1753.
4334	102	MULTI-FAMILY	du	14.0	150.	105.
4334	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4334		TOTAL			8030.	4280.
4335	101	SINGLE FAMILY	du	21.0	328.	229.
4335	102	MULTI-FAMILY	du	35.0	374.	263.
4335	5007	STREETFRONT COMMERCIAL	acre	1.9	2886.	2095.
4335	7204	GOLF COURSE	acre	148.6	0.	0.
4335	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4335	9101	INACTIVE USE	acre	3.9	0.	0.
4335		TOTAL			4297.	3071.
4336	101	SINGLE FAMILY	du	1.0	16.	11.
4336	4113	COMMUNICATION OR UTILITY	acre	0.0	0.	0.
4336	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4336	7601	ACTIVE PARK	acre	6.7	447.	294.
4336		TOTAL			2581.	1490.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4337	101	SINGLE FAMILY	du	237.0	3697.	2580.
4337	9101	INACTIVE USE	acre	16.2	0.	0.
4337		TOTAL			3697.	2580.
4338	101	SINGLE FAMILY	du	197.0	3073.	2145.
4338	102	MULTI-FAMILY	du	191.0	2044.	1435.
4338	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4338	9101	INACTIVE USE	acre	35.6	0.	0.
4338		TOTAL			9323.	6165.
4339	102	MULTI-FAMILY	du	132.0	1412.	992.
4339	1409	OTHER GROUP QUARTERS	acre	30.6	147.	103.
4339	6502	HOSPITAL	acre	26.5	8948.	6582.
4339	6509	OTHER HEALTH CARE	acre	13.7	6709.	4978.
4339		TOTAL			17217.	12654.
4340	101	SINGLE FAMILY	du	359.0	5600.	3908.
4340	4113	COMMUNICATION OR UTILITY	acre	7.2	29.	22.
4340	7210	OTHER RECREATION	acre	9.1	60.	41.
4340	7601	ACTIVE PARK	acre	20.0	1332.	877.
4340		TOTAL			7021.	4848.
4341	4114	PARKING	acre	0.3	0.	0.
4341	5007	STREETFRONT COMMERCIAL	acre	3.8	5662.	4110.
4341	6002	LOW RISE OFFICE	acre	4.7	1678.	1286.
4341	7601	ACTIVE PARK	acre	1.0	65.	43.
4341	9101	INACTIVE USE	acre	5.2	0.	0.
4341		TOTAL			7405.	5439.
4342	101	SINGLE FAMILY	du	90.0	1404.	980.
4342	102	MULTI-FAMILY	du	286.0	3060.	2148.
4342	2103	LIGHT INDUSTRY	acre	19.0	1900.	1535.
4342	2104	WAREHOUSING OR STORAGE	acre	3.6	119.	97.
4342	4112	RIGHT-OF-WAY	acre	4.2	0.	0.
4342	7210	OTHER RECREATION	acre	1.9	12.	8.
4342	9101	INACTIVE USE	acre	0.5	0.	0.
4342		TOTAL			6495.	4769.
4343	5007	STREETFRONT COMMERCIAL	acre	5.9	8761.	6360.
4343	7601	ACTIVE PARK	acre	2.7	180.	119.
4343	9101	INACTIVE USE	acre	12.6	0.	0.
4343		TOTAL			8941.	6479.
4344	101	SINGLE FAMILY	du	66.0	1030.	718.
4344	102	MULTI-FAMILY	du	195.0	2086.	1465.
4344	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	141.	87.
4344	5007	STREETFRONT COMMERCIAL	acre	4.4	6516.	4730.
4344	5009	OTHER COMMERCIAL	acre	5.7	723.	525.
4344	6002	LOW RISE OFFICE	acre	0.3	104.	80.
4344	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4344		TOTAL			12719.	8790.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4345	102	MULTI-FAMILY	du	996.0	10657.	7482.
4345	1502	HIGH-RISE HOTEL	acre	7.0	11271.	6948.
4345	5002	REGIONAL COMMERCIAL	acre	2.0	1502.	1061.
4345	6001	HIGH RISE OFFICE	acre	1.5	4102.	3250.
4345	6002	LOW RISE OFFICE	acre	1.5	536.	411.
4345	7601	ACTIVE PARK	acre	4.4	293.	193.
4345		TOTAL			28361.	19345.
4346	101	SINGLE FAMILY	du	509.0	7940.	5541.
4346	7601	ACTIVE PARK	acre	5.6	373.	245.
4346	9101	INACTIVE USE	acre	29.5	0.	0.
4346		TOTAL			8313.	5786.
4347	101	SINGLE FAMILY	du	5.0	78.	54.
4347	102	MULTI-FAMILY	du	270.0	2889.	2028.
4347	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4347	5007	STREETFRONT COMMERCIAL	acre	2.2	3323.	2412.
4347	6102	CHURCH	acre	3.2	170.	130.
4347	6509	OTHER HEALTH CARE	acre	4.5	2188.	1623.
4347	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4347	9101	INACTIVE USE	acre	4.2	0.	0.
4347		TOTAL			10766.	7434.
4348	101	SINGLE FAMILY	du	283.0	4415.	3081.
4348	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4348	6102	CHURCH	acre	1.0	51.	39.
4348	7601	ACTIVE PARK	acre	2.7	180.	119.
4348	9101	INACTIVE USE	acre	0.3	0.	0.
4348		TOTAL			4657.	3247.
4350		TOTAL			0.	0.
4351	101	SINGLE FAMILY	du	562.0	8767.	6118.
4351	102	MULTI-FAMILY	du	169.0	1808.	1270.
4351	5007	STREETFRONT COMMERCIAL	acre	2.3	3426.	2487.
4351	6109	OTHER PUBLIC SERVICE	acre	2.0	801.	579.
4351	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4351	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4351	7601	ACTIVE PARK	acre	3.0	197.	130.
4351	9101	INACTIVE USE	acre	45.3	0.	0.
4351		TOTAL			22488.	14191.
4352	101	SINGLE FAMILY	du	191.0	2980.	2079.
4352	102	MULTI-FAMILY	du	156.0	1669.	1172.
4352	6102	CHURCH	acre	1.9	101.	78.
4352	6806	ELEMENTARY SCHOOL	acre	2.0	4237.	2370.
4352	9101	INACTIVE USE	acre	1.7	0.	0.
4352		TOTAL			8987.	5699.
4353	102	MULTI-FAMILY	du	1155.0	12358.	8676.
4353	2101	INDUSTRIAL PARK	acre	5.0	961.	787.
4353	6803	JUNIOR COLLEGE	acre	18.0	4630.	3661.
4353		TOTAL			17949.	13125.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4354	2001	HEAVY INDUSTRY	acre	10.6	821.	679.
4354	2103	LIGHT INDUSTRY	acre	39.4	3944.	3188.
4354	2201	EXTRACTIVE INDUSTRY	acre	52.6	79.	65.
4354	4113	COMMUNICATION OR UTILITY	acre	110.2	441.	337.
4354		TOTAL			5285.	4268.
4355	101	SINGLE FAMILY	du	459.0	7160.	4997.
4355	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4355	6102	CHURCH	acre	5.4	288.	221.
4355	6109	OTHER PUBLIC SERVICE	acre	2.3	931.	673.
4355	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4355		TOTAL			10502.	7079.
4356	102	MULTI-FAMILY	du	609.0	6516.	4575.
4356	5003	COMMUNITY COMMERCIAL	acre	12.4	10405.	7362.
4356	7601	ACTIVE PARK	acre	10.0	668.	440.
4356		TOTAL			17589.	12376.
4357	101	SINGLE FAMILY	du	18.0	281.	196.
4357	102	MULTI-FAMILY	du	559.0	5981.	4199.
4357	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	174.	107.
4357	2103	LIGHT INDUSTRY	acre	9.8	980.	792.
4357	2104	WAREHOUSING OR STORAGE	acre	0.9	30.	24.
4357	5007	STREETFRONT COMMERCIAL	acre	8.0	11954.	8678.
4357	6002	LOW RISE OFFICE	acre	0.4	140.	108.
4357	7210	OTHER RECREATION	acre	1.2	8.	6.
4357	9101	INACTIVE USE	acre	0.3	0.	0.
4357		TOTAL			19547.	14109.
4358	101	SINGLE FAMILY	du	557.0	8689.	6063.
4358	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4358	9101	INACTIVE USE	acre	79.6	0.	0.
4358		TOTAL			10808.	7248.
4359	101	SINGLE FAMILY	du	9.0	140.	98.
4359	102	MULTI-FAMILY	du	282.0	3017.	2118.
4359	5003	COMMUNITY COMMERCIAL	acre	17.6	14810.	10479.
4359	5007	STREETFRONT COMMERCIAL	acre	3.9	5858.	4253.
4359		TOTAL			23826.	16948.
4360	101	SINGLE FAMILY	du	290.0	4524.	3157.
4360	102	MULTI-FAMILY	du	93.0	995.	699.
4360	6809	OTHER SCHOOL	acre	0.7	142.	117.
4360	9101	INACTIVE USE	acre	0.2	0.	0.
4360		TOTAL			5661.	3972.
4361	101	SINGLE FAMILY	du	454.0	7082.	4942.
4361	102	MULTI-FAMILY	du	93.0	995.	699.
4361	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4361	6102	CHURCH	acre	3.4	181.	139.
4361	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4361	9101	INACTIVE USE	acre	0.6	0.	0.
4361		TOTAL			10387.	6972.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4362	101	SINGLE FAMILY	du	58.0	905.	631.
4362	102	MULTI-FAMILY	du	463.0	4954.	3478.
4362	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4362		TOTAL			11228.	6532.
4363	101	SINGLE FAMILY	du	51.0	796.	555.
4363	9101	INACTIVE USE	acre	21.9	0.	0.
4363		TOTAL			796.	555.
4364	101	SINGLE FAMILY	du	95.0	1482.	1034.
4364	102	MULTI-FAMILY	du	310.0	3317.	2329.
4364		TOTAL			4799.	3363.
4365	101	SINGLE FAMILY	du	95.0	1482.	1034.
4365	103	MOBILE HOME PARK	du	133.0	878.	582.
4365	2103	LIGHT INDUSTRY	acre	9.4	941.	760.
4365	2104	WAREHOUSING OR STORAGE	acre	0.7	23.	18.
4365	4112	RIGHT-OF-WAY	acre	2.8	0.	0.
4365	5004	NEIGHBORHOOD COMMERCIAL	acre	7.7	11675.	8261.
4365		TOTAL			14998.	10656.
4366	101	SINGLE FAMILY	du	428.0	6677.	4659.
4366	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4366	9101	INACTIVE USE	acre	10.6	0.	0.
4366		TOTAL			8795.	5844.
4367	101	SINGLE FAMILY	du	342.0	5335.	3723.
4367	102	MULTI-FAMILY	du	154.0	1648.	1157.
4367	4113	COMMUNICATION OR UTILITY	acre	18.4	73.	56.
4367	5007	STREETFRONT COMMERCIAL	acre	1.2	1795.	1303.
4367		TOTAL			8851.	6239.
4368	101	SINGLE FAMILY	du	102.0	1591.	1110.
4368	102	MULTI-FAMILY	du	483.0	5168.	3628.
4368	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	116.	71.
4368	5007	STREETFRONT COMMERCIAL	acre	5.3	7866.	5711.
4368	6002	LOW RISE OFFICE	acre	0.3	98.	75.
4368	9101	INACTIVE USE	acre	1.4	0.	0.
4368		TOTAL			14839.	10596.
4369	101	SINGLE FAMILY	du	38.0	593.	414.
4369	102	MULTI-FAMILY	du	250.0	2675.	1878.
4369	103	MOBILE HOME PARK	du	88.0	581.	385.
4369	2104	WAREHOUSING OR STORAGE	acre	1.5	51.	42.
4369	5007	STREETFRONT COMMERCIAL	acre	8.9	13346.	9689.
4369	5009	OTHER COMMERCIAL	acre	0.4	54.	39.
4369	6002	LOW RISE OFFICE	acre	1.7	613.	470.
4369	6104	POST OFFICE	acre	0.6	656.	456.
4369		TOTAL			18569.	13373.
4370	101	SINGLE FAMILY	du	482.0	7519.	5247.
4370	102	MULTI-FAMILY	du	14.0	150.	105.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4370	6102	CHURCH	acre	0.7	35.	27.
4370	9101	INACTIVE USE	acre	0.1	0.	0.
4370		TOTAL			7704.	5379.
4372	101	SINGLE FAMILY	du	78.0	1217.	849.
4372	102	MULTI-FAMILY	du	409.0	4376.	3072.
4372	2104	WAREHOUSING OR STORAGE	acre	0.7	22.	18.
4372		TOTAL			5615.	3939.
4373		TOTAL			0.	0.
4374	101	SINGLE FAMILY	du	382.0	5959.	4158.
4374	4113	COMMUNICATION OR UTILITY	acre	10.8	43.	33.
4374	7601	ACTIVE PARK	acre	2.4	160.	105.
4374	9101	INACTIVE USE	acre	0.2	0.	0.
4374		TOTAL			6162.	4297.
4375	7601	ACTIVE PARK	acre	17.8	1182.	778.
4375		TOTAL			1182.	778.
4376	101	SINGLE FAMILY	du	75.0	1170.	816.
4376	102	MULTI-FAMILY	du	148.0	1584.	1112.
4376	6807	SCHOOL DISTRICT OFFICE	acre	6.4	1607.	1232.
4376	9101	INACTIVE USE	acre	0.1	0.	0.
4376		TOTAL			4361.	3160.
4377	101	SINGLE FAMILY	du	6.0	94.	65.
4377	102	MULTI-FAMILY	du	437.0	4676.	3283.
4377	5007	STREETFRONT COMMERCIAL	acre	12.1	18167.	13189.
4377	6002	LOW RISE OFFICE	acre	0.3	95.	73.
4377	6102	CHURCH	acre	0.5	26.	20.
4377	7601	ACTIVE PARK	acre	3.9	260.	171.
4377		TOTAL			23318.	16801.
4378	101	SINGLE FAMILY	du	1.0	16.	11.
4378	102	MULTI-FAMILY	du	202.0	2161.	1517.
4378	5004	NEIGHBORHOOD COMMERCIAL	acre	2.9	4464.	3159.
4378	5007	STREETFRONT COMMERCIAL	acre	2.5	3818.	2772.
4378	6002	LOW RISE OFFICE	acre	2.1	736.	564.
4378		TOTAL			11195.	8022.
4379	2101	INDUSTRIAL PARK	acre	14.6	2812.	2305.
4379	9101	INACTIVE USE	acre	121.5	0.	0.
4379		TOTAL			2812.	2305.
4380	5003	COMMUNITY COMMERCIAL	acre	31.4	26331.	18630.
4380		TOTAL			26331.	18630.
4381	101	SINGLE FAMILY	du	71.0	1108.	773.
4381	102	MULTI-FAMILY	du	13.0	139.	98.
4381	5007	STREETFRONT COMMERCIAL	acre	1.5	2213.	1607.
4381	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4381	7601	ACTIVE PARK	acre	8.6	573.	377.
4381		TOTAL			9402.	5277.
4382	2301	JUNKYARD/DUMP/LANDFILL	acre	500.3	7905.	6516.
4382	4113	COMMUNICATION OR UTILITY	acre	5.5	22.	17.
4382	7601	ACTIVE PARK	acre	9.6	636.	418.
4382		TOTAL			8563.	6951.
4383	101	SINGLE FAMILY	du	100.0	1560.	1089.
4383	102	MULTI-FAMILY	du	100.0	1070.	751.
4383		TOTAL			2630.	1840.
4384	101	SINGLE FAMILY	du	64.0	998.	697.
4384	102	MULTI-FAMILY	du	839.0	8977.	6303.
4384	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4384		TOTAL			14181.	9585.
4386	101	SINGLE FAMILY	du	85.0	1326.	925.
4386	102	MULTI-FAMILY	du	37.0	396.	278.
4386	6102	CHURCH	acre	4.3	229.	176.
4386	6105	FIRE OR POLICE STATION	acre	0.4	137.	101.
4386	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4386	7601	ACTIVE PARK	acre	1.3	85.	56.
4386	9101	INACTIVE USE	acre	0.1	0.	0.
4386		TOTAL			4291.	2721.
4387	101	SINGLE FAMILY	du	7.0	109.	76.
4387	102	MULTI-FAMILY	du	122.0	1305.	916.
4387	103	MOBILE HOME PARK	du	119.0	785.	521.
4387	1501	LOW-RISE HOTEL OR MOTEL	acre	0.6	197.	121.
4387	2103	LIGHT INDUSTRY	acre	0.8	77.	62.
4387	2104	WAREHOUSING OR STORAGE	acre	8.3	276.	225.
4387	4112	RIGHT-OF-WAY	acre	2.1	0.	0.
4387	5007	STREETFRONT COMMERCIAL	acre	1.0	1563.	1135.
4387	6002	LOW RISE OFFICE	acre	0.3	102.	79.
4387	6003	GOV'T OFFICE OR CENTER	acre	7.1	7488.	5621.
4387	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4387	7601	ACTIVE PARK	acre	5.2	347.	228.
4387		TOTAL			14368.	10171.
4389	101	SINGLE FAMILY	du	53.0	827.	577.
4389	102	MULTI-FAMILY	du	907.0	9705.	6813.
4389	5004	NEIGHBORHOOD COMMERCIAL	acre	2.2	3434.	2430.
4389	5007	STREETFRONT COMMERCIAL	acre	1.2	1735.	1259.
4389	6102	CHURCH	acre	0.7	36.	27.
4389	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4389		TOTAL			21105.	13529.
4390	101	SINGLE FAMILY	du	648.0	10109.	7054.
4390	102	MULTI-FAMILY	du	211.0	2258.	1585.
4390	5007	STREETFRONT COMMERCIAL	acre	0.9	1271.	923.
4390	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4390	7601	ACTIVE PARK	acre	4.3	290.	191.
4390	7607	RESIDENTIAL RECREATION	acre	2.3	0.	0.
4390	9101	INACTIVE USE	acre	7.8	0.	0.
4390		TOTAL			16046.	10938.
4391	102	MULTI-FAMILY	du	351.0	3756.	2637.
4391	4113	COMMUNICATION OR UTILITY	acre	19.6	78.	60.
4391		TOTAL			3834.	2697.
4392	101	SINGLE FAMILY	du	30.0	468.	327.
4392	102	MULTI-FAMILY	du	46.0	492.	346.
4392	5004	NEIGHBORHOOD COMMERCIAL	acre	20.3	30921.	21877.
4392	5007	STREETFRONT COMMERCIAL	acre	1.8	2683.	1948.
4392	9101	INACTIVE USE	acre	0.3	0.	0.
4392		TOTAL			34564.	24497.
4393	102	MULTI-FAMILY	du	150.0	1605.	1127.
4393	4112	RIGHT-OF-WAY	acre	0.7	0.	0.
4393	5003	COMMUNITY COMMERCIAL	acre	18.4	15456.	10936.
4393	5004	NEIGHBORHOOD COMMERCIAL	acre	9.6	14662.	10374.
4393	5007	STREETFRONT COMMERCIAL	acre	0.9	1341.	974.
4393	6002	LOW RISE OFFICE	acre	0.4	160.	123.
4393	9101	INACTIVE USE	acre	0.4	0.	0.
4393		TOTAL			33225.	23533.
4394	101	SINGLE FAMILY	du	100.0	1560.	1089.
4394	102	MULTI-FAMILY	du	317.0	3392.	2381.
4394	103	MOBILE HOME PARK	du	296.0	1954.	1296.
4394	4113	COMMUNICATION OR UTILITY	acre	6.6	26.	20.
4394	7601	ACTIVE PARK	acre	9.2	611.	402.
4394		TOTAL			7542.	5187.
4396	101	SINGLE FAMILY	du	358.0	5585.	3897.
4396	2103	LIGHT INDUSTRY	acre	18.3	1834.	1482.
4396	9101	INACTIVE USE	acre	6.5	0.	0.
4396		TOTAL			7419.	5379.
4397	101	SINGLE FAMILY	du	192.0	2995.	2090.
4397	102	MULTI-FAMILY	du	54.0	578.	406.
4397	103	MOBILE HOME PARK	du	191.0	1261.	836.
4397	6102	CHURCH	acre	2.3	121.	93.
4397		TOTAL			4955.	3425.
4398	101	SINGLE FAMILY	du	96.0	1498.	1045.
4398	102	MULTI-FAMILY	du	201.0	2151.	1510.
4398	5004	NEIGHBORHOOD COMMERCIAL	acre	6.8	10454.	7397.
4398	7601	ACTIVE PARK	acre	19.1	1273.	838.
4398	9101	INACTIVE USE	acre	0.5	0.	0.
4398		TOTAL			15376.	10790.
4399	101	SINGLE FAMILY	du	399.0	6224.	4343.
4399	102	MULTI-FAMILY	du	118.0	1263.	886.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4399	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4399		TOTAL			9606.	6415.
4400	101	SINGLE FAMILY	du	18.0	281.	196.
4400	102	MULTI-FAMILY	du	10.0	107.	75.
4400	2103	LIGHT INDUSTRY	acre	3.5	355.	287.
4400	4113	COMMUNICATION OR UTILITY	acre	0.8	3.	2.
4400	5001	WHOLESALE TRADE	acre	1.4	66.	47.
4400	5007	STREETFRONT COMMERCIAL	acre	5.6	8334.	6051.
4400	6002	LOW RISE OFFICE	acre	13.2	4728.	3624.
4400	9101	INACTIVE USE	acre	4.6	0.	0.
4400		TOTAL			13875.	10282.
4401	102	MULTI-FAMILY	du	68.0	728.	511.
4401	103	MOBILE HOME PARK	du	12.0	79.	53.
4401	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	107.	66.
4401	5007	STREETFRONT COMMERCIAL	acre	0.4	604.	439.
4401	6002	LOW RISE OFFICE	acre	0.2	72.	55.
4401	9101	INACTIVE USE	acre	3.3	0.	0.
4401		TOTAL			1590.	1123.
4402	101	SINGLE FAMILY	du	25.0	390.	272.
4402	102	MULTI-FAMILY	du	598.0	6399.	4492.
4402	4113	COMMUNICATION OR UTILITY	acre	5.5	22.	17.
4402	5007	STREETFRONT COMMERCIAL	acre	6.0	8937.	6488.
4402	6002	LOW RISE OFFICE	acre	0.3	124.	95.
4402	6103	LIBRARY	acre	6.1	2644.	1793.
4402	9101	INACTIVE USE	acre	1.0	0.	0.
4402		TOTAL			18516.	13158.
4403	101	SINGLE FAMILY	du	65.0	1014.	708.
4403	102	MULTI-FAMILY	du	493.0	5275.	3703.
4403	103	MOBILE HOME PARK	du	15.0	99.	66.
4403	2101	INDUSTRIAL PARK	acre	33.6	6456.	5293.
4403	2103	LIGHT INDUSTRY	acre	1.8	175.	142.
4403	5007	STREETFRONT COMMERCIAL	acre	1.4	2050.	1488.
4403	6002	LOW RISE OFFICE	acre	0.2	85.	65.
4403	6102	CHURCH	acre	1.0	53.	41.
4403	7601	ACTIVE PARK	acre	1.3	85.	56.
4403	9101	INACTIVE USE	acre	0.4	0.	0.
4403		TOTAL			15293.	11561.
4404	101	SINGLE FAMILY	du	1.0	16.	11.
4404	102	MULTI-FAMILY	du	34.0	364.	255.
4404	4111	TRANSIT STATION	acre	2.3	651.	497.
4404	5003	COMMUNITY COMMERCIAL	acre	15.5	12989.	9190.
4404	5007	STREETFRONT COMMERCIAL	acre	4.6	6897.	5007.
4404	5009	OTHER COMMERCIAL	acre	0.6	73.	53.
4404	6002	LOW RISE OFFICE	acre	0.1	27.	21.
4404		TOTAL			21017.	15035.
4405	2201	EXTRACTIVE INDUSTRY	acre	93.1	140.	115.
4405		TOTAL			140.	115.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4406	101	SINGLE FAMILY	du	456.0	7114.	4964.
4406	102	MULTI-FAMILY	du	77.0	824.	578.
4406	5007	STREETFRONT COMMERCIAL	acre	1.0	1481.	1075.
4406	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4406	7602	PASSIVE PARK	acre	1.0	0.	0.
4406		TOTAL			11537.	7802.
4407	101	SINGLE FAMILY	du	313.0	4883.	3407.
4407	102	MULTI-FAMILY	du	90.0	963.	676.
4407	2103	LIGHT INDUSTRY	acre	0.6	56.	45.
4407	6102	CHURCH	acre	2.3	121.	93.
4407	7210	OTHER RECREATION	acre	0.5	3.	2.
4407	7601	ACTIVE PARK	acre	5.1	338.	222.
4407	7602	PASSIVE PARK	acre	0.9	0.	0.
4407	9101	INACTIVE USE	acre	4.9	0.	0.
4407		TOTAL			6364.	4446.
4408	102	MULTI-FAMILY	du	172.0	1840.	1292.
4408	103	MOBILE HOME PARK	du	21.0	139.	92.
4408	1501	LOW-RISE HOTEL OR MOTEL	acre	0.9	312.	193.
4408	2104	WAREHOUSING OR STORAGE	acre	9.1	303.	248.
4408	4113	COMMUNICATION OR UTILITY	acre	4.1	16.	12.
4408	5004	NEIGHBORHOOD COMMERCIAL	acre	4.6	6969.	4931.
4408	5007	STREETFRONT COMMERCIAL	acre	2.5	3790.	2751.
4408	5009	OTHER COMMERCIAL	acre	0.5	62.	45.
4408	6002	LOW RISE OFFICE	acre	1.0	354.	272.
4408		TOTAL			13785.	9835.
4409	101	SINGLE FAMILY	du	1.0	16.	11.
4409	102	MULTI-FAMILY	du	131.0	1402.	984.
4409	103	MOBILE HOME PARK	du	90.0	594.	394.
4409	2101	INDUSTRIAL PARK	acre	21.9	4215.	3455.
4409	2103	LIGHT INDUSTRY	acre	23.7	2371.	1916.
4409	2104	WAREHOUSING OR STORAGE	acre	4.5	150.	123.
4409	4112	RIGHT-OF-WAY	acre	5.7	0.	0.
4409	4113	COMMUNICATION OR UTILITY	acre	7.6	31.	23.
4409	9101	INACTIVE USE	acre	0.7	0.	0.
4409		TOTAL			8778.	6906.
4410	101	SINGLE FAMILY	du	63.0	983.	686.
4410	102	MULTI-FAMILY	du	174.0	1862.	1307.
4410	103	MOBILE HOME PARK	du	502.0	3313.	2197.
4410	2103	LIGHT INDUSTRY	acre	10.5	1051.	850.
4410	2104	WAREHOUSING OR STORAGE	acre	2.3	76.	62.
4410	4113	COMMUNICATION OR UTILITY	acre	11.4	46.	35.
4410	5007	STREETFRONT COMMERCIAL	acre	0.7	989.	718.
4410	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4410		TOTAL			10438.	7040.
4411	102	MULTI-FAMILY	du	45.0	481.	338.
4411	103	MOBILE HOME PARK	du	426.0	2812.	1865.
4411	9101	INACTIVE USE	acre	4.7	0.	0.
4411		TOTAL			3293.	2203.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4412	101	SINGLE FAMILY	du	217.0	3385.	2362.
4412	102	MULTI-FAMILY	du	38.0	407.	285.
4412	103	MOBILE HOME PARK	du	129.0	851.	565.
4412	2103	LIGHT INDUSTRY	acre	3.4	342.	276.
4412	5007	STREETFRONT COMMERCIAL	acre	0.4	582.	422.
4412	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4412	7601	ACTIVE PARK	acre	4.3	286.	188.
4412	9101	INACTIVE USE	acre	0.2	0.	0.
4412		TOTAL			7972.	5284.
4414	2103	LIGHT INDUSTRY	acre	28.0	2809.	2270.
4414	5006	AUTO COMMERCIAL	acre	4.6	2161.	1529.
4414	5009	OTHER COMMERCIAL	acre	4.7	596.	433.
4414	9101	INACTIVE USE	acre	14.9	0.	0.
4414		TOTAL			5566.	4232.
4415	102	MULTI-FAMILY	du	106.0	1134.	796.
4415	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	125.	77.
4415	5004	NEIGHBORHOOD COMMERCIAL	acre	10.7	16318.	11546.
4415	5007	STREETFRONT COMMERCIAL	acre	0.4	601.	436.
4415		TOTAL			18178.	12855.
4416	101	SINGLE FAMILY	du	133.0	2075.	1448.
4416	102	MULTI-FAMILY	du	109.0	1166.	819.
4416	2103	LIGHT INDUSTRY	acre	11.4	1144.	924.
4416	5001	WHOLESALE TRADE	acre	0.7	35.	25.
4416	5007	STREETFRONT COMMERCIAL	acre	9.3	13928.	10111.
4416	6102	CHURCH	acre	2.5	132.	101.
4416	6509	OTHER HEALTH CARE	acre	1.2	586.	435.
4416	7210	OTHER RECREATION	acre	0.2	2.	1.
4416	9101	INACTIVE USE	acre	8.3	0.	0.
4416		TOTAL			19067.	13864.
4417	2103	LIGHT INDUSTRY	acre	113.5	11371.	9190.
4417	2301	JUNKYARD/DUMP/LANDFILL	acre	69.4	1096.	903.
4417		TOTAL			12467.	10093.
4418	101	SINGLE FAMILY	du	1.0	16.	11.
4418	2101	INDUSTRIAL PARK	acre	11.6	2232.	1830.
4418	2103	LIGHT INDUSTRY	acre	5.5	551.	446.
4418	4112	RIGHT-OF-WAY	acre	1.8	0.	0.
4418	5003	COMMUNITY COMMERCIAL	acre	8.8	7363.	5210.
4418	5009	OTHER COMMERCIAL	acre	0.5	60.	44.
4418	9101	INACTIVE USE	acre	1.2	0.	0.
4418		TOTAL			10222.	7539.
4419	2103	LIGHT INDUSTRY	acre	51.1	5118.	4136.
4419	2104	WAREHOUSING OR STORAGE	acre	2.8	94.	77.
4419	2301	JUNKYARD/DUMP/LANDFILL	acre	3.3	53.	43.
4419	4113	COMMUNICATION OR UTILITY	acre	5.6	22.	17.
4419	6002	LOW RISE OFFICE	acre	0.5	168.	129.
4419	7210	OTHER RECREATION	acre	1.4	9.	6.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4419	9101	INACTIVE USE	acre	44.3	0.	0.
4419		TOTAL			5464.	4408.
4420	101	SINGLE FAMILY	du	1.0	16.	11.
4420	102	MULTI-FAMILY	du	44.0	471.	331.
4420	2103	LIGHT INDUSTRY	acre	33.3	3333.	2694.
4420	2104	WAREHOUSING OR STORAGE	acre	13.9	458.	375.
4420	9101	INACTIVE USE	acre	3.8	0.	0.
4420		TOTAL			4278.	3410.
4421	5007	STREETFRONT COMMERCIAL	acre	2.5	3806.	2763.
4421	6002	LOW RISE OFFICE	acre	2.2	795.	610.
4421	7601	ACTIVE PARK	acre	50.9	3391.	2231.
4421	9101	INACTIVE USE	acre	661.3	0.	0.
4421		TOTAL			7992.	5604.
4424	101	SINGLE FAMILY	du	13.0	203.	142.
4424	2103	LIGHT INDUSTRY	acre	42.0	4204.	3397.
4424	2104	WAREHOUSING OR STORAGE	acre	7.8	257.	210.
4424	4112	RIGHT-OF-WAY	acre	4.4	0.	0.
4424	5007	STREETFRONT COMMERCIAL	acre	0.6	980.	711.
4424	6002	LOW RISE OFFICE	acre	0.1	46.	36.
4424	9101	INACTIVE USE	acre	24.3	0.	0.
4424		TOTAL			5689.	4495.
4425	102	MULTI-FAMILY	du	33.0	353.	248.
4425	2103	LIGHT INDUSTRY	acre	14.6	1465.	1184.
4425	2104	WAREHOUSING OR STORAGE	acre	4.2	141.	115.
4425	2201	EXTRACTIVE INDUSTRY	acre	28.1	42.	35.
4425	5009	OTHER COMMERCIAL	acre	1.2	151.	109.
4425	7601	ACTIVE PARK	acre	7.9	530.	349.
4425	8002	INTENSIVE AGRICULTURE	acre	6.3	3.	2.
4425	9101	INACTIVE USE	acre	14.5	0.	0.
4425		TOTAL			2684.	2042.
4426	2103	LIGHT INDUSTRY	acre	16.7	1670.	1350.
4426	5006	AUTO COMMERCIAL	acre	17.8	8398.	5942.
4426	9101	INACTIVE USE	acre	111.2	0.	0.
4426		TOTAL			10068.	7292.
4427	102	MULTI-FAMILY	du	656.0	7019.	4928.
4427	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	598.	368.
4427	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	3831.	2710.
4427	5007	STREETFRONT COMMERCIAL	acre	1.6	2400.	1743.
4427	7601	ACTIVE PARK	acre	3.2	212.	139.
4427	9101	INACTIVE USE	acre	7.5	0.	0.
4427		TOTAL			14060.	9889.
4428	101	SINGLE FAMILY	du	207.0	3229.	2253.
4428	102	MULTI-FAMILY	du	69.0	738.	518.
4428	9101	INACTIVE USE	acre	21.3	0.	0.
4428		TOTAL			3968.	2772.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4430	7210	OTHER RECREATION	acre	81.6	538.	367.
4430	9101	INACTIVE USE	acre	181.8	0.	0.
4430		TOTAL			538.	367.
4431	2301	JUNKYARD/DUMP/LANDFILL	acre	5.3	84.	69.
4431	5003	COMMUNITY COMMERCIAL	acre	19.1	16005.	11324.
4431	6002	LOW RISE OFFICE	acre	3.4	1220.	935.
4431	8002	INTENSIVE AGRICULTURE	acre	22.6	11.	9.
4431	9101	INACTIVE USE	acre	3.3	0.	0.
4431		TOTAL			17320.	12337.
4467	2103	LIGHT INDUSTRY	acre	12.7	1275.	1031.
4467	2104	WAREHOUSING OR STORAGE	acre	2.6	86.	70.
4467	9101	INACTIVE USE	acre	60.8	0.	0.
4467		TOTAL			1361.	1101.
4614		TOTAL			0.	0.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4044	4113	COMMUNICATION OR UTILITY	acre	28.3	113.	87.
4044	7204	GOLF COURSE	acre	259.4	0.	0.
4044	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4044		TOTAL			822.	570.
4045	101	SINGLE FAMILY	du	424.0	6614.	4616.
4045	9101	INACTIVE USE	acre	434.0	0.	0.
4045		TOTAL			6614.	4616.
4089	101	SINGLE FAMILY	du	57.0	889.	620.
4089		TOTAL			889.	620.
4099	101	SINGLE FAMILY	du	7.0	109.	76.
4099	9101	INACTIVE USE	acre	31.3	0.	0.
4099		TOTAL			109.	76.
4115	101	SINGLE FAMILY	du	236.0	3682.	2569.
4115	1409	OTHER GROUP QUARTERS	acre	2.8	13.	9.
4115	6109	OTHER PUBLIC SERVICE	acre	0.6	218.	157.
4115	7601	ACTIVE PARK	acre	10.4	692.	455.
4115	9101	INACTIVE USE	acre	132.3	0.	0.
4115		TOTAL			4605.	3191.
4120	101	SINGLE FAMILY	du	360.0	5616.	3919.
4120	102	MULTI-FAMILY	du	305.0	3263.	2291.
4120	4113	COMMUNICATION OR UTILITY	acre	6.3	25.	19.
4120	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4120	7601	ACTIVE PARK	acre	3.5	232.	153.
4120	9101	INACTIVE USE	acre	15.9	0.	0.
4120		TOTAL			11255.	7567.
4123	101	SINGLE FAMILY	du	139.0	2168.	1513.
4123	9101	INACTIVE USE	acre	92.7	0.	0.
4123		TOTAL			2168.	1513.
4131	101	SINGLE FAMILY	du	49.0	764.	533.
4131	102	MULTI-FAMILY	du	188.0	2012.	1412.
4131	5004	NEIGHBORHOOD COMMERCIAL	acre	11.4	17353.	12278.
4131	5007	STREETFRONT COMMERCIAL	acre	4.2	6251.	4538.
4131	6002	LOW RISE OFFICE	acre	0.9	339.	260.
4131	6103	LIBRARY	acre	2.7	1180.	800.
4131	6109	OTHER PUBLIC SERVICE	acre	2.0	799.	578.
4131	6509	OTHER HEALTH CARE	acre	7.0	3433.	2547.
4131	7204	GOLF COURSE	acre	130.2	0.	0.
4131	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4131	7601	ACTIVE PARK	acre	59.9	3987.	2624.
4131		TOTAL			36828.	26054.
4138	101	SINGLE FAMILY	du	511.0	7972.	5563.
4138	9101	INACTIVE USE	acre	11.4	0.	0.
4138		TOTAL			7972.	5563.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4141	101	SINGLE FAMILY	du	215.0	3354.	2340.
4141	9101	INACTIVE USE	acre	25.8	0.	0.
4141		TOTAL			3354.	2340.
4142	101	SINGLE FAMILY	du	460.0	7176.	5008.
4142	6102	CHURCH	acre	5.3	284.	218.
4142	6809	OTHER SCHOOL	acre	0.9	180.	148.
4142	9101	INACTIVE USE	acre	149.4	0.	0.
4142		TOTAL			7640.	5374.
4146	101	SINGLE FAMILY	du	6.0	94.	65.
4146	102	MULTI-FAMILY	du	106.0	1134.	796.
4146	5004	NEIGHBORHOOD COMMERCIAL	acre	12.3	18711.	13239.
4146	6002	LOW RISE OFFICE	acre	2.0	721.	553.
4146		TOTAL			20660.	14653.
4152	101	SINGLE FAMILY	du	166.0	2590.	1807.
4152	102	MULTI-FAMILY	du	357.0	3820.	2682.
4152	9101	INACTIVE USE	acre	27.5	0.	0.
4152		TOTAL			6409.	4489.
4157	102	MULTI-FAMILY	du	120.0	1284.	901.
4157	5003	COMMUNITY COMMERCIAL	acre	11.3	9473.	6703.
4157		TOTAL			10757.	7604.
4158	101	SINGLE FAMILY	du	380.0	5928.	4137.
4158	102	MULTI-FAMILY	du	284.0	3039.	2133.
4158	6105	FIRE OR POLICE STATION	acre	1.4	426.	314.
4158	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4158	7601	ACTIVE PARK	acre	6.8	454.	298.
4158	9101	INACTIVE USE	acre	10.4	0.	0.
4158		TOTAL			11965.	8068.
4159	101	SINGLE FAMILY	du	584.0	9110.	6357.
4159	6109	OTHER PUBLIC SERVICE	acre	1.7	693.	501.
4159	7601	ACTIVE PARK	acre	27.4	1822.	1199.
4159	9101	INACTIVE USE	acre	24.6	0.	0.
4159		TOTAL			11626.	8058.
4160	101	SINGLE FAMILY	du	233.0	3635.	2536.
4160	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4160	9101	INACTIVE USE	acre	43.0	0.	0.
4160		TOTAL			3637.	2538.
4161	101	SINGLE FAMILY	du	454.0	7082.	4942.
4161	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4161	7607	RESIDENTIAL RECREATION	acre	2.5	0.	0.
4161	9101	INACTIVE USE	acre	120.2	0.	0.
4161		TOTAL			9201.	6127.
4162	4113	COMMUNICATION OR UTILITY	acre	5.4	22.	16.
4162	5004	NEIGHBORHOOD COMMERCIAL	acre	5.8	8776.	6209.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4162	9101	INACTIVE USE	acre	5.9	0.	0.
4162		TOTAL			8797.	6226.
4165	101	SINGLE FAMILY	du	411.0	6412.	4474.
4165	6105	FIRE OR POLICE STATION	acre	1.0	321.	236.
4165	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4165	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4165	9101	INACTIVE USE	acre	59.8	0.	0.
4165		TOTAL			13056.	8481.
4169	101	SINGLE FAMILY	du	240.0	3744.	2613.
4169	4113	COMMUNICATION OR UTILITY	acre	3.9	16.	12.
4169	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4169	9101	INACTIVE USE	acre	87.9	0.	0.
4169		TOTAL			5878.	3809.
4171	101	SINGLE FAMILY	du	224.0	3494.	2438.
4171	102	MULTI-FAMILY	du	110.0	1177.	826.
4171	6809	OTHER SCHOOL	acre	2.0	393.	324.
4171	7210	OTHER RECREATION	acre	12.9	85.	58.
4171	7601	ACTIVE PARK	acre	23.5	1567.	1031.
4171	9101	INACTIVE USE	acre	6.7	0.	0.
4171		TOTAL			6716.	4678.
4172	101	SINGLE FAMILY	du	601.0	9376.	6542.
4172	102	MULTI-FAMILY	du	766.0	8196.	5754.
4172	7602	PASSIVE PARK	acre	4.0	0.	0.
4172	9101	INACTIVE USE	acre	63.9	0.	0.
4172		TOTAL			17572.	12297.
4173	101	SINGLE FAMILY	du	237.0	3697.	2580.
4173	102	MULTI-FAMILY	du	409.0	4376.	3072.
4173	6102	CHURCH	acre	3.3	175.	134.
4173	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4173	7601	ACTIVE PARK	acre	11.0	733.	482.
4173	9101	INACTIVE USE	acre	13.2	0.	0.
4173		TOTAL			11099.	7454.
4174	101	SINGLE FAMILY	du	7.0	109.	76.
4174	103	MOBILE HOME PARK	du	166.0	1096.	727.
4174	2103	LIGHT INDUSTRY	acre	22.3	2236.	1807.
4174	2104	WAREHOUSING OR STORAGE	acre	1.2	38.	31.
4174	5001	WHOLESALE TRADE	acre	2.9	142.	101.
4174	5009	OTHER COMMERCIAL	acre	0.4	48.	35.
4174	6002	LOW RISE OFFICE	acre	2.7	971.	744.
4174	9101	INACTIVE USE	acre	1.0	0.	0.
4174		TOTAL			4640.	3521.
4176	101	SINGLE FAMILY	du	71.0	1108.	773.
4176	6110	CONVENTION CENTER	acre	10.2	799.	545.
4176	9101	INACTIVE USE	acre	57.8	0.	0.
4176		TOTAL			1906.	1318.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4177	101	SINGLE FAMILY	du	202.0	3151.	2199.
4177	7601	ACTIVE PARK	acre	12.0	797.	524.
4177	9101	INACTIVE USE	acre	57.0	0.	0.
4177		TOTAL			3948.	2723.
4178	101	SINGLE FAMILY	du	217.0	3385.	2362.
4178	102	MULTI-FAMILY	du	386.0	4130.	2900.
4178	1409	OTHER GROUP QUARTERS	acre	1.2	6.	4.
4178	2103	LIGHT INDUSTRY	acre	1.1	111.	90.
4178	9101	INACTIVE USE	acre	0.7	0.	0.
4178		TOTAL			7632.	5356.
4181	101	SINGLE FAMILY	du	174.0	2714.	1894.
4181	6102	CHURCH	acre	4.2	224.	172.
4181	9101	INACTIVE USE	acre	56.2	0.	0.
4181		TOTAL			2939.	2066.
4182	2101	INDUSTRIAL PARK	acre	31.2	5986.	4908.
4182	2103	LIGHT INDUSTRY	acre	42.9	4301.	3476.
4182	2104	WAREHOUSING OR STORAGE	acre	9.4	310.	254.
4182	6104	POST OFFICE	acre	3.2	3529.	2453.
4182	7601	ACTIVE PARK	acre	7.3	487.	320.
4182	9101	INACTIVE USE	acre	3.3	0.	0.
4182		TOTAL			14613.	11410.
4183	2101	INDUSTRIAL PARK	acre	48.5	9321.	7641.
4183	2103	LIGHT INDUSTRY	acre	13.1	1309.	1058.
4183	5007	STREETFRONT COMMERCIAL	acre	16.8	25154.	18261.
4183	6002	LOW RISE OFFICE	acre	8.6	3061.	2347.
4183	6003	GOV'T OFFICE OR CENTER	acre	2.0	2147.	1612.
4183	6509	OTHER HEALTH CARE	acre	2.1	1017.	754.
4183	9101	INACTIVE USE	acre	29.8	0.	0.
4183		TOTAL			42009.	31673.
4184	2103	LIGHT INDUSTRY	acre	6.9	688.	556.
4184	2104	WAREHOUSING OR STORAGE	acre	3.0	99.	81.
4184	5003	COMMUNITY COMMERCIAL	acre	10.0	8391.	5937.
4184	5007	STREETFRONT COMMERCIAL	acre	0.9	1376.	999.
4184		TOTAL			10555.	7573.
4185	101	SINGLE FAMILY	du	254.0	3962.	2765.
4185	9101	INACTIVE USE	acre	19.5	0.	0.
4185		TOTAL			3962.	2765.
4186	101	SINGLE FAMILY	du	871.0	13588.	9482.
4186	102	MULTI-FAMILY	du	20.0	214.	150.
4186		TOTAL			13802.	9632.
4189	101	SINGLE FAMILY	du	250.0	3900.	2721.
4189	9101	INACTIVE USE	acre	132.0	0.	0.
4189		TOTAL			3900.	2721.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4190	2103	LIGHT INDUSTRY	acre	5.1	514.	415.
4190	5003	COMMUNITY COMMERCIAL	acre	20.5	17202.	12171.
4190	5007	STREETFRONT COMMERCIAL	acre	5.6	8305.	6029.
4190	6002	LOW RISE OFFICE	acre	1.0	351.	269.
4190	9101	INACTIVE USE	acre	17.5	0.	0.
4190		TOTAL			26371.	18884.
4193	101	SINGLE FAMILY	du	342.0	5335.	3723.
4193	9101	INACTIVE USE	acre	40.7	0.	0.
4193		TOTAL			5335.	3723.
4194	5004	NEIGHBORHOOD COMMERCIAL	acre	2.6	4029.	2851.
4194	5007	STREETFRONT COMMERCIAL	acre	3.7	5503.	3995.
4194	6002	LOW RISE OFFICE	acre	4.1	1450.	1111.
4194	6003	GOV'T OFFICE OR CENTER	acre	3.6	3802.	2854.
4194		TOTAL			14785.	10812.
4195	5003	COMMUNITY COMMERCIAL	acre	48.9	41024.	29025.
4195	6509	OTHER HEALTH CARE	acre	3.1	1509.	1119.
4195	9101	INACTIVE USE	acre	2.4	0.	0.
4195		TOTAL			42532.	30145.
4197	5003	COMMUNITY COMMERCIAL	acre	9.4	7929.	5610.
4197	6002	LOW RISE OFFICE	acre	7.7	2742.	2102.
4197	6102	CHURCH	acre	8.2	436.	335.
4197	6809	OTHER SCHOOL	acre	0.8	155.	128.
4197	9101	INACTIVE USE	acre	0.7	0.	0.
4197		TOTAL			11262.	8175.
4198	101	SINGLE FAMILY	du	285.0	4446.	3102.
4198	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4198	9101	INACTIVE USE	acre	25.5	0.	0.
4198		TOTAL			8652.	5689.
4199	1501	LOW-RISE HOTEL OR MOTEL	acre	2.1	720.	444.
4199	5007	STREETFRONT COMMERCIAL	acre	6.8	10241.	7435.
4199	6002	LOW RISE OFFICE	acre	0.6	209.	160.
4199	7602	PASSIVE PARK	acre	0.7	0.	0.
4199	9101	INACTIVE USE	acre	19.7	0.	0.
4199		TOTAL			11170.	8039.
4201	101	SINGLE FAMILY	du	29.0	452.	316.
4201	102	MULTI-FAMILY	du	334.0	3574.	2509.
4201	6102	CHURCH	acre	1.5	81.	62.
4201	7601	ACTIVE PARK	acre	17.8	1187.	782.
4201		TOTAL			5294.	3668.
4202	102	MULTI-FAMILY	du	545.0	5831.	4094.
4202	1504	RESORT	acre	134.2	8735.	5385.
4202	1505	HIGH-RISE HOTEL	acre	981.0	12753.	7862.
4202	4113	COMMUNICATION OR UTILITY	acre	8.1	32.	25.
4202	5012	BAYFRONT NEIGHBORHOOD COM	acre	81.8	13868.	9812.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4202	6005	BAYFRONT HIGH RISE OF	acre	32.7	700.	555.
4202	6109	OTHER PUBLIC SERVICE	acre	3.0	1199.	867.
4202	7601	ACTIVE PARK	acre	12.6	843.	555.
4202	9101	INACTIVE USE	acre	250.9	0.	0.
4202		TOTAL			43963.	29155.
4204	101	SINGLE FAMILY	du	266.0	4150.	2896.
4204	102	MULTI-FAMILY	du	167.0	1787.	1255.
4204	1409	OTHER GROUP QUARTERS	acre	6.5	31.	22.
4204	5007	STREETFRONT COMMERCIAL	acre	2.9	4292.	3116.
4204	6002	LOW RISE OFFICE	acre	0.4	143.	109.
4204		TOTAL			10403.	7397.
4206	101	SINGLE FAMILY	du	79.0	1232.	860.
4206	102	MULTI-FAMILY	du	231.0	2472.	1735.
4206	7601	ACTIVE PARK	acre	1.9	127.	84.
4206		TOTAL			3831.	2679.
4207	101	SINGLE FAMILY	du	329.0	5132.	3581.
4207	102	MULTI-FAMILY	du	507.0	5425.	3809.
4207	4113	COMMUNICATION OR UTILITY	acre	2.3	9.	7.
4207	7204	GOLF COURSE	acre	37.2	0.	0.
4207	7601	ACTIVE PARK	acre	3.2	213.	140.
4207	9101	INACTIVE USE	acre	14.2	0.	0.
4207		TOTAL			10780.	7537.
4208	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1365.	842.
4208	5007	STREETFRONT COMMERCIAL	acre	8.6	12849.	9328.
4208	9101	INACTIVE USE	acre	5.0	0.	0.
4208		TOTAL			14215.	10170.
4209	101	SINGLE FAMILY	du	599.0	9344.	6521.
4209	6102	CHURCH	acre	5.0	266.	205.
4209	6809	OTHER SCHOOL	acre	1.2	242.	200.
4209	7601	ACTIVE PARK	acre	5.0	334.	220.
4209	9101	INACTIVE USE	acre	77.3	0.	0.
4209		TOTAL			10186.	7144.
4210	101	SINGLE FAMILY	du	539.0	8408.	5868.
4210	102	MULTI-FAMILY	du	330.0	3531.	2479.
4210	4113	COMMUNICATION OR UTILITY	acre	3.2	13.	10.
4210	6102	CHURCH	acre	1.5	80.	62.
4210	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4210	7601	ACTIVE PARK	acre	15.0	1002.	659.
4210	9101	INACTIVE USE	acre	137.6	0.	0.
4210		TOTAL			15152.	10262.
4211	101	SINGLE FAMILY	du	9.0	140.	98.
4211	102	MULTI-FAMILY	du	435.0	4654.	3268.
4211	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	108.	67.
4211	4119	OTHER TRANSPORTATION	acre	1.9	209.	159.
4211	5007	STREETFRONT COMMERCIAL	acre	5.8	8638.	6271.
4211		TOTAL			13750.	9863.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4212	101	SINGLE FAMILY	du	438.0	6833.	4768.
4212	102	MULTI-FAMILY	du	297.0	3178.	2231.
4212	9101	INACTIVE USE	acre	1.7	0.	0.
4212		TOTAL			10011.	6999.
4213	101	SINGLE FAMILY	du	224.0	3494.	2438.
4213	103	MOBILE HOME PARK	du	196.0	1294.	858.
4213	9101	INACTIVE USE	acre	1.8	0.	0.
4213		TOTAL			4788.	3296.
4214	5004	NEIGHBORHOOD COMMERCIAL	acre	13.6	20680.	14632.
4214	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4214		TOTAL			26049.	17054.
4215	101	SINGLE FAMILY	du	345.0	5382.	3756.
4215	4113	COMMUNICATION OR UTILITY	acre	3.6	15.	11.
4215	9101	INACTIVE USE	acre	35.9	0.	0.
4215		TOTAL			5397.	3767.
4216	101	SINGLE FAMILY	du	17.0	265.	185.
4216	102	MULTI-FAMILY	du	647.0	6923.	4860.
4216	103	MOBILE HOME PARK	du	34.0	224.	149.
4216	9101	INACTIVE USE	acre	1.5	0.	0.
4216		TOTAL			7412.	5194.
4218	102	MULTI-FAMILY	du	84.0	899.	631.
4218	6002	LOW RISE OFFICE	acre	3.0	1061.	813.
4218	9101	INACTIVE USE	acre	4.5	0.	0.
4218		TOTAL			1959.	1444.
4219	101	SINGLE FAMILY	du	93.0	1451.	1012.
4219	102	MULTI-FAMILY	du	406.0	4344.	3050.
4219	1409	OTHER GROUP QUARTERS	acre	1.1	5.	4.
4219	5007	STREETFRONT COMMERCIAL	acre	2.0	3063.	2223.
4219	6002	LOW RISE OFFICE	acre	0.2	83.	64.
4219	6102	CHURCH	acre	1.4	73.	56.
4219		TOTAL			9018.	6409.
4220	101	SINGLE FAMILY	du	512.0	7987.	5574.
4220	102	MULTI-FAMILY	du	200.0	2140.	1502.
4220	5004	NEIGHBORHOOD COMMERCIAL	acre	6.3	9676.	6846.
4220	6102	CHURCH	acre	4.6	248.	190.
4220	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4220	7601	ACTIVE PARK	acre	7.5	499.	328.
4220	9101	INACTIVE USE	acre	2.0	0.	0.
4220		TOTAL			22669.	15626.
4221	5003	COMMUNITY COMMERCIAL	acre	19.2	16086.	11381.
4221	7601	ACTIVE PARK	acre	14.9	991.	652.
4221	9101	INACTIVE USE	acre	22.2	0.	0.
4221		TOTAL			17077.	12033.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4222	101	SINGLE FAMILY	du	20.0	312.	218.
4222	102	MULTI-FAMILY	du	244.0	2611.	1833.
4222	103	MOBILE HOME PARK	du	58.0	383.	254.
4222	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1365.	842.
4222	4112	RIGHT-OF-WAY	acre	3.1	0.	0.
4222	5007	STREETFRONT COMMERCIAL	acre	3.8	5683.	4126.
4222	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4222		TOTAL			12472.	8457.
4223	102	MULTI-FAMILY	du	94.0	1006.	706.
4223	6509	OTHER HEALTH CARE	acre	1.6	796.	590.
4223	9101	INACTIVE USE	acre	8.6	0.	0.
4223		TOTAL			1802.	1297.
4224	101	SINGLE FAMILY	du	77.0	1201.	838.
4224	102	MULTI-FAMILY	du	56.0	599.	421.
4224	7210	OTHER RECREATION	acre	0.1	1.	0.
4224	7601	ACTIVE PARK	acre	20.4	1357.	893.
4224	9101	INACTIVE USE	acre	4.9	0.	0.
4224		TOTAL			3158.	2152.
4225	101	SINGLE FAMILY	du	561.0	8752.	6107.
4225	102	MULTI-FAMILY	du	93.0	995.	699.
4225	7601	ACTIVE PARK	acre	18.3	1221.	804.
4225	9101	INACTIVE USE	acre	15.2	0.	0.
4225		TOTAL			10968.	7609.
4226	101	SINGLE FAMILY	du	777.0	12121.	8458.
4226	7601	ACTIVE PARK	acre	12.9	856.	564.
4226	9101	INACTIVE USE	acre	36.7	0.	0.
4226		TOTAL			12978.	9022.
4227	101	SINGLE FAMILY	du	84.0	1310.	914.
4227	102	MULTI-FAMILY	du	411.0	4398.	3087.
4227	6102	CHURCH	acre	1.2	64.	49.
4227	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4227		TOTAL			7891.	5236.
4228	101	SINGLE FAMILY	du	145.0	2262.	1578.
4228	102	MULTI-FAMILY	du	352.0	3766.	2644.
4228	6002	LOW RISE OFFICE	acre	1.8	632.	484.
4228		TOTAL			6660.	4707.
4232	101	SINGLE FAMILY	du	13.0	203.	142.
4232	102	MULTI-FAMILY	du	425.0	4547.	3193.
4232	103	MOBILE HOME PARK	du	21.0	139.	92.
4232	1501	LOW-RISE HOTEL OR MOTEL	acre	1.1	365.	225.
4232	5004	NEIGHBORHOOD COMMERCIAL	acre	2.2	3355.	2373.
4232	5007	STREETFRONT COMMERCIAL	acre	5.5	8203.	5955.
4232	6806	ELEMENTARY SCHOOL	acre	1.8	3881.	2171.
4232	9101	INACTIVE USE	acre	0.3	0.	0.
4232		TOTAL			20693.	14150.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4233	101	SINGLE FAMILY	du	16.0	250.	174.
4233	102	MULTI-FAMILY	du	511.0	5468.	3839.
4233	4114	PARKING	acre	1.3	0.	0.
4233	5007	STREETFRONT COMMERCIAL	acre	6.4	9619.	6983.
4233	6002	LOW RISE OFFICE	acre	3.5	1243.	953.
4233	6509	OTHER HEALTH CARE	acre	1.5	710.	527.
4233	7210	OTHER RECREATION	acre	0.1	0.	0.
4233	9101	INACTIVE USE	acre	0.2	0.	0.
4233		TOTAL			17291.	12476.
4234	101	SINGLE FAMILY	du	191.0	2980.	2079.
4234	102	MULTI-FAMILY	du	97.0	1038.	729.
4234	7204	GOLF COURSE	acre	53.4	0.	0.
4234	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4234		TOTAL			4726.	3292.
4235	6002	LOW RISE OFFICE	acre	10.7	3825.	2931.
4235	9101	INACTIVE USE	acre	10.9	0.	0.
4235		TOTAL			3825.	2931.
4236	101	SINGLE FAMILY	du	518.0	8081.	5639.
4236	102	MULTI-FAMILY	du	119.0	1273.	894.
4236	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4236	7601	ACTIVE PARK	acre	5.6	373.	245.
4236	9101	INACTIVE USE	acre	185.6	0.	0.
4236		TOTAL			11846.	7963.
4237	6803	JUNIOR COLLEGE	acre	149.0	38313.	30299.
4237		TOTAL			38313.	30299.
4238	101	SINGLE FAMILY	du	46.0	718.	501.
4238	102	MULTI-FAMILY	du	165.0	1765.	1239.
4238	5007	STREETFRONT COMMERCIAL	acre	1.6	2435.	1767.
4238	6002	LOW RISE OFFICE	acre	0.8	273.	209.
4238	6003	GOV'T OFFICE OR CENTER	acre	6.9	7298.	5479.
4238	6103	LIBRARY	acre	4.0	1753.	1189.
4238	6105	FIRE OR POLICE STATION	acre	1.0	314.	231.
4238	7602	PASSIVE PARK	acre	4.0	0.	0.
4238		TOTAL			14556.	10616.
4239	102	MULTI-FAMILY	du	707.0	7565.	5311.
4239	6002	LOW RISE OFFICE	acre	1.8	625.	479.
4239	6102	CHURCH	acre	8.4	451.	346.
4239	6103	LIBRARY	acre	1.6	715.	485.
4239	6105	FIRE OR POLICE STATION	acre	1.5	467.	344.
4239	7210	OTHER RECREATION	acre	4.8	31.	21.
4239	9101	INACTIVE USE	acre	21.6	0.	0.
4239		TOTAL			9854.	6986.
4240	101	SINGLE FAMILY	du	502.0	7831.	5465.
4240		TOTAL			7831.	5465.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4241	101	SINGLE FAMILY	du	944.0	14726.	10276.
4241	102	MULTI-FAMILY	du	382.0	4087.	2870.
4241	4113	COMMUNICATION OR UTILITY	acre	55.3	221.	169.
4241	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4241	7602	PASSIVE PARK	acre	4.9	0.	0.
4241	9101	INACTIVE USE	acre	32.3	0.	0.
4241		TOTAL			24404.	15737.
4242	102	MULTI-FAMILY	du	252.0	2696.	1893.
4242	4113	COMMUNICATION OR UTILITY	acre	11.2	45.	34.
4242	6103	LIBRARY	acre	0.2	101.	68.
4242	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4242	9101	INACTIVE USE	acre	10.5	0.	0.
4242		TOTAL			8211.	4418.
4243	101	SINGLE FAMILY	du	595.0	9282.	6477.
4243	102	MULTI-FAMILY	du	38.0	407.	285.
4243	6102	CHURCH	acre	4.1	221.	170.
4243	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4243	7601	ACTIVE PARK	acre	21.3	1419.	934.
4243	9101	INACTIVE USE	acre	5.8	0.	0.
4243		TOTAL			13448.	9051.
4244	101	SINGLE FAMILY	du	119.0	1856.	1295.
4244	102	MULTI-FAMILY	du	238.0	2547.	1788.
4244	4114	PARKING	acre	1.0	0.	0.
4244	6102	CHURCH	acre	0.8	45.	34.
4244		TOTAL			4448.	3118.
4245	101	SINGLE FAMILY	du	24.0	374.	261.
4245	102	MULTI-FAMILY	du	332.0	3552.	2494.
4245	103	MOBILE HOME PARK	du	77.0	508.	337.
4245	1409	OTHER GROUP QUARTERS	acre	1.6	8.	5.
4245	1501	LOW-RISE HOTEL OR MOTEL	acre	3.4	1149.	708.
4245	5007	STREETFRONT COMMERCIAL	acre	8.8	13116.	9521.
4245		TOTAL			18707.	13328.
4246	101	SINGLE FAMILY	du	14.0	218.	152.
4246	102	MULTI-FAMILY	du	611.0	6538.	4590.
4246	1409	OTHER GROUP QUARTERS	acre	0.3	2.	1.
4246	4114	PARKING	acre	1.8	0.	0.
4246	5007	STREETFRONT COMMERCIAL	acre	5.1	7684.	5578.
4246	6002	LOW RISE OFFICE	acre	1.8	628.	481.
4246	6102	CHURCH	acre	0.9	47.	36.
4246	6509	OTHER HEALTH CARE	acre	0.1	46.	34.
4246	7601	ACTIVE PARK	acre	7.8	517.	341.
4246	7602	PASSIVE PARK	acre	1.5	0.	0.
4246		TOTAL			15680.	11214.
4248	5003	COMMUNITY COMMERCIAL	acre	29.0	24359.	17235.
4248	6002	LOW RISE OFFICE	acre	1.5	546.	419.
4248		TOTAL			24905.	17654.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4249	101	SINGLE FAMILY	du	239.0	3728.	2602.
4249	102	MULTI-FAMILY	du	436.0	4665.	3275.
4249	6102	CHURCH	acre	2.6	141.	108.
4249		TOTAL			8535.	5985.
4250	101	SINGLE FAMILY	du	1.0	16.	11.
4250	102	MULTI-FAMILY	du	790.0	8453.	5934.
4250	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1359.	838.
4250	4111	TRANSIT STATION	acre	2.2	606.	463.
4250	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
4250	4119	OTHER TRANSPORTATION	acre	2.7	302.	231.
4250	5007	STREETFRONT COMMERCIAL	acre	6.5	9680.	7028.
4250	6001	HIGH RISE OFFICE	acre	1.3	3481.	2758.
4250	9101	INACTIVE USE	acre	0.2	0.	0.
4250		TOTAL			23897.	17263.
4251	101	SINGLE FAMILY	du	58.0	905.	631.
4251	102	MULTI-FAMILY	du	274.0	2932.	2058.
4251	9101	INACTIVE USE	acre	26.1	0.	0.
4251		TOTAL			3837.	2690.
4252	101	SINGLE FAMILY	du	26.0	406.	283.
4252	102	MULTI-FAMILY	du	281.0	3007.	2111.
4252	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4252	6002	LOW RISE OFFICE	acre	1.0	362.	278.
4252	6003	GOV'T OFFICE OR CENTER	acre	3.0	3142.	2359.
4252	6105	FIRE OR POLICE STATION	acre	3.5	1080.	796.
4252	6509	OTHER HEALTH CARE	acre	1.4	662.	491.
4252	7601	ACTIVE PARK	acre	0.7	44.	29.
4252		TOTAL			8703.	6347.
4253	101	SINGLE FAMILY	du	311.0	4852.	3386.
4253	102	MULTI-FAMILY	du	117.0	1252.	879.
4253	6102	CHURCH	acre	4.6	247.	189.
4253	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4253	7601	ACTIVE PARK	acre	5.0	333.	219.
4253	9101	INACTIVE USE	acre	19.5	0.	0.
4253		TOTAL			8802.	5858.
4254	101	SINGLE FAMILY	du	136.0	2122.	1480.
4254	102	MULTI-FAMILY	du	56.0	599.	421.
4254	6109	OTHER PUBLIC SERVICE	acre	4.2	1683.	1217.
4254	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4254	9101	INACTIVE USE	acre	3.5	0.	0.
4254		TOTAL			9773.	5540.
4255	101	SINGLE FAMILY	du	1155.0	18018.	12573.
4255	102	MULTI-FAMILY	du	78.0	835.	586.
4255	4113	COMMUNICATION OR UTILITY	acre	14.3	57.	44.
4255	6102	CHURCH	acre	12.2	653.	501.
4255	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4255	7204	GOLF COURSE	acre	58.0	0.	0.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4255	7601	ACTIVE PARK	acre	11.8	784.	516.
4255	7602	PASSIVE PARK	acre	3.2	0.	0.
4255		TOTAL			22465.	15405.
4256	101	SINGLE FAMILY	du	45.0	702.	490.
4256	102	MULTI-FAMILY	du	512.0	5478.	3846.
4256	6102	CHURCH	acre	1.2	64.	49.
4256	6109	OTHER PUBLIC SERVICE	acre	0.1	27.	20.
4256		TOTAL			6272.	4405.
4257	101	SINGLE FAMILY	du	395.0	6162.	4300.
4257	102	MULTI-FAMILY	du	96.0	1027.	721.
4257	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4257	7607	RESIDENTIAL RECREATION	acre	6.1	0.	0.
4257	9101	INACTIVE USE	acre	29.3	0.	0.
4257		TOTAL			9308.	6206.
4258	102	MULTI-FAMILY	du	409.0	4376.	3072.
4258	9101	INACTIVE USE	acre	31.2	0.	0.
4258		TOTAL			4376.	3072.
4259	2103	LIGHT INDUSTRY	acre	6.0	599.	484.
4259	5003	COMMUNITY COMMERCIAL	acre	11.4	9574.	6774.
4259	6002	LOW RISE OFFICE	acre	5.3	1910.	1464.
4259	7210	OTHER RECREATION	acre	5.1	34.	23.
4259		TOTAL			12118.	8746.
4260	101	SINGLE FAMILY	du	5.0	78.	54.
4260	102	MULTI-FAMILY	du	550.0	5885.	4132.
4260	103	MOBILE HOME PARK	du	105.0	693.	460.
4260	1501	LOW-RISE HOTEL OR MOTEL	acre	2.4	805.	496.
4260	5007	STREETFRONT COMMERCIAL	acre	4.9	7382.	5359.
4260	6109	OTHER PUBLIC SERVICE	acre	0.2	82.	59.
4260	9101	INACTIVE USE	acre	0.4	0.	0.
4260		TOTAL			14924.	10560.
4261	101	SINGLE FAMILY	du	12.0	187.	131.
4261	102	MULTI-FAMILY	du	867.0	9277.	6513.
4261	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	34.	21.
4261	5007	STREETFRONT COMMERCIAL	acre	1.9	2867.	2081.
4261	6001	HIGH RISE OFFICE	acre	2.8	7712.	6110.
4261	6002	LOW RISE OFFICE	acre	2.5	896.	687.
4261	6102	CHURCH	acre	1.1	58.	45.
4261	6806	ELEMENTARY SCHOOL	acre	0.5	964.	539.
4261	9101	INACTIVE USE	acre	1.8	0.	0.
4261		TOTAL			21995.	16127.
4262	101	SINGLE FAMILY	du	224.0	3494.	2438.
4262	7602	PASSIVE PARK	acre	0.9	0.	0.
4262	9101	INACTIVE USE	acre	13.2	0.	0.
4262		TOTAL			3494.	2438.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4263	5003	COMMUNITY COMMERCIAL	acre	42.7	35821.	25345.
4263	9101	INACTIVE USE	acre	2.0	0.	0.
4263		TOTAL			35821.	25345.
4264	5003	COMMUNITY COMMERCIAL	acre	17.8	14953.	10580.
4264	9101	INACTIVE USE	acre	1.6	0.	0.
4264		TOTAL			14953.	10580.
4265	101	SINGLE FAMILY	du	403.0	6287.	4387.
4265	4113	COMMUNICATION OR UTILITY	acre	0.9	4.	3.
4265	9101	INACTIVE USE	acre	79.2	0.	0.
4265		TOTAL			6290.	4390.
4266	101	SINGLE FAMILY	du	413.0	6443.	4496.
4266	4113	COMMUNICATION OR UTILITY	acre	1.8	7.	5.
4266	6102	CHURCH	acre	2.3	121.	93.
4266	9101	INACTIVE USE	acre	5.2	0.	0.
4266		TOTAL			6571.	4594.
4267	101	SINGLE FAMILY	du	680.0	10608.	7402.
4267	4113	COMMUNICATION OR UTILITY	acre	1.4	6.	4.
4267	5007	STREETFRONT COMMERCIAL	acre	0.3	401.	291.
4267	6002	LOW RISE OFFICE	acre	0.5	179.	137.
4267	6509	OTHER HEALTH CARE	acre	0.2	73.	54.
4267	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4267	7602	PASSIVE PARK	acre	5.3	0.	0.
4267	9101	INACTIVE USE	acre	54.7	0.	0.
4267		TOTAL			13385.	9074.
4268	102	MULTI-FAMILY	du	871.0	9320.	6543.
4268	103	MOBILE HOME PARK	du	147.0	970.	643.
4268	4112	RIGHT-OF-WAY	acre	2.3	0.	0.
4268	4119	OTHER TRANSPORTATION	acre	1.5	163.	125.
4268	5007	STREETFRONT COMMERCIAL	acre	1.8	2689.	1952.
4268	7601	ACTIVE PARK	acre	2.2	145.	96.
4268		TOTAL			13287.	9359.
4269	101	SINGLE FAMILY	du	31.0	484.	337.
4269	102	MULTI-FAMILY	du	590.0	6313.	4432.
4269	4114	PARKING	acre	0.6	0.	0.
4269	5007	STREETFRONT COMMERCIAL	acre	2.8	4202.	3051.
4269	6001	HIGH RISE OFFICE	acre	1.3	3610.	2860.
4269	6002	LOW RISE OFFICE	acre	1.1	401.	307.
4269	6102	CHURCH	acre	0.5	27.	21.
4269	6502	HOSPITAL	acre	13.3	4489.	3302.
4269	6509	OTHER HEALTH CARE	acre	4.1	2022.	1500.
4269	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4269	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4269		TOTAL			27871.	19581.
4270	101	SINGLE FAMILY	du	874.0	13634.	9514.
4270	102	MULTI-FAMILY	du	328.0	3510.	2464.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4270	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4270	7601	ACTIVE PARK	acre	11.6	771.	507.
4270	7602	PASSIVE PARK	acre	3.0	0.	0.
4270	9101	INACTIVE USE	acre	51.1	0.	0.
4270		TOTAL			20033.	13670.
4271	101	SINGLE FAMILY	du	437.0	6817.	4757.
4271	102	MULTI-FAMILY	du	9.0	96.	68.
4271	4113	COMMUNICATION OR UTILITY	acre	0.2	1.	1.
4271	6102	CHURCH	acre	7.6	405.	311.
4271	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4271	7601	ACTIVE PARK	acre	6.0	398.	262.
4271		TOTAL			9835.	6583.
4272	2001	HEAVY INDUSTRY	acre	9.5	739.	611.
4272	2103	LIGHT INDUSTRY	acre	7.1	709.	573.
4272	4113	COMMUNICATION OR UTILITY	acre	3.7	15.	11.
4272	6002	LOW RISE OFFICE	acre	11.4	4078.	3126.
4272	9101	INACTIVE USE	acre	19.9	0.	0.
4272		TOTAL			5541.	4321.
4273	101	SINGLE FAMILY	du	515.0	8034.	5606.
4273	4113	COMMUNICATION OR UTILITY	acre	4.3	17.	13.
4273	6102	CHURCH	acre	2.5	131.	100.
4273	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4273	6809	OTHER SCHOOL	acre	1.8	352.	290.
4273	7601	ACTIVE PARK	acre	5.9	393.	259.
4273	9101	INACTIVE USE	acre	22.0	0.	0.
4273		TOTAL			11045.	7454.
4274	102	MULTI-FAMILY	du	280.0	2996.	2103.
4274	5003	COMMUNITY COMMERCIAL	acre	6.7	5648.	3996.
4274	9101	INACTIVE USE	acre	8.3	0.	0.
4274		TOTAL			8644.	6099.
4275	101	SINGLE FAMILY	du	278.0	4337.	3026.
4275	102	MULTI-FAMILY	du	280.0	2996.	2103.
4275	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4275	7601	ACTIVE PARK	acre	11.2	749.	493.
4275	9101	INACTIVE USE	acre	26.1	0.	0.
4275		TOTAL			12287.	8208.
4276	101	SINGLE FAMILY	du	18.0	281.	196.
4276	102	MULTI-FAMILY	du	735.0	7864.	5521.
4276	103	MOBILE HOME PARK	du	28.0	185.	123.
4276	1501	LOW-RISE HOTEL OR MOTEL	acre	1.3	439.	271.
4276	5007	STREETFRONT COMMERCIAL	acre	13.3	19889.	14439.
4276	6001	HIGH RISE OFFICE	acre	0.1	301.	238.
4276	6002	LOW RISE OFFICE	acre	0.4	155.	119.
4276	6102	CHURCH	acre	0.3	15.	11.
4276		TOTAL			29128.	20917.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4277	101	SINGLE FAMILY	du	55.0	858.	599.
4277	102	MULTI-FAMILY	du	130.0	1391.	977.
4277	1401	JAIL	acre	2.4	44.	32.
4277	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4277	5007	STREETFRONT COMMERCIAL	acre	0.2	283.	205.
4277	6001	HIGH RISE OFFICE	acre	0.4	1025.	813.
4277	6002	LOW RISE OFFICE	acre	2.0	698.	535.
4277	6003	GOV'T OFFICE OR CENTER	acre	12.4	13143.	9867.
4277	6509	OTHER HEALTH CARE	acre	0.5	264.	196.
4277	7210	OTHER RECREATION	acre	0.2	1.	1.
4277		TOTAL			17710.	13226.
4278	1501	LOW-RISE HOTEL OR MOTEL	acre	1.9	632.	389.
4278	2103	LIGHT INDUSTRY	acre	8.2	824.	666.
4278	4114	PARKING	acre	2.1	0.	0.
4278	5003	COMMUNITY COMMERCIAL	acre	10.5	8838.	6253.
4278	9101	INACTIVE USE	acre	9.6	0.	0.
4278		TOTAL			10294.	7309.
4279	101	SINGLE FAMILY	du	543.0	8471.	5911.
4279	102	MULTI-FAMILY	du	90.0	963.	676.
4279	5004	NEIGHBORHOOD COMMERCIAL	acre	1.7	2605.	1843.
4279	5007	STREETFRONT COMMERCIAL	acre	0.2	259.	188.
4279	9101	INACTIVE USE	acre	7.0	0.	0.
4279		TOTAL			12298.	8618.
4280	101	SINGLE FAMILY	du	285.0	4446.	3102.
4280		TOTAL			4446.	3102.
4281	5007	STREETFRONT COMMERCIAL	acre	0.7	1020.	740.
4281	7207	MARINA	acre	9.3	521.	356.
4281	7601	ACTIVE PARK	acre	12.8	854.	562.
4281	9101	INACTIVE USE	acre	2.7	0.	0.
4281		TOTAL			2394.	1658.
4282	101	SINGLE FAMILY	du	83.0	1295.	904.
4282	102	MULTI-FAMILY	du	248.0	2654.	1863.
4282	5007	STREETFRONT COMMERCIAL	acre	0.2	357.	259.
4282	6002	LOW RISE OFFICE	acre	4.0	1420.	1088.
4282	6509	OTHER HEALTH CARE	acre	0.2	120.	89.
4282	6809	OTHER SCHOOL	acre	0.1	18.	15.
4282		TOTAL			5863.	4218.
4283	102	MULTI-FAMILY	du	584.0	6249.	4387.
4283	1502	HIGH-RISE HOTEL	acre	0.3	440.	271.
4283	4111	TRANSIT STATION	acre	1.7	475.	363.
4283	4112	RIGHT-OF-WAY	acre	2.5	0.	0.
4283	5007	STREETFRONT COMMERCIAL	acre	1.4	2043.	1483.
4283	6001	HIGH RISE OFFICE	acre	0.6	1490.	1181.
4283		TOTAL			10697.	7685.
4284	5003	COMMUNITY COMMERCIAL	acre	42.0	35284.	24965.
4284		TOTAL			35284.	24965.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4285	102	MULTI-FAMILY	du	659.0	7051.	4950.
4285		TOTAL			7051.	4950.
4286	2001	HEAVY INDUSTRY	acre	44.9	3495.	2889.
4286	2103	LIGHT INDUSTRY	acre	2.4	238.	192.
4286	9101	INACTIVE USE	acre	2.0	0.	0.
4286		TOTAL			3733.	3082.
4287	102	MULTI-FAMILY	du	289.0	3092.	2171.
4287	5002	REGIONAL COMMERCIAL	acre	43.3	32501.	22949.
4287	6002	LOW RISE OFFICE	acre	6.0	2156.	1652.
4287		TOTAL			37750.	26772.
4288	101	SINGLE FAMILY	du	175.0	2730.	1905.
4288	102	MULTI-FAMILY	du	76.0	813.	571.
4288	7210	OTHER RECREATION	acre	0.3	2.	1.
4288		TOTAL			3545.	2477.
4289	7601	ACTIVE PARK	acre	18.5	1235.	813.
4289	9101	INACTIVE USE	acre	1430.8	0.	0.
4289		TOTAL			1235.	813.
4290	102	MULTI-FAMILY	du	269.0	2878.	2021.
4290	6102	CHURCH	acre	8.9	476.	365.
4290	7607	RESIDENTIAL RECREATION	acre	4.0	0.	0.
4290	9101	INACTIVE USE	acre	4.1	0.	0.
4290		TOTAL			3354.	2386.
4291	102	MULTI-FAMILY	du	269.0	2878.	2021.
4291	9101	INACTIVE USE	acre	19.8	0.	0.
4291		TOTAL			2878.	2021.
4292	7208	OTC	acre	149.6	1002.	684.
4292		TOTAL			1002.	684.
4293	101	SINGLE FAMILY	du	319.0	4976.	3473.
4293	4113	COMMUNICATION OR UTILITY	acre	3.8	15.	12.
4293	7601	ACTIVE PARK	acre	4.5	297.	195.
4293	9101	INACTIVE USE	acre	31.6	0.	0.
4293		TOTAL			5289.	3680.
4294	5007	STREETFRONT COMMERCIAL	acre	0.9	1331.	966.
4294	6105	FIRE OR POLICE STATION	acre	0.6	187.	138.
4294	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4294	6807	SCHOOL DISTRICT OFFICE	acre	11.0	2772.	2125.
4294		TOTAL			8495.	5815.
4295	101	SINGLE FAMILY	du	164.0	2558.	1785.
4295	102	MULTI-FAMILY	du	710.0	7597.	5334.
4295	5007	STREETFRONT COMMERCIAL	acre	1.1	1675.	1216.
4295	7601	ACTIVE PARK	acre	5.6	372.	245.
4295	9101	INACTIVE USE	acre	22.2	0.	0.
4295		TOTAL			12202.	8579.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4296	101	SINGLE FAMILY	du	925.0	14430.	10069.
4296	102	MULTI-FAMILY	du	1139.0	12187.	8556.
4296	5007	STREETFRONT COMMERCIAL	acre	1.6	2406.	1747.
4296	6102	CHURCH	acre	13.1	700.	538.
4296	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4296	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4296	6809	OTHER SCHOOL	acre	0.1	10.	8.
4296	7601	ACTIVE PARK	acre	7.5	499.	329.
4296	7607	RESIDENTIAL RECREATION	acre	2.9	0.	0.
4296	9101	INACTIVE USE	acre	20.7	0.	0.
4296		TOTAL			37720.	24854.
4297	101	SINGLE FAMILY	du	68.0	1061.	740.
4297	102	MULTI-FAMILY	du	190.0	2033.	1427.
4297	5007	STREETFRONT COMMERCIAL	acre	2.8	4135.	3002.
4297	6002	LOW RISE OFFICE	acre	9.9	3555.	2725.
4297		TOTAL			10784.	7894.
4298	5011	EASTLAKE REGIONAL COM	acre	1056.3	74784.	52804.
4298		TOTAL			74784.	52804.
4299	101	SINGLE FAMILY	du	659.0	10280.	7174.
4299	4113	COMMUNICATION OR UTILITY	acre	18.4	74.	56.
4299	7601	ACTIVE PARK	acre	3.2	216.	142.
4299	9101	INACTIVE USE	acre	14.3	0.	0.
4299		TOTAL			10570.	7372.
4300	101	SINGLE FAMILY	du	9.0	140.	98.
4300	102	MULTI-FAMILY	du	86.0	920.	646.
4300	1501	LOW-RISE HOTEL OR MOTEL	acre	1.5	521.	321.
4300	5004	NEIGHBORHOOD COMMERCIAL	acre	3.4	5148.	3642.
4300	5007	STREETFRONT COMMERCIAL	acre	8.6	12785.	9282.
4300	6001	HIGH RISE OFFICE	acre	0.8	2059.	1632.
4300		TOTAL			21573.	15620.
4301	1501	LOW-RISE HOTEL OR MOTEL	acre	3.5	1202.	741.
4301	2103	LIGHT INDUSTRY	acre	3.4	340.	275.
4301	7601	ACTIVE PARK	acre	3.9	260.	171.
4301	9101	INACTIVE USE	acre	5.8	0.	0.
4301		TOTAL			1802.	1187.
4302	101	SINGLE FAMILY	du	372.0	5803.	4050.
4302	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4302	6809	OTHER SCHOOL	acre	1.8	358.	295.
4302	9101	INACTIVE USE	acre	56.6	0.	0.
4302		TOTAL			8280.	5530.
4303	101	SINGLE FAMILY	du	9.0	140.	98.
4303	102	MULTI-FAMILY	du	179.0	1915.	1345.
4303	103	MOBILE HOME PARK	du	35.0	231.	153.
4303	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	66.	41.
4303	5007	STREETFRONT COMMERCIAL	acre	5.3	7868.	5712.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4303	6001	HIGH RISE OFFICE	acre	1.5	4121.	3265.
4303	6002	LOW RISE OFFICE	acre	0.2	57.	44.
4303		TOTAL			14399.	10657.
4304	101	SINGLE FAMILY	du	296.0	4618.	3222.
4304	102	MULTI-FAMILY	du	21.0	225.	158.
4304		TOTAL			4842.	3380.
4305	101	SINGLE FAMILY	du	691.0	10780.	7522.
4305	102	MULTI-FAMILY	du	897.0	9598.	6738.
4305	5007	STREETFRONT COMMERCIAL	acre	3.8	5683.	4126.
4305	6102	CHURCH	acre	2.5	134.	103.
4305	6509	OTHER HEALTH CARE	acre	4.7	2280.	1692.
4305	7601	ACTIVE PARK	acre	6.7	448.	295.
4305	7602	PASSIVE PARK	acre	0.9	0.	0.
4305	9101	INACTIVE USE	acre	2.1	0.	0.
4305		TOTAL			28922.	20475.
4306	5003	COMMUNITY COMMERCIAL	acre	17.8	14961.	10585.
4306		TOTAL			14961.	10585.
4307	2001	HEAVY INDUSTRY	acre	5.4	424.	351.
4307	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4307	5003	COMMUNITY COMMERCIAL	acre	5.8	4865.	3442.
4307	5007	STREETFRONT COMMERCIAL	acre	8.9	13256.	9624.
4307	6002	LOW RISE OFFICE	acre	2.3	830.	636.
4307	7601	ACTIVE PARK	acre	1.2	83.	55.
4307	9101	INACTIVE USE	acre	19.7	0.	0.
4307		TOTAL			19469.	14115.
4308	102	MULTI-FAMILY	du	183.0	1958.	1375.
4308	6102	CHURCH	acre	3.5	190.	146.
4308	6809	OTHER SCHOOL	acre	1.1	220.	181.
4308	9101	INACTIVE USE	acre	2.3	0.	0.
4308		TOTAL			2368.	1702.
4309	101	SINGLE FAMILY	du	328.0	5117.	3571.
4309	102	MULTI-FAMILY	du	56.0	599.	421.
4309		TOTAL			5716.	3991.
4310	1501	LOW-RISE HOTEL OR MOTEL	acre	2.3	783.	483.
4310	2103	LIGHT INDUSTRY	acre	2.5	255.	206.
4310	4114	PARKING	acre	0.8	0.	0.
4310	7210	OTHER RECREATION	acre	13.3	88.	60.
4310	7601	ACTIVE PARK	acre	5.6	373.	245.
4310		TOTAL			1499.	994.
4311	101	SINGLE FAMILY	du	112.0	1747.	1219.
4311	102	MULTI-FAMILY	du	142.0	1519.	1067.
4311	6002	LOW RISE OFFICE	acre	0.2	68.	52.
4311	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4311	6809	OTHER SCHOOL	acre	0.2	32.	26.
4311		TOTAL			5485.	3549.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4312	101	SINGLE FAMILY	du	726.0	11326.	7903.
4312	5007	STREETFRONT COMMERCIAL	acre	0.4	598.	434.
4312	6102	CHURCH	acre	2.1	113.	87.
4312	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4312		TOTAL			14155.	9609.
4313	101	SINGLE FAMILY	du	8.0	125.	87.
4313	102	MULTI-FAMILY	du	152.0	1626.	1142.
4313	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	153.	94.
4313	5007	STREETFRONT COMMERCIAL	acre	0.6	873.	634.
4313	6002	LOW RISE OFFICE	acre	0.2	86.	66.
4313	6509	OTHER HEALTH CARE	acre	0.2	120.	89.
4313	7210	OTHER RECREATION	acre	4.1	27.	19.
4313	9101	INACTIVE USE	acre	6.4	0.	0.
4313		TOTAL			3010.	2131.
4315	101	SINGLE FAMILY	du	406.0	6334.	4420.
4315	6102	CHURCH	acre	1.8	96.	74.
4315	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4315	7601	ACTIVE PARK	acre	3.3	220.	145.
4315	9101	INACTIVE USE	acre	2.5	0.	0.
4315		TOTAL			8768.	5823.
4316	101	SINGLE FAMILY	du	143.0	2231.	1557.
4316	102	MULTI-FAMILY	du	212.0	2268.	1593.
4316	103	MOBILE HOME PARK	du	28.0	185.	123.
4316	4112	RIGHT-OF-WAY	acre	5.6	0.	0.
4316	5007	STREETFRONT COMMERCIAL	acre	1.9	2780.	2018.
4316	6001	HIGH RISE OFFICE	acre	0.6	1695.	1343.
4316	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4316		TOTAL			11278.	7818.
4317	101	SINGLE FAMILY	du	163.0	2543.	1774.
4317	102	MULTI-FAMILY	du	77.0	824.	578.
4317	5007	STREETFRONT COMMERCIAL	acre	5.2	7804.	5665.
4317	6002	LOW RISE OFFICE	acre	0.4	139.	107.
4317		TOTAL			11309.	8125.
4318	101	SINGLE FAMILY	du	70.0	1092.	762.
4318	102	MULTI-FAMILY	du	127.0	1359.	954.
4318	5004	NEIGHBORHOOD COMMERCIAL	acre	6.0	9165.	6484.
4318	5007	STREETFRONT COMMERCIAL	acre	2.6	3893.	2826.
4318	6002	LOW RISE OFFICE	acre	4.4	1587.	1217.
4318	6104	POST OFFICE	acre	4.7	5211.	3622.
4318	6109	OTHER PUBLIC SERVICE	acre	0.6	240.	173.
4318		TOTAL			22546.	16039.
4319	101	SINGLE FAMILY	du	295.0	4602.	3211.
4319	6102	CHURCH	acre	1.8	97.	75.
4319	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4319		TOTAL			6818.	4471.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4320	101	SINGLE FAMILY	du	203.0	3167.	2210.
4320	102	MULTI-FAMILY	du	566.0	6056.	4252.
4320	5004	NEIGHBORHOOD COMMERCIAL	acre	11.5	17551.	12418.
4320	6102	CHURCH	acre	3.0	161.	123.
4320	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4320	7601	ACTIVE PARK	acre	12.0	799.	526.
4320	7602	PASSIVE PARK	acre	0.6	0.	0.
4320	9101	INACTIVE USE	acre	19.6	0.	0.
4320		TOTAL			29853.	20714.
4321	101	SINGLE FAMILY	du	298.0	4649.	3244.
4321	102	MULTI-FAMILY	du	103.0	1102.	774.
4321	6002	LOW RISE OFFICE	acre	0.5	193.	148.
4321	9101	INACTIVE USE	acre	0.2	0.	0.
4321		TOTAL			5944.	4166.
4322	101	SINGLE FAMILY	du	496.0	7738.	5399.
4322	102	MULTI-FAMILY	du	4.0	43.	30.
4322	6102	CHURCH	acre	3.9	208.	160.
4322	9101	INACTIVE USE	acre	0.1	0.	0.
4322		TOTAL			7989.	5589.
4323	2103	LIGHT INDUSTRY	acre	2.0	196.	158.
4323	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4323	5007	STREETFRONT COMMERCIAL	acre	1.0	1476.	1072.
4323	6002	LOW RISE OFFICE	acre	3.8	1352.	1036.
4323	7601	ACTIVE PARK	acre	1.0	69.	46.
4323	9101	INACTIVE USE	acre	1.7	0.	0.
4323		TOTAL			3103.	2319.
4324	101	SINGLE FAMILY	du	173.0	2699.	1883.
4324	7210	OTHER RECREATION	acre	2.5	16.	11.
4324	9101	INACTIVE USE	acre	0.9	0.	0.
4324		TOTAL			2715.	1895.
4325	101	SINGLE FAMILY	du	563.0	8783.	6129.
4325	6105	FIRE OR POLICE STATION	acre	1.5	476.	351.
4325	7601	ACTIVE PARK	acre	3.7	248.	163.
4325	9101	INACTIVE USE	acre	23.1	0.	0.
4325		TOTAL			9507.	6643.
4326	5003	COMMUNITY COMMERCIAL	acre	17.6	14811.	10479.
4326	9101	INACTIVE USE	acre	14.7	0.	0.
4326		TOTAL			14811.	10479.
4327	101	SINGLE FAMILY	du	400.0	6240.	4354.
4327	9101	INACTIVE USE	acre	35.0	0.	0.
4327		TOTAL			6240.	4354.
4328	101	SINGLE FAMILY	du	92.0	1435.	1002.
4328	102	MULTI-FAMILY	du	334.0	3574.	2509.
4328	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	108.	67.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4328	5007	STREETFRONT COMMERCIAL	acre	6.1	9172.	6659.
4328	6002	LOW RISE OFFICE	acre	0.5	194.	149.
4328		TOTAL			14483.	10384.
4329	102	MULTI-FAMILY	du	201.0	2151.	1510.
4329	9101	INACTIVE USE	acre	4.2	0.	0.
4329		TOTAL			2151.	1510.
4330	101	SINGLE FAMILY	du	297.0	4633.	3233.
4330	6102	CHURCH	acre	1.6	87.	66.
4330	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4330		TOTAL			6838.	4485.
4331	101	SINGLE FAMILY	du	667.0	10405.	7261.
4331	102	MULTI-FAMILY	du	1559.0	16681.	11711.
4331	6105	FIRE OR POLICE STATION	acre	1.7	526.	388.
4331	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4331	9101	INACTIVE USE	acre	93.0	0.	0.
4331		TOTAL			32981.	21782.
4332	101	SINGLE FAMILY	du	15.0	234.	163.
4332	102	MULTI-FAMILY	du	261.0	2793.	1961.
4332	5004	NEIGHBORHOOD COMMERCIAL	acre	5.3	8058.	5702.
4332	5007	STREETFRONT COMMERCIAL	acre	3.5	5267.	3824.
4332	6002	LOW RISE OFFICE	acre	7.1	2531.	1940.
4332	6509	OTHER HEALTH CARE	acre	1.7	819.	608.
4332	9101	INACTIVE USE	acre	0.3	0.	0.
4332		TOTAL			19702.	14197.
4333	102	MULTI-FAMILY	du	108.0	1156.	811.
4333	9101	INACTIVE USE	acre	9.4	0.	0.
4333		TOTAL			1156.	811.
4334	101	SINGLE FAMILY	du	161.0	2512.	1753.
4334	102	MULTI-FAMILY	du	14.0	150.	105.
4334	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4334		TOTAL			8030.	4280.
4335	101	SINGLE FAMILY	du	21.0	328.	229.
4335	102	MULTI-FAMILY	du	60.0	642.	451.
4335	5007	STREETFRONT COMMERCIAL	acre	1.9	2886.	2095.
4335	7204	GOLF COURSE	acre	148.6	0.	0.
4335	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4335	9101	INACTIVE USE	acre	2.6	0.	0.
4335		TOTAL			4565.	3258.
4336	101	SINGLE FAMILY	du	1.0	16.	11.
4336	4113	COMMUNICATION OR UTILITY	acre	0.0	0.	0.
4336	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4336	7601	ACTIVE PARK	acre	6.7	447.	294.
4336		TOTAL			2581.	1490.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4337	101	SINGLE FAMILY	du	237.0	3697.	2580.
4337	9101	INACTIVE USE	acre	16.2	0.	0.
4337		TOTAL			3697.	2580.
4338	101	SINGLE FAMILY	du	240.0	3744.	2613.
4338	102	MULTI-FAMILY	du	304.0	3253.	2284.
4338	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4338	9101	INACTIVE USE	acre	26.7	0.	0.
4338		TOTAL			11202.	7482.
4339	102	MULTI-FAMILY	du	132.0	1412.	992.
4339	1409	OTHER GROUP QUARTERS	acre	30.6	147.	103.
4339	6502	HOSPITAL	acre	26.5	8948.	6582.
4339	6509	OTHER HEALTH CARE	acre	13.7	6709.	4978.
4339		TOTAL			17217.	12654.
4340	101	SINGLE FAMILY	du	359.0	5600.	3908.
4340	4113	COMMUNICATION OR UTILITY	acre	7.2	29.	22.
4340	7210	OTHER RECREATION	acre	9.1	60.	41.
4340	7601	ACTIVE PARK	acre	20.0	1332.	877.
4340		TOTAL			7021.	4848.
4341	4114	PARKING	acre	0.2	0.	0.
4341	5007	STREETFRONT COMMERCIAL	acre	6.5	9707.	7047.
4341	6002	LOW RISE OFFICE	acre	3.1	1118.	857.
4341	7601	ACTIVE PARK	acre	1.7	112.	74.
4341	9101	INACTIVE USE	acre	3.5	0.	0.
4341		TOTAL			10938.	7978.
4342	101	SINGLE FAMILY	du	90.0	1404.	980.
4342	102	MULTI-FAMILY	du	286.0	3060.	2148.
4342	2103	LIGHT INDUSTRY	acre	19.0	1900.	1535.
4342	2104	WAREHOUSING OR STORAGE	acre	3.6	119.	97.
4342	4112	RIGHT-OF-WAY	acre	4.2	0.	0.
4342	7210	OTHER RECREATION	acre	1.9	12.	8.
4342	9101	INACTIVE USE	acre	0.5	0.	0.
4342		TOTAL			6495.	4769.
4343	5007	STREETFRONT COMMERCIAL	acre	10.0	15018.	10902.
4343	7601	ACTIVE PARK	acre	2.7	180.	119.
4343	9101	INACTIVE USE	acre	8.4	0.	0.
4343		TOTAL			15198.	11021.
4344	101	SINGLE FAMILY	du	66.0	1030.	718.
4344	102	MULTI-FAMILY	du	235.0	2514.	1765.
4344	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	94.	58.
4344	5007	STREETFRONT COMMERCIAL	acre	4.4	6662.	4837.
4344	5009	OTHER COMMERCIAL	acre	4.9	621.	451.
4344	6002	LOW RISE OFFICE	acre	0.5	179.	137.
4344	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4344		TOTAL			13220.	9152.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4345	102	MULTI-FAMILY	du	1823.0	19506.	13694.
4345	1502	HIGH-RISE HOTEL	acre	8.3	13417.	8271.
4345	5002	REGIONAL COMMERCIAL	acre	11.1	8363.	5905.
4345	6001	HIGH RISE OFFICE	acre	4.8	13216.	10472.
4345	6002	LOW RISE OFFICE	acre	4.5	1597.	1224.
4345	6105	FIRE OR POLICE STATION	acre	0.5	156.	115.
4345	6109	OTHER PUBLIC SERVICE	acre	5.6	2252.	1628.
4345	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4345	7601	ACTIVE PARK	acre	11.4	757.	498.
4345		TOTAL			61383.	42993.
4346	101	SINGLE FAMILY	du	509.0	7940.	5541.
4346	7601	ACTIVE PARK	acre	5.6	373.	245.
4346	9101	INACTIVE USE	acre	29.5	0.	0.
4346		TOTAL			8313.	5786.
4347	101	SINGLE FAMILY	du	3.0	47.	33.
4347	102	MULTI-FAMILY	du	327.0	3499.	2456.
4347	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4347	5007	STREETFRONT COMMERCIAL	acre	2.2	3347.	2430.
4347	6102	CHURCH	acre	3.2	170.	130.
4347	6509	OTHER HEALTH CARE	acre	4.5	2188.	1623.
4347	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4347	9101	INACTIVE USE	acre	4.2	0.	0.
4347		TOTAL			11369.	7858.
4348	101	SINGLE FAMILY	du	283.0	4415.	3081.
4348	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4348	6102	CHURCH	acre	1.0	51.	39.
4348	7601	ACTIVE PARK	acre	2.7	180.	119.
4348	9101	INACTIVE USE	acre	0.3	0.	0.
4348		TOTAL			4657.	3247.
4350		TOTAL			0.	0.
4351	101	SINGLE FAMILY	du	706.0	11014.	7685.
4351	102	MULTI-FAMILY	du	262.0	2803.	1968.
4351	5007	STREETFRONT COMMERCIAL	acre	3.9	5873.	4263.
4351	6109	OTHER PUBLIC SERVICE	acre	3.4	1373.	993.
4351	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4351	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4351	7601	ACTIVE PARK	acre	5.1	338.	222.
4351	9101	INACTIVE USE	acre	45.3	0.	0.
4351		TOTAL			28889.	18740.
4352	101	SINGLE FAMILY	du	201.0	3136.	2188.
4352	102	MULTI-FAMILY	du	181.0	1937.	1360.
4352	6102	CHURCH	acre	1.9	101.	78.
4352	6806	ELEMENTARY SCHOOL	acre	2.0	4237.	2370.
4352	9101	INACTIVE USE	acre	1.1	0.	0.
4352		TOTAL			9410.	5995.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4353	102	MULTI-FAMILY	du	1653.0	17687.	12417.
4353	2101	INDUSTRIAL PARK	acre	45.0	8645.	7087.
4353	6810	UCCV	acre	18.0	3244.	2591.
4353		TOTAL			29575.	22095.
4354	2001	HEAVY INDUSTRY	acre	18.1	1407.	1163.
4354	2103	LIGHT INDUSTRY	acre	43.5	4358.	3522.
4354	2201	EXTRACTIVE INDUSTRY	acre	52.6	79.	65.
4354	4113	COMMUNICATION OR UTILITY	acre	98.6	394.	301.
4354		TOTAL			6238.	5052.
4355	101	SINGLE FAMILY	du	459.0	7160.	4997.
4355	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4355	6102	CHURCH	acre	5.4	288.	221.
4355	6109	OTHER PUBLIC SERVICE	acre	2.3	931.	673.
4355	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4355		TOTAL			10502.	7079.
4356	102	MULTI-FAMILY	du	609.0	6516.	4575.
4356	5003	COMMUNITY COMMERCIAL	acre	12.4	10405.	7362.
4356	7601	ACTIVE PARK	acre	10.0	668.	440.
4356		TOTAL			17589.	12376.
4357	101	SINGLE FAMILY	du	15.0	234.	163.
4357	102	MULTI-FAMILY	du	602.0	6441.	4522.
4357	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	116.	71.
4357	2103	LIGHT INDUSTRY	acre	10.6	1065.	860.
4357	2104	WAREHOUSING OR STORAGE	acre	0.6	20.	16.
4357	5007	STREETFRONT COMMERCIAL	acre	7.0	10430.	7572.
4357	6002	LOW RISE OFFICE	acre	0.7	240.	184.
4357	7210	OTHER RECREATION	acre	1.2	8.	6.
4357	9101	INACTIVE USE	acre	0.2	0.	0.
4357		TOTAL			18554.	13395.
4358	101	SINGLE FAMILY	du	557.0	8689.	6063.
4358	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4358	9101	INACTIVE USE	acre	79.6	0.	0.
4358		TOTAL			10808.	7248.
4359	101	SINGLE FAMILY	du	6.0	94.	65.
4359	102	MULTI-FAMILY	du	297.0	3178.	2231.
4359	5003	COMMUNITY COMMERCIAL	acre	17.6	14810.	10479.
4359	5007	STREETFRONT COMMERCIAL	acre	4.0	6004.	4359.
4359		TOTAL			24086.	17134.
4360	101	SINGLE FAMILY	du	290.0	4524.	3157.
4360	102	MULTI-FAMILY	du	99.0	1059.	744.
4360	6809	OTHER SCHOOL	acre	0.5	95.	78.
4360	9101	INACTIVE USE	acre	0.1	0.	0.
4360		TOTAL			5678.	3979.
4361	101	SINGLE FAMILY	du	455.0	7098.	4953.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4361	102	MULTI-FAMILY	du	93.0	995.	699.
4361	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4361	6102	CHURCH	acre	3.4	181.	139.
4361	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4361	9101	INACTIVE USE	acre	0.4	0.	0.
4361		TOTAL			10403.	6983.
4362	101	SINGLE FAMILY	du	60.0	936.	653.
4362	102	MULTI-FAMILY	du	485.0	5189.	3643.
4362	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4362		TOTAL			11494.	6719.
4363	101	SINGLE FAMILY	du	87.0	1357.	947.
4363	9101	INACTIVE USE	acre	37.5	0.	0.
4363		TOTAL			1357.	947.
4364	101	SINGLE FAMILY	du	95.0	1482.	1034.
4364	102	MULTI-FAMILY	du	310.0	3317.	2329.
4364		TOTAL			4799.	3363.
4365	101	SINGLE FAMILY	du	95.0	1482.	1034.
4365	103	MOBILE HOME PARK	du	133.0	878.	582.
4365	2103	LIGHT INDUSTRY	acre	9.6	963.	779.
4365	2104	WAREHOUSING OR STORAGE	acre	0.5	15.	12.
4365	4112	RIGHT-OF-WAY	acre	2.8	0.	0.
4365	5004	NEIGHBORHOOD COMMERCIAL	acre	7.7	11675.	8261.
4365		TOTAL			15014.	10668.
4366	101	SINGLE FAMILY	du	428.0	6677.	4659.
4366	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4366	9101	INACTIVE USE	acre	10.6	0.	0.
4366		TOTAL			8795.	5844.
4367	101	SINGLE FAMILY	du	342.0	5335.	3723.
4367	102	MULTI-FAMILY	du	154.0	1648.	1157.
4367	4113	COMMUNICATION OR UTILITY	acre	18.4	73.	56.
4367	5007	STREETFRONT COMMERCIAL	acre	1.2	1795.	1303.
4367		TOTAL			8851.	6239.
4368	101	SINGLE FAMILY	du	103.0	1607.	1121.
4368	102	MULTI-FAMILY	du	513.0	5489.	3854.
4368	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	77.	48.
4368	5007	STREETFRONT COMMERCIAL	acre	4.7	6960.	5053.
4368	6002	LOW RISE OFFICE	acre	0.5	167.	128.
4368	9101	INACTIVE USE	acre	0.9	0.	0.
4368		TOTAL			14301.	10204.
4369	101	SINGLE FAMILY	du	35.0	546.	381.
4369	102	MULTI-FAMILY	du	394.0	4216.	2960.
4369	103	MOBILE HOME PARK	du	58.0	383.	254.
4369	2104	WAREHOUSING OR STORAGE	acre	1.0	34.	28.
4369	5007	STREETFRONT COMMERCIAL	acre	9.2	13777.	10001.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4369	5009	OTHER COMMERCIAL	acre	0.3	36.	26.
4369	6002	LOW RISE OFFICE	acre	1.1	409.	313.
4369	6104	POST OFFICE	acre	0.4	437.	304.
4369		TOTAL			19837.	14267.
4370	101	SINGLE FAMILY	du	482.0	7519.	5247.
4370	102	MULTI-FAMILY	du	14.0	150.	105.
4370	6102	CHURCH	acre	0.7	35.	27.
4370	9101	INACTIVE USE	acre	0.1	0.	0.
4370		TOTAL			7704.	5379.
4372	101	SINGLE FAMILY	du	75.0	1170.	816.
4372	102	MULTI-FAMILY	du	428.0	4580.	3215.
4372	2104	WAREHOUSING OR STORAGE	acre	0.7	22.	18.
4372		TOTAL			5771.	4049.
4373	102	MULTI-FAMILY	du	1748.0	18704.	13131.
4373	5018	COMMERCIAL/RETAIL	acre	250.0	14125.	9994.
4373	6810	UCCV	acre	50.0	9010.	7197.
4373		TOTAL			41839.	30322.
4374	101	SINGLE FAMILY	du	382.0	5959.	4158.
4374	4113	COMMUNICATION OR UTILITY	acre	10.8	43.	33.
4374	7601	ACTIVE PARK	acre	2.4	160.	105.
4374	9101	INACTIVE USE	acre	0.1	0.	0.
4374		TOTAL			6162.	4297.
4375	7601	ACTIVE PARK	acre	30.4	2027.	1334.
4375		TOTAL			2027.	1334.
4376	101	SINGLE FAMILY	du	74.0	1154.	806.
4376	102	MULTI-FAMILY	du	152.0	1626.	1142.
4376	6807	SCHOOL DISTRICT OFFICE	acre	6.4	1607.	1232.
4376	9101	INACTIVE USE	acre	0.1	0.	0.
4376		TOTAL			4388.	3179.
4377	101	SINGLE FAMILY	du	4.0	62.	44.
4377	102	MULTI-FAMILY	du	527.0	5639.	3959.
4377	5007	STREETFRONT COMMERCIAL	acre	10.9	16329.	11855.
4377	6002	LOW RISE OFFICE	acre	0.2	63.	48.
4377	6102	CHURCH	acre	0.5	26.	20.
4377	7601	ACTIVE PARK	acre	3.9	260.	171.
4377		TOTAL			22380.	16096.
4378	102	MULTI-FAMILY	du	202.0	2161.	1517.
4378	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	4646.	3287.
4378	5007	STREETFRONT COMMERCIAL	acre	2.5	3671.	2665.
4378	6002	LOW RISE OFFICE	acre	2.1	736.	564.
4378		TOTAL			11214.	8034.
4379	2101	INDUSTRIAL PARK	acre	25.1	4820.	3951.
4379	9101	INACTIVE USE	acre	111.1	0.	0.
4379		TOTAL			4820.	3951.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4380	5003	COMMUNITY COMMERCIAL	acre	31.4	26331.	18630.
4380		TOTAL			26331.	18630.
4381	101	SINGLE FAMILY	du	71.0	1108.	773.
4381	102	MULTI-FAMILY	du	13.0	139.	98.
4381	5007	STREETFRONT COMMERCIAL	acre	1.5	2213.	1607.
4381	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4381	7601	ACTIVE PARK	acre	8.6	573.	377.
4381		TOTAL			9402.	5277.
4382	2301	JUNKYARD/DUMP/LANDFILL	acre	493.5	7798.	6427.
4382	4113	COMMUNICATION OR UTILITY	acre	5.5	22.	17.
4382	7601	ACTIVE PARK	acre	16.4	1090.	717.
4382		TOTAL			8909.	7161.
4383	101	SINGLE FAMILY	du	228.0	3557.	2482.
4383	102	MULTI-FAMILY	du	187.0	2001.	1405.
4383		TOTAL			5558.	3887.
4384	101	SINGLE FAMILY	du	60.0	936.	653.
4384	102	MULTI-FAMILY	du	845.0	9041.	6348.
4384	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4384		TOTAL			14183.	9587.
4386	101	SINGLE FAMILY	du	82.0	1279.	893.
4386	102	MULTI-FAMILY	du	45.0	481.	338.
4386	6102	CHURCH	acre	4.3	229.	176.
4386	6105	FIRE OR POLICE STATION	acre	0.4	137.	101.
4386	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4386	7601	ACTIVE PARK	acre	2.2	145.	96.
4386	9101	INACTIVE USE	acre	0.1	0.	0.
4386		TOTAL			4391.	2788.
4387	101	SINGLE FAMILY	du	5.0	78.	54.
4387	102	MULTI-FAMILY	du	182.0	1947.	1367.
4387	103	MOBILE HOME PARK	du	119.0	785.	521.
4387	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	131.	81.
4387	2103	LIGHT INDUSTRY	acre	0.5	52.	42.
4387	2104	WAREHOUSING OR STORAGE	acre	7.9	260.	213.
4387	4112	RIGHT-OF-WAY	acre	2.1	0.	0.
4387	5007	STREETFRONT COMMERCIAL	acre	1.3	1943.	1410.
4387	6002	LOW RISE OFFICE	acre	0.5	176.	135.
4387	6003	GOV'T OFFICE OR CENTER	acre	7.1	7488.	5621.
4387	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4387	7601	ACTIVE PARK	acre	5.2	347.	228.
4387		TOTAL			15326.	10858.
4389	101	SINGLE FAMILY	du	51.0	796.	555.
4389	102	MULTI-FAMILY	du	920.0	9844.	6911.
4389	5004	NEIGHBORHOOD COMMERCIAL	acre	2.2	3434.	2430.
4389	5007	STREETFRONT COMMERCIAL	acre	1.2	1735.	1259.
4389	6102	CHURCH	acre	0.7	36.	27.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4389	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4389		TOTAL			21213.	13605.
4390	101	SINGLE FAMILY	du	652.0	10171.	7098.
4390	102	MULTI-FAMILY	du	245.0	2621.	1840.
4390	5007	STREETFRONT COMMERCIAL	acre	0.9	1271.	923.
4390	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4390	7601	ACTIVE PARK	acre	4.3	290.	191.
4390	7607	RESIDENTIAL RECREATION	acre	1.5	0.	0.
4390	9101	INACTIVE USE	acre	5.2	0.	0.
4390		TOTAL			16472.	11237.
4391	102	MULTI-FAMILY	du	1529.0	16360.	11486.
4391	4113	COMMUNICATION OR UTILITY	acre	19.6	78.	60.
4391	5017	COMMERCIAL/RETAIL	acre	40.0	4520.	3198.
4391	6006	OFFICE	acre	50.0	1300.	996.
4391	7601	ACTIVE PARK	acre	5.5	366.	241.
4391		TOTAL			22625.	15981.
4392	101	SINGLE FAMILY	du	30.0	468.	327.
4392	102	MULTI-FAMILY	du	50.0	535.	376.
4392	5004	NEIGHBORHOOD COMMERCIAL	acre	20.3	30921.	21877.
4392	5007	STREETFRONT COMMERCIAL	acre	1.9	2825.	2051.
4392	9101	INACTIVE USE	acre	0.2	0.	0.
4392		TOTAL			34749.	24630.
4393	102	MULTI-FAMILY	du	258.0	2761.	1938.
4393	4112	RIGHT-OF-WAY	acre	0.7	0.	0.
4393	5003	COMMUNITY COMMERCIAL	acre	18.4	15456.	10936.
4393	5004	NEIGHBORHOOD COMMERCIAL	acre	6.4	9775.	6916.
4393	5007	STREETFRONT COMMERCIAL	acre	1.5	2299.	1669.
4393	6002	LOW RISE OFFICE	acre	0.8	275.	210.
4393	9101	INACTIVE USE	acre	0.6	0.	0.
4393		TOTAL			30565.	21669.
4394	101	SINGLE FAMILY	du	66.0	1030.	718.
4394	102	MULTI-FAMILY	du	356.0	3809.	2674.
4394	103	MOBILE HOME PARK	du	296.0	1954.	1296.
4394	4113	COMMUNICATION OR UTILITY	acre	6.6	26.	20.
4394	7601	ACTIVE PARK	acre	9.2	611.	402.
4394		TOTAL			7429.	5110.
4396	101	SINGLE FAMILY	du	358.0	5585.	3897.
4396	2103	LIGHT INDUSTRY	acre	20.5	2052.	1658.
4396	9101	INACTIVE USE	acre	4.3	0.	0.
4396		TOTAL			7636.	5555.
4397	101	SINGLE FAMILY	du	192.0	2995.	2090.
4397	102	MULTI-FAMILY	du	54.0	578.	406.
4397	103	MOBILE HOME PARK	du	191.0	1261.	836.
4397	6102	CHURCH	acre	2.3	121.	93.
4397		TOTAL			4955.	3425.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4398	101	SINGLE FAMILY	du	102.0	1591.	1110.
4398	102	MULTI-FAMILY	du	201.0	2151.	1510.
4398	5004	NEIGHBORHOOD COMMERCIAL	acre	6.8	10454.	7397.
4398	7601	ACTIVE PARK	acre	19.1	1273.	838.
4398	9101	INACTIVE USE	acre	0.3	0.	0.
4398		TOTAL			15470.	10855.
4399	101	SINGLE FAMILY	du	399.0	6224.	4343.
4399	102	MULTI-FAMILY	du	118.0	1263.	886.
4399	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4399		TOTAL			9606.	6415.
4400	101	SINGLE FAMILY	du	12.0	187.	131.
4400	102	MULTI-FAMILY	du	7.0	75.	53.
4400	2103	LIGHT INDUSTRY	acre	2.4	237.	191.
4400	4113	COMMUNICATION OR UTILITY	acre	0.5	2.	2.
4400	5001	WHOLESALE TRADE	acre	0.9	44.	31.
4400	5007	STREETFRONT COMMERCIAL	acre	9.6	14287.	10372.
4400	6002	LOW RISE OFFICE	acre	22.5	8017.	6145.
4400	9101	INACTIVE USE	acre	3.1	0.	0.
4400		TOTAL			22849.	16924.
4401	102	MULTI-FAMILY	du	116.0	1241.	871.
4401	103	MOBILE HOME PARK	du	8.0	53.	35.
4401	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	71.	44.
4401	5007	STREETFRONT COMMERCIAL	acre	0.7	1036.	752.
4401	6002	LOW RISE OFFICE	acre	0.3	124.	95.
4401	9101	INACTIVE USE	acre	2.2	0.	0.
4401		TOTAL			2525.	1797.
4402	101	SINGLE FAMILY	du	24.0	374.	261.
4402	102	MULTI-FAMILY	du	604.0	6463.	4537.
4402	4113	COMMUNICATION OR UTILITY	acre	5.5	22.	17.
4402	5007	STREETFRONT COMMERCIAL	acre	6.5	9692.	7036.
4402	6002	LOW RISE OFFICE	acre	0.2	83.	64.
4402	6103	LIBRARY	acre	6.1	2644.	1793.
4402	9101	INACTIVE USE	acre	0.6	0.	0.
4402		TOTAL			19279.	13708.
4403	101	SINGLE FAMILY	du	43.0	671.	468.
4403	102	MULTI-FAMILY	du	731.0	7822.	5491.
4403	103	MOBILE HOME PARK	du	10.0	66.	44.
4403	2101	INDUSTRIAL PARK	acre	33.2	6369.	5221.
4403	2103	LIGHT INDUSTRY	acre	1.9	185.	150.
4403	5007	STREETFRONT COMMERCIAL	acre	1.9	2852.	2070.
4403	6002	LOW RISE OFFICE	acre	0.4	146.	112.
4403	6102	CHURCH	acre	0.7	35.	27.
4403	7601	ACTIVE PARK	acre	2.2	145.	96.
4403	9101	INACTIVE USE	acre	0.3	0.	0.
4403		TOTAL			18291.	13679.
4404	102	MULTI-FAMILY	du	58.0	621.	436.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4404	4111	TRANSIT STATION	acre	1.7	481.	367.
4404	5003	COMMUNITY COMMERCIAL	acre	15.5	12989.	9190.
4404	5007	STREETFRONT COMMERCIAL	acre	4.5	6782.	4924.
4404	5009	OTHER COMMERCIAL	acre	0.4	49.	35.
4404	6002	LOW RISE OFFICE	acre	0.1	46.	36.
4404		TOTAL			20968.	14988.
4405	102	MULTI-FAMILY	du	100.0	1070.	751.
4405	2201	EXTRACTIVE INDUSTRY	acre	62.0	93.	77.
4405		TOTAL			1163.	828.
4406	101	SINGLE FAMILY	du	459.0	7160.	4997.
4406	102	MULTI-FAMILY	du	77.0	824.	578.
4406	5007	STREETFRONT COMMERCIAL	acre	1.0	1481.	1075.
4406	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4406	7602	PASSIVE PARK	acre	1.0	0.	0.
4406		TOTAL			11583.	7835.
4407	101	SINGLE FAMILY	du	319.0	4976.	3473.
4407	102	MULTI-FAMILY	du	90.0	963.	676.
4407	2103	LIGHT INDUSTRY	acre	0.4	37.	30.
4407	6102	CHURCH	acre	2.3	121.	93.
4407	7210	OTHER RECREATION	acre	0.5	3.	2.
4407	7601	ACTIVE PARK	acre	5.1	338.	222.
4407	7602	PASSIVE PARK	acre	1.1	0.	0.
4407	9101	INACTIVE USE	acre	3.3	0.	0.
4407		TOTAL			6439.	4496.
4408	102	MULTI-FAMILY	du	172.0	1840.	1292.
4408	103	MOBILE HOME PARK	du	14.0	92.	61.
4408	1501	LOW-RISE HOTEL OR MOTEL	acre	0.6	209.	129.
4408	2104	WAREHOUSING OR STORAGE	acre	6.1	202.	165.
4408	4113	COMMUNICATION OR UTILITY	acre	5.1	21.	16.
4408	5004	NEIGHBORHOOD COMMERCIAL	acre	7.8	11946.	8452.
4408	5007	STREETFRONT COMMERCIAL	acre	2.7	4081.	2963.
4408	5009	OTHER COMMERCIAL	acre	0.3	41.	30.
4408	6002	LOW RISE OFFICE	acre	1.3	449.	344.
4408		TOTAL			18881.	13452.
4409	101	SINGLE FAMILY	du	1.0	16.	11.
4409	102	MULTI-FAMILY	du	135.0	1444.	1014.
4409	103	MOBILE HOME PARK	du	90.0	594.	394.
4409	2101	INDUSTRIAL PARK	acre	22.1	4243.	3479.
4409	2103	LIGHT INDUSTRY	acre	23.8	2381.	1924.
4409	2104	WAREHOUSING OR STORAGE	acre	4.5	150.	123.
4409	4112	RIGHT-OF-WAY	acre	5.7	0.	0.
4409	4113	COMMUNICATION OR UTILITY	acre	7.6	31.	23.
4409	9101	INACTIVE USE	acre	0.5	0.	0.
4409		TOTAL			8859.	6968.
4410	101	SINGLE FAMILY	du	61.0	952.	664.
4410	102	MULTI-FAMILY	du	163.0	1744.	1224.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4410	103	MOBILE HOME PARK	du	502.0	3313.	2197.
4410	2103	LIGHT INDUSTRY	acre	11.6	1159.	937.
4410	2104	WAREHOUSING OR STORAGE	acre	2.3	76.	62.
4410	4113	COMMUNICATION OR UTILITY	acre	11.4	46.	35.
4410	5007	STREETFRONT COMMERCIAL	acre	0.4	660.	479.
4410	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4410		TOTAL			10068.	6783.
4411	102	MULTI-FAMILY	du	45.0	481.	338.
4411	103	MOBILE HOME PARK	du	426.0	2812.	1865.
4411	9101	INACTIVE USE	acre	4.7	0.	0.
4411		TOTAL			3293.	2203.
4412	101	SINGLE FAMILY	du	208.0	3245.	2264.
4412	102	MULTI-FAMILY	du	38.0	407.	285.
4412	103	MOBILE HOME PARK	du	129.0	851.	565.
4412	2103	LIGHT INDUSTRY	acre	4.8	483.	391.
4412	5007	STREETFRONT COMMERCIAL	acre	0.3	387.	281.
4412	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4412	7601	ACTIVE PARK	acre	4.3	286.	188.
4412	9101	INACTIVE USE	acre	0.2	0.	0.
4412		TOTAL			7778.	5160.
4414	2103	LIGHT INDUSTRY	acre	36.1	3616.	2922.
4414	5006	AUTO COMMERCIAL	acre	3.0	1441.	1019.
4414	5009	OTHER COMMERCIAL	acre	3.1	398.	289.
4414	9101	INACTIVE USE	acre	9.9	0.	0.
4414		TOTAL			5454.	4230.
4415	102	MULTI-FAMILY	du	106.0	1134.	796.
4415	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	83.	51.
4415	5004	NEIGHBORHOOD COMMERCIAL	acre	10.8	16506.	11678.
4415	5007	STREETFRONT COMMERCIAL	acre	0.3	401.	291.
4415		TOTAL			18124.	12817.
4416	101	SINGLE FAMILY	du	125.0	1950.	1361.
4416	102	MULTI-FAMILY	du	102.0	1091.	766.
4416	2103	LIGHT INDUSTRY	acre	13.7	1370.	1107.
4416	5001	WHOLESALE TRADE	acre	0.5	23.	17.
4416	5007	STREETFRONT COMMERCIAL	acre	9.3	13941.	10121.
4416	6102	CHURCH	acre	2.5	132.	101.
4416	6509	OTHER HEALTH CARE	acre	0.8	391.	290.
4416	7210	OTHER RECREATION	acre	0.2	1.	1.
4416	9101	INACTIVE USE	acre	7.7	0.	0.
4416		TOTAL			18899.	13763.
4417	2103	LIGHT INDUSTRY	acre	136.6	13688.	11062.
4417	2301	JUNKYARD/DUMP/LANDFILL	acre	46.2	731.	602.
4417		TOTAL			14418.	11664.
4418	2101	INDUSTRIAL PARK	acre	7.7	1488.	1220.
4418	2103	LIGHT INDUSTRY	acre	3.7	368.	297.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4418	4112	RIGHT-OF-WAY	acre	1.8	0.	0.
4418	5003	COMMUNITY COMMERCIAL	acre	15.0	12623.	8931.
4418	5009	OTHER COMMERCIAL	acre	0.3	40.	29.
4418	9101	INACTIVE USE	acre	0.8	0.	0.
4418		TOTAL			14519.	10477.
4419	2103	LIGHT INDUSTRY	acre	52.6	5267.	4256.
4419	2104	WAREHOUSING OR STORAGE	acre	2.8	94.	77.
4419	2301	JUNKYARD/DUMP/LANDFILL	acre	2.2	35.	29.
4419	4113	COMMUNICATION OR UTILITY	acre	5.6	22.	17.
4419	6002	LOW RISE OFFICE	acre	0.3	112.	86.
4419	7210	OTHER RECREATION	acre	1.4	9.	6.
4419	9101	INACTIVE USE	acre	44.1	0.	0.
4419		TOTAL			5539.	4471.
4420	102	MULTI-FAMILY	du	74.0	792.	556.
4420	2103	LIGHT INDUSTRY	acre	36.2	3628.	2932.
4420	2104	WAREHOUSING OR STORAGE	acre	11.7	387.	317.
4420	9101	INACTIVE USE	acre	2.5	0.	0.
4420		TOTAL			4807.	3804.
4421	5007	STREETFRONT COMMERCIAL	acre	4.4	6526.	4738.
4421	6002	LOW RISE OFFICE	acre	3.8	1363.	1045.
4421	7601	ACTIVE PARK	acre	87.3	5812.	3825.
4421	9101	INACTIVE USE	acre	621.5	0.	0.
4421		TOTAL			13702.	9608.
4424	101	SINGLE FAMILY	du	9.0	140.	98.
4424	2103	LIGHT INDUSTRY	acre	44.7	4481.	3621.
4424	2104	WAREHOUSING OR STORAGE	acre	7.8	257.	210.
4424	4112	RIGHT-OF-WAY	acre	4.4	0.	0.
4424	5007	STREETFRONT COMMERCIAL	acre	0.4	652.	473.
4424	6002	LOW RISE OFFICE	acre	0.1	31.	24.
4424	9101	INACTIVE USE	acre	22.6	0.	0.
4424		TOTAL			5560.	4426.
4425	102	MULTI-FAMILY	du	22.0	235.	165.
4425	2103	LIGHT INDUSTRY	acre	18.7	1875.	1515.
4425	2104	WAREHOUSING OR STORAGE	acre	4.2	141.	115.
4425	2201	EXTRACTIVE INDUSTRY	acre	18.7	28.	23.
4425	5009	OTHER COMMERCIAL	acre	0.8	100.	73.
4425	7601	ACTIVE PARK	acre	13.6	908.	598.
4425	8002	INTENSIVE AGRICULTURE	acre	4.2	2.	2.
4425	9101	INACTIVE USE	acre	16.9	0.	0.
4425		TOTAL			3290.	2491.
4426	2103	LIGHT INDUSTRY	acre	28.6	2863.	2314.
4426	5006	AUTO COMMERCIAL	acre	11.9	5599.	3962.
4426	9101	INACTIVE USE	acre	105.2	0.	0.
4426		TOTAL			8462.	6275.
4427	102	MULTI-FAMILY	du	656.0	7019.	4928.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4427	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	598.	368.
4427	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	3831.	2710.
4427	5007	STREETFRONT COMMERCIAL	acre	1.8	2728.	1980.
4427	7601	ACTIVE PARK	acre	5.4	363.	239.
4427	9101	INACTIVE USE	acre	5.0	0.	0.
4427		TOTAL			14539.	10226.
4428	101	SINGLE FAMILY	du	220.0	3432.	2395.
4428	102	MULTI-FAMILY	du	69.0	738.	518.
4428	9101	INACTIVE USE	acre	20.7	0.	0.
4428		TOTAL			4170.	2913.
4430	7210	OTHER RECREATION	acre	92.7	612.	418.
4430	9101	INACTIVE USE	acre	170.7	0.	0.
4430		TOTAL			612.	418.
4431	2301	JUNKYARD/DUMP/LANDFILL	acre	5.3	84.	69.
4431	5003	COMMUNITY COMMERCIAL	acre	20.2	16961.	12000.
4431	6002	LOW RISE OFFICE	acre	2.3	813.	623.
4431	8002	INTENSIVE AGRICULTURE	acre	22.6	11.	9.
4431	9101	INACTIVE USE	acre	3.3	0.	0.
4431		TOTAL			17869.	12702.
4467	2103	LIGHT INDUSTRY	acre	21.8	2186.	1767.
4467	2104	WAREHOUSING OR STORAGE	acre	1.7	57.	47.
4467	9101	INACTIVE USE	acre	52.6	0.	0.
4467		TOTAL			2243.	1813.
4614	102	MULTI-FAMILY	du	1200.0	12840.	9014.
4614		TOTAL			12840.	9014.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4044	4113	COMMUNICATION OR UTILITY	acre	28.3	113.	87.
4044	7204	GOLF COURSE	acre	259.4	0.	0.
4044	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4044		TOTAL			822.	570.
4045	101	SINGLE FAMILY	du	495.0	7722.	5389.
4045	9101	INACTIVE USE	acre	434.0	0.	0.
4045		TOTAL			7722.	5389.
4089	101	SINGLE FAMILY	du	65.0	1014.	708.
4089		TOTAL			1014.	708.
4099	101	SINGLE FAMILY	du	7.0	109.	76.
4099	9101	INACTIVE USE	acre	31.3	0.	0.
4099		TOTAL			109.	76.
4115	101	SINGLE FAMILY	du	236.0	3682.	2569.
4115	1409	OTHER GROUP QUARTERS	acre	3.9	19.	13.
4115	6109	OTHER PUBLIC SERVICE	acre	0.8	309.	223.
4115	7601	ACTIVE PARK	acre	14.7	980.	645.
4115	9101	INACTIVE USE	acre	132.3	0.	0.
4115		TOTAL			4990.	3451.
4120	101	SINGLE FAMILY	du	360.0	5616.	3919.
4120	102	MULTI-FAMILY	du	305.0	3263.	2291.
4120	4113	COMMUNICATION OR UTILITY	acre	6.3	25.	19.
4120	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4120	7601	ACTIVE PARK	acre	3.5	232.	153.
4120	9101	INACTIVE USE	acre	15.9	0.	0.
4120		TOTAL			11255.	7567.
4123	101	SINGLE FAMILY	du	175.0	2730.	1905.
4123	9101	INACTIVE USE	acre	92.7	0.	0.
4123		TOTAL			2730.	1905.
4131	101	SINGLE FAMILY	du	49.0	764.	533.
4131	102	MULTI-FAMILY	du	188.0	2012.	1412.
4131	5004	NEIGHBORHOOD COMMERCIAL	acre	11.4	17353.	12278.
4131	5007	STREETFRONT COMMERCIAL	acre	4.2	6251.	4538.
4131	6002	LOW RISE OFFICE	acre	0.9	339.	260.
4131	6103	LIBRARY	acre	2.7	1180.	800.
4131	6109	OTHER PUBLIC SERVICE	acre	2.0	799.	578.
4131	6509	OTHER HEALTH CARE	acre	7.0	3433.	2547.
4131	7204	GOLF COURSE	acre	130.2	0.	0.
4131	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4131	7601	ACTIVE PARK	acre	59.9	3987.	2624.
4131		TOTAL			36828.	26054.
4138	101	SINGLE FAMILY	du	511.0	7972.	5563.
4138	9101	INACTIVE USE	acre	11.4	0.	0.
4138		TOTAL			7972.	5563.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4141	101	SINGLE FAMILY	du	215.0	3354.	2340.
4141	9101	INACTIVE USE	acre	25.8	0.	0.
4141		TOTAL			3354.	2340.
4142	101	SINGLE FAMILY	du	460.0	7176.	5008.
4142	6102	CHURCH	acre	5.3	284.	218.
4142	6809	OTHER SCHOOL	acre	0.9	180.	148.
4142	9101	INACTIVE USE	acre	149.4	0.	0.
4142		TOTAL			7640.	5374.
4146	101	SINGLE FAMILY	du	6.0	94.	65.
4146	102	MULTI-FAMILY	du	106.0	1134.	796.
4146	5004	NEIGHBORHOOD COMMERCIAL	acre	12.3	18711.	13239.
4146	6002	LOW RISE OFFICE	acre	2.0	721.	553.
4146		TOTAL			20660.	14653.
4152	101	SINGLE FAMILY	du	166.0	2590.	1807.
4152	102	MULTI-FAMILY	du	357.0	3820.	2682.
4152	9101	INACTIVE USE	acre	27.5	0.	0.
4152		TOTAL			6409.	4489.
4157	102	MULTI-FAMILY	du	120.0	1284.	901.
4157	5003	COMMUNITY COMMERCIAL	acre	11.3	9473.	6703.
4157		TOTAL			10757.	7604.
4158	101	SINGLE FAMILY	du	380.0	5928.	4137.
4158	102	MULTI-FAMILY	du	284.0	3039.	2133.
4158	6105	FIRE OR POLICE STATION	acre	1.4	426.	314.
4158	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4158	7601	ACTIVE PARK	acre	6.8	454.	298.
4158	9101	INACTIVE USE	acre	10.4	0.	0.
4158		TOTAL			11965.	8068.
4159	101	SINGLE FAMILY	du	584.0	9110.	6357.
4159	6109	OTHER PUBLIC SERVICE	acre	2.5	982.	710.
4159	7601	ACTIVE PARK	acre	27.4	1822.	1199.
4159	9101	INACTIVE USE	acre	23.9	0.	0.
4159		TOTAL			11915.	8267.
4160	101	SINGLE FAMILY	du	233.0	3635.	2536.
4160	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4160	9101	INACTIVE USE	acre	43.0	0.	0.
4160		TOTAL			3637.	2538.
4161	101	SINGLE FAMILY	du	454.0	7082.	4942.
4161	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4161	7607	RESIDENTIAL RECREATION	acre	2.5	0.	0.
4161	9101	INACTIVE USE	acre	120.2	0.	0.
4161		TOTAL			9201.	6127.
4162	4113	COMMUNICATION OR UTILITY	acre	5.4	22.	16.
4162	5004	NEIGHBORHOOD COMMERCIAL	acre	5.8	8776.	6209.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4162	9101	INACTIVE USE	acre	5.9	0.	0.
4162		TOTAL			8797.	6226.
4165	101	SINGLE FAMILY	du	411.0	6412.	4474.
4165	6105	FIRE OR POLICE STATION	acre	1.0	321.	236.
4165	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4165	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4165	9101	INACTIVE USE	acre	59.8	0.	0.
4165		TOTAL			13056.	8481.
4169	101	SINGLE FAMILY	du	240.0	3744.	2613.
4169	4113	COMMUNICATION OR UTILITY	acre	3.9	16.	12.
4169	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4169	9101	INACTIVE USE	acre	87.9	0.	0.
4169		TOTAL			5878.	3809.
4171	101	SINGLE FAMILY	du	237.0	3697.	2580.
4171	102	MULTI-FAMILY	du	110.0	1177.	826.
4171	6809	OTHER SCHOOL	acre	1.0	196.	162.
4171	7210	OTHER RECREATION	acre	6.4	43.	29.
4171	7601	ACTIVE PARK	acre	33.3	2220.	1461.
4171	9101	INACTIVE USE	acre	3.4	0.	0.
4171		TOTAL			7333.	5058.
4172	101	SINGLE FAMILY	du	601.0	9376.	6542.
4172	102	MULTI-FAMILY	du	766.0	8196.	5754.
4172	7602	PASSIVE PARK	acre	4.0	0.	0.
4172	9101	INACTIVE USE	acre	63.9	0.	0.
4172		TOTAL			17572.	12297.
4173	101	SINGLE FAMILY	du	249.0	3884.	2711.
4173	102	MULTI-FAMILY	du	422.0	4515.	3170.
4173	6102	CHURCH	acre	3.3	175.	134.
4173	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4173	7601	ACTIVE PARK	acre	15.6	1038.	683.
4173	9101	INACTIVE USE	acre	7.8	0.	0.
4173		TOTAL			11731.	7883.
4174	101	SINGLE FAMILY	du	10.0	156.	109.
4174	103	MOBILE HOME PARK	du	166.0	1096.	727.
4174	2103	LIGHT INDUSTRY	acre	25.0	2508.	2027.
4174	2104	WAREHOUSING OR STORAGE	acre	0.6	19.	16.
4174	5001	WHOLESALE TRADE	acre	1.5	71.	50.
4174	5009	OTHER COMMERCIAL	acre	0.2	24.	17.
4174	6002	LOW RISE OFFICE	acre	2.7	971.	744.
4174	9101	INACTIVE USE	acre	0.5	0.	0.
4174		TOTAL			4845.	3690.
4176	101	SINGLE FAMILY	du	99.0	1544.	1078.
4176	6110	CONVENTION CENTER	acre	14.4	1131.	772.
4176	9101	INACTIVE USE	acre	28.9	0.	0.
4176		TOTAL			2676.	1850.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4177	101	SINGLE FAMILY	du	202.0	3151.	2199.
4177	7601	ACTIVE PARK	acre	12.0	797.	524.
4177	9101	INACTIVE USE	acre	57.0	0.	0.
4177		TOTAL			3948.	2723.
4178	101	SINGLE FAMILY	du	223.0	3479.	2428.
4178	102	MULTI-FAMILY	du	387.0	4141.	2907.
4178	1409	OTHER GROUP QUARTERS	acre	1.2	6.	4.
4178	2103	LIGHT INDUSTRY	acre	1.1	111.	90.
4178	9101	INACTIVE USE	acre	0.3	0.	0.
4178		TOTAL			7737.	5429.
4181	101	SINGLE FAMILY	du	175.0	2730.	1905.
4181	6102	CHURCH	acre	4.2	224.	172.
4181	9101	INACTIVE USE	acre	55.6	0.	0.
4181		TOTAL			2954.	2077.
4182	2101	INDUSTRIAL PARK	acre	32.8	6306.	5169.
4182	2103	LIGHT INDUSTRY	acre	42.9	4301.	3476.
4182	2104	WAREHOUSING OR STORAGE	acre	9.4	310.	254.
4182	6104	POST OFFICE	acre	3.2	3529.	2453.
4182	7601	ACTIVE PARK	acre	7.3	487.	320.
4182	9101	INACTIVE USE	acre	1.7	0.	0.
4182		TOTAL			14933.	11672.
4183	2101	INDUSTRIAL PARK	acre	68.7	13205.	10825.
4183	2103	LIGHT INDUSTRY	acre	6.5	654.	529.
4183	5007	STREETFRONT COMMERCIAL	acre	16.8	25154.	18261.
4183	6002	LOW RISE OFFICE	acre	4.3	1531.	1173.
4183	6003	GOV'T OFFICE OR CENTER	acre	1.0	1074.	806.
4183	6509	OTHER HEALTH CARE	acre	1.0	508.	377.
4183	9101	INACTIVE USE	acre	22.4	0.	0.
4183		TOTAL			42127.	31972.
4184	2103	LIGHT INDUSTRY	acre	6.9	688.	556.
4184	2104	WAREHOUSING OR STORAGE	acre	3.0	99.	81.
4184	5003	COMMUNITY COMMERCIAL	acre	10.0	8391.	5937.
4184	5007	STREETFRONT COMMERCIAL	acre	0.9	1376.	999.
4184		TOTAL			10555.	7573.
4185	101	SINGLE FAMILY	du	254.0	3962.	2765.
4185	9101	INACTIVE USE	acre	19.5	0.	0.
4185		TOTAL			3962.	2765.
4186	101	SINGLE FAMILY	du	1368.0	21341.	14892.
4186	102	MULTI-FAMILY	du	45.0	481.	338.
4186		TOTAL			21822.	15230.
4189	101	SINGLE FAMILY	du	250.0	3900.	2721.
4189	9101	INACTIVE USE	acre	132.0	0.	0.
4189		TOTAL			3900.	2721.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4190	2103	LIGHT INDUSTRY	acre	5.1	514.	415.
4190	5003	COMMUNITY COMMERCIAL	acre	20.5	17202.	12171.
4190	5007	STREETFRONT COMMERCIAL	acre	7.9	11764.	8540.
4190	6002	LOW RISE OFFICE	acre	1.4	497.	381.
4190	9101	INACTIVE USE	acre	14.8	0.	0.
4190		TOTAL			29976.	21507.
4193	101	SINGLE FAMILY	du	342.0	5335.	3723.
4193	9101	INACTIVE USE	acre	40.7	0.	0.
4193		TOTAL			5335.	3723.
4194	5004	NEIGHBORHOOD COMMERCIAL	acre	2.6	4029.	2851.
4194	5007	STREETFRONT COMMERCIAL	acre	3.7	5503.	3995.
4194	6002	LOW RISE OFFICE	acre	4.1	1450.	1111.
4194	6003	GOV'T OFFICE OR CENTER	acre	3.6	3802.	2854.
4194		TOTAL			14785.	10812.
4195	5003	COMMUNITY COMMERCIAL	acre	48.9	41024.	29025.
4195	6509	OTHER HEALTH CARE	acre	3.1	1509.	1119.
4195	9101	INACTIVE USE	acre	2.4	0.	0.
4195		TOTAL			42532.	30145.
4197	5003	COMMUNITY COMMERCIAL	acre	9.4	7929.	5610.
4197	6002	LOW RISE OFFICE	acre	8.4	3006.	2304.
4197	6102	CHURCH	acre	8.2	436.	335.
4197	6809	OTHER SCHOOL	acre	0.4	78.	64.
4197	9101	INACTIVE USE	acre	0.3	0.	0.
4197		TOTAL			11449.	8314.
4198	101	SINGLE FAMILY	du	285.0	4446.	3102.
4198	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4198	9101	INACTIVE USE	acre	25.5	0.	0.
4198		TOTAL			8652.	5689.
4199	1501	LOW-RISE HOTEL OR MOTEL	acre	2.1	720.	444.
4199	5007	STREETFRONT COMMERCIAL	acre	8.5	12650.	9184.
4199	6002	LOW RISE OFFICE	acre	0.3	105.	80.
4199	7602	PASSIVE PARK	acre	0.7	0.	0.
4199	9101	INACTIVE USE	acre	18.4	0.	0.
4199		TOTAL			13475.	9708.
4201	101	SINGLE FAMILY	du	29.0	452.	316.
4201	102	MULTI-FAMILY	du	334.0	3574.	2509.
4201	6102	CHURCH	acre	1.5	81.	62.
4201	7601	ACTIVE PARK	acre	17.8	1187.	782.
4201		TOTAL			5294.	3668.
4202	102	MULTI-FAMILY	du	773.0	8271.	5807.
4202	1504	RESORT	acre	190.1	12375.	7629.
4202	1505	HIGH-RISE HOTEL	acre	1391.0	18083.	11148.
4202	4113	COMMUNICATION OR UTILITY	acre	8.1	32.	25.
4202	5012	BAYFRONT NEIGHBORHOOD COM	acre	115.9	19647.	13901.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4202	6005	BAYFRONT HIGH RISE OF	acre	46.4	992.	786.
4202	6109	OTHER PUBLIC SERVICE	acre	3.0	1199.	867.
4202	7601	ACTIVE PARK	acre	17.9	1194.	786.
4202	9101	INACTIVE USE	acre	250.9	0.	0.
4202		TOTAL			61793.	40948.
4204	101	SINGLE FAMILY	du	264.0	4118.	2874.
4204	102	MULTI-FAMILY	du	189.0	2022.	1420.
4204	1409	OTHER GROUP QUARTERS	acre	6.5	31.	22.
4204	5007	STREETFRONT COMMERCIAL	acre	2.9	4292.	3116.
4204	6002	LOW RISE OFFICE	acre	0.4	143.	109.
4204		TOTAL			10607.	7541.
4206	101	SINGLE FAMILY	du	79.0	1232.	860.
4206	102	MULTI-FAMILY	du	231.0	2472.	1735.
4206	7601	ACTIVE PARK	acre	1.9	127.	84.
4206		TOTAL			3831.	2679.
4207	101	SINGLE FAMILY	du	329.0	5132.	3581.
4207	102	MULTI-FAMILY	du	507.0	5425.	3809.
4207	4113	COMMUNICATION OR UTILITY	acre	2.3	9.	7.
4207	7204	GOLF COURSE	acre	37.2	0.	0.
4207	7601	ACTIVE PARK	acre	3.2	213.	140.
4207	9101	INACTIVE USE	acre	14.2	0.	0.
4207		TOTAL			10780.	7537.
4208	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1365.	842.
4208	5007	STREETFRONT COMMERCIAL	acre	10.1	15069.	10939.
4208	9101	INACTIVE USE	acre	3.5	0.	0.
4208		TOTAL			16434.	11781.
4209	101	SINGLE FAMILY	du	599.0	9344.	6521.
4209	6102	CHURCH	acre	5.0	266.	205.
4209	6809	OTHER SCHOOL	acre	1.2	242.	200.
4209	7601	ACTIVE PARK	acre	5.0	334.	220.
4209	9101	INACTIVE USE	acre	77.3	0.	0.
4209		TOTAL			10186.	7144.
4210	101	SINGLE FAMILY	du	543.0	8471.	5911.
4210	102	MULTI-FAMILY	du	330.0	3531.	2479.
4210	4113	COMMUNICATION OR UTILITY	acre	3.2	13.	10.
4210	6102	CHURCH	acre	1.5	80.	62.
4210	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4210	7601	ACTIVE PARK	acre	15.0	1002.	659.
4210	9101	INACTIVE USE	acre	134.9	0.	0.
4210		TOTAL			15215.	10305.
4211	101	SINGLE FAMILY	du	5.0	78.	54.
4211	102	MULTI-FAMILY	du	483.0	5168.	3628.
4211	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	54.	33.
4211	4119	OTHER TRANSPORTATION	acre	0.9	104.	80.
4211	5007	STREETFRONT COMMERCIAL	acre	6.0	9022.	6550.
4211		TOTAL			14427.	10346.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4212	101	SINGLE FAMILY	du	439.0	6848.	4779.
4212	102	MULTI-FAMILY	du	297.0	3178.	2231.
4212	9101	INACTIVE USE	acre	0.9	0.	0.
4212		TOTAL			10026.	7010.
4213	101	SINGLE FAMILY	du	224.0	3494.	2438.
4213	103	MOBILE HOME PARK	du	196.0	1294.	858.
4213	9101	INACTIVE USE	acre	1.8	0.	0.
4213		TOTAL			4788.	3296.
4214	5004	NEIGHBORHOOD COMMERCIAL	acre	13.6	20680.	14632.
4214	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4214		TOTAL			26049.	17054.
4215	101	SINGLE FAMILY	du	345.0	5382.	3756.
4215	4113	COMMUNICATION OR UTILITY	acre	3.6	15.	11.
4215	9101	INACTIVE USE	acre	35.9	0.	0.
4215		TOTAL			5397.	3767.
4216	101	SINGLE FAMILY	du	9.0	140.	98.
4216	102	MULTI-FAMILY	du	700.0	7490.	5258.
4216	103	MOBILE HOME PARK	du	17.0	112.	74.
4216	9101	INACTIVE USE	acre	1.5	0.	0.
4216		TOTAL			7743.	5431.
4218	102	MULTI-FAMILY	du	84.0	899.	631.
4218	6002	LOW RISE OFFICE	acre	3.0	1061.	813.
4218	9101	INACTIVE USE	acre	4.5	0.	0.
4218		TOTAL			1959.	1444.
4219	101	SINGLE FAMILY	du	93.0	1451.	1012.
4219	102	MULTI-FAMILY	du	406.0	4344.	3050.
4219	1409	OTHER GROUP QUARTERS	acre	1.1	5.	4.
4219	5007	STREETFRONT COMMERCIAL	acre	2.2	3236.	2349.
4219	6002	LOW RISE OFFICE	acre	0.1	41.	32.
4219	6102	CHURCH	acre	1.4	73.	56.
4219		TOTAL			9150.	6503.
4220	101	SINGLE FAMILY	du	512.0	7987.	5574.
4220	102	MULTI-FAMILY	du	200.0	2140.	1502.
4220	5004	NEIGHBORHOOD COMMERCIAL	acre	6.3	9676.	6846.
4220	6102	CHURCH	acre	4.6	248.	190.
4220	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4220	7601	ACTIVE PARK	acre	7.5	499.	328.
4220	9101	INACTIVE USE	acre	2.0	0.	0.
4220		TOTAL			22669.	15626.
4221	5003	COMMUNITY COMMERCIAL	acre	19.2	16086.	11381.
4221	7601	ACTIVE PARK	acre	14.9	991.	652.
4221	9101	INACTIVE USE	acre	22.2	0.	0.
4221		TOTAL			17077.	12033.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4222	101	SINGLE FAMILY	du	10.0	156.	109.
4222	102	MULTI-FAMILY	du	323.0	3456.	2426.
4222	103	MOBILE HOME PARK	du	29.0	191.	127.
4222	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1365.	842.
4222	4112	RIGHT-OF-WAY	acre	3.1	0.	0.
4222	5007	STREETFRONT COMMERCIAL	acre	3.8	5683.	4126.
4222	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4222		TOTAL			12970.	8814.
4223	102	MULTI-FAMILY	du	94.0	1006.	706.
4223	6509	OTHER HEALTH CARE	acre	1.6	796.	590.
4223	9101	INACTIVE USE	acre	8.6	0.	0.
4223		TOTAL			1802.	1297.
4224	101	SINGLE FAMILY	du	77.0	1201.	838.
4224	102	MULTI-FAMILY	du	56.0	599.	421.
4224	7210	OTHER RECREATION	acre	0.1	1.	0.
4224	7601	ACTIVE PARK	acre	20.4	1357.	893.
4224	9101	INACTIVE USE	acre	4.9	0.	0.
4224		TOTAL			3158.	2152.
4225	101	SINGLE FAMILY	du	561.0	8752.	6107.
4225	102	MULTI-FAMILY	du	93.0	995.	699.
4225	7601	ACTIVE PARK	acre	18.3	1221.	804.
4225	9101	INACTIVE USE	acre	15.2	0.	0.
4225		TOTAL			10968.	7609.
4226	101	SINGLE FAMILY	du	777.0	12121.	8458.
4226	7601	ACTIVE PARK	acre	12.9	856.	564.
4226	9101	INACTIVE USE	acre	36.7	0.	0.
4226		TOTAL			12978.	9022.
4227	101	SINGLE FAMILY	du	80.0	1248.	871.
4227	102	MULTI-FAMILY	du	416.0	4451.	3125.
4227	6102	CHURCH	acre	1.2	64.	49.
4227	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4227		TOTAL			7882.	5230.
4228	101	SINGLE FAMILY	du	132.0	2059.	1437.
4228	102	MULTI-FAMILY	du	387.0	4141.	2907.
4228	6002	LOW RISE OFFICE	acre	1.8	632.	484.
4228		TOTAL			6832.	4829.
4232	101	SINGLE FAMILY	du	6.0	94.	65.
4232	102	MULTI-FAMILY	du	464.0	4965.	3486.
4232	103	MOBILE HOME PARK	du	11.0	73.	48.
4232	1501	LOW-RISE HOTEL OR MOTEL	acre	1.5	517.	319.
4232	5004	NEIGHBORHOOD COMMERCIAL	acre	3.1	4753.	3363.
4232	5007	STREETFRONT COMMERCIAL	acre	5.0	7534.	5470.
4232	6806	ELEMENTARY SCHOOL	acre	0.9	1941.	1085.
4232	9101	INACTIVE USE	acre	0.1	0.	0.
4232		TOTAL			19875.	13835.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4233	101	SINGLE FAMILY	du	8.0	125.	87.
4233	102	MULTI-FAMILY	du	638.0	6827.	4793.
4233	4114	PARKING	acre	0.7	0.	0.
4233	5007	STREETFRONT COMMERCIAL	acre	6.6	9857.	7156.
4233	6002	LOW RISE OFFICE	acre	3.0	1068.	819.
4233	6509	OTHER HEALTH CARE	acre	0.7	355.	263.
4233	7210	OTHER RECREATION	acre	0.0	0.	0.
4233	9101	INACTIVE USE	acre	0.1	0.	0.
4233		TOTAL			18232.	13118.
4234	101	SINGLE FAMILY	du	191.0	2980.	2079.
4234	102	MULTI-FAMILY	du	97.0	1038.	729.
4234	7204	GOLF COURSE	acre	53.4	0.	0.
4234	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4234		TOTAL			4726.	3292.
4235	6002	LOW RISE OFFICE	acre	10.7	3825.	2931.
4235	9101	INACTIVE USE	acre	10.9	0.	0.
4235		TOTAL			3825.	2931.
4236	101	SINGLE FAMILY	du	518.0	8081.	5639.
4236	102	MULTI-FAMILY	du	119.0	1273.	894.
4236	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4236	7601	ACTIVE PARK	acre	5.6	373.	245.
4236	9101	INACTIVE USE	acre	185.6	0.	0.
4236		TOTAL			11846.	7963.
4237	6803	JUNIOR COLLEGE	acre	149.0	38313.	30299.
4237		TOTAL			38313.	30299.
4238	101	SINGLE FAMILY	du	44.0	686.	479.
4238	102	MULTI-FAMILY	du	204.0	2183.	1532.
4238	5007	STREETFRONT COMMERCIAL	acre	1.7	2533.	1839.
4238	6002	LOW RISE OFFICE	acre	0.7	265.	203.
4238	6003	GOV'T OFFICE OR CENTER	acre	7.1	7514.	5641.
4238	6103	LIBRARY	acre	4.0	1753.	1189.
4238	6105	FIRE OR POLICE STATION	acre	0.8	251.	185.
4238	7602	PASSIVE PARK	acre	4.0	0.	0.
4238		TOTAL			15186.	11069.
4239	102	MULTI-FAMILY	du	707.0	7565.	5311.
4239	6002	LOW RISE OFFICE	acre	1.8	625.	479.
4239	6102	CHURCH	acre	8.4	451.	346.
4239	6103	LIBRARY	acre	2.3	1013.	687.
4239	6105	FIRE OR POLICE STATION	acre	1.5	467.	344.
4239	7210	OTHER RECREATION	acre	4.8	31.	21.
4239	9101	INACTIVE USE	acre	21.0	0.	0.
4239		TOTAL			10152.	7189.
4240	101	SINGLE FAMILY	du	505.0	7878.	5497.
4240		TOTAL			7878.	5497.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4241	101	SINGLE FAMILY	du	944.0	14726.	10276.
4241	102	MULTI-FAMILY	du	382.0	4087.	2870.
4241	4113	COMMUNICATION OR UTILITY	acre	55.3	221.	169.
4241	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4241	7602	PASSIVE PARK	acre	4.9	0.	0.
4241	9101	INACTIVE USE	acre	31.2	0.	0.
4241		TOTAL			24404.	15737.
4242	102	MULTI-FAMILY	du	252.0	2696.	1893.
4242	4113	COMMUNICATION OR UTILITY	acre	11.2	45.	34.
4242	6103	LIBRARY	acre	0.2	101.	68.
4242	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4242	9101	INACTIVE USE	acre	10.5	0.	0.
4242		TOTAL			8211.	4418.
4243	101	SINGLE FAMILY	du	595.0	9282.	6477.
4243	102	MULTI-FAMILY	du	38.0	407.	285.
4243	6102	CHURCH	acre	4.1	221.	170.
4243	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4243	7601	ACTIVE PARK	acre	21.3	1419.	934.
4243	9101	INACTIVE USE	acre	5.8	0.	0.
4243		TOTAL			13448.	9051.
4244	101	SINGLE FAMILY	du	121.0	1888.	1317.
4244	102	MULTI-FAMILY	du	238.0	2547.	1788.
4244	4114	PARKING	acre	1.0	0.	0.
4244	6102	CHURCH	acre	0.8	45.	34.
4244		TOTAL			4479.	3139.
4245	101	SINGLE FAMILY	du	22.0	343.	239.
4245	102	MULTI-FAMILY	du	442.0	4729.	3320.
4245	103	MOBILE HOME PARK	du	38.0	251.	166.
4245	1409	OTHER GROUP QUARTERS	acre	1.6	8.	5.
4245	1501	LOW-RISE HOTEL OR MOTEL	acre	3.2	1104.	681.
4245	5007	STREETFRONT COMMERCIAL	acre	9.1	13564.	9847.
4245		TOTAL			20000.	14260.
4246	101	SINGLE FAMILY	du	7.0	109.	76.
4246	102	MULTI-FAMILY	du	732.0	7832.	5499.
4246	1409	OTHER GROUP QUARTERS	acre	0.2	1.	1.
4246	4114	PARKING	acre	0.9	0.	0.
4246	5007	STREETFRONT COMMERCIAL	acre	5.3	7970.	5786.
4246	6002	LOW RISE OFFICE	acre	1.8	653.	501.
4246	6102	CHURCH	acre	0.4	23.	18.
4246	6509	OTHER HEALTH CARE	acre	0.1	23.	17.
4246	7601	ACTIVE PARK	acre	7.8	517.	341.
4246	7602	PASSIVE PARK	acre	1.5	0.	0.
4246		TOTAL			17130.	12238.
4248	5003	COMMUNITY COMMERCIAL	acre	29.0	24359.	17235.
4248	6002	LOW RISE OFFICE	acre	1.5	546.	419.
4248		TOTAL			24905.	17654.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4249	101	SINGLE FAMILY	du	231.0	3604.	2515.
4249	102	MULTI-FAMILY	du	459.0	4911.	3448.
4249	6102	CHURCH	acre	2.6	141.	108.
4249		TOTAL			8656.	6071.
4250	102	MULTI-FAMILY	du	935.0	10004.	7024.
4250	1501	LOW-RISE HOTEL OR MOTEL	acre	4.3	1473.	908.
4250	4111	TRANSIT STATION	acre	1.3	373.	285.
4250	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
4250	4119	OTHER TRANSPORTATION	acre	1.4	151.	115.
4250	5007	STREETFRONT COMMERCIAL	acre	7.0	10410.	7557.
4250	6001	HIGH RISE OFFICE	acre	1.8	4933.	3909.
4250	9101	INACTIVE USE	acre	0.1	0.	0.
4250		TOTAL			27345.	19798.
4251	101	SINGLE FAMILY	du	58.0	905.	631.
4251	102	MULTI-FAMILY	du	274.0	2932.	2058.
4251	9101	INACTIVE USE	acre	26.1	0.	0.
4251		TOTAL			3837.	2690.
4252	101	SINGLE FAMILY	du	13.0	203.	142.
4252	102	MULTI-FAMILY	du	295.0	3156.	2216.
4252	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4252	6002	LOW RISE OFFICE	acre	0.5	181.	139.
4252	6003	GOV'T OFFICE OR CENTER	acre	4.2	4452.	3343.
4252	6105	FIRE OR POLICE STATION	acre	3.5	1080.	796.
4252	6509	OTHER HEALTH CARE	acre	0.7	331.	245.
4252	7601	ACTIVE PARK	acre	0.9	62.	41.
4252		TOTAL			9466.	6921.
4253	101	SINGLE FAMILY	du	311.0	4852.	3386.
4253	102	MULTI-FAMILY	du	117.0	1252.	879.
4253	6102	CHURCH	acre	4.6	247.	189.
4253	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4253	7601	ACTIVE PARK	acre	5.0	333.	219.
4253	9101	INACTIVE USE	acre	19.5	0.	0.
4253		TOTAL			8802.	5858.
4254	101	SINGLE FAMILY	du	136.0	2122.	1480.
4254	102	MULTI-FAMILY	du	56.0	599.	421.
4254	6109	OTHER PUBLIC SERVICE	acre	6.0	2384.	1724.
4254	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4254	9101	INACTIVE USE	acre	1.8	0.	0.
4254		TOTAL			10474.	6047.
4255	101	SINGLE FAMILY	du	1155.0	18018.	12573.
4255	102	MULTI-FAMILY	du	78.0	835.	586.
4255	4113	COMMUNICATION OR UTILITY	acre	14.3	57.	44.
4255	6102	CHURCH	acre	12.2	653.	501.
4255	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4255	7204	GOLF COURSE	acre	58.0	0.	0.
4255	7601	ACTIVE PARK	acre	11.8	784.	516.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4255	7602	PASSIVE PARK	acre	3.2	0.	0.
4255		TOTAL			22465.	15405.
4256	101	SINGLE FAMILY	du	23.0	359.	250.
4256	102	MULTI-FAMILY	du	538.0	5757.	4041.
4256	6102	CHURCH	acre	1.2	64.	49.
4256	6109	OTHER PUBLIC SERVICE	acre	0.0	14.	10.
4256		TOTAL			6193.	4351.
4257	101	SINGLE FAMILY	du	395.0	6162.	4300.
4257	102	MULTI-FAMILY	du	96.0	1027.	721.
4257	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4257	7607	RESIDENTIAL RECREATION	acre	6.1	0.	0.
4257	9101	INACTIVE USE	acre	29.3	0.	0.
4257		TOTAL			9308.	6206.
4258	102	MULTI-FAMILY	du	409.0	4376.	3072.
4258	9101	INACTIVE USE	acre	31.2	0.	0.
4258		TOTAL			4376.	3072.
4259	2103	LIGHT INDUSTRY	acre	6.0	599.	484.
4259	5003	COMMUNITY COMMERCIAL	acre	11.4	9574.	6774.
4259	6002	LOW RISE OFFICE	acre	5.3	1910.	1464.
4259	7210	OTHER RECREATION	acre	5.1	34.	23.
4259		TOTAL			12118.	8746.
4260	101	SINGLE FAMILY	du	3.0	47.	33.
4260	102	MULTI-FAMILY	du	696.0	7447.	5228.
4260	103	MOBILE HOME PARK	du	53.0	350.	232.
4260	1501	LOW-RISE HOTEL OR MOTEL	acre	2.8	939.	579.
4260	5007	STREETFRONT COMMERCIAL	acre	4.3	6420.	4661.
4260	6109	OTHER PUBLIC SERVICE	acre	0.1	41.	29.
4260	9101	INACTIVE USE	acre	0.2	0.	0.
4260		TOTAL			15243.	10762.
4261	101	SINGLE FAMILY	du	6.0	94.	65.
4261	102	MULTI-FAMILY	du	1037.0	11096.	7790.
4261	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	17.	10.
4261	5007	STREETFRONT COMMERCIAL	acre	2.2	3371.	2447.
4261	6001	HIGH RISE OFFICE	acre	4.0	10925.	8656.
4261	6002	LOW RISE OFFICE	acre	1.4	484.	371.
4261	6102	CHURCH	acre	0.6	29.	22.
4261	6806	ELEMENTARY SCHOOL	acre	0.2	481.	269.
4261	9101	INACTIVE USE	acre	0.9	0.	0.
4261		TOTAL			26496.	19632.
4262	101	SINGLE FAMILY	du	224.0	3494.	2438.
4262	7602	PASSIVE PARK	acre	0.9	0.	0.
4262	9101	INACTIVE USE	acre	13.2	0.	0.
4262		TOTAL			3494.	2438.
4263	5003	COMMUNITY COMMERCIAL	acre	42.7	35821.	25345.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4263	9101	INACTIVE USE	acre	2.0	0.	0.
4263		TOTAL			35821.	25345.
4264	5003	COMMUNITY COMMERCIAL	acre	17.8	14953.	10580.
4264	9101	INACTIVE USE	acre	1.6	0.	0.
4264		TOTAL			14953.	10580.
4265	101	SINGLE FAMILY	du	403.0	6287.	4387.
4265	4113	COMMUNICATION OR UTILITY	acre	0.9	4.	3.
4265	9101	INACTIVE USE	acre	79.2	0.	0.
4265		TOTAL			6290.	4390.
4266	101	SINGLE FAMILY	du	413.0	6443.	4496.
4266	4113	COMMUNICATION OR UTILITY	acre	1.8	7.	5.
4266	6102	CHURCH	acre	2.3	121.	93.
4266	9101	INACTIVE USE	acre	5.2	0.	0.
4266		TOTAL			6571.	4594.
4267	101	SINGLE FAMILY	du	680.0	10608.	7402.
4267	4113	COMMUNICATION OR UTILITY	acre	1.4	6.	4.
4267	5007	STREETFRONT COMMERCIAL	acre	0.1	200.	145.
4267	6002	LOW RISE OFFICE	acre	0.7	254.	195.
4267	6509	OTHER HEALTH CARE	acre	0.1	37.	27.
4267	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4267	7602	PASSIVE PARK	acre	5.3	0.	0.
4267	9101	INACTIVE USE	acre	54.7	0.	0.
4267		TOTAL			13223.	8959.
4268	102	MULTI-FAMILY	du	1132.0	12112.	8504.
4268	103	MOBILE HOME PARK	du	73.0	482.	320.
4268	4112	RIGHT-OF-WAY	acre	2.3	0.	0.
4268	4119	OTHER TRANSPORTATION	acre	0.7	82.	62.
4268	5007	STREETFRONT COMMERCIAL	acre	1.7	2489.	1807.
4268	7601	ACTIVE PARK	acre	3.1	206.	135.
4268		TOTAL			15370.	10827.
4269	101	SINGLE FAMILY	du	15.0	234.	163.
4269	102	MULTI-FAMILY	du	706.0	7554.	5303.
4269	4114	PARKING	acre	0.3	0.	0.
4269	5007	STREETFRONT COMMERCIAL	acre	3.1	4651.	3376.
4269	6001	HIGH RISE OFFICE	acre	1.9	5114.	4052.
4269	6002	LOW RISE OFFICE	acre	1.5	540.	414.
4269	6102	CHURCH	acre	0.2	13.	10.
4269	6502	HOSPITAL	acre	13.3	4489.	3302.
4269	6509	OTHER HEALTH CARE	acre	4.1	2022.	1500.
4269	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4269	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4269		TOTAL			30941.	21892.
4270	101	SINGLE FAMILY	du	874.0	13634.	9514.
4270	102	MULTI-FAMILY	du	328.0	3510.	2464.
4270	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4270	7601	ACTIVE PARK	acre	11.6	771.	507.
4270	7602	PASSIVE PARK	acre	3.0	0.	0.
4270	9101	INACTIVE USE	acre	51.1	0.	0.
4270		TOTAL			20033.	13670.
4271	101	SINGLE FAMILY	du	437.0	6817.	4757.
4271	102	MULTI-FAMILY	du	9.0	96.	68.
4271	4113	COMMUNICATION OR UTILITY	acre	0.2	1.	1.
4271	6102	CHURCH	acre	7.6	405.	311.
4271	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4271	7601	ACTIVE PARK	acre	6.0	398.	262.
4271		TOTAL			9835.	6583.
4272	2001	HEAVY INDUSTRY	acre	9.5	739.	611.
4272	2103	LIGHT INDUSTRY	acre	8.7	874.	706.
4272	4113	COMMUNICATION OR UTILITY	acre	3.7	15.	11.
4272	6002	LOW RISE OFFICE	acre	11.4	4078.	3126.
4272	9101	INACTIVE USE	acre	18.2	0.	0.
4272		TOTAL			5706.	4455.
4273	101	SINGLE FAMILY	du	515.0	8034.	5606.
4273	4113	COMMUNICATION OR UTILITY	acre	4.3	17.	13.
4273	6102	CHURCH	acre	2.5	131.	100.
4273	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4273	6809	OTHER SCHOOL	acre	1.8	352.	290.
4273	7601	ACTIVE PARK	acre	5.9	393.	259.
4273	9101	INACTIVE USE	acre	22.0	0.	0.
4273		TOTAL			11045.	7454.
4274	102	MULTI-FAMILY	du	280.0	2996.	2103.
4274	5003	COMMUNITY COMMERCIAL	acre	9.5	8001.	5661.
4274	9101	INACTIVE USE	acre	5.5	0.	0.
4274		TOTAL			10997.	7764.
4275	101	SINGLE FAMILY	du	278.0	4337.	3026.
4275	102	MULTI-FAMILY	du	280.0	2996.	2103.
4275	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4275	7601	ACTIVE PARK	acre	11.2	749.	493.
4275	9101	INACTIVE USE	acre	26.1	0.	0.
4275		TOTAL			12287.	8208.
4276	101	SINGLE FAMILY	du	9.0	140.	98.
4276	102	MULTI-FAMILY	du	863.0	9234.	6483.
4276	103	MOBILE HOME PARK	du	14.0	92.	61.
4276	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	622.	383.
4276	5007	STREETFRONT COMMERCIAL	acre	13.1	19621.	14244.
4276	6001	HIGH RISE OFFICE	acre	0.2	427.	338.
4276	6002	LOW RISE OFFICE	acre	0.5	189.	145.
4276	6102	CHURCH	acre	0.1	7.	6.
4276		TOTAL			30333.	21758.
4277	101	SINGLE FAMILY	du	54.0	842.	588.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4277	102	MULTI-FAMILY	du	152.0	1626.	1142.
4277	1401	JAIL	acre	2.4	44.	32.
4277	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4277	5007	STREETFRONT COMMERCIAL	acre	0.2	313.	227.
4277	6001	HIGH RISE OFFICE	acre	0.5	1452.	1151.
4277	6002	LOW RISE OFFICE	acre	2.1	753.	577.
4277	6003	GOV'T OFFICE OR CENTER	acre	12.4	13143.	9867.
4277	6509	OTHER HEALTH CARE	acre	0.3	132.	98.
4277	7210	OTHER RECREATION	acre	0.1	1.	0.
4277		TOTAL			18308.	13684.
4278	1501	LOW-RISE HOTEL OR MOTEL	acre	2.6	895.	552.
4278	2103	LIGHT INDUSTRY	acre	4.1	412.	333.
4278	4114	PARKING	acre	1.0	0.	0.
4278	5003	COMMUNITY COMMERCIAL	acre	14.9	12520.	8858.
4278	9101	INACTIVE USE	acre	9.6	0.	0.
4278		TOTAL			13827.	9743.
4279	101	SINGLE FAMILY	du	543.0	8471.	5911.
4279	102	MULTI-FAMILY	du	90.0	963.	676.
4279	5004	NEIGHBORHOOD COMMERCIAL	acre	1.8	2738.	1937.
4279	5007	STREETFRONT COMMERCIAL	acre	0.1	129.	93.
4279	9101	INACTIVE USE	acre	7.0	0.	0.
4279		TOTAL			12300.	8618.
4280	101	SINGLE FAMILY	du	298.0	4649.	3244.
4280		TOTAL			4649.	3244.
4281	5007	STREETFRONT COMMERCIAL	acre	0.3	510.	370.
4281	7207	MARINA	acre	9.7	540.	369.
4281	7601	ACTIVE PARK	acre	14.2	943.	621.
4281	9101	INACTIVE USE	acre	1.3	0.	0.
4281		TOTAL			1993.	1359.
4282	101	SINGLE FAMILY	du	68.0	1061.	740.
4282	102	MULTI-FAMILY	du	277.0	2964.	2081.
4282	5007	STREETFRONT COMMERCIAL	acre	0.3	505.	367.
4282	6002	LOW RISE OFFICE	acre	4.1	1449.	1111.
4282	6509	OTHER HEALTH CARE	acre	0.1	60.	45.
4282	6809	OTHER SCHOOL	acre	0.1	9.	7.
4282		TOTAL			6048.	4351.
4283	102	MULTI-FAMILY	du	681.0	7287.	5116.
4283	1502	HIGH-RISE HOTEL	acre	0.4	621.	383.
4283	4111	TRANSIT STATION	acre	1.1	308.	235.
4283	4112	RIGHT-OF-WAY	acre	2.5	0.	0.
4283	5007	STREETFRONT COMMERCIAL	acre	1.4	2053.	1491.
4283	6001	HIGH RISE OFFICE	acre	0.8	2114.	1675.
4283		TOTAL			12383.	8900.
4284	5003	COMMUNITY COMMERCIAL	acre	42.0	35284.	24965.
4284		TOTAL			35284.	24965.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4285	102	MULTI-FAMILY	du	705.0	7543.	5296.
4285		TOTAL			7543.	5296.
4286	2001	HEAVY INDUSTRY	acre	44.9	3495.	2889.
4286	2103	LIGHT INDUSTRY	acre	3.4	337.	272.
4286	9101	INACTIVE USE	acre	1.0	0.	0.
4286		TOTAL			3832.	3162.
4287	102	MULTI-FAMILY	du	410.0	4387.	3080.
4287	5002	REGIONAL COMMERCIAL	acre	38.2	28722.	20280.
4287	6002	LOW RISE OFFICE	acre	8.6	3054.	2341.
4287		TOTAL			36163.	25701.
4288	101	SINGLE FAMILY	du	175.0	2730.	1905.
4288	102	MULTI-FAMILY	du	76.0	813.	571.
4288	7210	OTHER RECREATION	acre	0.3	2.	1.
4288		TOTAL			3545.	2477.
4289	7601	ACTIVE PARK	acre	26.3	1750.	1152.
4289	9101	INACTIVE USE	acre	1423.1	0.	0.
4289		TOTAL			1750.	1152.
4290	102	MULTI-FAMILY	du	269.0	2878.	2021.
4290	6102	CHURCH	acre	8.9	476.	365.
4290	7607	RESIDENTIAL RECREATION	acre	4.0	0.	0.
4290	9101	INACTIVE USE	acre	4.1	0.	0.
4290		TOTAL			3354.	2386.
4291	102	MULTI-FAMILY	du	382.0	4087.	2870.
4291	9101	INACTIVE USE	acre	15.4	0.	0.
4291		TOTAL			4087.	2870.
4292	7208	OTC	acre	149.6	1002.	684.
4292		TOTAL			1002.	684.
4293	101	SINGLE FAMILY	du	319.0	4976.	3473.
4293	4113	COMMUNICATION OR UTILITY	acre	3.8	15.	12.
4293	7601	ACTIVE PARK	acre	4.5	297.	195.
4293	9101	INACTIVE USE	acre	31.6	0.	0.
4293		TOTAL			5289.	3680.
4294	5007	STREETFRONT COMMERCIAL	acre	0.9	1331.	966.
4294	6105	FIRE OR POLICE STATION	acre	0.6	187.	138.
4294	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4294	6807	SCHOOL DISTRICT OFFICE	acre	11.0	2772.	2125.
4294		TOTAL			8495.	5815.
4295	101	SINGLE FAMILY	du	164.0	2558.	1785.
4295	102	MULTI-FAMILY	du	710.0	7597.	5334.
4295	5007	STREETFRONT COMMERCIAL	acre	1.1	1675.	1216.
4295	7601	ACTIVE PARK	acre	5.6	372.	245.
4295	9101	INACTIVE USE	acre	22.2	0.	0.
4295		TOTAL			12202.	8579.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4296	101	SINGLE FAMILY	du	925.0	14430.	10069.
4296	102	MULTI-FAMILY	du	1199.0	12829.	9007.
4296	5007	STREETFRONT COMMERCIAL	acre	2.3	3410.	2475.
4296	6102	CHURCH	acre	13.1	700.	538.
4296	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4296	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4296	6809	OTHER SCHOOL	acre	0.1	14.	12.
4296	7601	ACTIVE PARK	acre	7.5	499.	329.
4296	7607	RESIDENTIAL RECREATION	acre	2.9	0.	0.
4296	9101	INACTIVE USE	acre	20.7	0.	0.
4296		TOTAL			39370.	26037.
4297	101	SINGLE FAMILY	du	68.0	1061.	740.
4297	102	MULTI-FAMILY	du	190.0	2033.	1427.
4297	5007	STREETFRONT COMMERCIAL	acre	2.4	3616.	2625.
4297	6002	LOW RISE OFFICE	acre	10.3	3679.	2820.
4297		TOTAL			10389.	7612.
4298	5011	EASTLAKE REGIONAL COM	acre	1135.1	80368.	56747.
4298		TOTAL			80368.	56747.
4299	101	SINGLE FAMILY	du	659.0	10280.	7174.
4299	4113	COMMUNICATION OR UTILITY	acre	18.4	74.	56.
4299	7601	ACTIVE PARK	acre	3.2	216.	142.
4299	9101	INACTIVE USE	acre	14.3	0.	0.
4299		TOTAL			10570.	7372.
4300	101	SINGLE FAMILY	du	5.0	78.	54.
4300	102	MULTI-FAMILY	du	93.0	995.	699.
4300	1501	LOW-RISE HOTEL OR MOTEL	acre	2.2	737.	455.
4300	5004	NEIGHBORHOOD COMMERCIAL	acre	1.7	2573.	1821.
4300	5007	STREETFRONT COMMERCIAL	acre	10.6	15807.	11476.
4300	6001	HIGH RISE OFFICE	acre	1.1	2915.	2310.
4300		TOTAL			23106.	16814.
4301	1501	LOW-RISE HOTEL OR MOTEL	acre	5.0	1703.	1050.
4301	2103	LIGHT INDUSTRY	acre	4.8	482.	390.
4301	7601	ACTIVE PARK	acre	3.9	260.	171.
4301	9101	INACTIVE USE	acre	2.9	0.	0.
4301		TOTAL			2445.	1611.
4302	101	SINGLE FAMILY	du	372.0	5803.	4050.
4302	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4302	6809	OTHER SCHOOL	acre	1.8	358.	295.
4302	9101	INACTIVE USE	acre	56.6	0.	0.
4302		TOTAL			8280.	5530.
4303	101	SINGLE FAMILY	du	4.0	62.	44.
4303	102	MULTI-FAMILY	du	189.0	2022.	1420.
4303	103	MOBILE HOME PARK	du	17.0	112.	74.
4303	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	33.	21.
4303	5007	STREETFRONT COMMERCIAL	acre	6.8	10129.	7353.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4303	6001	HIGH RISE OFFICE	acre	2.1	5836.	4624.
4303	6002	LOW RISE OFFICE	acre	0.1	29.	22.
4303		TOTAL			18223.	13557.
4304	101	SINGLE FAMILY	du	296.0	4618.	3222.
4304	102	MULTI-FAMILY	du	21.0	225.	158.
4304		TOTAL			4842.	3380.
4305	101	SINGLE FAMILY	du	691.0	10780.	7522.
4305	102	MULTI-FAMILY	du	897.0	9598.	6738.
4305	5007	STREETFRONT COMMERCIAL	acre	3.8	5683.	4126.
4305	6102	CHURCH	acre	3.6	190.	146.
4305	6509	OTHER HEALTH CARE	acre	4.7	2280.	1692.
4305	7601	ACTIVE PARK	acre	6.7	448.	295.
4305	7602	PASSIVE PARK	acre	0.9	0.	0.
4305	9101	INACTIVE USE	acre	1.0	0.	0.
4305		TOTAL			28978.	20518.
4306	5003	COMMUNITY COMMERCIAL	acre	17.8	14961.	10585.
4306		TOTAL			14961.	10585.
4307	2001	HEAVY INDUSTRY	acre	7.7	601.	497.
4307	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4307	5003	COMMUNITY COMMERCIAL	acre	8.2	6892.	4877.
4307	5007	STREETFRONT COMMERCIAL	acre	12.6	18779.	13633.
4307	6002	LOW RISE OFFICE	acre	3.3	1176.	901.
4307	7601	ACTIVE PARK	acre	1.8	118.	78.
4307	9101	INACTIVE USE	acre	9.9	0.	0.
4307		TOTAL			27576.	19993.
4308	102	MULTI-FAMILY	du	183.0	1958.	1375.
4308	6102	CHURCH	acre	3.5	190.	146.
4308	6809	OTHER SCHOOL	acre	1.1	220.	181.
4308	9101	INACTIVE USE	acre	2.3	0.	0.
4308		TOTAL			2368.	1702.
4309	101	SINGLE FAMILY	du	328.0	5117.	3571.
4309	102	MULTI-FAMILY	du	56.0	599.	421.
4309		TOTAL			5716.	3991.
4310	1501	LOW-RISE HOTEL OR MOTEL	acre	3.3	1110.	684.
4310	2103	LIGHT INDUSTRY	acre	1.3	128.	103.
4310	4114	PARKING	acre	1.1	0.	0.
4310	7210	OTHER RECREATION	acre	13.3	88.	60.
4310	7601	ACTIVE PARK	acre	5.6	373.	245.
4310		TOTAL			1698.	1093.
4311	101	SINGLE FAMILY	du	112.0	1747.	1219.
4311	102	MULTI-FAMILY	du	142.0	1519.	1067.
4311	6002	LOW RISE OFFICE	acre	0.3	96.	74.
4311	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4311	6809	OTHER SCHOOL	acre	0.1	16.	13.
4311		TOTAL			5498.	3558.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4312	101	SINGLE FAMILY	du	726.0	11326.	7903.
4312	5007	STREETFRONT COMMERCIAL	acre	0.4	598.	434.
4312	6102	CHURCH	acre	2.1	113.	87.
4312	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4312		TOTAL			14155.	9609.
4313	101	SINGLE FAMILY	du	11.0	172.	120.
4313	102	MULTI-FAMILY	du	152.0	1626.	1142.
4313	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	153.	94.
4313	5007	STREETFRONT COMMERCIAL	acre	0.8	1237.	898.
4313	6002	LOW RISE OFFICE	acre	0.1	43.	33.
4313	6509	OTHER HEALTH CARE	acre	0.1	60.	45.
4313	7210	OTHER RECREATION	acre	2.1	14.	9.
4313	9101	INACTIVE USE	acre	6.4	0.	0.
4313		TOTAL			3304.	2340.
4315	101	SINGLE FAMILY	du	407.0	6349.	4431.
4315	6102	CHURCH	acre	1.8	96.	74.
4315	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4315	7601	ACTIVE PARK	acre	3.3	220.	145.
4315	9101	INACTIVE USE	acre	2.2	0.	0.
4315		TOTAL			8784.	5834.
4316	101	SINGLE FAMILY	du	137.0	2137.	1491.
4316	102	MULTI-FAMILY	du	230.0	2461.	1728.
4316	103	MOBILE HOME PARK	du	14.0	92.	61.
4316	4112	RIGHT-OF-WAY	acre	5.6	0.	0.
4316	5007	STREETFRONT COMMERCIAL	acre	2.6	3938.	2859.
4316	6001	HIGH RISE OFFICE	acre	0.9	2401.	1902.
4316	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4316		TOTAL			13148.	9226.
4317	101	SINGLE FAMILY	du	162.0	2527.	1764.
4317	102	MULTI-FAMILY	du	108.0	1156.	811.
4317	5007	STREETFRONT COMMERCIAL	acre	4.6	6818.	4950.
4317	6002	LOW RISE OFFICE	acre	0.6	197.	151.
4317		TOTAL			10698.	7676.
4318	101	SINGLE FAMILY	du	70.0	1092.	762.
4318	102	MULTI-FAMILY	du	127.0	1359.	954.
4318	5004	NEIGHBORHOOD COMMERCIAL	acre	6.1	9246.	6542.
4318	5007	STREETFRONT COMMERCIAL	acre	2.5	3763.	2732.
4318	6002	LOW RISE OFFICE	acre	4.5	1615.	1238.
4318	6104	POST OFFICE	acre	4.7	5211.	3622.
4318	6109	OTHER PUBLIC SERVICE	acre	0.6	240.	173.
4318		TOTAL			22525.	16023.
4319	101	SINGLE FAMILY	du	295.0	4602.	3211.
4319	6102	CHURCH	acre	1.8	97.	75.
4319	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4319		TOTAL			6818.	4471.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4320	101	SINGLE FAMILY	du	203.0	3167.	2210.
4320	102	MULTI-FAMILY	du	576.0	6163.	4327.
4320	5004	NEIGHBORHOOD COMMERCIAL	acre	11.5	17551.	12418.
4320	6102	CHURCH	acre	4.3	228.	175.
4320	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4320	7601	ACTIVE PARK	acre	12.0	799.	526.
4320	7602	PASSIVE PARK	acre	0.8	0.	0.
4320	9101	INACTIVE USE	acre	15.4	0.	0.
4320		TOTAL			30027.	20841.
4321	101	SINGLE FAMILY	du	300.0	4680.	3266.
4321	102	MULTI-FAMILY	du	103.0	1102.	774.
4321	6002	LOW RISE OFFICE	acre	0.5	193.	148.
4321	9101	INACTIVE USE	acre	0.1	0.	0.
4321		TOTAL			5975.	4187.
4322	101	SINGLE FAMILY	du	496.0	7738.	5399.
4322	102	MULTI-FAMILY	du	4.0	43.	30.
4322	6102	CHURCH	acre	3.9	208.	160.
4322	9101	INACTIVE USE	acre	0.1	0.	0.
4322		TOTAL			7989.	5589.
4323	2103	LIGHT INDUSTRY	acre	1.0	98.	79.
4323	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4323	5007	STREETFRONT COMMERCIAL	acre	1.4	2092.	1519.
4323	6002	LOW RISE OFFICE	acre	4.8	1701.	1304.
4323	7601	ACTIVE PARK	acre	1.5	98.	65.
4323	9101	INACTIVE USE	acre	0.9	0.	0.
4323		TOTAL			3999.	2974.
4324	101	SINGLE FAMILY	du	174.0	2714.	1894.
4324	7210	OTHER RECREATION	acre	2.5	16.	11.
4324	9101	INACTIVE USE	acre	0.6	0.	0.
4324		TOTAL			2731.	1905.
4325	101	SINGLE FAMILY	du	563.0	8783.	6129.
4325	6105	FIRE OR POLICE STATION	acre	1.5	476.	351.
4325	7601	ACTIVE PARK	acre	3.7	248.	163.
4325	9101	INACTIVE USE	acre	23.1	0.	0.
4325		TOTAL			9507.	6643.
4326	5003	COMMUNITY COMMERCIAL	acre	25.0	20982.	14845.
4326	9101	INACTIVE USE	acre	7.4	0.	0.
4326		TOTAL			20982.	14845.
4327	101	SINGLE FAMILY	du	400.0	6240.	4354.
4327	9101	INACTIVE USE	acre	35.0	0.	0.
4327		TOTAL			6240.	4354.
4328	101	SINGLE FAMILY	du	92.0	1435.	1002.
4328	102	MULTI-FAMILY	du	366.0	3916.	2749.
4328	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	54.	33.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4328	5007	STREETFRONT COMMERCIAL	acre	5.6	8313.	6035.
4328	6002	LOW RISE OFFICE	acre	0.8	275.	211.
4328		TOTAL			13994.	10030.
4329	102	MULTI-FAMILY	du	201.0	2151.	1510.
4329	9101	INACTIVE USE	acre	4.2	0.	0.
4329		TOTAL			2151.	1510.
4330	101	SINGLE FAMILY	du	297.0	4633.	3233.
4330	6102	CHURCH	acre	1.6	87.	66.
4330	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4330		TOTAL			6838.	4485.
4331	101	SINGLE FAMILY	du	746.0	11638.	8121.
4331	102	MULTI-FAMILY	du	1679.0	17965.	12613.
4331	6105	FIRE OR POLICE STATION	acre	1.7	526.	388.
4331	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4331	9101	INACTIVE USE	acre	131.8	0.	0.
4331		TOTAL			35498.	23544.
4332	101	SINGLE FAMILY	du	16.0	250.	174.
4332	102	MULTI-FAMILY	du	261.0	2793.	1961.
4332	5004	NEIGHBORHOOD COMMERCIAL	acre	5.3	8058.	5702.
4332	5007	STREETFRONT COMMERCIAL	acre	2.8	4196.	3046.
4332	6002	LOW RISE OFFICE	acre	8.7	3115.	2388.
4332	6509	OTHER HEALTH CARE	acre	0.8	410.	304.
4332	9101	INACTIVE USE	acre	0.1	0.	0.
4332		TOTAL			18822.	13575.
4333	102	MULTI-FAMILY	du	108.0	1156.	811.
4333	9101	INACTIVE USE	acre	9.4	0.	0.
4333		TOTAL			1156.	811.
4334	101	SINGLE FAMILY	du	161.0	2512.	1753.
4334	102	MULTI-FAMILY	du	14.0	150.	105.
4334	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4334		TOTAL			8030.	4280.
4335	101	SINGLE FAMILY	du	21.0	328.	229.
4335	102	MULTI-FAMILY	du	85.0	909.	639.
4335	5007	STREETFRONT COMMERCIAL	acre	1.9	2886.	2095.
4335	7204	GOLF COURSE	acre	148.6	0.	0.
4335	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4335	9101	INACTIVE USE	acre	1.3	0.	0.
4335		TOTAL			4832.	3446.
4336	101	SINGLE FAMILY	du	1.0	16.	11.
4336	4113	COMMUNICATION OR UTILITY	acre	0.0	0.	0.
4336	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4336	7601	ACTIVE PARK	acre	6.7	447.	294.
4336		TOTAL			2581.	1490.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4337	101	SINGLE FAMILY	du	237.0	3697.	2580.
4337	9101	INACTIVE USE	acre	16.2	0.	0.
4337		TOTAL			3697.	2580.
4338	101	SINGLE FAMILY	du	282.0	4399.	3070.
4338	102	MULTI-FAMILY	du	417.0	4462.	3133.
4338	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4338	9101	INACTIVE USE	acre	17.7	0.	0.
4338		TOTAL			13067.	8788.
4339	102	MULTI-FAMILY	du	132.0	1412.	992.
4339	1409	OTHER GROUP QUARTERS	acre	30.6	147.	103.
4339	6502	HOSPITAL	acre	26.5	8948.	6582.
4339	6509	OTHER HEALTH CARE	acre	13.7	6709.	4978.
4339		TOTAL			17217.	12654.
4340	101	SINGLE FAMILY	du	359.0	5600.	3908.
4340	4113	COMMUNICATION OR UTILITY	acre	7.2	29.	22.
4340	7210	OTHER RECREATION	acre	9.1	60.	41.
4340	7601	ACTIVE PARK	acre	20.0	1332.	877.
4340		TOTAL			7021.	4848.
4341	4114	PARKING	acre	0.1	0.	0.
4341	5007	STREETFRONT COMMERCIAL	acre	9.2	13751.	9983.
4341	6002	LOW RISE OFFICE	acre	1.6	559.	429.
4341	7601	ACTIVE PARK	acre	2.4	159.	105.
4341	9101	INACTIVE USE	acre	1.7	0.	0.
4341		TOTAL			14469.	10516.
4342	101	SINGLE FAMILY	du	90.0	1404.	980.
4342	102	MULTI-FAMILY	du	286.0	3060.	2148.
4342	2103	LIGHT INDUSTRY	acre	19.0	1900.	1535.
4342	2104	WAREHOUSING OR STORAGE	acre	3.6	119.	97.
4342	4112	RIGHT-OF-WAY	acre	4.2	0.	0.
4342	7210	OTHER RECREATION	acre	1.9	12.	8.
4342	9101	INACTIVE USE	acre	0.5	0.	0.
4342		TOTAL			6495.	4769.
4343	5007	STREETFRONT COMMERCIAL	acre	14.2	21275.	15445.
4343	7601	ACTIVE PARK	acre	2.7	180.	119.
4343	9101	INACTIVE USE	acre	4.2	0.	0.
4343		TOTAL			21455.	15564.
4344	101	SINGLE FAMILY	du	66.0	1030.	718.
4344	102	MULTI-FAMILY	du	276.0	2953.	2073.
4344	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	47.	29.
4344	5007	STREETFRONT COMMERCIAL	acre	4.6	6808.	4942.
4344	5009	OTHER COMMERCIAL	acre	4.1	520.	378.
4344	6002	LOW RISE OFFICE	acre	0.7	253.	194.
4344	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4344		TOTAL			13729.	9520.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4345	102	MULTI-FAMILY	du	2488.0	26622.	18690.
4345	1502	HIGH-RISE HOTEL	acre	9.7	15565.	9596.
4345	5002	REGIONAL COMMERCIAL	acre	20.3	15225.	10750.
4345	6001	HIGH RISE OFFICE	acre	8.2	22333.	17696.
4345	6002	LOW RISE OFFICE	acre	7.4	2659.	2038.
4345	6105	FIRE OR POLICE STATION	acre	1.0	311.	229.
4345	6109	OTHER PUBLIC SERVICE	acre	11.3	4503.	3256.
4345	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4345	7601	ACTIVE PARK	acre	18.3	1221.	804.
4345		TOTAL			90558.	64244.
4346	101	SINGLE FAMILY	du	509.0	7940.	5541.
4346	7601	ACTIVE PARK	acre	5.6	373.	245.
4346	9101	INACTIVE USE	acre	29.5	0.	0.
4346		TOTAL			8313.	5786.
4347	101	SINGLE FAMILY	du	1.0	16.	11.
4347	102	MULTI-FAMILY	du	384.0	4109.	2885.
4347	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4347	5007	STREETFRONT COMMERCIAL	acre	2.2	3371.	2447.
4347	6102	CHURCH	acre	3.2	170.	130.
4347	6509	OTHER HEALTH CARE	acre	4.5	2188.	1623.
4347	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4347	9101	INACTIVE USE	acre	4.2	0.	0.
4347		TOTAL			11972.	8281.
4348	101	SINGLE FAMILY	du	283.0	4415.	3081.
4348	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4348	6102	CHURCH	acre	1.0	51.	39.
4348	7601	ACTIVE PARK	acre	2.7	180.	119.
4348	9101	INACTIVE USE	acre	0.3	0.	0.
4348		TOTAL			4657.	3247.
4350		TOTAL			0.	0.
4351	101	SINGLE FAMILY	du	850.0	13260.	9253.
4351	102	MULTI-FAMILY	du	355.0	3798.	2667.
4351	5007	STREETFRONT COMMERCIAL	acre	5.6	8321.	6041.
4351	6109	OTHER PUBLIC SERVICE	acre	4.9	1946.	1407.
4351	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4351	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4351	7601	ACTIVE PARK	acre	7.2	479.	315.
4351	9101	INACTIVE USE	acre	45.3	0.	0.
4351		TOTAL			35291.	23290.
4352	101	SINGLE FAMILY	du	211.0	3292.	2297.
4352	102	MULTI-FAMILY	du	205.0	2193.	1540.
4352	6102	CHURCH	acre	1.9	101.	78.
4352	6806	ELEMENTARY SCHOOL	acre	2.0	4237.	2370.
4352	9101	INACTIVE USE	acre	0.6	0.	0.
4352		TOTAL			9823.	6284.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4353	102	MULTI-FAMILY	du	2152.0	23026.	16166.
4353	2101	INDUSTRIAL PARK	acre	65.0	12487.	10236.
4353	6810	UCCV	acre	129.0	23246.	18568.
4353		TOTAL			58759.	44970.
4354	2001	HEAVY INDUSTRY	acre	25.6	1994.	1648.
4354	2103	LIGHT INDUSTRY	acre	47.6	4771.	3856.
4354	2201	EXTRACTIVE INDUSTRY	acre	52.6	79.	65.
4354	4113	COMMUNICATION OR UTILITY	acre	86.9	348.	265.
4354		TOTAL			7191.	5835.
4355	101	SINGLE FAMILY	du	459.0	7160.	4997.
4355	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4355	6102	CHURCH	acre	5.4	288.	221.
4355	6109	OTHER PUBLIC SERVICE	acre	2.3	931.	673.
4355	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4355		TOTAL			10502.	7079.
4356	102	MULTI-FAMILY	du	609.0	6516.	4575.
4356	5003	COMMUNITY COMMERCIAL	acre	12.4	10405.	7362.
4356	7601	ACTIVE PARK	acre	10.0	668.	440.
4356		TOTAL			17589.	12376.
4357	101	SINGLE FAMILY	du	12.0	187.	131.
4357	102	MULTI-FAMILY	du	645.0	6901.	4845.
4357	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	58.	36.
4357	2103	LIGHT INDUSTRY	acre	11.5	1149.	929.
4357	2104	WAREHOUSING OR STORAGE	acre	0.3	10.	8.
4357	5007	STREETFRONT COMMERCIAL	acre	5.9	8906.	6465.
4357	6002	LOW RISE OFFICE	acre	0.9	341.	261.
4357	7210	OTHER RECREATION	acre	1.2	8.	6.
4357	9101	INACTIVE USE	acre	0.1	0.	0.
4357		TOTAL			17560.	12681.
4358	101	SINGLE FAMILY	du	557.0	8689.	6063.
4358	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4358	9101	INACTIVE USE	acre	79.6	0.	0.
4358		TOTAL			10808.	7248.
4359	101	SINGLE FAMILY	du	3.0	47.	33.
4359	102	MULTI-FAMILY	du	312.0	3338.	2344.
4359	5003	COMMUNITY COMMERCIAL	acre	17.6	14810.	10479.
4359	5007	STREETFRONT COMMERCIAL	acre	4.1	6149.	4464.
4359		TOTAL			24345.	17319.
4360	101	SINGLE FAMILY	du	290.0	4524.	3157.
4360	102	MULTI-FAMILY	du	105.0	1123.	789.
4360	6809	OTHER SCHOOL	acre	0.2	47.	39.
4360	9101	INACTIVE USE	acre	0.1	0.	0.
4360		TOTAL			5695.	3985.
4361	101	SINGLE FAMILY	du	456.0	7114.	4964.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4361	102	MULTI-FAMILY	du	93.0	995.	699.
4361	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4361	6102	CHURCH	acre	3.4	181.	139.
4361	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4361	9101	INACTIVE USE	acre	0.2	0.	0.
4361		TOTAL			10418.	6994.
4362	101	SINGLE FAMILY	du	63.0	983.	686.
4362	102	MULTI-FAMILY	du	507.0	5425.	3809.
4362	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4362		TOTAL			11777.	6917.
4363	101	SINGLE FAMILY	du	124.0	1934.	1350.
4363	9101	INACTIVE USE	acre	53.1	0.	0.
4363		TOTAL			1934.	1350.
4364	101	SINGLE FAMILY	du	95.0	1482.	1034.
4364	102	MULTI-FAMILY	du	310.0	3317.	2329.
4364		TOTAL			4799.	3363.
4365	101	SINGLE FAMILY	du	95.0	1482.	1034.
4365	103	MOBILE HOME PARK	du	133.0	878.	582.
4365	2103	LIGHT INDUSTRY	acre	9.8	986.	797.
4365	2104	WAREHOUSING OR STORAGE	acre	0.2	8.	6.
4365	4112	RIGHT-OF-WAY	acre	2.8	0.	0.
4365	5004	NEIGHBORHOOD COMMERCIAL	acre	7.7	11675.	8261.
4365		TOTAL			15029.	10680.
4366	101	SINGLE FAMILY	du	428.0	6677.	4659.
4366	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4366	9101	INACTIVE USE	acre	10.6	0.	0.
4366		TOTAL			8795.	5844.
4367	101	SINGLE FAMILY	du	342.0	5335.	3723.
4367	102	MULTI-FAMILY	du	154.0	1648.	1157.
4367	4113	COMMUNICATION OR UTILITY	acre	18.4	73.	56.
4367	5007	STREETFRONT COMMERCIAL	acre	1.2	1795.	1303.
4367		TOTAL			8851.	6239.
4368	101	SINGLE FAMILY	du	104.0	1622.	1132.
4368	102	MULTI-FAMILY	du	544.0	5821.	4087.
4368	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	39.	24.
4368	5007	STREETFRONT COMMERCIAL	acre	4.1	6052.	4394.
4368	6002	LOW RISE OFFICE	acre	0.7	237.	182.
4368	9101	INACTIVE USE	acre	0.5	0.	0.
4368		TOTAL			13772.	9818.
4369	101	SINGLE FAMILY	du	31.0	484.	337.
4369	102	MULTI-FAMILY	du	538.0	5757.	4041.
4369	103	MOBILE HOME PARK	du	29.0	191.	127.
4369	2104	WAREHOUSING OR STORAGE	acre	0.5	17.	14.
4369	5007	STREETFRONT COMMERCIAL	acre	9.5	14209.	10315.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4369	5009	OTHER COMMERCIAL	acre	0.1	18.	13.
4369	6002	LOW RISE OFFICE	acre	0.6	205.	157.
4369	6104	POST OFFICE	acre	0.2	219.	152.
4369		TOTAL			21099.	15157.
4370	101	SINGLE FAMILY	du	482.0	7519.	5247.
4370	102	MULTI-FAMILY	du	14.0	150.	105.
4370	6102	CHURCH	acre	0.7	35.	27.
4370	9101	INACTIVE USE	acre	0.0	0.	0.
4370		TOTAL			7704.	5379.
4372	101	SINGLE FAMILY	du	73.0	1139.	795.
4372	102	MULTI-FAMILY	du	447.0	4783.	3358.
4372	2104	WAREHOUSING OR STORAGE	acre	0.7	22.	18.
4372		TOTAL			5944.	4170.
4373	102	MULTI-FAMILY	du	3436.0	36765.	25811.
4373	5018	COMMERCIAL/RETAIL	acre	575.0	32488.	22986.
4373	6007	OFFICE	acre	285.0	4446.	3408.
4373	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4373	6810	UCCV	acre	50.0	9010.	7197.
4373	7601	ACTIVE PARK	acre	15.0	999.	657.
4373		TOTAL			85826.	61244.
4374	101	SINGLE FAMILY	du	382.0	5959.	4158.
4374	4113	COMMUNICATION OR UTILITY	acre	10.8	43.	33.
4374	7601	ACTIVE PARK	acre	2.4	160.	105.
4374	9101	INACTIVE USE	acre	0.1	0.	0.
4374		TOTAL			6162.	4297.
4375	7601	ACTIVE PARK	acre	43.1	2872.	1890.
4375		TOTAL			2872.	1890.
4376	101	SINGLE FAMILY	du	73.0	1139.	795.
4376	102	MULTI-FAMILY	du	156.0	1669.	1172.
4376	6807	SCHOOL DISTRICT OFFICE	acre	6.4	1607.	1232.
4376	9101	INACTIVE USE	acre	0.0	0.	0.
4376		TOTAL			4415.	3198.
4377	101	SINGLE FAMILY	du	2.0	31.	22.
4377	102	MULTI-FAMILY	du	617.0	6602.	4635.
4377	5007	STREETFRONT COMMERCIAL	acre	9.7	14490.	10519.
4377	6002	LOW RISE OFFICE	acre	0.1	32.	24.
4377	6102	CHURCH	acre	0.5	26.	20.
4377	7601	ACTIVE PARK	acre	3.9	260.	171.
4377		TOTAL			21441.	15391.
4378	102	MULTI-FAMILY	du	202.0	2161.	1517.
4378	5004	NEIGHBORHOOD COMMERCIAL	acre	3.2	4826.	3414.
4378	5007	STREETFRONT COMMERCIAL	acre	2.4	3526.	2560.
4378	6002	LOW RISE OFFICE	acre	2.1	736.	564.
4378		TOTAL			11249.	8056.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4379	2101	INDUSTRIAL PARK	acre	35.5	6828.	5598.
4379	9101	INACTIVE USE	acre	100.6	0.	0.
4379		TOTAL			6828.	5598.
4380	5003	COMMUNITY COMMERCIAL	acre	31.4	26331.	18630.
4380		TOTAL			26331.	18630.
4381	101	SINGLE FAMILY	du	71.0	1108.	773.
4381	102	MULTI-FAMILY	du	13.0	139.	98.
4381	5007	STREETFRONT COMMERCIAL	acre	1.5	2213.	1607.
4381	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4381	7601	ACTIVE PARK	acre	8.6	573.	377.
4381		TOTAL			9402.	5277.
4382	2301	JUNKYARD/DUMP/LANDFILL	acre	486.7	7690.	6338.
4382	4113	COMMUNICATION OR UTILITY	acre	5.5	22.	17.
4382	7601	ACTIVE PARK	acre	23.2	1544.	1016.
4382		TOTAL			9256.	7371.
4383	101	SINGLE FAMILY	du	356.0	5554.	3875.
4383	102	MULTI-FAMILY	du	273.0	2921.	2051.
4383		TOTAL			8475.	5926.
4384	101	SINGLE FAMILY	du	56.0	874.	610.
4384	102	MULTI-FAMILY	du	850.0	9095.	6385.
4384	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4384		TOTAL			14174.	9581.
4386	101	SINGLE FAMILY	du	78.0	1217.	849.
4386	102	MULTI-FAMILY	du	54.0	578.	406.
4386	6102	CHURCH	acre	4.3	229.	176.
4386	6105	FIRE OR POLICE STATION	acre	0.4	137.	101.
4386	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4386	7601	ACTIVE PARK	acre	3.1	206.	135.
4386	9101	INACTIVE USE	acre	0.0	0.	0.
4386		TOTAL			4485.	2852.
4387	101	SINGLE FAMILY	du	3.0	47.	33.
4387	102	MULTI-FAMILY	du	242.0	2589.	1818.
4387	103	MOBILE HOME PARK	du	119.0	785.	521.
4387	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	66.	40.
4387	2103	LIGHT INDUSTRY	acre	0.3	26.	21.
4387	2104	WAREHOUSING OR STORAGE	acre	7.4	245.	200.
4387	4112	RIGHT-OF-WAY	acre	2.1	0.	0.
4387	5007	STREETFRONT COMMERCIAL	acre	1.5	2321.	1685.
4387	6002	LOW RISE OFFICE	acre	0.7	249.	191.
4387	6003	GOV'T OFFICE OR CENTER	acre	7.1	7488.	5621.
4387	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4387	7601	ACTIVE PARK	acre	5.2	347.	228.
4387		TOTAL			16282.	11544.
4389	101	SINGLE FAMILY	du	48.0	749.	523.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4389	102	MULTI-FAMILY	du	934.0	9994.	7016.
4389	5004	NEIGHBORHOOD COMMERCIAL	acre	2.2	3434.	2430.
4389	5007	STREETFRONT COMMERCIAL	acre	1.2	1735.	1259.
4389	6102	CHURCH	acre	0.7	36.	27.
4389	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4389		TOTAL			21316.	13678.
4390	101	SINGLE FAMILY	du	655.0	10218.	7130.
4390	102	MULTI-FAMILY	du	279.0	2985.	2096.
4390	5007	STREETFRONT COMMERCIAL	acre	0.9	1271.	923.
4390	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4390	7601	ACTIVE PARK	acre	4.3	290.	191.
4390	7607	RESIDENTIAL RECREATION	acre	0.8	0.	0.
4390	9101	INACTIVE USE	acre	2.6	0.	0.
4390		TOTAL			16883.	11525.
4391	101	SINGLE FAMILY	du	328.0	5117.	3571.
4391	102	MULTI-FAMILY	du	1722.0	18425.	12936.
4391	4113	COMMUNICATION OR UTILITY	acre	19.6	78.	60.
4391	5017	COMMERCIAL/RETAIL	acre	190.0	21470.	15191.
4391	6006	OFFICE	acre	50.0	1300.	996.
4391	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4391	7601	ACTIVE PARK	acre	18.6	1239.	815.
4391		TOTAL			49748.	34753.
4392	101	SINGLE FAMILY	du	30.0	468.	327.
4392	102	MULTI-FAMILY	du	54.0	578.	406.
4392	5004	NEIGHBORHOOD COMMERCIAL	acre	20.3	30921.	21877.
4392	5007	STREETFRONT COMMERCIAL	acre	2.0	2969.	2155.
4392	9101	INACTIVE USE	acre	0.1	0.	0.
4392		TOTAL			34935.	24765.
4393	102	MULTI-FAMILY	du	365.0	3905.	2742.
4393	4112	RIGHT-OF-WAY	acre	0.7	0.	0.
4393	5003	COMMUNITY COMMERCIAL	acre	18.4	15456.	10936.
4393	5004	NEIGHBORHOOD COMMERCIAL	acre	3.2	4887.	3458.
4393	5007	STREETFRONT COMMERCIAL	acre	2.2	3257.	2365.
4393	6002	LOW RISE OFFICE	acre	1.1	389.	298.
4393	9101	INACTIVE USE	acre	0.9	0.	0.
4393		TOTAL			27895.	19798.
4394	101	SINGLE FAMILY	du	33.0	515.	359.
4394	102	MULTI-FAMILY	du	395.0	4226.	2967.
4394	103	MOBILE HOME PARK	du	296.0	1954.	1296.
4394	4113	COMMUNICATION OR UTILITY	acre	6.6	26.	20.
4394	7601	ACTIVE PARK	acre	9.2	611.	402.
4394		TOTAL			7332.	5044.
4396	101	SINGLE FAMILY	du	358.0	5585.	3897.
4396	2103	LIGHT INDUSTRY	acre	22.6	2269.	1834.
4396	9101	INACTIVE USE	acre	2.2	0.	0.
4396		TOTAL			7854.	5731.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4397	101	SINGLE FAMILY	du	192.0	2995.	2090.
4397	102	MULTI-FAMILY	du	54.0	578.	406.
4397	103	MOBILE HOME PARK	du	191.0	1261.	836.
4397	6102	CHURCH	acre	2.3	121.	93.
4397		TOTAL			4955.	3425.
4398	101	SINGLE FAMILY	du	107.0	1669.	1165.
4398	102	MULTI-FAMILY	du	201.0	2151.	1510.
4398	5004	NEIGHBORHOOD COMMERCIAL	acre	6.8	10454.	7397.
4398	7601	ACTIVE PARK	acre	19.1	1273.	838.
4398	9101	INACTIVE USE	acre	0.2	0.	0.
4398		TOTAL			15548.	10910.
4399	101	SINGLE FAMILY	du	399.0	6224.	4343.
4399	102	MULTI-FAMILY	du	118.0	1263.	886.
4399	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4399		TOTAL			9606.	6415.
4400	101	SINGLE FAMILY	du	6.0	94.	65.
4400	102	MULTI-FAMILY	du	3.0	32.	23.
4400	2103	LIGHT INDUSTRY	acre	1.2	118.	96.
4400	4113	COMMUNICATION OR UTILITY	acre	0.2	1.	1.
4400	5001	WHOLESALE TRADE	acre	0.5	22.	16.
4400	5007	STREETFRONT COMMERCIAL	acre	13.5	20240.	14694.
4400	6002	LOW RISE OFFICE	acre	31.7	11305.	8665.
4400	9101	INACTIVE USE	acre	1.5	0.	0.
4400		TOTAL			31812.	23559.
4401	102	MULTI-FAMILY	du	164.0	1755.	1232.
4401	103	MOBILE HOME PARK	du	4.0	26.	18.
4401	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	36.	22.
4401	5007	STREETFRONT COMMERCIAL	acre	1.0	1467.	1065.
4401	6002	LOW RISE OFFICE	acre	0.5	175.	134.
4401	9101	INACTIVE USE	acre	1.1	0.	0.
4401		TOTAL			3459.	2471.
4402	101	SINGLE FAMILY	du	23.0	359.	250.
4402	102	MULTI-FAMILY	du	610.0	6527.	4582.
4402	4113	COMMUNICATION OR UTILITY	acre	5.5	22.	17.
4402	5007	STREETFRONT COMMERCIAL	acre	7.0	10446.	7584.
4402	6002	LOW RISE OFFICE	acre	0.1	41.	32.
4402	6103	LIBRARY	acre	6.1	2644.	1793.
4402	9101	INACTIVE USE	acre	0.3	0.	0.
4402		TOTAL			20040.	14258.
4403	101	SINGLE FAMILY	du	21.0	328.	229.
4403	102	MULTI-FAMILY	du	969.0	10368.	7279.
4403	103	MOBILE HOME PARK	du	5.0	33.	22.
4403	2101	INDUSTRIAL PARK	acre	32.7	6281.	5149.
4403	2103	LIGHT INDUSTRY	acre	2.0	195.	158.
4403	5007	STREETFRONT COMMERCIAL	acre	2.4	3655.	2653.
4403	6002	LOW RISE OFFICE	acre	0.6	206.	158.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4403	6102	CHURCH	acre	0.3	18.	14.
4403	7601	ACTIVE PARK	acre	3.1	206.	135.
4403	9101	INACTIVE USE	acre	0.1	0.	0.
4403		TOTAL			21290.	15797.
4404	102	MULTI-FAMILY	du	82.0	877.	616.
4404	4111	TRANSIT STATION	acre	1.1	311.	237.
4404	5003	COMMUNITY COMMERCIAL	acre	15.5	12989.	9190.
4404	5007	STREETFRONT COMMERCIAL	acre	4.5	6665.	4839.
4404	5009	OTHER COMMERCIAL	acre	0.2	24.	18.
4404	6002	LOW RISE OFFICE	acre	0.2	66.	50.
4404		TOTAL			20933.	14950.
4405	101	SINGLE FAMILY	du	65.0	1014.	708.
4405	102	MULTI-FAMILY	du	310.0	3317.	2329.
4405	2201	EXTRACTIVE INDUSTRY	acre	31.0	47.	38.
4405		TOTAL			4378.	3075.
4406	101	SINGLE FAMILY	du	463.0	7223.	5040.
4406	102	MULTI-FAMILY	du	77.0	824.	578.
4406	5007	STREETFRONT COMMERCIAL	acre	1.0	1481.	1075.
4406	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4406	7602	PASSIVE PARK	acre	1.0	0.	0.
4406		TOTAL			11646.	7878.
4407	101	SINGLE FAMILY	du	325.0	5070.	3538.
4407	102	MULTI-FAMILY	du	90.0	963.	676.
4407	2103	LIGHT INDUSTRY	acre	0.2	19.	15.
4407	6102	CHURCH	acre	2.3	121.	93.
4407	7210	OTHER RECREATION	acre	0.5	3.	2.
4407	7601	ACTIVE PARK	acre	5.1	338.	222.
4407	7602	PASSIVE PARK	acre	1.2	0.	0.
4407	9101	INACTIVE USE	acre	1.6	0.	0.
4407		TOTAL			6514.	4547.
4408	102	MULTI-FAMILY	du	172.0	1840.	1292.
4408	103	MOBILE HOME PARK	du	7.0	46.	31.
4408	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	104.	64.
4408	2104	WAREHOUSING OR STORAGE	acre	3.0	101.	83.
4408	4113	COMMUNICATION OR UTILITY	acre	6.2	25.	19.
4408	5004	NEIGHBORHOOD COMMERCIAL	acre	11.1	16924.	11974.
4408	5007	STREETFRONT COMMERCIAL	acre	2.9	4374.	3176.
4408	5009	OTHER COMMERCIAL	acre	0.2	21.	15.
4408	6002	LOW RISE OFFICE	acre	1.5	544.	417.
4408		TOTAL			23980.	17070.
4409	101	SINGLE FAMILY	du	1.0	16.	11.
4409	102	MULTI-FAMILY	du	138.0	1477.	1037.
4409	103	MOBILE HOME PARK	du	90.0	594.	394.
4409	2101	INDUSTRIAL PARK	acre	22.2	4272.	3502.
4409	2103	LIGHT INDUSTRY	acre	23.9	2390.	1932.
4409	2104	WAREHOUSING OR STORAGE	acre	4.5	150.	123.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4409	4112	RIGHT-OF-WAY	acre	5.7	0.	0.
4409	4113	COMMUNICATION OR UTILITY	acre	7.6	31.	23.
4409	9101	INACTIVE USE	acre	0.2	0.	0.
4409		TOTAL			8930.	7022.
4410	101	SINGLE FAMILY	du	58.0	905.	631.
4410	102	MULTI-FAMILY	du	151.0	1616.	1134.
4410	103	MOBILE HOME PARK	du	502.0	3313.	2197.
4410	2103	LIGHT INDUSTRY	acre	12.6	1266.	1023.
4410	2104	WAREHOUSING OR STORAGE	acre	2.3	76.	62.
4410	4113	COMMUNICATION OR UTILITY	acre	11.4	46.	35.
4410	5007	STREETFRONT COMMERCIAL	acre	0.2	329.	239.
4410	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4410		TOTAL			9670.	6507.
4411	102	MULTI-FAMILY	du	45.0	481.	338.
4411	103	MOBILE HOME PARK	du	426.0	2812.	1865.
4411	9101	INACTIVE USE	acre	4.7	0.	0.
4411		TOTAL			3293.	2203.
4412	101	SINGLE FAMILY	du	198.0	3089.	2155.
4412	102	MULTI-FAMILY	du	38.0	407.	285.
4412	103	MOBILE HOME PARK	du	129.0	851.	565.
4412	2103	LIGHT INDUSTRY	acre	6.2	625.	505.
4412	5007	STREETFRONT COMMERCIAL	acre	0.1	194.	141.
4412	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4412	7601	ACTIVE PARK	acre	4.3	286.	188.
4412	9101	INACTIVE USE	acre	0.1	0.	0.
4412		TOTAL			7571.	5025.
4414	2103	LIGHT INDUSTRY	acre	44.1	4423.	3575.
4414	5006	AUTO COMMERCIAL	acre	1.5	720.	510.
4414	5009	OTHER COMMERCIAL	acre	1.6	199.	144.
4414	9101	INACTIVE USE	acre	5.0	0.	0.
4414		TOTAL			5342.	4229.
4415	102	MULTI-FAMILY	du	106.0	1134.	796.
4415	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	42.	26.
4415	5004	NEIGHBORHOOD COMMERCIAL	acre	10.9	16692.	11810.
4415	5007	STREETFRONT COMMERCIAL	acre	0.1	200.	145.
4415		TOTAL			18068.	12778.
4416	101	SINGLE FAMILY	du	117.0	1825.	1274.
4416	102	MULTI-FAMILY	du	96.0	1027.	721.
4416	2103	LIGHT INDUSTRY	acre	15.9	1596.	1290.
4416	5001	WHOLESALE TRADE	acre	0.2	12.	8.
4416	5007	STREETFRONT COMMERCIAL	acre	9.3	13955.	10131.
4416	6102	CHURCH	acre	2.5	132.	101.
4416	6509	OTHER HEALTH CARE	acre	0.4	195.	145.
4416	7210	OTHER RECREATION	acre	0.1	1.	0.
4416	9101	INACTIVE USE	acre	7.1	0.	0.
4416		TOTAL			18742.	13670.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4417	2103	LIGHT INDUSTRY	acre	159.7	16004.	12934.
4417	2301	JUNKYARD/DUMP/LANDFILL	acre	23.1	365.	301.
4417		TOTAL			16369.	13235.
4418	2101	INDUSTRIAL PARK	acre	3.9	744.	610.
4418	2103	LIGHT INDUSTRY	acre	1.8	184.	149.
4418	4112	RIGHT-OF-WAY	acre	1.8	0.	0.
4418	5003	COMMUNITY COMMERCIAL	acre	21.3	17883.	12653.
4418	5009	OTHER COMMERCIAL	acre	0.2	20.	15.
4418	9101	INACTIVE USE	acre	0.4	0.	0.
4418		TOTAL			18831.	13426.
4419	2103	LIGHT INDUSTRY	acre	54.0	5415.	4377.
4419	2104	WAREHOUSING OR STORAGE	acre	2.8	94.	77.
4419	2301	JUNKYARD/DUMP/LANDFILL	acre	1.1	18.	14.
4419	4113	COMMUNICATION OR UTILITY	acre	5.6	22.	17.
4419	6002	LOW RISE OFFICE	acre	0.2	56.	43.
4419	7210	OTHER RECREATION	acre	1.4	9.	6.
4419	9101	INACTIVE USE	acre	43.9	0.	0.
4419		TOTAL			5614.	4534.
4420	102	MULTI-FAMILY	du	103.0	1102.	774.
4420	2103	LIGHT INDUSTRY	acre	39.1	3922.	3170.
4420	2104	WAREHOUSING OR STORAGE	acre	9.6	316.	259.
4420	9101	INACTIVE USE	acre	1.3	0.	0.
4420		TOTAL			5340.	4202.
4421	5007	STREETFRONT COMMERCIAL	acre	6.2	9245.	6712.
4421	6002	LOW RISE OFFICE	acre	5.4	1932.	1481.
4421	7601	ACTIVE PARK	acre	123.6	8234.	5419.
4421	9101	INACTIVE USE	acre	581.8	0.	0.
4421		TOTAL			19411.	13611.
4424	101	SINGLE FAMILY	du	4.0	62.	44.
4424	2103	LIGHT INDUSTRY	acre	47.5	4758.	3845.
4424	2104	WAREHOUSING OR STORAGE	acre	7.8	257.	210.
4424	4112	RIGHT-OF-WAY	acre	4.4	0.	0.
4424	5007	STREETFRONT COMMERCIAL	acre	0.2	326.	237.
4424	6002	LOW RISE OFFICE	acre	0.0	15.	12.
4424	9101	INACTIVE USE	acre	20.9	0.	0.
4424		TOTAL			5418.	4347.
4425	102	MULTI-FAMILY	du	11.0	118.	83.
4425	2103	LIGHT INDUSTRY	acre	22.8	2285.	1847.
4425	2104	WAREHOUSING OR STORAGE	acre	4.2	141.	115.
4425	2201	EXTRACTIVE INDUSTRY	acre	9.4	14.	12.
4425	5009	OTHER COMMERCIAL	acre	0.4	50.	36.
4425	7601	ACTIVE PARK	acre	19.3	1287.	847.
4425	8002	INTENSIVE AGRICULTURE	acre	2.1	1.	1.
4425	9101	INACTIVE USE	acre	19.4	0.	0.
4425		TOTAL			3895.	2940.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4426	2103	LIGHT INDUSTRY	acre	40.5	4056.	3278.
4426	5006	AUTO COMMERCIAL	acre	5.9	2799.	1981.
4426	9101	INACTIVE USE	acre	99.2	0.	0.
4426		TOTAL			6855.	5258.
4427	102	MULTI-FAMILY	du	656.0	7019.	4928.
4427	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	598.	368.
4427	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	3831.	2710.
4427	5007	STREETFRONT COMMERCIAL	acre	2.0	3054.	2217.
4427	7601	ACTIVE PARK	acre	7.7	515.	339.
4427	9101	INACTIVE USE	acre	2.5	0.	0.
4427		TOTAL			15016.	10562.
4428	101	SINGLE FAMILY	du	234.0	3650.	2547.
4428	102	MULTI-FAMILY	du	69.0	738.	518.
4428	9101	INACTIVE USE	acre	20.1	0.	0.
4428		TOTAL			4389.	3066.
4430	7210	OTHER RECREATION	acre	103.8	685.	468.
4430	9101	INACTIVE USE	acre	159.5	0.	0.
4430		TOTAL			685.	468.
4431	2301	JUNKYARD/DUMP/LANDFILL	acre	5.3	84.	69.
4431	5003	COMMUNITY COMMERCIAL	acre	21.4	17916.	12676.
4431	6002	LOW RISE OFFICE	acre	1.1	407.	312.
4431	8002	INTENSIVE AGRICULTURE	acre	22.6	11.	9.
4431	9101	INACTIVE USE	acre	3.3	0.	0.
4431		TOTAL			18418.	13066.
4467	2103	LIGHT INDUSTRY	acre	30.9	3097.	2503.
4467	2104	WAREHOUSING OR STORAGE	acre	0.9	28.	23.
4467	9101	INACTIVE USE	acre	44.3	0.	0.
4467		TOTAL			3126.	2526.
4614	102	MULTI-FAMILY	du	2153.0	23037.	16173.
4614		TOTAL			23037.	16173.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3011	101	SINGLE FAMILY	du	248.0	3869.	2700.
3011	4112	RIGHT-OF-WAY	acre	62.1	0.	0.
3011	8001	ORCHARDS OR VINEYARD	acre	18.0	2.	1.
3011	8003	FIELD CROPS	acre	0.7	0.	0.
3011		TOTAL			3871.	2701.
3124	101	SINGLE FAMILY	du	116.0	1810.	1263.
3124	2103	LIGHT INDUSTRY	acre	6.2	621.	502.
3124	3536	OPEN SPACE RECREATION	acre	4.2	325.	209.
3124	3537	OPEN SPACE CONSERVATION	acre	0.4	0.	0.
3124	4112	RIGHT-OF-WAY	acre	14.9	0.	0.
3124	7204	GOLF COURSE	acre	84.4	0.	0.
3124	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
3124	7607	RESIDENTIAL RECREATION	acre	2.5	0.	0.
3124	9101	INACTIVE USE	acre	6.2	0.	0.
3124		TOTAL			3465.	2458.
3157	101	SINGLE FAMILY	du	167.0	2605.	1818.
3157	103	MOBILE HOME PARK	du	49.0	323.	214.
3157	4112	RIGHT-OF-WAY	acre	46.2	0.	0.
3157	7210	OTHER RECREATION	acre	35.2	232.	159.
3157		TOTAL			3161.	2191.
3171	101	SINGLE FAMILY	du	235.0	3666.	2558.
3171	102	MULTI-FAMILY	du	3.0	32.	23.
3171	3537	OPEN SPACE CONSERVATION	acre	0.7	0.	0.
3171	4112	RIGHT-OF-WAY	acre	38.4	0.	0.
3171	4113	COMMUNICATION OR UTILITY	acre	8.8	35.	27.
3171	6102	CHURCH	acre	9.0	481.	369.
3171		TOTAL			4214.	2977.
3417	101	SINGLE FAMILY	du	226.0	3526.	2460.
3417	4112	RIGHT-OF-WAY	acre	14.4	0.	0.
3417	6102	CHURCH	acre	4.7	251.	193.
3417		TOTAL			3777.	2653.
3420	101	SINGLE FAMILY	du	23.0	359.	250.
3420	4112	RIGHT-OF-WAY	acre	8.3	0.	0.
3420		TOTAL			359.	250.
3483	101	SINGLE FAMILY	du	94.0	1466.	1023.
3483	3527	RURAL COM (C-4, No BS)	acre	3.1	1066.	766.
3483	3537	OPEN SPACE CONSERVATION	acre	0.6	0.	0.
3483	4112	RIGHT-OF-WAY	acre	18.9	0.	0.
3483	5007	STREETFRONT COMMERCIAL	acre	1.0	1496.	1086.
3483	5009	OTHER COMMERCIAL	acre	2.9	370.	269.
3483		TOTAL			4398.	3144.
3500	101	SINGLE FAMILY	du	167.0	2605.	1818.
3500	102	MULTI-FAMILY	du	8.0	86.	60.
3500	4112	RIGHT-OF-WAY	acre	31.2	0.	0.
3500	7210	OTHER RECREATION	acre	31.9	211.	144.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3500	9101	INACTIVE USE	acre	4.3	0.	0.
3500		TOTAL			2901.	2022.
3505	101	SINGLE FAMILY	du	149.0	2324.	1622.
3505	3523	OFFICE PROFESSIONAL (C-2)	acre	2.7	762.	594.
3505	4112	RIGHT-OF-WAY	acre	11.1	0.	0.
3505	4113	COMMUNICATION OR UTILITY	acre	5.3	21.	16.
3505		TOTAL			3108.	2232.
3507	101	SINGLE FAMILY	du	261.0	4072.	2841.
3507	3527	RURAL COM (C-4, No BS)	acre	0.2	69.	49.
3507	3537	OPEN SPACE CONSERVATION	acre	0.2	0.	0.
3507	4112	RIGHT-OF-WAY	acre	50.4	0.	0.
3507	5009	OTHER COMMERCIAL	acre	0.5	64.	46.
3507	7210	OTHER RECREATION	acre	25.5	168.	115.
3507	9101	INACTIVE USE	acre	15.6	0.	0.
3507		TOTAL			4373.	3052.
3514	101	SINGLE FAMILY	du	138.0	2153.	1502.
3514	3527	RURAL COM (C-4, No BS)	acre	0.0	2.	1.
3514	4112	RIGHT-OF-WAY	acre	12.7	0.	0.
3514	5009	OTHER COMMERCIAL	acre	2.1	268.	195.
3514	6102	CHURCH	acre	0.6	32.	25.
3514	6509	OTHER HEALTH CARE	acre	5.7	2783.	2065.
3514	9101	INACTIVE USE	acre	0.2	0.	0.
3514		TOTAL			5238.	3788.
3526	101	SINGLE FAMILY	du	234.0	3650.	2547.
3526	102	MULTI-FAMILY	du	11.0	118.	83.
3526	4112	RIGHT-OF-WAY	acre	27.0	0.	0.
3526	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
3526	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
3526		TOTAL			10092.	6401.
3544	101	SINGLE FAMILY	du	18.0	281.	196.
3544	1409	OTHER GROUP QUARTERS	acre	15.6	75.	53.
3544	4112	RIGHT-OF-WAY	acre	8.4	0.	0.
3544	8003	FIELD CROPS	acre	49.8	5.	4.
3544	9101	INACTIVE USE	acre	7492.0	0.	0.
3544		TOTAL			361.	252.
3546	101	SINGLE FAMILY	du	156.0	2434.	1698.
3546	4112	RIGHT-OF-WAY	acre	13.7	0.	0.
3546	4113	COMMUNICATION OR UTILITY	acre	1.3	5.	4.
3546	6102	CHURCH	acre	5.9	315.	242.
3546	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
3546		TOTAL			6959.	4530.
3551	101	SINGLE FAMILY	du	16.0	250.	174.
3551	3527	RURAL COM (C-4, No BS)	acre	3.1	1066.	766.
3551	4112	RIGHT-OF-WAY	acre	9.3	0.	0.
3551		TOTAL			1316.	940.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3562	101	SINGLE FAMILY	du	118.0	1841.	1285.
3562	3527	RURAL COM (C-4, No BS)	acre	0.0	2.	1.
3562	3537	OPEN SPACE CONSERVATION	acre	0.1	0.	0.
3562	4112	RIGHT-OF-WAY	acre	11.8	0.	0.
3562	4113	COMMUNICATION OR UTILITY	acre	2.7	11.	8.
3562	5004	NEIGHBORHOOD COMMERCIAL	acre	2.2	3358.	2376.
3562		TOTAL			5211.	3670.
3614	101	SINGLE FAMILY	du	123.0	1919.	1339.
3614	3537	OPEN SPACE CONSERVATION	acre	7.1	0.	0.
3614	4112	RIGHT-OF-WAY	acre	0.6	0.	0.
3614	4113	COMMUNICATION OR UTILITY	acre	43.6	174.	133.
3614	9101	INACTIVE USE	acre	7.1	0.	0.
3614		TOTAL			2093.	1472.
3615	101	SINGLE FAMILY	du	199.0	3104.	2166.
3615	3527	RURAL COM (C-4, No BS)	acre	1.2	413.	297.
3615	4112	RIGHT-OF-WAY	acre	10.9	0.	0.
3615	9101	INACTIVE USE	acre	0.8	0.	0.
3615		TOTAL			3517.	2463.
3617	101	SINGLE FAMILY	du	95.0	1482.	1034.
3617	3537	OPEN SPACE CONSERVATION	acre	0.1	0.	0.
3617	4112	RIGHT-OF-WAY	acre	1.5	0.	0.
3617	4113	COMMUNICATION OR UTILITY	acre	6.2	25.	19.
3617	9101	INACTIVE USE	acre	6.0	0.	0.
3617		TOTAL			1507.	1053.
3619	101	SINGLE FAMILY	du	37.0	577.	403.
3619	103	MOBILE HOME PARK	du	18.0	119.	79.
3619	3523	OFFICE PROFESSIONAL (C-2)	acre	3.8	1073.	836.
3619	3527	RURAL COM (C-4, No BS)	acre	34.1	11727.	8429.
3619	4112	RIGHT-OF-WAY	acre	7.9	0.	0.
3619	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	4579.	3239.
3619	5009	OTHER COMMERCIAL	acre	2.3	294.	213.
3619	6002	LOW RISE OFFICE	acre	1.2	429.	328.
3619		TOTAL			18797.	13528.
3638	101	SINGLE FAMILY	du	174.0	2714.	1894.
3638	3524	NEIGHBORHOOD PROF (C-3)	acre	0.8	1238.	860.
3638	4112	RIGHT-OF-WAY	acre	5.1	0.	0.
3638		TOTAL			3953.	2755.
3730	101	SINGLE FAMILY	du	99.0	1544.	1078.
3730	3524	NEIGHBORHOOD PROF (C-3)	acre	3.5	5418.	3765.
3730	3537	OPEN SPACE CONSERVATION	acre	0.1	0.	0.
3730	4112	RIGHT-OF-WAY	acre	7.6	0.	0.
3730		TOTAL			6963.	4842.
3778	101	SINGLE FAMILY	du	127.0	1981.	1383.
3778	3537	OPEN SPACE CONSERVATION	acre	757.7	0.	0.
3778	4112	RIGHT-OF-WAY	acre	26.2	0.	0.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3778	6105	FIRE OR POLICE STATION	acre	1.0	311.	229.
3778		TOTAL			2292.	1612.
3779	101	SINGLE FAMILY	du	196.0	3058.	2134.
3779	3537	OPEN SPACE CONSERVATION	acre	0.1	0.	0.
3779	4112	RIGHT-OF-WAY	acre	34.7	0.	0.
3779	4113	COMMUNICATION OR UTILITY	acre	0.3	1.	1.
3779	9101	INACTIVE USE	acre	6.4	0.	0.
3779		TOTAL			3059.	2135.
3822	101	SINGLE FAMILY	du	109.0	1700.	1187.
3822	3524	NEIGHBORHOOD PROF (C-3)	acre	2.4	3715.	2581.
3822	4112	RIGHT-OF-WAY	acre	13.3	0.	0.
3822	5009	OTHER COMMERCIAL	acre	3.4	434.	315.
3822	6002	LOW RISE OFFICE	acre	0.8	286.	219.
3822	6104	POST OFFICE	acre	0.7	774.	538.
3822		TOTAL			6910.	4840.
3823	101	SINGLE FAMILY	du	184.0	2870.	2003.
3823	3537	OPEN SPACE CONSERVATION	acre	22.7	0.	0.
3823	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
3823		TOTAL			2870.	2003.
3869	101	SINGLE FAMILY	du	153.0	2387.	1666.
3869	4112	RIGHT-OF-WAY	acre	35.0	0.	0.
3869	6105	FIRE OR POLICE STATION	acre	1.0	311.	229.
3869	9101	INACTIVE USE	acre	52.5	0.	0.
3869		TOTAL			2698.	1895.
3954	101	SINGLE FAMILY	du	203.0	3167.	2210.
3954	3537	OPEN SPACE CONSERVATION	acre	1128.2	0.	0.
3954	4112	RIGHT-OF-WAY	acre	61.8	0.	0.
3954		TOTAL			3167.	2210.
3962	101	SINGLE FAMILY	du	10.0	156.	109.
3962	4112	RIGHT-OF-WAY	acre	30.3	0.	0.
3962	7210	OTHER RECREATION	acre	100.3	662.	452.
3962		TOTAL			818.	561.
4039	101	SINGLE FAMILY	du	185.0	2886.	2014.
4039	3537	OPEN SPACE CONSERVATION	acre	0.9	0.	0.
4039	4112	RIGHT-OF-WAY	acre	48.8	0.	0.
4039	4113	COMMUNICATION OR UTILITY	acre	6.2	25.	19.
4039	9101	INACTIVE USE	acre	1.9	0.	0.
4039		TOTAL			2911.	2033.
4044	4113	COMMUNICATION OR UTILITY	acre	28.3	113.	87.
4044	7204	GOLF COURSE	acre	259.4	0.	0.
4044	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4044		TOTAL			822.	570.
4045	101	SINGLE FAMILY	du	565.0	8814.	6151.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4045	9101	INACTIVE USE	acre	434.0	0.	0.
4045		TOTAL			8814.	6151.
4051	101	SINGLE FAMILY	du	614.0	9578.	6684.
4051	102	MULTI-FAMILY	du	150.0	1605.	1127.
4051	3537	OPEN SPACE CONSERVATION	acre	4.5	0.	0.
4051	4112	RIGHT-OF-WAY	acre	1.6	0.	0.
4051	5004	NEIGHBORHOOD COMMERCIAL	acre	2.9	4426.	3132.
4051	6109	OTHER PUBLIC SERVICE	acre	7.5	2998.	2167.
4051	6806	ELEMENTARY SCHOOL	acre	2.0	4237.	2370.
4051	7601	ACTIVE PARK	acre	10.0	666.	438.
4051	9101	INACTIVE USE	acre	1470.7	0.	0.
4051		TOTAL			23510.	15918.
4052	101	SINGLE FAMILY	du	15.0	234.	163.
4052	3537	OPEN SPACE CONSERVATION	acre	0.2	0.	0.
4052	4113	COMMUNICATION OR UTILITY	acre	2.3	9.	7.
4052		TOTAL			243.	170.
4088	101	SINGLE FAMILY	du	95.0	1482.	1034.
4088	102	MULTI-FAMILY	du	3.0	32.	23.
4088	4112	RIGHT-OF-WAY	acre	26.6	0.	0.
4088	9101	INACTIVE USE	acre	33.0	0.	0.
4088		TOTAL			1514.	1057.
4089	101	SINGLE FAMILY	du	74.0	1154.	806.
4089		TOTAL			1154.	806.
4099	101	SINGLE FAMILY	du	7.0	109.	76.
4099	9101	INACTIVE USE	acre	31.3	0.	0.
4099		TOTAL			109.	76.
4115	101	SINGLE FAMILY	du	236.0	3682.	2569.
4115	1409	OTHER GROUP QUARTERS	acre	5.1	24.	17.
4115	6109	OTHER PUBLIC SERVICE	acre	1.0	400.	289.
4115	7601	ACTIVE PARK	acre	19.0	1269.	835.
4115	9101	INACTIVE USE	acre	132.3	0.	0.
4115		TOTAL			5374.	3710.
4120	101	SINGLE FAMILY	du	360.0	5616.	3919.
4120	102	MULTI-FAMILY	du	305.0	3263.	2291.
4120	4113	COMMUNICATION OR UTILITY	acre	6.3	25.	19.
4120	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4120	7601	ACTIVE PARK	acre	3.5	232.	153.
4120	9101	INACTIVE USE	acre	15.9	0.	0.
4120		TOTAL			11255.	7567.
4123	101	SINGLE FAMILY	du	212.0	3307.	2308.
4123	9101	INACTIVE USE	acre	92.7	0.	0.
4123		TOTAL			3307.	2308.
4131	101	SINGLE FAMILY	du	49.0	764.	533.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4131	102	MULTI-FAMILY	du	188.0	2012.	1412.
4131	5004	NEIGHBORHOOD COMMERCIAL	acre	11.4	17353.	12278.
4131	5007	STREETFRONT COMMERCIAL	acre	4.2	6251.	4538.
4131	6002	LOW RISE OFFICE	acre	0.9	339.	260.
4131	6103	LIBRARY	acre	2.7	1180.	800.
4131	6109	OTHER PUBLIC SERVICE	acre	2.0	799.	578.
4131	6509	OTHER HEALTH CARE	acre	7.0	3433.	2547.
4131	7204	GOLF COURSE	acre	130.2	0.	0.
4131	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4131	7601	ACTIVE PARK	acre	59.9	3987.	2624.
4131		TOTAL			36828.	26054.
4135	101	SINGLE FAMILY	du	203.0	3167.	2210.
4135	3537	OPEN SPACE CONSERVATION	acre	2.4	0.	0.
4135	4112	RIGHT-OF-WAY	acre	7.5	0.	0.
4135	7210	OTHER RECREATION	acre	72.1	476.	325.
4135	9101	INACTIVE USE	acre	16.1	0.	0.
4135		TOTAL			3643.	2535.
4138	101	SINGLE FAMILY	du	511.0	7972.	5563.
4138	9101	INACTIVE USE	acre	11.4	0.	0.
4138		TOTAL			7972.	5563.
4140	101	SINGLE FAMILY	du	91.0	1420.	991.
4140	1409	OTHER GROUP QUARTERS	acre	16.5	79.	56.
4140	3537	OPEN SPACE CONSERVATION	acre	70.2	0.	0.
4140	4112	RIGHT-OF-WAY	acre	23.8	0.	0.
4140	6102	CHURCH	acre	0.9	48.	37.
4140	6105	FIRE OR POLICE STATION	acre	1.0	311.	229.
4140		TOTAL			1858.	1312.
4141	101	SINGLE FAMILY	du	215.0	3354.	2340.
4141	9101	INACTIVE USE	acre	25.8	0.	0.
4141		TOTAL			3354.	2340.
4142	101	SINGLE FAMILY	du	460.0	7176.	5008.
4142	6102	CHURCH	acre	5.3	284.	218.
4142	6809	OTHER SCHOOL	acre	0.9	180.	148.
4142	9101	INACTIVE USE	acre	149.4	0.	0.
4142		TOTAL			7640.	5374.
4143	101	SINGLE FAMILY	du	185.0	2886.	2014.
4143	3537	OPEN SPACE CONSERVATION	acre	7.2	0.	0.
4143	4112	RIGHT-OF-WAY	acre	4.6	0.	0.
4143		TOTAL			2886.	2014.
4146	101	SINGLE FAMILY	du	6.0	94.	65.
4146	102	MULTI-FAMILY	du	106.0	1134.	796.
4146	5004	NEIGHBORHOOD COMMERCIAL	acre	12.3	18711.	13239.
4146	6002	LOW RISE OFFICE	acre	2.0	721.	553.
4146		TOTAL			20660.	14653.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4152	101	SINGLE FAMILY	du	166.0	2590.	1807.
4152	102	MULTI-FAMILY	du	357.0	3820.	2682.
4152	9101	INACTIVE USE	acre	27.5	0.	0.
4152		TOTAL			6409.	4489.
4157	102	MULTI-FAMILY	du	120.0	1284.	901.
4157	5003	COMMUNITY COMMERCIAL	acre	11.3	9473.	6703.
4157		TOTAL			10757.	7604.
4158	101	SINGLE FAMILY	du	380.0	5928.	4137.
4158	102	MULTI-FAMILY	du	284.0	3039.	2133.
4158	6105	FIRE OR POLICE STATION	acre	1.4	426.	314.
4158	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4158	7601	ACTIVE PARK	acre	6.8	454.	298.
4158	9101	INACTIVE USE	acre	10.4	0.	0.
4158		TOTAL			11965.	8068.
4159	101	SINGLE FAMILY	du	584.0	9110.	6357.
4159	6109	OTHER PUBLIC SERVICE	acre	3.2	1271.	919.
4159	7601	ACTIVE PARK	acre	27.4	1822.	1199.
4159	9101	INACTIVE USE	acre	23.2	0.	0.
4159		TOTAL			12204.	8475.
4160	101	SINGLE FAMILY	du	233.0	3635.	2536.
4160	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4160	9101	INACTIVE USE	acre	43.0	0.	0.
4160		TOTAL			3637.	2538.
4161	101	SINGLE FAMILY	du	454.0	7082.	4942.
4161	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4161	7607	RESIDENTIAL RECREATION	acre	2.5	0.	0.
4161	9101	INACTIVE USE	acre	120.2	0.	0.
4161		TOTAL			9201.	6127.
4162	4113	COMMUNICATION OR UTILITY	acre	5.4	22.	16.
4162	5004	NEIGHBORHOOD COMMERCIAL	acre	5.8	8776.	6209.
4162	9101	INACTIVE USE	acre	5.9	0.	0.
4162		TOTAL			8797.	6226.
4165	101	SINGLE FAMILY	du	411.0	6412.	4474.
4165	6105	FIRE OR POLICE STATION	acre	1.0	321.	236.
4165	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4165	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4165	9101	INACTIVE USE	acre	59.8	0.	0.
4165		TOTAL			13056.	8481.
4169	101	SINGLE FAMILY	du	240.0	3744.	2613.
4169	4113	COMMUNICATION OR UTILITY	acre	3.9	16.	12.
4169	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4169	9101	INACTIVE USE	acre	87.9	0.	0.
4169		TOTAL			5878.	3809.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4171	101	SINGLE FAMILY	du	251.0	3916.	2732.
4171	102	MULTI-FAMILY	du	110.0	1177.	826.
4171	7601	ACTIVE PARK	acre	43.1	2873.	1891.
4171		TOTAL			7966.	5450.
4172	101	SINGLE FAMILY	du	601.0	9376.	6542.
4172	102	MULTI-FAMILY	du	766.0	8196.	5754.
4172	7602	PASSIVE PARK	acre	4.0	0.	0.
4172	9101	INACTIVE USE	acre	63.9	0.	0.
4172		TOTAL			17572.	12297.
4173	101	SINGLE FAMILY	du	262.0	4087.	2852.
4173	102	MULTI-FAMILY	du	435.0	4654.	3268.
4173	6102	CHURCH	acre	3.3	175.	134.
4173	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4173	7601	ACTIVE PARK	acre	20.2	1343.	884.
4173	9101	INACTIVE USE	acre	2.5	0.	0.
4173		TOTAL			12378.	8323.
4174	101	SINGLE FAMILY	du	13.0	203.	142.
4174	103	MOBILE HOME PARK	du	166.0	1096.	727.
4174	2103	LIGHT INDUSTRY	acre	27.8	2781.	2247.
4174	6002	LOW RISE OFFICE	acre	2.7	971.	744.
4174		TOTAL			5050.	3860.
4176	101	SINGLE FAMILY	du	128.0	1997.	1393.
4176	6110	CONVENTION CENTER	acre	18.7	1464.	999.
4176		TOTAL			3461.	2393.
4177	101	SINGLE FAMILY	du	202.0	3151.	2199.
4177	7601	ACTIVE PARK	acre	12.0	797.	524.
4177	9101	INACTIVE USE	acre	57.0	0.	0.
4177		TOTAL			3948.	2723.
4178	101	SINGLE FAMILY	du	229.0	3572.	2493.
4178	102	MULTI-FAMILY	du	387.0	4141.	2907.
4178	1409	OTHER GROUP QUARTERS	acre	1.2	6.	4.
4178	2103	LIGHT INDUSTRY	acre	1.1	111.	90.
4178		TOTAL			7830.	5494.
4181	101	SINGLE FAMILY	du	176.0	2746.	1916.
4181	6102	CHURCH	acre	4.2	224.	172.
4181	9101	INACTIVE USE	acre	54.9	0.	0.
4181		TOTAL			2970.	2088.
4182	2101	INDUSTRIAL PARK	acre	34.5	6626.	5431.
4182	2103	LIGHT INDUSTRY	acre	42.9	4301.	3476.
4182	2104	WAREHOUSING OR STORAGE	acre	9.4	310.	254.
4182	6104	POST OFFICE	acre	3.2	3529.	2453.
4182	7601	ACTIVE PARK	acre	7.3	487.	320.
4182		TOTAL			15252.	11934.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4183	2101	INDUSTRIAL PARK	acre	89.0	17089.	14009.
4183	5007	STREETFRONT COMMERCIAL	acre	16.8	25154.	18261.
4183	9101	INACTIVE USE	acre	15.1	0.	0.
4183		TOTAL			42244.	32271.
4184	2103	LIGHT INDUSTRY	acre	6.9	688.	556.
4184	2104	WAREHOUSING OR STORAGE	acre	3.0	99.	81.
4184	5003	COMMUNITY COMMERCIAL	acre	10.0	8391.	5937.
4184	5007	STREETFRONT COMMERCIAL	acre	0.9	1376.	999.
4184		TOTAL			10555.	7573.
4185	101	SINGLE FAMILY	du	254.0	3962.	2765.
4185	9101	INACTIVE USE	acre	19.5	0.	0.
4185		TOTAL			3962.	2765.
4186	107	SINGLE FAMILY	du	1738.0	24853.	17343.
4186	108	MULTI-FAMILY	du	200.0	2280.	1601.
4186	1506	RESORT	acre	200.0	2600.	1603.
4186	3537	OPEN SPACE CONSERVATION	acre	0.4	0.	0.
4186	4112	RIGHT-OF-WAY	acre	12.0	0.	0.
4186	5013	COMMERCIAL	acre	60.0	10170.	7196.
4186	6105	FIRE OR POLICE STATION	acre	3.4	1058.	780.
4186	6812	ELEMENTARY SCHOOL	acre	10.1	1694.	947.
4186	7610	ACTIVE PARK	acre	26.0	198.	130.
4186	9101	INACTIVE USE	acre	139.7	0.	0.
4186		TOTAL			42853.	29599.
4189	101	SINGLE FAMILY	du	250.0	3900.	2721.
4189	9101	INACTIVE USE	acre	132.0	0.	0.
4189		TOTAL			3900.	2721.
4190	2103	LIGHT INDUSTRY	acre	5.1	514.	415.
4190	5003	COMMUNITY COMMERCIAL	acre	20.5	17202.	12171.
4190	5007	STREETFRONT COMMERCIAL	acre	10.2	15224.	11052.
4190	6002	LOW RISE OFFICE	acre	1.8	643.	493.
4190	9101	INACTIVE USE	acre	12.1	0.	0.
4190		TOTAL			33583.	24131.
4192	101	SINGLE FAMILY	du	42.0	655.	457.
4192	102	MULTI-FAMILY	du	1.0	11.	8.
4192	3527	RURAL COM (C-4, No BS)	acre	0.1	34.	25.
4192	3537	OPEN SPACE CONSERVATION	acre	3.4	0.	0.
4192	4112	RIGHT-OF-WAY	acre	19.2	0.	0.
4192	5009	OTHER COMMERCIAL	acre	0.9	115.	83.
4192	6104	POST OFFICE	acre	0.6	664.	461.
4192	9101	INACTIVE USE	acre	635.8	0.	0.
4192		TOTAL			1479.	1034.
4193	101	SINGLE FAMILY	du	342.0	5335.	3723.
4193	9101	INACTIVE USE	acre	40.7	0.	0.
4193		TOTAL			5335.	3723.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4194	5004	NEIGHBORHOOD COMMERCIAL	acre	2.6	4029.	2851.
4194	5007	STREETFRONT COMMERCIAL	acre	3.7	5503.	3995.
4194	6002	LOW RISE OFFICE	acre	4.1	1450.	1111.
4194	6003	GOV'T OFFICE OR CENTER	acre	3.6	3802.	2854.
4194		TOTAL			14785.	10812.
4195	5003	COMMUNITY COMMERCIAL	acre	48.9	41024.	29025.
4195	6509	OTHER HEALTH CARE	acre	3.1	1509.	1119.
4195	9101	INACTIVE USE	acre	2.4	0.	0.
4195		TOTAL			42532.	30145.
4196	101	SINGLE FAMILY	du	115.0	1794.	1252.
4196	102	MULTI-FAMILY	du	6.0	64.	45.
4196	103	MOBILE HOME PARK	du	13.0	86.	57.
4196	3527	RURAL COM (C-4, No BS)	acre	0.5	172.	124.
4196	3537	OPEN SPACE CONSERVATION	acre	5.4	0.	0.
4196	4112	RIGHT-OF-WAY	acre	38.9	0.	0.
4196	5009	OTHER COMMERCIAL	acre	2.1	268.	195.
4196	6105	FIRE OR POLICE STATION	acre	1.0	311.	229.
4196	9101	INACTIVE USE	acre	10.3	0.	0.
4196		TOTAL			2695.	1901.
4197	5003	COMMUNITY COMMERCIAL	acre	9.4	7929.	5610.
4197	6002	LOW RISE OFFICE	acre	9.2	3271.	2507.
4197	6102	CHURCH	acre	8.2	436.	335.
4197		TOTAL			11636.	8452.
4198	101	SINGLE FAMILY	du	285.0	4446.	3102.
4198	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4198	9101	INACTIVE USE	acre	25.5	0.	0.
4198		TOTAL			8652.	5689.
4199	1501	LOW-RISE HOTEL OR MOTEL	acre	2.1	720.	444.
4199	5007	STREETFRONT COMMERCIAL	acre	10.1	15060.	10933.
4199	7602	PASSIVE PARK	acre	0.7	0.	0.
4199	9101	INACTIVE USE	acre	17.1	0.	0.
4199		TOTAL			15780.	11377.
4201	101	SINGLE FAMILY	du	29.0	452.	316.
4201	102	MULTI-FAMILY	du	334.0	3574.	2509.
4201	6102	CHURCH	acre	1.5	81.	62.
4201	7601	ACTIVE PARK	acre	17.8	1187.	782.
4201		TOTAL			5294.	3668.
4202	102	MULTI-FAMILY	du	1000.0	10700.	7512.
4202	1504	RESORT	acre	246.0	16015.	9873.
4202	1505	HIGH-RISE HOTEL	acre	1800.0	23400.	14426.
4202	4113	COMMUNICATION OR UTILITY	acre	8.1	32.	25.
4202	5012	BAYFRONT NEIGHBORHOOD COM	acre	150.0	25425.	17989.
4202	6005	BAYFRONT HIGH RISE OF	acre	60.0	1284.	1017.
4202	6109	OTHER PUBLIC SERVICE	acre	3.0	1199.	867.
4202	7601	ACTIVE PARK	acre	23.2	1545.	1017.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4202	9101	INACTIVE USE	acre	250.9	0.	0.
4202		TOTAL			79600.	52726.
4203		TOTAL			0.	0.
4204	101	SINGLE FAMILY	du	261.0	4072.	2841.
4204	102	MULTI-FAMILY	du	212.0	2268.	1593.
4204	1409	OTHER GROUP QUARTERS	acre	6.5	31.	22.
4204	5007	STREETFRONT COMMERCIAL	acre	2.9	4292.	3116.
4204	6002	LOW RISE OFFICE	acre	0.4	143.	109.
4204		TOTAL			10806.	7681.
4206	101	SINGLE FAMILY	du	79.0	1232.	860.
4206	102	MULTI-FAMILY	du	231.0	2472.	1735.
4206	7601	ACTIVE PARK	acre	1.9	127.	84.
4206		TOTAL			3831.	2679.
4207	101	SINGLE FAMILY	du	329.0	5132.	3581.
4207	102	MULTI-FAMILY	du	507.0	5425.	3809.
4207	4113	COMMUNICATION OR UTILITY	acre	2.3	9.	7.
4207	7204	GOLF COURSE	acre	37.2	0.	0.
4207	7601	ACTIVE PARK	acre	3.2	213.	140.
4207	9101	INACTIVE USE	acre	14.2	0.	0.
4207		TOTAL			10780.	7537.
4208	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1365.	842.
4208	5007	STREETFRONT COMMERCIAL	acre	11.6	17288.	12551.
4208	9101	INACTIVE USE	acre	2.0	0.	0.
4208		TOTAL			18653.	13392.
4209	101	SINGLE FAMILY	du	599.0	9344.	6521.
4209	6102	CHURCH	acre	5.0	266.	205.
4209	6809	OTHER SCHOOL	acre	1.2	242.	200.
4209	7601	ACTIVE PARK	acre	5.0	334.	220.
4209	9101	INACTIVE USE	acre	77.3	0.	0.
4209		TOTAL			10186.	7144.
4210	101	SINGLE FAMILY	du	548.0	8549.	5965.
4210	102	MULTI-FAMILY	du	330.0	3531.	2479.
4210	4113	COMMUNICATION OR UTILITY	acre	3.2	13.	10.
4210	6102	CHURCH	acre	1.5	80.	62.
4210	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4210	7601	ACTIVE PARK	acre	15.0	1002.	659.
4210	9101	INACTIVE USE	acre	132.2	0.	0.
4210		TOTAL			15293.	10360.
4211	102	MULTI-FAMILY	du	531.0	5682.	3989.
4211	5007	STREETFRONT COMMERCIAL	acre	6.3	9407.	6829.
4211		TOTAL			15088.	10818.
4212	101	SINGLE FAMILY	du	440.0	6864.	4790.
4212	102	MULTI-FAMILY	du	297.0	3178.	2231.
4212		TOTAL			10042.	7021.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4213	101	SINGLE FAMILY	du	224.0	3494.	2438.
4213	103	MOBILE HOME PARK	du	196.0	1294.	858.
4213	9101	INACTIVE USE	acre	1.8	0.	0.
4213		TOTAL			4788.	3296.
4214	5004	NEIGHBORHOOD COMMERCIAL	acre	13.6	20680.	14632.
4214	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4214		TOTAL			26049.	17054.
4215	101	SINGLE FAMILY	du	345.0	5382.	3756.
4215	4113	COMMUNICATION OR UTILITY	acre	3.6	15.	11.
4215	9101	INACTIVE USE	acre	35.9	0.	0.
4215		TOTAL			5397.	3767.
4216	102	MULTI-FAMILY	du	754.0	8068.	5664.
4216	9101	INACTIVE USE	acre	1.5	0.	0.
4216		TOTAL			8068.	5664.
4218	102	MULTI-FAMILY	du	84.0	899.	631.
4218	6002	LOW RISE OFFICE	acre	3.0	1061.	813.
4218	9101	INACTIVE USE	acre	4.5	0.	0.
4218		TOTAL			1959.	1444.
4219	101	SINGLE FAMILY	du	93.0	1451.	1012.
4219	102	MULTI-FAMILY	du	406.0	4344.	3050.
4219	1409	OTHER GROUP QUARTERS	acre	1.1	5.	4.
4219	5007	STREETFRONT COMMERCIAL	acre	2.3	3410.	2475.
4219	6102	CHURCH	acre	1.4	73.	56.
4219		TOTAL			9282.	6597.
4220	101	SINGLE FAMILY	du	512.0	7987.	5574.
4220	102	MULTI-FAMILY	du	200.0	2140.	1502.
4220	5004	NEIGHBORHOOD COMMERCIAL	acre	6.3	9676.	6846.
4220	6102	CHURCH	acre	4.6	248.	190.
4220	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4220	7601	ACTIVE PARK	acre	7.5	499.	328.
4220	9101	INACTIVE USE	acre	2.0	0.	0.
4220		TOTAL			22669.	15626.
4221	5003	COMMUNITY COMMERCIAL	acre	19.2	16086.	11381.
4221	7601	ACTIVE PARK	acre	14.9	991.	652.
4221	9101	INACTIVE USE	acre	22.2	0.	0.
4221		TOTAL			17077.	12033.
4222	102	MULTI-FAMILY	du	401.0	4291.	3012.
4222	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1365.	842.
4222	4112	RIGHT-OF-WAY	acre	3.1	0.	0.
4222	5007	STREETFRONT COMMERCIAL	acre	3.8	5683.	4126.
4222	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4222		TOTAL			13457.	9165.
4223	102	MULTI-FAMILY	du	94.0	1006.	706.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4223	6509	OTHER HEALTH CARE	acre	1.6	796.	590.
4223	9101	INACTIVE USE	acre	8.6	0.	0.
4223		TOTAL			1802.	1297.
4224	101	SINGLE FAMILY	du	77.0	1201.	838.
4224	102	MULTI-FAMILY	du	56.0	599.	421.
4224	7210	OTHER RECREATION	acre	0.1	1.	0.
4224	7601	ACTIVE PARK	acre	20.4	1357.	893.
4224	9101	INACTIVE USE	acre	4.9	0.	0.
4224		TOTAL			3158.	2152.
4225	101	SINGLE FAMILY	du	561.0	8752.	6107.
4225	102	MULTI-FAMILY	du	93.0	995.	699.
4225	7601	ACTIVE PARK	acre	18.3	1221.	804.
4225	9101	INACTIVE USE	acre	15.2	0.	0.
4225		TOTAL			10968.	7609.
4226	101	SINGLE FAMILY	du	777.0	12121.	8458.
4226	7601	ACTIVE PARK	acre	12.9	856.	564.
4226	9101	INACTIVE USE	acre	36.7	0.	0.
4226		TOTAL			12978.	9022.
4227	101	SINGLE FAMILY	du	77.0	1201.	838.
4227	102	MULTI-FAMILY	du	421.0	4505.	3163.
4227	6102	CHURCH	acre	1.2	64.	49.
4227	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4227		TOTAL			7889.	5235.
4228	101	SINGLE FAMILY	du	120.0	1872.	1306.
4228	102	MULTI-FAMILY	du	423.0	4526.	3178.
4228	6002	LOW RISE OFFICE	acre	1.8	632.	484.
4228		TOTAL			7030.	4968.
4229	101	SINGLE FAMILY	du	2.0	31.	22.
4229	4112	RIGHT-OF-WAY	acre	4.2	0.	0.
4229		TOTAL			31.	22.
4232	102	MULTI-FAMILY	du	504.0	5393.	3786.
4232	1501	LOW-RISE HOTEL OR MOTEL	acre	2.0	669.	412.
4232	5004	NEIGHBORHOOD COMMERCIAL	acre	4.0	6151.	4352.
4232	5007	STREETFRONT COMMERCIAL	acre	4.6	6864.	4983.
4232		TOTAL			19077.	13534.
4233	102	MULTI-FAMILY	du	764.0	8175.	5739.
4233	5007	STREETFRONT COMMERCIAL	acre	6.8	10095.	7328.
4233	6002	LOW RISE OFFICE	acre	2.5	893.	684.
4233		TOTAL			19162.	13752.
4234	101	SINGLE FAMILY	du	191.0	2980.	2079.
4234	102	MULTI-FAMILY	du	97.0	1038.	729.
4234	7204	GOLF COURSE	acre	53.4	0.	0.
4234	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4234		TOTAL			4726.	3292.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4235	6002	LOW RISE OFFICE	acre	10.7	3825.	2931.
4235	9101	INACTIVE USE	acre	10.9	0.	0.
4235		TOTAL			3825.	2931.
4236	101	SINGLE FAMILY	du	518.0	8081.	5639.
4236	102	MULTI-FAMILY	du	119.0	1273.	894.
4236	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4236	7601	ACTIVE PARK	acre	5.6	373.	245.
4236	9101	INACTIVE USE	acre	185.6	0.	0.
4236		TOTAL			11846.	7963.
4237	6803	JUNIOR COLLEGE	acre	149.0	38313.	30299.
4237		TOTAL			38313.	30299.
4238	101	SINGLE FAMILY	du	42.0	655.	457.
4238	102	MULTI-FAMILY	du	242.0	2589.	1818.
4238	5007	STREETFRONT COMMERCIAL	acre	1.8	2632.	1911.
4238	6002	LOW RISE OFFICE	acre	0.7	257.	197.
4238	6003	GOV'T OFFICE OR CENTER	acre	7.3	7731.	5804.
4238	6103	LIBRARY	acre	4.0	1753.	1189.
4238	6105	FIRE OR POLICE STATION	acre	0.6	187.	138.
4238	7602	PASSIVE PARK	acre	4.0	0.	0.
4238		TOTAL			15805.	11514.
4239	102	MULTI-FAMILY	du	707.0	7565.	5311.
4239	6002	LOW RISE OFFICE	acre	1.8	625.	479.
4239	6102	CHURCH	acre	8.4	451.	346.
4239	6103	LIBRARY	acre	3.0	1311.	889.
4239	6105	FIRE OR POLICE STATION	acre	1.5	467.	344.
4239	7210	OTHER RECREATION	acre	4.8	31.	21.
4239	9101	INACTIVE USE	acre	20.3	0.	0.
4239		TOTAL			10450.	7391.
4240	101	SINGLE FAMILY	du	508.0	7925.	5530.
4240		TOTAL			7925.	5530.
4241	101	SINGLE FAMILY	du	944.0	14726.	10276.
4241	102	MULTI-FAMILY	du	382.0	4087.	2870.
4241	4113	COMMUNICATION OR UTILITY	acre	55.3	221.	169.
4241	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4241	7602	PASSIVE PARK	acre	4.9	0.	0.
4241	9101	INACTIVE USE	acre	30.2	0.	0.
4241		TOTAL			24404.	15737.
4242	102	MULTI-FAMILY	du	252.0	2696.	1893.
4242	4113	COMMUNICATION OR UTILITY	acre	11.2	45.	34.
4242	6103	LIBRARY	acre	0.2	101.	68.
4242	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4242	9101	INACTIVE USE	acre	10.5	0.	0.
4242		TOTAL			8211.	4418.
4243	101	SINGLE FAMILY	du	595.0	9282.	6477.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4243	102	MULTI-FAMILY	du	38.0	407.	285.
4243	6102	CHURCH	acre	4.1	221.	170.
4243	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4243	7601	ACTIVE PARK	acre	21.3	1419.	934.
4243	9101	INACTIVE USE	acre	5.8	0.	0.
4243		TOTAL			13448.	9051.
4244	101	SINGLE FAMILY	du	124.0	1934.	1350.
4244	102	MULTI-FAMILY	du	238.0	2547.	1788.
4244	4114	PARKING	acre	1.0	0.	0.
4244	6102	CHURCH	acre	0.8	45.	34.
4244		TOTAL			4526.	3172.
4245	101	SINGLE FAMILY	du	20.0	312.	218.
4245	102	MULTI-FAMILY	du	553.0	5917.	4154.
4245	1409	OTHER GROUP QUARTERS	acre	1.6	8.	5.
4245	1501	LOW-RISE HOTEL OR MOTEL	acre	3.1	1060.	653.
4245	5007	STREETFRONT COMMERCIAL	acre	9.4	14013.	10173.
4245		TOTAL			21309.	15203.
4246	102	MULTI-FAMILY	du	853.0	9127.	6408.
4246	5007	STREETFRONT COMMERCIAL	acre	5.5	8255.	5993.
4246	6002	LOW RISE OFFICE	acre	1.9	678.	520.
4246	7601	ACTIVE PARK	acre	7.8	517.	341.
4246	7602	PASSIVE PARK	acre	1.5	0.	0.
4246		TOTAL			18578.	13261.
4248	5003	COMMUNITY COMMERCIAL	acre	29.0	24359.	17235.
4248	6002	LOW RISE OFFICE	acre	1.5	546.	419.
4248		TOTAL			24905.	17654.
4249	101	SINGLE FAMILY	du	223.0	3479.	2428.
4249	102	MULTI-FAMILY	du	482.0	5157.	3621.
4249	6102	CHURCH	acre	2.6	141.	108.
4249		TOTAL			8777.	6157.
4250	102	MULTI-FAMILY	du	1080.0	11556.	8113.
4250	1501	LOW-RISE HOTEL OR MOTEL	acre	4.7	1586.	978.
4250	4111	TRANSIT STATION	acre	0.5	140.	107.
4250	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
4250	5007	STREETFRONT COMMERCIAL	acre	7.4	11141.	8088.
4250	6001	HIGH RISE OFFICE	acre	2.3	6383.	5057.
4250		TOTAL			30806.	22344.
4251	101	SINGLE FAMILY	du	58.0	905.	631.
4251	102	MULTI-FAMILY	du	274.0	2932.	2058.
4251	9101	INACTIVE USE	acre	26.1	0.	0.
4251		TOTAL			3837.	2690.
4252	102	MULTI-FAMILY	du	309.0	3306.	2321.
4252	6003	GOV'T OFFICE OR CENTER	acre	5.4	5762.	4325.
4252	6105	FIRE OR POLICE STATION	acre	3.5	1080.	796.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4252	7601	ACTIVE PARK	acre	1.2	81.	53.
4252		TOTAL			10228.	7496.
4253	101	SINGLE FAMILY	du	311.0	4852.	3386.
4253	102	MULTI-FAMILY	du	117.0	1252.	879.
4253	6102	CHURCH	acre	4.6	247.	189.
4253	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4253	7601	ACTIVE PARK	acre	5.0	333.	219.
4253	9101	INACTIVE USE	acre	19.5	0.	0.
4253		TOTAL			8802.	5858.
4254	101	SINGLE FAMILY	du	136.0	2122.	1480.
4254	102	MULTI-FAMILY	du	56.0	599.	421.
4254	6109	OTHER PUBLIC SERVICE	acre	7.7	3086.	2231.
4254	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4254		TOTAL			11175.	6554.
4255	101	SINGLE FAMILY	du	1155.0	18018.	12573.
4255	102	MULTI-FAMILY	du	78.0	835.	586.
4255	4113	COMMUNICATION OR UTILITY	acre	14.3	57.	44.
4255	6102	CHURCH	acre	12.2	653.	501.
4255	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4255	7204	GOLF COURSE	acre	58.0	0.	0.
4255	7601	ACTIVE PARK	acre	11.8	784.	516.
4255	7602	PASSIVE PARK	acre	3.2	0.	0.
4255		TOTAL			22465.	15405.
4256	102	MULTI-FAMILY	du	564.0	6035.	4237.
4256	6102	CHURCH	acre	1.2	64.	49.
4256		TOTAL			6099.	4286.
4257	101	SINGLE FAMILY	du	395.0	6162.	4300.
4257	102	MULTI-FAMILY	du	96.0	1027.	721.
4257	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4257	7607	RESIDENTIAL RECREATION	acre	6.1	0.	0.
4257	9101	INACTIVE USE	acre	29.3	0.	0.
4257		TOTAL			9308.	6206.
4258	102	MULTI-FAMILY	du	409.0	4376.	3072.
4258	9101	INACTIVE USE	acre	31.2	0.	0.
4258		TOTAL			4376.	3072.
4259	2103	LIGHT INDUSTRY	acre	6.0	599.	484.
4259	5003	COMMUNITY COMMERCIAL	acre	11.4	9574.	6774.
4259	6002	LOW RISE OFFICE	acre	5.3	1910.	1464.
4259	7210	OTHER RECREATION	acre	5.1	34.	23.
4259		TOTAL			12118.	8746.
4260	102	MULTI-FAMILY	du	842.0	9009.	6325.
4260	1501	LOW-RISE HOTEL OR MOTEL	acre	3.2	1073.	661.
4260	5007	STREETFRONT COMMERCIAL	acre	3.7	5459.	3963.
4260		TOTAL			15541.	10949.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4261	102	MULTI-FAMILY	du	1206.0	12904.	9059.
4261	5007	STREETFRONT COMMERCIAL	acre	2.6	3873.	2812.
4261	6001	HIGH RISE OFFICE	acre	5.2	14138.	11202.
4261	6002	LOW RISE OFFICE	acre	0.2	71.	55.
4261		TOTAL			30987.	23129.
4262	101	SINGLE FAMILY	du	224.0	3494.	2438.
4262	7602	PASSIVE PARK	acre	0.9	0.	0.
4262	9101	INACTIVE USE	acre	13.2	0.	0.
4262		TOTAL			3494.	2438.
4263	5003	COMMUNITY COMMERCIAL	acre	42.7	35821.	25345.
4263	9101	INACTIVE USE	acre	2.0	0.	0.
4263		TOTAL			35821.	25345.
4264	5003	COMMUNITY COMMERCIAL	acre	17.8	14953.	10580.
4264	9101	INACTIVE USE	acre	1.6	0.	0.
4264		TOTAL			14953.	10580.
4265	101	SINGLE FAMILY	du	403.0	6287.	4387.
4265	4113	COMMUNICATION OR UTILITY	acre	0.9	4.	3.
4265	9101	INACTIVE USE	acre	79.2	0.	0.
4265		TOTAL			6290.	4390.
4266	101	SINGLE FAMILY	du	413.0	6443.	4496.
4266	4113	COMMUNICATION OR UTILITY	acre	1.8	7.	5.
4266	6102	CHURCH	acre	2.3	121.	93.
4266	9101	INACTIVE USE	acre	5.2	0.	0.
4266		TOTAL			6571.	4594.
4267	101	SINGLE FAMILY	du	680.0	10608.	7402.
4267	4113	COMMUNICATION OR UTILITY	acre	1.4	6.	4.
4267	6002	LOW RISE OFFICE	acre	0.9	329.	252.
4267	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4267	7602	PASSIVE PARK	acre	5.3	0.	0.
4267	9101	INACTIVE USE	acre	54.7	0.	0.
4267		TOTAL			13061.	8843.
4268	102	MULTI-FAMILY	du	1394.0	14916.	10472.
4268	4112	RIGHT-OF-WAY	acre	2.3	0.	0.
4268	5007	STREETFRONT COMMERCIAL	acre	1.5	2288.	1661.
4268	7601	ACTIVE PARK	acre	4.0	266.	175.
4268		TOTAL			17470.	12308.
4269	102	MULTI-FAMILY	du	822.0	8795.	6175.
4269	5007	STREETFRONT COMMERCIAL	acre	3.4	5100.	3702.
4269	6001	HIGH RISE OFFICE	acre	2.4	6618.	5244.
4269	6002	LOW RISE OFFICE	acre	1.9	678.	520.
4269	6502	HOSPITAL	acre	13.3	4489.	3302.
4269	6509	OTHER HEALTH CARE	acre	4.1	2022.	1500.
4269	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4269	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4269		TOTAL			34026.	24214.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4270	101	SINGLE FAMILY	du	874.0	13634.	9514.
4270	102	MULTI-FAMILY	du	328.0	3510.	2464.
4270	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4270	7601	ACTIVE PARK	acre	11.6	771.	507.
4270	7602	PASSIVE PARK	acre	3.0	0.	0.
4270	9101	INACTIVE USE	acre	51.1	0.	0.
4270		TOTAL			20033.	13670.
4271	101	SINGLE FAMILY	du	437.0	6817.	4757.
4271	102	MULTI-FAMILY	du	9.0	96.	68.
4271	4113	COMMUNICATION OR UTILITY	acre	0.2	1.	1.
4271	6102	CHURCH	acre	7.6	405.	311.
4271	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4271	7601	ACTIVE PARK	acre	6.0	398.	262.
4271		TOTAL			9835.	6583.
4272	2001	HEAVY INDUSTRY	acre	9.5	739.	611.
4272	2103	LIGHT INDUSTRY	acre	10.4	1039.	840.
4272	4113	COMMUNICATION OR UTILITY	acre	3.7	15.	11.
4272	6002	LOW RISE OFFICE	acre	11.4	4078.	3126.
4272	9101	INACTIVE USE	acre	16.5	0.	0.
4272		TOTAL			5871.	4588.
4273	101	SINGLE FAMILY	du	515.0	8034.	5606.
4273	4113	COMMUNICATION OR UTILITY	acre	4.3	17.	13.
4273	6102	CHURCH	acre	2.5	131.	100.
4273	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4273	6809	OTHER SCHOOL	acre	1.8	352.	290.
4273	7601	ACTIVE PARK	acre	5.9	393.	259.
4273	9101	INACTIVE USE	acre	22.0	0.	0.
4273		TOTAL			11045.	7454.
4274	102	MULTI-FAMILY	du	280.0	2996.	2103.
4274	5003	COMMUNITY COMMERCIAL	acre	12.3	10354.	7326.
4274	9101	INACTIVE USE	acre	2.7	0.	0.
4274		TOTAL			13350.	9429.
4275	101	SINGLE FAMILY	du	278.0	4337.	3026.
4275	102	MULTI-FAMILY	du	280.0	2996.	2103.
4275	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4275	7601	ACTIVE PARK	acre	11.2	749.	493.
4275	9101	INACTIVE USE	acre	26.1	0.	0.
4275		TOTAL			12287.	8208.
4276	102	MULTI-FAMILY	du	990.0	10593.	7437.
4276	1501	LOW-RISE HOTEL OR MOTEL	acre	2.4	805.	496.
4276	5007	STREETFRONT COMMERCIAL	acre	12.9	19352.	14049.
4276	6001	HIGH RISE OFFICE	acre	0.2	552.	438.
4276	6002	LOW RISE OFFICE	acre	0.6	224.	172.
4276		TOTAL			31526.	22591.
4277	101	SINGLE FAMILY	du	54.0	842.	588.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4277	102	MULTI-FAMILY	du	174.0	1862.	1307.
4277	1401	JAIL	acre	2.4	44.	32.
4277	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4277	5007	STREETFRONT COMMERCIAL	acre	0.2	342.	249.
4277	6001	HIGH RISE OFFICE	acre	0.7	1879.	1489.
4277	6002	LOW RISE OFFICE	acre	2.3	807.	619.
4277	6003	GOV'T OFFICE OR CENTER	acre	12.4	13143.	9867.
4277		TOTAL			18922.	14152.
4278	1501	LOW-RISE HOTEL OR MOTEL	acre	3.4	1158.	714.
4278	5003	COMMUNITY COMMERCIAL	acre	19.3	16203.	11464.
4278	9101	INACTIVE USE	acre	9.6	0.	0.
4278		TOTAL			17361.	12178.
4279	101	SINGLE FAMILY	du	543.0	8471.	5911.
4279	102	MULTI-FAMILY	du	90.0	963.	676.
4279	5004	NEIGHBORHOOD COMMERCIAL	acre	1.9	2869.	2030.
4279	9101	INACTIVE USE	acre	7.0	0.	0.
4279		TOTAL			12303.	8617.
4280	101	SINGLE FAMILY	du	311.0	4852.	3386.
4280		TOTAL			4852.	3386.
4281	7207	MARINA	acre	10.0	559.	382.
4281	7601	ACTIVE PARK	acre	15.5	1032.	679.
4281		TOTAL			1591.	1061.
4282	101	SINGLE FAMILY	du	52.0	811.	566.
4282	102	MULTI-FAMILY	du	306.0	3274.	2299.
4282	5007	STREETFRONT COMMERCIAL	acre	0.4	655.	476.
4282	6002	LOW RISE OFFICE	acre	4.1	1478.	1133.
4282		TOTAL			6219.	4473.
4283	102	MULTI-FAMILY	du	778.0	8325.	5844.
4283	1502	HIGH-RISE HOTEL	acre	0.5	805.	496.
4283	4111	TRANSIT STATION	acre	0.5	140.	107.
4283	4112	RIGHT-OF-WAY	acre	2.5	0.	0.
4283	5007	STREETFRONT COMMERCIAL	acre	1.4	2064.	1498.
4283	6001	HIGH RISE OFFICE	acre	1.0	2735.	2167.
4283		TOTAL			14068.	10113.
4284	5003	COMMUNITY COMMERCIAL	acre	42.0	35284.	24965.
4284		TOTAL			35284.	24965.
4285	102	MULTI-FAMILY	du	750.0	8025.	5634.
4285		TOTAL			8025.	5634.
4286	2001	HEAVY INDUSTRY	acre	44.9	3495.	2889.
4286	2103	LIGHT INDUSTRY	acre	4.3	436.	352.
4286		TOTAL			3931.	3242.
4287	102	MULTI-FAMILY	du	531.0	5682.	3989.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4287	5002	REGIONAL COMMERCIAL	acre	33.2	24943.	17612.
4287	6002	LOW RISE OFFICE	acre	11.1	3952.	3029.
4287		TOTAL			34577.	24630.
4288	101	SINGLE FAMILY	du	175.0	2730.	1905.
4288	102	MULTI-FAMILY	du	76.0	813.	571.
4288	7210	OTHER RECREATION	acre	0.3	2.	1.
4288		TOTAL			3545.	2477.
4289	7601	ACTIVE PARK	acre	34.0	2264.	1490.
4289	9101	INACTIVE USE	acre	1415.4	0.	0.
4289		TOTAL			2264.	1490.
4290	102	MULTI-FAMILY	du	269.0	2878.	2021.
4290	6102	CHURCH	acre	8.9	476.	365.
4290	7607	RESIDENTIAL RECREATION	acre	4.0	0.	0.
4290	9101	INACTIVE USE	acre	4.1	0.	0.
4290		TOTAL			3354.	2386.
4291	102	MULTI-FAMILY	du	494.0	5286.	3711.
4291	9101	INACTIVE USE	acre	10.9	0.	0.
4291		TOTAL			5286.	3711.
4292	7208	OTC	acre	149.6	1002.	684.
4292		TOTAL			1002.	684.
4293	101	SINGLE FAMILY	du	319.0	4976.	3473.
4293	4113	COMMUNICATION OR UTILITY	acre	3.8	15.	12.
4293	7601	ACTIVE PARK	acre	4.5	297.	195.
4293	9101	INACTIVE USE	acre	31.6	0.	0.
4293		TOTAL			5289.	3680.
4294	5007	STREETFRONT COMMERCIAL	acre	0.9	1331.	966.
4294	6105	FIRE OR POLICE STATION	acre	0.6	187.	138.
4294	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4294	6807	SCHOOL DISTRICT OFFICE	acre	11.0	2772.	2125.
4294		TOTAL			8495.	5815.
4295	101	SINGLE FAMILY	du	164.0	2558.	1785.
4295	102	MULTI-FAMILY	du	710.0	7597.	5334.
4295	5007	STREETFRONT COMMERCIAL	acre	1.1	1675.	1216.
4295	7601	ACTIVE PARK	acre	5.6	372.	245.
4295	9101	INACTIVE USE	acre	22.2	0.	0.
4295		TOTAL			12202.	8579.
4296	101	SINGLE FAMILY	du	925.0	14430.	10069.
4296	102	MULTI-FAMILY	du	1258.0	13461.	9450.
4296	5007	STREETFRONT COMMERCIAL	acre	3.0	4412.	3203.
4296	6102	CHURCH	acre	13.1	700.	538.
4296	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4296	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4296	6809	OTHER SCHOOL	acre	0.1	18.	15.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4296	7601	ACTIVE PARK	acre	7.5	499.	329.
4296	7607	RESIDENTIAL RECREATION	acre	2.9	0.	0.
4296	9101	INACTIVE USE	acre	20.7	0.	0.
4296		TOTAL			41007.	27211.
4297	101	SINGLE FAMILY	du	68.0	1061.	740.
4297	102	MULTI-FAMILY	du	190.0	2033.	1427.
4297	5007	STREETFRONT COMMERCIAL	acre	2.1	3096.	2247.
4297	6002	LOW RISE OFFICE	acre	10.6	3803.	2915.
4297		TOTAL			9993.	7330.
4298	5011	EASTLAKE REGIONAL COM	acre	1214.0	85951.	60689.
4298		TOTAL			85951.	60689.
4299	101	SINGLE FAMILY	du	659.0	10280.	7174.
4299	4113	COMMUNICATION OR UTILITY	acre	18.4	74.	56.
4299	7601	ACTIVE PARK	acre	3.2	216.	142.
4299	9101	INACTIVE USE	acre	14.3	0.	0.
4299		TOTAL			10570.	7372.
4300	102	MULTI-FAMILY	du	100.0	1070.	751.
4300	1501	LOW-RISE HOTEL OR MOTEL	acre	2.8	954.	588.
4300	5007	STREETFRONT COMMERCIAL	acre	12.6	18828.	13669.
4300	6001	HIGH RISE OFFICE	acre	1.4	3774.	2990.
4300		TOTAL			24626.	17998.
4301	1501	LOW-RISE HOTEL OR MOTEL	acre	6.5	2204.	1359.
4301	2103	LIGHT INDUSTRY	acre	6.2	624.	505.
4301	7601	ACTIVE PARK	acre	3.9	260.	171.
4301		TOTAL			3088.	2034.
4302	101	SINGLE FAMILY	du	372.0	5803.	4050.
4302	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4302	6809	OTHER SCHOOL	acre	1.8	358.	295.
4302	9101	INACTIVE USE	acre	56.6	0.	0.
4302		TOTAL			8280.	5530.
4303	102	MULTI-FAMILY	du	199.0	2129.	1495.
4303	5007	STREETFRONT COMMERCIAL	acre	8.3	12392.	8996.
4303	6001	HIGH RISE OFFICE	acre	2.8	7553.	5985.
4303		TOTAL			22074.	16476.
4304	101	SINGLE FAMILY	du	296.0	4618.	3222.
4304	102	MULTI-FAMILY	du	21.0	225.	158.
4304		TOTAL			4842.	3380.
4305	101	SINGLE FAMILY	du	691.0	10780.	7522.
4305	102	MULTI-FAMILY	du	897.0	9598.	6738.
4305	5007	STREETFRONT COMMERCIAL	acre	3.8	5683.	4126.
4305	6102	CHURCH	acre	4.6	246.	189.
4305	6509	OTHER HEALTH CARE	acre	4.7	2280.	1692.
4305	7601	ACTIVE PARK	acre	6.7	448.	295.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4305	7602	PASSIVE PARK	acre	0.9	0.	0.
4305		TOTAL			29034.	20561.
4306	5003	COMMUNITY COMMERCIAL	acre	17.8	14961.	10585.
4306		TOTAL			14961.	10585.
4307	2001	HEAVY INDUSTRY	acre	10.0	778.	643.
4307	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4307	5003	COMMUNITY COMMERCIAL	acre	10.6	8920.	6311.
4307	5007	STREETFRONT COMMERCIAL	acre	16.2	24302.	17642.
4307	6002	LOW RISE OFFICE	acre	4.3	1521.	1166.
4307	7601	ACTIVE PARK	acre	2.3	153.	100.
4307		TOTAL			35683.	25870.
4308	102	MULTI-FAMILY	du	183.0	1958.	1375.
4308	6102	CHURCH	acre	3.5	190.	146.
4308	6809	OTHER SCHOOL	acre	1.1	220.	181.
4308	9101	INACTIVE USE	acre	2.3	0.	0.
4308		TOTAL			2368.	1702.
4309	101	SINGLE FAMILY	du	328.0	5117.	3571.
4309	102	MULTI-FAMILY	du	56.0	599.	421.
4309		TOTAL			5716.	3991.
4310	1501	LOW-RISE HOTEL OR MOTEL	acre	4.2	1437.	886.
4310	4114	PARKING	acre	1.4	0.	0.
4310	7210	OTHER RECREATION	acre	13.3	88.	60.
4310	7601	ACTIVE PARK	acre	5.6	373.	245.
4310		TOTAL			1897.	1191.
4311	101	SINGLE FAMILY	du	112.0	1747.	1219.
4311	102	MULTI-FAMILY	du	142.0	1519.	1067.
4311	6002	LOW RISE OFFICE	acre	0.3	125.	96.
4311	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4311		TOTAL			5510.	3567.
4312	101	SINGLE FAMILY	du	726.0	11326.	7903.
4312	5007	STREETFRONT COMMERCIAL	acre	0.4	598.	434.
4312	6102	CHURCH	acre	2.1	113.	87.
4312	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4312		TOTAL			14155.	9609.
4313	101	SINGLE FAMILY	du	14.0	218.	152.
4313	102	MULTI-FAMILY	du	152.0	1626.	1142.
4313	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	153.	94.
4313	5007	STREETFRONT COMMERCIAL	acre	1.1	1600.	1162.
4313	9101	INACTIVE USE	acre	6.4	0.	0.
4313		TOTAL			3598.	2550.
4315	101	SINGLE FAMILY	du	407.0	6349.	4431.
4315	6102	CHURCH	acre	1.8	96.	74.
4315	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4315	7601	ACTIVE PARK	acre	3.3	220.	145.
4315	9101	INACTIVE USE	acre	1.8	0.	0.
4315		TOTAL			8784.	5834.
4316	101	SINGLE FAMILY	du	131.0	2044.	1426.
4316	102	MULTI-FAMILY	du	249.0	2664.	1870.
4316	4112	RIGHT-OF-WAY	acre	5.6	0.	0.
4316	5007	STREETFRONT COMMERCIAL	acre	3.4	5097.	3700.
4316	6001	HIGH RISE OFFICE	acre	1.1	3107.	2462.
4316	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4316		TOTAL			15030.	10643.
4317	101	SINGLE FAMILY	du	161.0	2512.	1753.
4317	102	MULTI-FAMILY	du	139.0	1487.	1044.
4317	5007	STREETFRONT COMMERCIAL	acre	3.9	5832.	4234.
4317	6002	LOW RISE OFFICE	acre	0.7	255.	196.
4317		TOTAL			10087.	7227.
4318	101	SINGLE FAMILY	du	70.0	1092.	762.
4318	102	MULTI-FAMILY	du	127.0	1359.	954.
4318	5004	NEIGHBORHOOD COMMERCIAL	acre	6.1	9325.	6598.
4318	5007	STREETFRONT COMMERCIAL	acre	2.4	3634.	2638.
4318	6002	LOW RISE OFFICE	acre	4.6	1643.	1259.
4318	6104	POST OFFICE	acre	4.7	5211.	3622.
4318	6109	OTHER PUBLIC SERVICE	acre	0.6	240.	173.
4318		TOTAL			22503.	16007.
4319	101	SINGLE FAMILY	du	295.0	4602.	3211.
4319	6102	CHURCH	acre	1.8	97.	75.
4319	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4319		TOTAL			6818.	4471.
4320	101	SINGLE FAMILY	du	203.0	3167.	2210.
4320	102	MULTI-FAMILY	du	586.0	6270.	4402.
4320	5004	NEIGHBORHOOD COMMERCIAL	acre	11.5	17551.	12418.
4320	6102	CHURCH	acre	5.5	295.	226.
4320	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4320	7601	ACTIVE PARK	acre	12.0	799.	526.
4320	7602	PASSIVE PARK	acre	1.0	0.	0.
4320	9101	INACTIVE USE	acre	11.2	0.	0.
4320		TOTAL			30201.	20967.
4321	101	SINGLE FAMILY	du	302.0	4711.	3288.
4321	102	MULTI-FAMILY	du	103.0	1102.	774.
4321	6002	LOW RISE OFFICE	acre	0.5	193.	148.
4321		TOTAL			6006.	4209.
4322	101	SINGLE FAMILY	du	496.0	7738.	5399.
4322	102	MULTI-FAMILY	du	4.0	43.	30.
4322	6102	CHURCH	acre	3.9	208.	160.
4322		TOTAL			7989.	5589.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4323	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4323	5007	STREETFRONT COMMERCIAL	acre	1.8	2707.	1965.
4323	6002	LOW RISE OFFICE	acre	5.7	2050.	1571.
4323	7601	ACTIVE PARK	acre	1.9	127.	84.
4323		TOTAL			4894.	3627.
4324	101	SINGLE FAMILY	du	175.0	2730.	1905.
4324	7210	OTHER RECREATION	acre	2.5	16.	11.
4324	9101	INACTIVE USE	acre	0.3	0.	0.
4324		TOTAL			2747.	1916.
4325	101	SINGLE FAMILY	du	563.0	8783.	6129.
4325	6105	FIRE OR POLICE STATION	acre	1.5	476.	351.
4325	7601	ACTIVE PARK	acre	3.7	248.	163.
4325	9101	INACTIVE USE	acre	23.1	0.	0.
4325		TOTAL			9507.	6643.
4326	5003	COMMUNITY COMMERCIAL	acre	32.4	27153.	19212.
4326		TOTAL			27153.	19212.
4327	101	SINGLE FAMILY	du	400.0	6240.	4354.
4327	9101	INACTIVE USE	acre	35.0	0.	0.
4327		TOTAL			6240.	4354.
4328	101	SINGLE FAMILY	du	92.0	1435.	1002.
4328	102	MULTI-FAMILY	du	399.0	4269.	2997.
4328	5007	STREETFRONT COMMERCIAL	acre	5.0	7455.	5412.
4328	6002	LOW RISE OFFICE	acre	1.0	356.	273.
4328		TOTAL			13516.	9684.
4329	102	MULTI-FAMILY	du	201.0	2151.	1510.
4329	9101	INACTIVE USE	acre	4.2	0.	0.
4329		TOTAL			2151.	1510.
4330	101	SINGLE FAMILY	du	297.0	4633.	3233.
4330	6102	CHURCH	acre	1.6	87.	66.
4330	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4330		TOTAL			6838.	4485.
4331	101	SINGLE FAMILY	du	826.0	12886.	8992.
4331	102	MULTI-FAMILY	du	1800.0	19260.	13522.
4331	2103	LIGHT INDUSTRY	acre	36.4	3647.	2948.
4331	5007	STREETFRONT COMMERCIAL	acre	11.9	17796.	12920.
4331	6105	FIRE OR POLICE STATION	acre	1.7	526.	388.
4331	6109	OTHER PUBLIC SERVICE	acre	6.1	2438.	1763.
4331	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4331	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4331	7601	ACTIVE PARK	acre	15.4	1026.	675.
4331	9101	INACTIVE USE	acre	170.5	0.	0.
4331		TOTAL			65067.	44813.
4332	101	SINGLE FAMILY	du	17.0	265.	185.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4332	102	MULTI-FAMILY	du	261.0	2793.	1961.
4332	5004	NEIGHBORHOOD COMMERCIAL	acre	5.3	8058.	5702.
4332	5007	STREETFRONT COMMERCIAL	acre	2.1	3126.	2269.
4332	6002	LOW RISE OFFICE	acre	10.4	3700.	2836.
4332		TOTAL			17941.	12952.
4333	102	MULTI-FAMILY	du	108.0	1156.	811.
4333	9101	INACTIVE USE	acre	9.4	0.	0.
4333		TOTAL			1156.	811.
4334	101	SINGLE FAMILY	du	161.0	2512.	1753.
4334	102	MULTI-FAMILY	du	14.0	150.	105.
4334	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4334		TOTAL			8030.	4280.
4335	101	SINGLE FAMILY	du	21.0	328.	229.
4335	102	MULTI-FAMILY	du	110.0	1177.	826.
4335	5007	STREETFRONT COMMERCIAL	acre	1.9	2886.	2095.
4335	7204	GOLF COURSE	acre	148.6	0.	0.
4335	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4335		TOTAL			5100.	3634.
4336	101	SINGLE FAMILY	du	1.0	16.	11.
4336	4113	COMMUNICATION OR UTILITY	acre	0.0	0.	0.
4336	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4336	7601	ACTIVE PARK	acre	6.7	447.	294.
4336		TOTAL			2581.	1490.
4337	101	SINGLE FAMILY	du	237.0	3697.	2580.
4337	9101	INACTIVE USE	acre	16.2	0.	0.
4337		TOTAL			3697.	2580.
4338	101	SINGLE FAMILY	du	325.0	5070.	3538.
4338	102	MULTI-FAMILY	du	531.0	5682.	3989.
4338	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4338	9101	INACTIVE USE	acre	8.8	0.	0.
4338		TOTAL			14957.	10113.
4339	102	MULTI-FAMILY	du	132.0	1412.	992.
4339	1409	OTHER GROUP QUARTERS	acre	30.6	147.	103.
4339	6502	HOSPITAL	acre	26.5	8948.	6582.
4339	6509	OTHER HEALTH CARE	acre	13.7	6709.	4978.
4339		TOTAL			17217.	12654.
4340	101	SINGLE FAMILY	du	359.0	5600.	3908.
4340	4113	COMMUNICATION OR UTILITY	acre	7.2	29.	22.
4340	7210	OTHER RECREATION	acre	9.1	60.	41.
4340	7601	ACTIVE PARK	acre	20.0	1332.	877.
4340		TOTAL			7021.	4848.
4341	5007	STREETFRONT COMMERCIAL	acre	11.9	17796.	12920.
4341	7601	ACTIVE PARK	acre	3.1	206.	135.
4341		TOTAL			18002.	13055.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4342	101	SINGLE FAMILY	du	90.0	1404.	980.
4342	102	MULTI-FAMILY	du	286.0	3060.	2148.
4342	2103	LIGHT INDUSTRY	acre	19.0	1900.	1535.
4342	2104	WAREHOUSING OR STORAGE	acre	3.6	119.	97.
4342	4112	RIGHT-OF-WAY	acre	4.2	0.	0.
4342	7210	OTHER RECREATION	acre	1.9	12.	8.
4342	9101	INACTIVE USE	acre	0.5	0.	0.
4342		TOTAL			6495.	4769.
4343	5007	STREETFRONT COMMERCIAL	acre	18.4	27532.	19987.
4343	7601	ACTIVE PARK	acre	2.7	180.	119.
4343		TOTAL			27713.	20106.
4344	101	SINGLE FAMILY	du	66.0	1030.	718.
4344	102	MULTI-FAMILY	du	316.0	3381.	2374.
4344	5007	STREETFRONT COMMERCIAL	acre	4.7	6954.	5048.
4344	5009	OTHER COMMERCIAL	acre	3.3	419.	304.
4344	6002	LOW RISE OFFICE	acre	0.9	328.	251.
4344	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4344		TOTAL			14230.	9881.
4345	102	MULTI-FAMILY	du	3732.0	39932.	28035.
4345	1502	HIGH-RISE HOTEL	acre	11.0	17711.	10919.
4345	5002	REGIONAL COMMERCIAL	acre	29.4	22085.	15594.
4345	6001	HIGH RISE OFFICE	acre	11.5	31448.	24918.
4345	6002	LOW RISE OFFICE	acre	10.4	3721.	2852.
4345	6007	OFFICE	acre	480.0	7488.	5739.
4345	6105	FIRE OR POLICE STATION	acre	1.5	467.	344.
4345	6109	OTHER PUBLIC SERVICE	acre	16.9	6755.	4883.
4345	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4345	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4345	7601	ACTIVE PARK	acre	28.9	1925.	1267.
4345		TOTAL			139020.	98159.
4346	101	SINGLE FAMILY	du	509.0	7940.	5541.
4346	7601	ACTIVE PARK	acre	5.6	373.	245.
4346	9101	INACTIVE USE	acre	29.5	0.	0.
4346		TOTAL			8313.	5786.
4347	102	MULTI-FAMILY	du	441.0	4719.	3313.
4347	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4347	5007	STREETFRONT COMMERCIAL	acre	2.3	3395.	2465.
4347	6102	CHURCH	acre	3.2	170.	130.
4347	6509	OTHER HEALTH CARE	acre	4.5	2188.	1623.
4347	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4347	9101	INACTIVE USE	acre	4.2	0.	0.
4347		TOTAL			12590.	8716.
4348	101	SINGLE FAMILY	du	283.0	4415.	3081.
4348	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4348	6102	CHURCH	acre	1.0	51.	39.
4348	7601	ACTIVE PARK	acre	2.7	180.	119.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4348	9101	INACTIVE USE	acre	0.3	0.	0.
4348		TOTAL			4657.	3247.
4349	4112	RIGHT-OF-WAY	acre	4.3	0.	0.
4349	9101	INACTIVE USE	acre	25.9	0.	0.
4349		TOTAL			0.	0.
4350	6811	ELEMENTARY SCHOOL	acre	90.0	9702.	5427.
4350		TOTAL			9702.	5427.
4351	101	SINGLE FAMILY	du	994.0	15506.	10821.
4351	102	MULTI-FAMILY	du	448.0	4794.	3365.
4351	5007	STREETFRONT COMMERCIAL	acre	7.2	10768.	7817.
4351	6109	OTHER PUBLIC SERVICE	acre	6.3	2518.	1820.
4351	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4351	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4351	7601	ACTIVE PARK	acre	9.3	619.	408.
4351	9101	INACTIVE USE	acre	45.3	0.	0.
4351		TOTAL			41693.	27838.
4352	101	SINGLE FAMILY	du	221.0	3448.	2406.
4352	102	MULTI-FAMILY	du	230.0	2461.	1728.
4352	6102	CHURCH	acre	1.9	101.	78.
4352	6806	ELEMENTARY SCHOOL	acre	2.0	4237.	2370.
4352		TOTAL			10247.	6581.
4353	102	MULTI-FAMILY	du	2650.0	28355.	19907.
4353	2101	INDUSTRIAL PARK	acre	85.0	16329.	13386.
4353	6109	OTHER PUBLIC SERVICE	acre	4.0	1599.	1156.
4353	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4353	6810	UCCV	acre	210.0	37842.	30227.
4353	7601	ACTIVE PARK	acre	20.8	1382.	909.
4353		TOTAL			87625.	66770.
4354	2001	HEAVY INDUSTRY	acre	33.2	2580.	2133.
4354	2103	LIGHT INDUSTRY	acre	51.7	5184.	4190.
4354	2201	EXTRACTIVE INDUSTRY	acre	52.6	79.	65.
4354	4113	COMMUNICATION OR UTILITY	acre	75.2	301.	230.
4354		TOTAL			8144.	6618.
4355	101	SINGLE FAMILY	du	459.0	7160.	4997.
4355	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4355	6102	CHURCH	acre	5.4	288.	221.
4355	6109	OTHER PUBLIC SERVICE	acre	2.3	931.	673.
4355	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4355		TOTAL			10502.	7079.
4356	102	MULTI-FAMILY	du	609.0	6516.	4575.
4356	5003	COMMUNITY COMMERCIAL	acre	12.4	10405.	7362.
4356	7601	ACTIVE PARK	acre	10.0	668.	440.
4356		TOTAL			17589.	12376.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4357	101	SINGLE FAMILY	du	10.0	156.	109.
4357	102	MULTI-FAMILY	du	689.0	7372.	5176.
4357	2103	LIGHT INDUSTRY	acre	12.3	1234.	998.
4357	5007	STREETFRONT COMMERCIAL	acre	4.9	7382.	5359.
4357	6002	LOW RISE OFFICE	acre	1.2	441.	338.
4357	7210	OTHER RECREATION	acre	1.2	8.	6.
4357		TOTAL			16593.	11985.
4358	101	SINGLE FAMILY	du	557.0	8689.	6063.
4358	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4358	9101	INACTIVE USE	acre	79.6	0.	0.
4358		TOTAL			10808.	7248.
4359	102	MULTI-FAMILY	du	328.0	3510.	2464.
4359	5003	COMMUNITY COMMERCIAL	acre	17.6	14810.	10479.
4359	5007	STREETFRONT COMMERCIAL	acre	4.2	6296.	4571.
4359		TOTAL			24616.	17513.
4360	101	SINGLE FAMILY	du	290.0	4524.	3157.
4360	102	MULTI-FAMILY	du	112.0	1198.	841.
4360		TOTAL			5722.	3998.
4361	101	SINGLE FAMILY	du	456.0	7114.	4964.
4361	102	MULTI-FAMILY	du	93.0	995.	699.
4361	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4361	6102	CHURCH	acre	3.4	181.	139.
4361	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4361		TOTAL			10418.	6994.
4362	101	SINGLE FAMILY	du	66.0	1030.	718.
4362	102	MULTI-FAMILY	du	530.0	5671.	3981.
4362	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4362		TOTAL			12069.	7122.
4363	101	SINGLE FAMILY	du	160.0	2496.	1742.
4363	2103	LIGHT INDUSTRY	acre	51.5	5160.	4170.
4363	9101	INACTIVE USE	acre	68.7	0.	0.
4363		TOTAL			7656.	5912.
4364	101	SINGLE FAMILY	du	95.0	1482.	1034.
4364	102	MULTI-FAMILY	du	310.0	3317.	2329.
4364		TOTAL			4799.	3363.
4365	101	SINGLE FAMILY	du	95.0	1482.	1034.
4365	103	MOBILE HOME PARK	du	133.0	878.	582.
4365	2103	LIGHT INDUSTRY	acre	10.1	1009.	815.
4365	4112	RIGHT-OF-WAY	acre	2.8	0.	0.
4365	5004	NEIGHBORHOOD COMMERCIAL	acre	7.7	11675.	8261.
4365		TOTAL			15044.	10692.
4366	101	SINGLE FAMILY	du	428.0	6677.	4659.
4366	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4366	9101	INACTIVE USE	acre	10.6	0.	0.
4366		TOTAL			8795.	5844.
4367	101	SINGLE FAMILY	du	342.0	5335.	3723.
4367	102	MULTI-FAMILY	du	154.0	1648.	1157.
4367	4113	COMMUNICATION OR UTILITY	acre	18.4	73.	56.
4367	5007	STREETFRONT COMMERCIAL	acre	1.2	1795.	1303.
4367		TOTAL			8851.	6239.
4368	101	SINGLE FAMILY	du	105.0	1638.	1143.
4368	102	MULTI-FAMILY	du	574.0	6142.	4312.
4368	5007	STREETFRONT COMMERCIAL	acre	3.4	5145.	3735.
4368	6002	LOW RISE OFFICE	acre	0.9	307.	235.
4368		TOTAL			13231.	9425.
4369	101	SINGLE FAMILY	du	27.0	421.	294.
4369	102	MULTI-FAMILY	du	683.0	7308.	5131.
4369	5007	STREETFRONT COMMERCIAL	acre	9.8	14641.	10629.
4369		TOTAL			22370.	16053.
4370	101	SINGLE FAMILY	du	482.0	7519.	5247.
4370	102	MULTI-FAMILY	du	14.0	150.	105.
4370	6102	CHURCH	acre	0.7	35.	27.
4370		TOTAL			7704.	5379.
4372	101	SINGLE FAMILY	du	71.0	1108.	773.
4372	102	MULTI-FAMILY	du	466.0	4986.	3501.
4372	2104	WAREHOUSING OR STORAGE	acre	0.7	22.	18.
4372		TOTAL			6116.	4291.
4373	101	SINGLE FAMILY	du	125.0	1950.	1361.
4373	102	MULTI-FAMILY	du	3136.0	33555.	23558.
4373	5018	COMMERCIAL/RETAIL	acre	300.0	16950.	11993.
4373	6007	OFFICE	acre	720.0	11232.	8609.
4373	6109	OTHER PUBLIC SERVICE	acre	4.0	1599.	1156.
4373	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4373	6810	UCCV	acre	50.0	9010.	7197.
4373	7601	ACTIVE PARK	acre	24.3	1618.	1065.
4373		TOTAL			78033.	56123.
4374	101	SINGLE FAMILY	du	382.0	5959.	4158.
4374	4113	COMMUNICATION OR UTILITY	acre	10.8	43.	33.
4374	7601	ACTIVE PARK	acre	2.4	160.	105.
4374		TOTAL			6162.	4297.
4375	7601	ACTIVE PARK	acre	55.8	3716.	2446.
4375		TOTAL			3716.	2446.
4376	101	SINGLE FAMILY	du	72.0	1123.	784.
4376	102	MULTI-FAMILY	du	160.0	1712.	1202.
4376	6807	SCHOOL DISTRICT OFFICE	acre	6.4	1607.	1232.
4376		TOTAL			4442.	3217.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4377	102	MULTI-FAMILY	du	707.0	7565.	5311.
4377	5007	STREETFRONT COMMERCIAL	acre	8.5	12652.	9185.
4377	6102	CHURCH	acre	0.5	26.	20.
4377	7601	ACTIVE PARK	acre	3.9	260.	171.
4377		TOTAL			20503.	14687.
4378	102	MULTI-FAMILY	du	202.0	2161.	1517.
4378	5004	NEIGHBORHOOD COMMERCIAL	acre	3.3	5006.	3542.
4378	5007	STREETFRONT COMMERCIAL	acre	2.3	3380.	2454.
4378	6002	LOW RISE OFFICE	acre	2.1	736.	564.
4378		TOTAL			11283.	8077.
4379	2101	INDUSTRIAL PARK	acre	46.0	8837.	7244.
4379	9101	INACTIVE USE	acre	90.2	0.	0.
4379		TOTAL			8837.	7244.
4380	5003	COMMUNITY COMMERCIAL	acre	31.4	26331.	18630.
4380		TOTAL			26331.	18630.
4381	101	SINGLE FAMILY	du	71.0	1108.	773.
4381	102	MULTI-FAMILY	du	13.0	139.	98.
4381	5007	STREETFRONT COMMERCIAL	acre	1.5	2213.	1607.
4381	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4381	7601	ACTIVE PARK	acre	8.6	573.	377.
4381		TOTAL			9402.	5277.
4382	2301	JUNKYARD/DUMP/LANDFILL	acre	479.9	7582.	6249.
4382	4113	COMMUNICATION OR UTILITY	acre	5.5	22.	17.
4382	7601	ACTIVE PARK	acre	30.0	1998.	1315.
4382		TOTAL			9602.	7581.
4383	101	SINGLE FAMILY	du	484.0	7550.	5269.
4383	102	MULTI-FAMILY	du	360.0	3852.	2704.
4383	2103	LIGHT INDUSTRY	acre	86.5	8667.	7005.
4383	6109	OTHER PUBLIC SERVICE	acre	4.0	1599.	1156.
4383	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4383	7601	ACTIVE PARK	acre	7.9	526.	346.
4383		TOTAL			24313.	17665.
4384	101	SINGLE FAMILY	du	53.0	827.	577.
4384	102	MULTI-FAMILY	du	856.0	9159.	6430.
4384	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4384		TOTAL			14192.	9593.
4385	101	SINGLE FAMILY	du	32.0	499.	348.
4385	1401	JAIL	acre	153.7	2797.	2028.
4385	3535	MEDIUM IMPACT IND (I-2)	acre	12.4	1546.	1263.
4385	3537	OPEN SPACE CONSERVATION	acre	0.3	0.	0.
4385	4112	RIGHT-OF-WAY	acre	2.7	0.	0.
4385	4113	COMMUNICATION OR UTILITY	acre	53.9	216.	165.
4385	9101	INACTIVE USE	acre	14306.6	0.	0.
4385		TOTAL			5058.	3804.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4386	101	SINGLE FAMILY	du	74.0	1154.	806.
4386	102	MULTI-FAMILY	du	63.0	674.	473.
4386	6102	CHURCH	acre	4.3	229.	176.
4386	6105	FIRE OR POLICE STATION	acre	0.4	137.	101.
4386	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4386	7601	ACTIVE PARK	acre	4.0	266.	175.
4386		TOTAL			4580.	2916.
4387	102	MULTI-FAMILY	du	303.0	3242.	2276.
4387	103	MOBILE HOME PARK	du	119.0	785.	521.
4387	2104	WAREHOUSING OR STORAGE	acre	6.9	230.	188.
4387	4112	RIGHT-OF-WAY	acre	2.1	0.	0.
4387	5007	STREETFRONT COMMERCIAL	acre	1.8	2701.	1961.
4387	6002	LOW RISE OFFICE	acre	0.9	322.	247.
4387	6003	GOV'T OFFICE OR CENTER	acre	7.1	7488.	5621.
4387	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4387	7601	ACTIVE PARK	acre	5.2	347.	228.
4387		TOTAL			17234.	12228.
4389	101	SINGLE FAMILY	du	46.0	718.	501.
4389	102	MULTI-FAMILY	du	948.0	10144.	7121.
4389	5004	NEIGHBORHOOD COMMERCIAL	acre	2.2	3434.	2430.
4389	5007	STREETFRONT COMMERCIAL	acre	1.2	1735.	1259.
4389	6102	CHURCH	acre	0.7	36.	27.
4389	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4389		TOTAL			21435.	13761.
4390	101	SINGLE FAMILY	du	659.0	10280.	7174.
4390	102	MULTI-FAMILY	du	314.0	3360.	2359.
4390	5007	STREETFRONT COMMERCIAL	acre	0.9	1271.	923.
4390	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4390	7601	ACTIVE PARK	acre	4.3	290.	191.
4390		TOTAL			17320.	11831.
4391	101	SINGLE FAMILY	du	328.0	5117.	3571.
4391	102	MULTI-FAMILY	du	1722.0	18425.	12936.
4391	4113	COMMUNICATION OR UTILITY	acre	19.6	78.	60.
4391	5017	COMMERCIAL/RETAIL	acre	250.0	28250.	19988.
4391	6006	OFFICE	acre	50.0	1300.	996.
4391	6109	OTHER PUBLIC SERVICE	acre	4.0	1599.	1156.
4391	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4391	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4391	7601	ACTIVE PARK	acre	24.8	1652.	1087.
4391		TOTAL			62745.	43564.
4392	101	SINGLE FAMILY	du	30.0	468.	327.
4392	102	MULTI-FAMILY	du	59.0	631.	443.
4392	5004	NEIGHBORHOOD COMMERCIAL	acre	20.3	30921.	21877.
4392	5007	STREETFRONT COMMERCIAL	acre	2.1	3111.	2258.
4392		TOTAL			35131.	24905.
4393	102	MULTI-FAMILY	du	473.0	5061.	3553.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4393	4112	RIGHT-OF-WAY	acre	0.7	0.	0.
4393	5003	COMMUNITY COMMERCIAL	acre	18.4	15456.	10936.
4393	5007	STREETFRONT COMMERCIAL	acre	2.8	4214.	3059.
4393	6002	LOW RISE OFFICE	acre	1.4	503.	386.
4393	9101	INACTIVE USE	acre	1.2	0.	0.
4393		TOTAL			25235.	17934.
4394	102	MULTI-FAMILY	du	434.0	4644.	3260.
4394	103	MOBILE HOME PARK	du	296.0	1954.	1296.
4394	4113	COMMUNICATION OR UTILITY	acre	6.6	26.	20.
4394	7601	ACTIVE PARK	acre	9.2	611.	402.
4394		TOTAL			7234.	4978.
4396	101	SINGLE FAMILY	du	358.0	5585.	3897.
4396	2103	LIGHT INDUSTRY	acre	24.8	2487.	2010.
4396		TOTAL			8072.	5907.
4397	101	SINGLE FAMILY	du	192.0	2995.	2090.
4397	102	MULTI-FAMILY	du	54.0	578.	406.
4397	103	MOBILE HOME PARK	du	191.0	1261.	836.
4397	6102	CHURCH	acre	2.3	121.	93.
4397		TOTAL			4955.	3425.
4398	101	SINGLE FAMILY	du	113.0	1763.	1230.
4398	102	MULTI-FAMILY	du	201.0	2151.	1510.
4398	5004	NEIGHBORHOOD COMMERCIAL	acre	6.8	10454.	7397.
4398	7601	ACTIVE PARK	acre	19.1	1273.	838.
4398		TOTAL			15641.	10975.
4399	101	SINGLE FAMILY	du	399.0	6224.	4343.
4399	102	MULTI-FAMILY	du	118.0	1263.	886.
4399	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4399		TOTAL			9606.	6415.
4400	5007	STREETFRONT COMMERCIAL	acre	17.5	26192.	19015.
4400	6002	LOW RISE OFFICE	acre	40.9	14593.	11186.
4400		TOTAL			40785.	30200.
4401	102	MULTI-FAMILY	du	213.0	2279.	1600.
4401	5007	STREETFRONT COMMERCIAL	acre	1.3	1899.	1379.
4401	6002	LOW RISE OFFICE	acre	0.6	227.	174.
4401		TOTAL			4405.	3153.
4402	101	SINGLE FAMILY	du	23.0	359.	250.
4402	102	MULTI-FAMILY	du	616.0	6591.	4627.
4402	4113	COMMUNICATION OR UTILITY	acre	5.5	22.	17.
4402	5007	STREETFRONT COMMERCIAL	acre	7.5	11201.	8132.
4402	6103	LIBRARY	acre	6.1	2644.	1793.
4402		TOTAL			20818.	14819.
4403	102	MULTI-FAMILY	du	1207.0	12915.	9067.
4403	2101	INDUSTRIAL PARK	acre	32.2	6193.	5077.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4403	2103	LIGHT INDUSTRY	acre	2.0	205.	166.
4403	5007	STREETFRONT COMMERCIAL	acre	3.0	4457.	3235.
4403	6002	LOW RISE OFFICE	acre	0.8	267.	205.
4403	7601	ACTIVE PARK	acre	4.0	266.	175.
4403		TOTAL			24304.	17926.
4404	102	MULTI-FAMILY	du	107.0	1145.	804.
4404	4111	TRANSIT STATION	acre	0.5	140.	107.
4404	5003	COMMUNITY COMMERCIAL	acre	15.5	12989.	9190.
4404	5007	STREETFRONT COMMERCIAL	acre	4.4	6550.	4755.
4404	6002	LOW RISE OFFICE	acre	0.2	85.	65.
4404		TOTAL			20910.	14922.
4405	101	SINGLE FAMILY	du	130.0	2028.	1415.
4405	102	MULTI-FAMILY	du	620.0	6634.	4657.
4405	7601	ACTIVE PARK	acre	6.2	414.	273.
4405		TOTAL			9076.	6345.
4406	101	SINGLE FAMILY	du	466.0	7270.	5073.
4406	102	MULTI-FAMILY	du	77.0	824.	578.
4406	5007	STREETFRONT COMMERCIAL	acre	1.0	1481.	1075.
4406	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4406	7602	PASSIVE PARK	acre	1.0	0.	0.
4406		TOTAL			11693.	7911.
4407	101	SINGLE FAMILY	du	331.0	5164.	3603.
4407	102	MULTI-FAMILY	du	90.0	963.	676.
4407	6102	CHURCH	acre	2.3	121.	93.
4407	7210	OTHER RECREATION	acre	0.5	3.	2.
4407	7601	ACTIVE PARK	acre	5.1	338.	222.
4407	7602	PASSIVE PARK	acre	1.4	0.	0.
4407		TOTAL			6589.	4597.
4408	102	MULTI-FAMILY	du	172.0	1840.	1292.
4408	4113	COMMUNICATION OR UTILITY	acre	7.2	29.	22.
4408	5004	NEIGHBORHOOD COMMERCIAL	acre	14.4	21901.	15496.
4408	5007	STREETFRONT COMMERCIAL	acre	3.1	4666.	3387.
4408	6002	LOW RISE OFFICE	acre	1.8	639.	490.
4408		TOTAL			29076.	20687.
4409	101	SINGLE FAMILY	du	1.0	16.	11.
4409	102	MULTI-FAMILY	du	142.0	1519.	1067.
4409	103	MOBILE HOME PARK	du	90.0	594.	394.
4409	2101	INDUSTRIAL PARK	acre	22.4	4301.	3526.
4409	2103	LIGHT INDUSTRY	acre	24.0	2400.	1939.
4409	2104	WAREHOUSING OR STORAGE	acre	4.5	150.	123.
4409	4112	RIGHT-OF-WAY	acre	5.7	0.	0.
4409	4113	COMMUNICATION OR UTILITY	acre	7.6	31.	23.
4409		TOTAL			9011.	7083.
4410	101	SINGLE FAMILY	du	56.0	874.	610.
4410	102	MULTI-FAMILY	du	140.0	1498.	1052.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4410	103	MOBILE HOME PARK	du	502.0	3313.	2197.
4410	2103	LIGHT INDUSTRY	acre	13.7	1374.	1110.
4410	2104	WAREHOUSING OR STORAGE	acre	2.3	76.	62.
4410	4113	COMMUNICATION OR UTILITY	acre	11.4	46.	35.
4410	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4410		TOTAL			9299.	6251.
4411	102	MULTI-FAMILY	du	45.0	481.	338.
4411	103	MOBILE HOME PARK	du	426.0	2812.	1865.
4411	9101	INACTIVE USE	acre	4.7	0.	0.
4411		TOTAL			3293.	2203.
4412	101	SINGLE FAMILY	du	189.0	2948.	2057.
4412	102	MULTI-FAMILY	du	38.0	407.	285.
4412	103	MOBILE HOME PARK	du	129.0	851.	565.
4412	2103	LIGHT INDUSTRY	acre	7.7	767.	619.
4412	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4412	7601	ACTIVE PARK	acre	4.3	286.	188.
4412		TOTAL			7378.	4900.
4413	101	SINGLE FAMILY	du	1.0	16.	11.
4413	1401	JAIL	acre	179.4	3265.	2367.
4413	3535	MEDIUM IMPACT IND (I-2)	acre	83.9	10462.	8548.
4413	3537	OPEN SPACE CONSERVATION	acre	8.1	0.	0.
4413	4112	RIGHT-OF-WAY	acre	0.1	0.	0.
4413		TOTAL			13743.	10925.
4414	2103	LIGHT INDUSTRY	acre	52.2	5230.	4227.
4414		TOTAL			5230.	4227.
4415	102	MULTI-FAMILY	du	106.0	1134.	796.
4415	5004	NEIGHBORHOOD COMMERCIAL	acre	11.1	16880.	11943.
4415		TOTAL			18014.	12739.
4416	101	SINGLE FAMILY	du	110.0	1716.	1197.
4416	102	MULTI-FAMILY	du	89.0	952.	669.
4416	2103	LIGHT INDUSTRY	acre	18.2	1822.	1472.
4416	5007	STREETFRONT COMMERCIAL	acre	9.3	13968.	10140.
4416	6102	CHURCH	acre	2.5	132.	101.
4416	9101	INACTIVE USE	acre	6.6	0.	0.
4416		TOTAL			18590.	13580.
4417	2103	LIGHT INDUSTRY	acre	182.8	18321.	14806.
4417		TOTAL			18321.	14806.
4418	4112	RIGHT-OF-WAY	acre	1.8	0.	0.
4418	5003	COMMUNITY COMMERCIAL	acre	27.6	23142.	16374.
4418		TOTAL			23142.	16374.
4419	2103	LIGHT INDUSTRY	acre	55.5	5564.	4497.
4419	2104	WAREHOUSING OR STORAGE	acre	2.8	94.	77.
4419	4113	COMMUNICATION OR UTILITY	acre	5.6	22.	17.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4419	7210	OTHER RECREATION	acre	1.4	9.	6.
4419	9101	INACTIVE USE	acre	43.7	0.	0.
4419		TOTAL			5689.	4597.
4420	102	MULTI-FAMILY	du	133.0	1423.	999.
4420	2103	LIGHT INDUSTRY	acre	42.1	4216.	3408.
4420	2104	WAREHOUSING OR STORAGE	acre	7.4	245.	200.
4420		TOTAL			5885.	4607.
4421	5007	STREETFRONT COMMERCIAL	acre	8.0	11964.	8685.
4421	6002	LOW RISE OFFICE	acre	7.0	2500.	1916.
4421	7601	ACTIVE PARK	acre	160.0	10656.	7013.
4421	9101	INACTIVE USE	acre	542.0	0.	0.
4421		TOTAL			25120.	17614.
4424	2103	LIGHT INDUSTRY	acre	50.2	5035.	4069.
4424	2104	WAREHOUSING OR STORAGE	acre	7.8	257.	210.
4424	4112	RIGHT-OF-WAY	acre	4.4	0.	0.
4424	9101	INACTIVE USE	acre	19.2	0.	0.
4424		TOTAL			5292.	4279.
4425	2103	LIGHT INDUSTRY	acre	26.9	2695.	2178.
4425	2104	WAREHOUSING OR STORAGE	acre	4.2	141.	115.
4425	7601	ACTIVE PARK	acre	25.0	1665.	1096.
4425	9101	INACTIVE USE	acre	21.8	0.	0.
4425		TOTAL			4501.	3389.
4426	2103	LIGHT INDUSTRY	acre	52.4	5248.	4242.
4426	9101	INACTIVE USE	acre	93.2	0.	0.
4426		TOTAL			5248.	4242.
4427	102	MULTI-FAMILY	du	656.0	7019.	4928.
4427	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	598.	368.
4427	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	3831.	2710.
4427	5007	STREETFRONT COMMERCIAL	acre	2.3	3380.	2454.
4427	7601	ACTIVE PARK	acre	10.0	666.	438.
4427		TOTAL			15493.	10899.
4428	101	SINGLE FAMILY	du	247.0	3853.	2689.
4428	102	MULTI-FAMILY	du	69.0	738.	518.
4428	9101	INACTIVE USE	acre	19.5	0.	0.
4428		TOTAL			4592.	3207.
4429	101	SINGLE FAMILY	du	800.0	12480.	8709.
4429	102	MULTI-FAMILY	du	820.0	8774.	6160.
4429	4112	RIGHT-OF-WAY	acre	62.0	0.	0.
4429	7601	ACTIVE PARK	acre	5.5	366.	241.
4429	9101	INACTIVE USE	acre	249.7	0.	0.
4429		TOTAL			21620.	15110.
4430	7210	OTHER RECREATION	acre	115.0	759.	518.
4430	9101	INACTIVE USE	acre	148.4	0.	0.
4430		TOTAL			759.	518.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4431	2301	JUNKYARD/DUMP/LANDFILL	acre	5.3	84.	69.
4431	5003	COMMUNITY COMMERCIAL	acre	22.5	18871.	13352.
4431	5007	STREETFRONT COMMERCIAL	acre	1.1	1645.	1194.
4431	6102	CHURCH	acre	5.0	267.	205.
4431	6510	OTHER HEALTH CARE (OM)	acre	28.0	18592.	13793.
4431	7601	ACTIVE PARK	acre	11.0	733.	482.
4431	8001	ORCHARDS OR VINEYARD	acre	4.8	0.	0.
4431	8002	INTENSIVE AGRICULTURE	acre	22.6	11.	9.
4431	9101	INACTIVE USE	acre	3.3	0.	0.
4431		TOTAL			40204.	29105.
4443	101	SINGLE FAMILY	du	1069.0	16676.	11637.
4443	102	MULTI-FAMILY	du	330.0	3531.	2479.
4443	4112	RIGHT-OF-WAY	acre	47.4	0.	0.
4443	7601	ACTIVE PARK	acre	5.3	353.	232.
4443	9101	INACTIVE USE	acre	263.2	0.	0.
4443	9500	UNDER CONTRUCTION	acre	0.2	1.	1.
4443		TOTAL			20562.	14349.
4450	4112	RIGHT-OF-WAY	acre	13.6	0.	0.
4450	9101	INACTIVE USE	acre	187.3	0.	0.
4450		TOTAL			0.	0.
4460	101	SINGLE FAMILY	du	387.0	6037.	4213.
4460	102	MULTI-FAMILY	du	216.0	2311.	1623.
4460	2001	HEAVY INDUSTRY	acre	18.3	1424.	1177.
4460	2101	INDUSTRIAL PARK	acre	18.3	3515.	2882.
4460	2103	LIGHT INDUSTRY	acre	18.3	1834.	1482.
4460	4103	GENERAL AVIATION AIRPORT	acre	2.5	16.	13.
4460	4112	RIGHT-OF-WAY	acre	28.4	0.	0.
4460	7601	ACTIVE PARK	acre	7.0	466.	307.
4460	9101	INACTIVE USE	acre	132.7	0.	0.
4460		TOTAL			15604.	11696.
4463	4112	RIGHT-OF-WAY	acre	15.8	0.	0.
4463	9101	INACTIVE USE	acre	168.4	0.	0.
4463		TOTAL			0.	0.
4464	4112	RIGHT-OF-WAY	acre	24.4	0.	0.
4464	5009	OTHER COMMERCIAL	acre	12.1	1545.	1122.
4464	5011	EASTLAKE REGIONAL COM	acre	47.1	3335.	2355.
4464		TOTAL			4880.	3476.
4467	2103	LIGHT INDUSTRY	acre	40.0	4008.	3239.
4467	9101	INACTIVE USE	acre	36.1	0.	0.
4467		TOTAL			4008.	3239.
4472	2001	HEAVY INDUSTRY	acre	31.3	2435.	2013.
4472	2101	INDUSTRIAL PARK	acre	31.3	6013.	4929.
4472	2103	LIGHT INDUSTRY	acre	31.3	3136.	2535.
4472	4103	GENERAL AVIATION AIRPORT	acre	633.0	4178.	3191.
4472	4112	RIGHT-OF-WAY	acre	40.0	0.	0.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4472	9101	INACTIVE USE	acre	238.3	0.	0.
4472		TOTAL			15762.	12668.
4473	101	SINGLE FAMILY	du	23.0	359.	250.
4473	3535	MEDIUM IMPACT IND (I-2)	acre	162.4	20251.	16545.
4473	3537	OPEN SPACE CONSERVATION	acre	0.1	0.	0.
4473		TOTAL			20610.	16795.
4479	2001	HEAVY INDUSTRY	acre	176.0	13693.	11321.
4479	2101	INDUSTRIAL PARK	acre	5.0	961.	787.
4479	4112	RIGHT-OF-WAY	acre	60.5	0.	0.
4479		TOTAL			14653.	12108.
4480	3525	GENERAL COMM (C-1)	acre	38.8	38249.	26592.
4480	3535	MEDIUM IMPACT IND (I-2)	acre	198.1	24703.	20182.
4480		TOTAL			62952.	46774.
4482	3525	GENERAL COMM (C-1)	acre	7.9	7788.	5414.
4482	3535	MEDIUM IMPACT IND (I-2)	acre	190.0	23693.	19357.
4482		TOTAL			31481.	24771.
4496	102	MULTI-FAMILY	du	1016.0	10871.	7632.
4496	4112	RIGHT-OF-WAY	acre	6.4	0.	0.
4496	5003	COMMUNITY COMMERCIAL	acre	1.3	1091.	772.
4496	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	4579.	3239.
4496	9101	INACTIVE USE	acre	54.2	0.	0.
4496		TOTAL			16541.	11643.
4497	102	MULTI-FAMILY	du	145.0	1551.	1089.
4497	2001	HEAVY INDUSTRY	acre	37.5	2918.	2412.
4497	2103	LIGHT INDUSTRY	acre	105.5	10571.	8543.
4497	4112	RIGHT-OF-WAY	acre	38.0	0.	0.
4497	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	4579.	3239.
4497	9101	INACTIVE USE	acre	111.0	0.	0.
4497		TOTAL			19619.	15284.
4498	3535	MEDIUM IMPACT IND (I-2)	acre	189.8	23668.	19336.
4498		TOTAL			23668.	19336.
4499	101	SINGLE FAMILY	du	123.0	1919.	1339.
4499	102	MULTI-FAMILY	du	630.0	6741.	4733.
4499	2104	WAREHOUSING OR STORAGE	acre	2.9	96.	78.
4499	4112	RIGHT-OF-WAY	acre	54.9	0.	0.
4499	7601	ACTIVE PARK	acre	4.9	326.	215.
4499	9101	INACTIVE USE	acre	32.9	0.	0.
4499		TOTAL			9082.	6365.
4500	3525	GENERAL COMM (C-1)	acre	9.5	9365.	6511.
4500	3535	MEDIUM IMPACT IND (I-2)	acre	163.9	20438.	16698.
4500		TOTAL			29803.	23209.
4502	101	SINGLE FAMILY	du	16.0	250.	174.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4502	3535	MEDIUM IMPACT IND (I-2)	acre	14.5	1808.	1477.
4502	3537	OPEN SPACE CONSERVATION	acre	1.1	0.	0.
4502		TOTAL			2058.	1651.
4505	102	MULTI-FAMILY	du	1578.0	16885.	11854.
4505	4112	RIGHT-OF-WAY	acre	33.0	0.	0.
4505	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4505	7601	ACTIVE PARK	acre	15.0	999.	657.
4505	9101	INACTIVE USE	acre	21.0	0.	0.
4505		TOTAL			20002.	13696.
4506	3525	GENERAL COMM (C-1)	acre	13.0	12815.	8910.
4506	3535	MEDIUM IMPACT IND (I-2)	acre	150.7	18792.	15353.
4506		TOTAL			31608.	24263.
4511	4112	RIGHT-OF-WAY	acre	5.7	0.	0.
4511	5003	COMMUNITY COMMERCIAL	acre	18.4	15439.	10924.
4511	6806	ELEMENTARY SCHOOL	acre	2.0	4237.	2370.
4511		TOTAL			19677.	13294.
4517	101	SINGLE FAMILY	du	435.0	6786.	4735.
4517	4112	RIGHT-OF-WAY	acre	78.1	0.	0.
4517	9101	INACTIVE USE	acre	64.4	0.	0.
4517		TOTAL			6786.	4735.
4520	4112	RIGHT-OF-WAY	acre	31.8	0.	0.
4520	5003	COMMUNITY COMMERCIAL	acre	20.3	17034.	12052.
4520		TOTAL			17034.	12052.
4521	4112	RIGHT-OF-WAY	acre	10.0	0.	0.
4521	5003	COMMUNITY COMMERCIAL	acre	28.4	23830.	16861.
4521		TOTAL			23830.	16861.
4522	2001	HEAVY INDUSTRY	acre	8.9	692.	572.
4522	2101	INDUSTRIAL PARK	acre	8.9	1710.	1402.
4522	2103	LIGHT INDUSTRY	acre	8.9	892.	721.
4522	4112	RIGHT-OF-WAY	acre	16.7	0.	0.
4522	9101	INACTIVE USE	acre	24.7	0.	0.
4522		TOTAL			3294.	2695.
4524	2001	HEAVY INDUSTRY	acre	17.6	1369.	1132.
4524	2101	INDUSTRIAL PARK	acre	17.6	3381.	2772.
4524	2103	LIGHT INDUSTRY	acre	17.6	1764.	1425.
4524	4112	RIGHT-OF-WAY	acre	20.9	0.	0.
4524		TOTAL			6514.	5329.
4525	2001	HEAVY INDUSTRY	acre	20.0	1556.	1286.
4525	2101	INDUSTRIAL PARK	acre	20.0	3842.	3150.
4525	2103	LIGHT INDUSTRY	acre	20.0	2004.	1620.
4525	4112	RIGHT-OF-WAY	acre	20.0	0.	0.
4525		TOTAL			7402.	6056.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4526	101	SINGLE FAMILY	du	75.0	1170.	816.
4526	102	MULTI-FAMILY	du	450.0	4815.	3380.
4526	4112	RIGHT-OF-WAY	acre	37.9	0.	0.
4526	5003	COMMUNITY COMMERCIAL	acre	19.0	15943.	11280.
4526	6804	SENIOR HIGH SCHOOL	acre	2.0	10738.	4845.
4526	9101	INACTIVE USE	acre	46.6	0.	0.
4526		TOTAL			32666.	20322.
4527	2001	HEAVY INDUSTRY	acre	21.6	1680.	1389.
4527	2101	INDUSTRIAL PARK	acre	21.6	4149.	3402.
4527	2103	LIGHT INDUSTRY	acre	21.6	2164.	1749.
4527	4112	RIGHT-OF-WAY	acre	20.5	0.	0.
4527		TOTAL			7994.	6540.
4528	4112	RIGHT-OF-WAY	acre	16.7	0.	0.
4528	5003	COMMUNITY COMMERCIAL	acre	64.0	53702.	37996.
4528		TOTAL			53702.	37996.
4529	4112	RIGHT-OF-WAY	acre	17.0	0.	0.
4529	5003	COMMUNITY COMMERCIAL	acre	23.5	19719.	13952.
4529		TOTAL			19719.	13952.
4530	4112	RIGHT-OF-WAY	acre	42.2	0.	0.
4530	5003	COMMUNITY COMMERCIAL	acre	54.4	45647.	32297.
4530		TOTAL			45647.	32297.
4531	2103	LIGHT INDUSTRY	acre	71.1	7124.	5758.
4531	4112	RIGHT-OF-WAY	acre	33.2	0.	0.
4531	4113	COMMUNICATION OR UTILITY	acre	2.1	8.	6.
4531		TOTAL			7133.	5764.
4532	2103	LIGHT INDUSTRY	acre	71.4	7154.	5782.
4532	4112	RIGHT-OF-WAY	acre	8.2	0.	0.
4532		TOTAL			7154.	5782.
4534	3525	GENERAL COMM (C-1)	acre	9.7	9562.	6648.
4534	3535	MEDIUM IMPACT IND (I-2)	acre	152.7	19042.	15557.
4534		TOTAL			28604.	22205.
4535	101	SINGLE FAMILY	du	5.0	78.	54.
4535	3535	MEDIUM IMPACT IND (I-2)	acre	81.6	10176.	8313.
4535		TOTAL			10254.	8368.
4537	3535	MEDIUM IMPACT IND (I-2)	acre	160.7	20039.	16372.
4537		TOTAL			20039.	16372.
4538	101	SINGLE FAMILY	du	4.0	62.	44.
4538	3535	MEDIUM IMPACT IND (I-2)	acre	81.9	10213.	8344.
4538		TOTAL			10275.	8387.
4539	3535	MEDIUM IMPACT IND (I-2)	acre	156.0	19453.	15893.
4539		TOTAL			19453.	15893.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4545	102	MULTI-FAMILY	du	381.0	4077.	2862.
4545	2001	HEAVY INDUSTRY	acre	8.6	669.	553.
4545	2101	INDUSTRIAL PARK	acre	44.3	8510.	6976.
4545	2103	LIGHT INDUSTRY	acre	8.6	862.	696.
4545	4112	RIGHT-OF-WAY	acre	23.3	0.	0.
4545	5003	COMMUNITY COMMERCIAL	acre	1.3	1091.	772.
4545	9101	INACTIVE USE	acre	87.3	0.	0.
4545		TOTAL			15208.	11860.
4546	101	SINGLE FAMILY	du	59.0	920.	642.
4546	102	MULTI-FAMILY	du	40.0	428.	300.
4546	4112	RIGHT-OF-WAY	acre	2.9	0.	0.
4546	4113	COMMUNICATION OR UTILITY	acre	3.9	16.	12.
4546	9101	INACTIVE USE	acre	134.1	0.	0.
4546		TOTAL			1364.	955.
4547	102	MULTI-FAMILY	du	1127.0	12059.	8466.
4547	2101	INDUSTRIAL PARK	acre	19.2	3688.	3024.
4547	4112	RIGHT-OF-WAY	acre	16.6	0.	0.
4547	5003	COMMUNITY COMMERCIAL	acre	1.2	1007.	712.
4547	7601	ACTIVE PARK	acre	8.1	539.	355.
4547		TOTAL			17294.	12557.
4548	2101	INDUSTRIAL PARK	acre	63.0	12102.	9921.
4548	4112	RIGHT-OF-WAY	acre	18.2	0.	0.
4548		TOTAL			12102.	9921.
4549	2101	INDUSTRIAL PARK	acre	8.6	1652.	1354.
4549	4112	RIGHT-OF-WAY	acre	18.2	0.	0.
4549	6803	JUNIOR COLLEGE	acre	46.0	11831.	9357.
4549	9101	INACTIVE USE	acre	6.4	0.	0.
4549		TOTAL			13483.	10711.
4550	2001	HEAVY INDUSTRY	acre	10.1	786.	650.
4550	2101	INDUSTRIAL PARK	acre	10.1	1940.	1591.
4550	2103	LIGHT INDUSTRY	acre	10.1	1012.	818.
4550	4112	RIGHT-OF-WAY	acre	9.3	0.	0.
4550		TOTAL			3738.	3058.
4551	2001	HEAVY INDUSTRY	acre	25.5	1984.	1640.
4551	2101	INDUSTRIAL PARK	acre	25.5	4899.	4016.
4551	2103	LIGHT INDUSTRY	acre	25.5	2555.	2065.
4551	4112	RIGHT-OF-WAY	acre	45.0	0.	0.
4551		TOTAL			9438.	7721.
4553	101	SINGLE FAMILY	du	1.0	16.	11.
4553	3535	MEDIUM IMPACT IND (I-2)	acre	128.7	16049.	13112.
4553		TOTAL			16064.	13123.
4558	101	SINGLE FAMILY	du	125.0	1950.	1361.
4558	102	MULTI-FAMILY	du	855.0	9148.	6423.
4558	4112	RIGHT-OF-WAY	acre	3.6	0.	0.

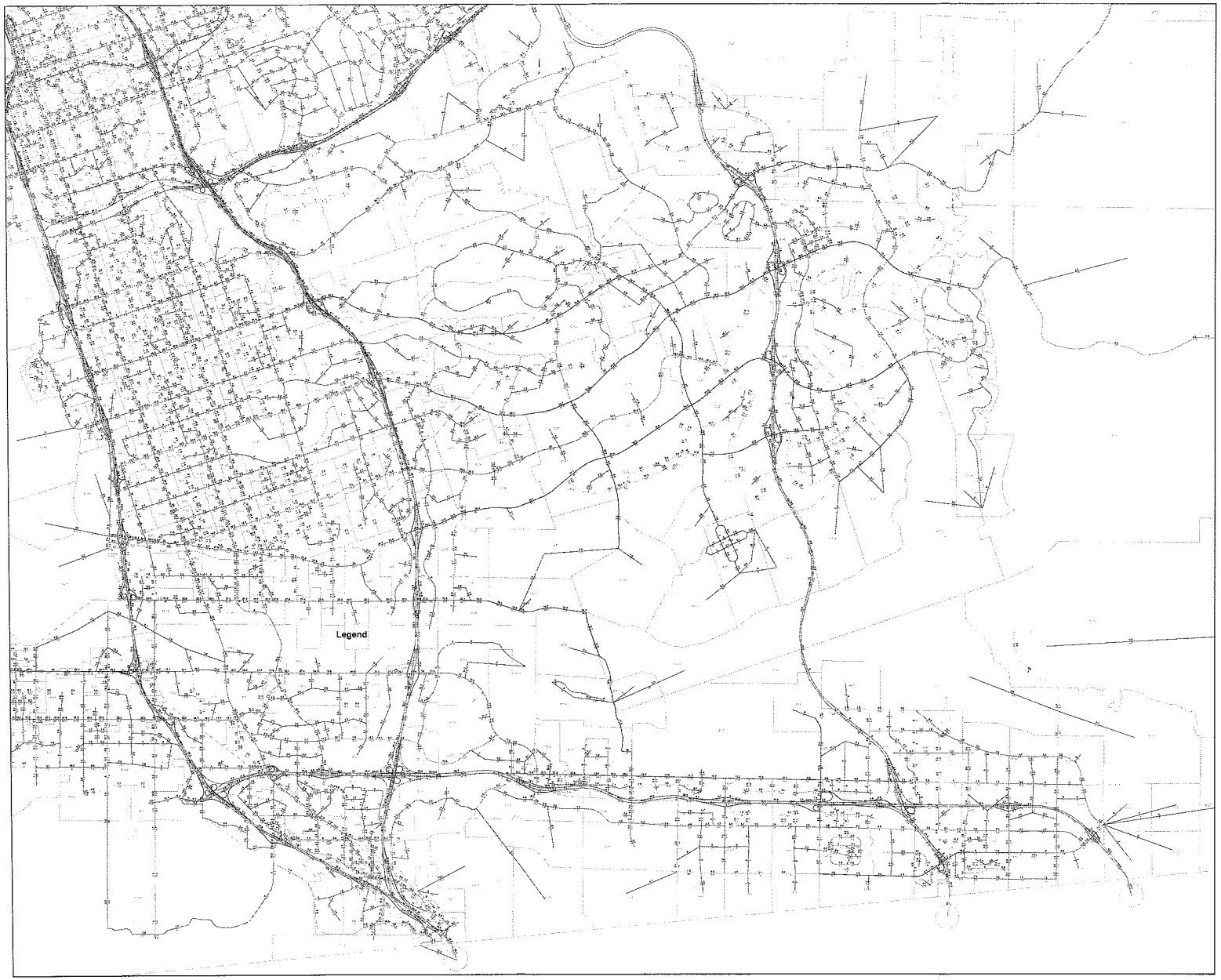
Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4558	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4558	7601	ACTIVE PARK	acre	11.0	733.	482.
4558	9101	INACTIVE USE	acre	132.1	0.	0.
4558		TOTAL			13950.	9451.
4560	102	MULTI-FAMILY	du	3754.0	40168.	28200.
4560	4112	RIGHT-OF-WAY	acre	15.2	0.	0.
4560	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4560	7601	ACTIVE PARK	acre	24.2	1612.	1061.
4560	9101	INACTIVE USE	acre	145.5	0.	0.
4560		TOTAL			43898.	30446.
4561	101	SINGLE FAMILY	du	765.0	11934.	8328.
4561	102	MULTI-FAMILY	du	2025.0	21667.	15212.
4561	4112	RIGHT-OF-WAY	acre	3.8	0.	0.
4561	5003	COMMUNITY COMMERCIAL	acre	3.6	3021.	2137.
4561	6002	LOW RISE OFFICE	acre	0.9	321.	246.
4561	6806	ELEMENTARY SCHOOL	acre	2.0	4237.	2370.
4561	7601	ACTIVE PARK	acre	20.7	1379.	907.
4561	9101	INACTIVE USE	acre	166.0	0.	0.
4561		TOTAL			42559.	29200.
4562	2001	HEAVY INDUSTRY	acre	18.0	1400.	1158.
4562	2101	INDUSTRIAL PARK	acre	18.0	3458.	2835.
4562	2103	LIGHT INDUSTRY	acre	18.0	1804.	1458.
4562	4112	RIGHT-OF-WAY	acre	13.4	0.	0.
4562	5003	COMMUNITY COMMERCIAL	acre	1.0	839.	594.
4562	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4562	7601	ACTIVE PARK	acre	39.4	2624.	1727.
4562	9101	INACTIVE USE	acre	54.3	0.	0.
4562		TOTAL			12244.	8956.
4563	2001	HEAVY INDUSTRY	acre	47.8	3719.	3075.
4563	2101	INDUSTRIAL PARK	acre	99.8	19172.	15716.
4563	2103	LIGHT INDUSTRY	acre	47.8	4790.	3871.
4563	4112	RIGHT-OF-WAY	acre	4.9	0.	0.
4563		TOTAL			27680.	22662.
4564	2001	HEAVY INDUSTRY	acre	41.3	3213.	2657.
4564	2101	INDUSTRIAL PARK	acre	41.3	7934.	6504.
4564	2103	LIGHT INDUSTRY	acre	41.3	4138.	3344.
4564	4112	RIGHT-OF-WAY	acre	3.4	0.	0.
4564	9101	INACTIVE USE	acre	38.0	0.	0.
4564		TOTAL			15285.	12505.
4565	2001	HEAVY INDUSTRY	acre	52.8	4108.	3396.
4565	2101	INDUSTRIAL PARK	acre	52.8	10143.	8315.
4565	2103	LIGHT INDUSTRY	acre	52.8	5291.	4276.
4565	4112	RIGHT-OF-WAY	acre	19.5	0.	0.
4565		TOTAL			19541.	15987.
4566	2001	HEAVY INDUSTRY	acre	43.3	3369.	2785.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4566	2101	INDUSTRIAL PARK	acre	43.3	8318.	6819.
4566	2103	LIGHT INDUSTRY	acre	43.3	4339.	3506.
4566	4112	RIGHT-OF-WAY	acre	15.2	0.	0.
4566		TOTAL			16025.	13110.
4567	4112	RIGHT-OF-WAY	acre	9.0	0.	0.
4567	5003	COMMUNITY COMMERCIAL	acre	40.0	33564.	23748.
4567		TOTAL			33564.	23748.
4569	2103	LIGHT INDUSTRY	acre	13.0	1303.	1053.
4569	4112	RIGHT-OF-WAY	acre	24.0	0.	0.
4569	5003	COMMUNITY COMMERCIAL	acre	31.0	26012.	18404.
4569		TOTAL			27315.	19457.
4570	2103	LIGHT INDUSTRY	acre	57.0	5711.	4616.
4570	4112	RIGHT-OF-WAY	acre	11.0	0.	0.
4570		TOTAL			5711.	4616.
4571	3535	MEDIUM IMPACT IND (I-2)	acre	193.5	24129.	19713.
4571		TOTAL			24129.	19713.
4572	3535	MEDIUM IMPACT IND (I-2)	acre	158.9	19815.	16188.
4572		TOTAL			19815.	16188.
4573	3535	MEDIUM IMPACT IND (I-2)	acre	173.3	21611.	17655.
4573		TOTAL			21611.	17655.
4578	101	SINGLE FAMILY	du	435.0	6786.	4735.
4578	102	MULTI-FAMILY	du	1150.0	12305.	8639.
4578	4112	RIGHT-OF-WAY	acre	3.8	0.	0.
4578	5003	COMMUNITY COMMERCIAL	acre	3.6	3021.	2137.
4578	6002	LOW RISE OFFICE	acre	0.9	321.	246.
4578	7601	ACTIVE PARK	acre	13.6	906.	596.
4578	9101	INACTIVE USE	acre	239.4	0.	0.
4578		TOTAL			23339.	16354.
4580	2103	LIGHT INDUSTRY	acre	2.7	271.	219.
4580	4000	OTAY MESA POE IN/OUT (OM)	acre	20.8	32448.	24782.
4580	4112	RIGHT-OF-WAY	acre	9.4	0.	0.
4580	5004	NEIGHBORHOOD COMMERCIAL	acre	12.6	19230.	13606.
4580	5009	OTHER COMMERCIAL	acre	9.9	1264.	918.
4580	6002	LOW RISE OFFICE	acre	1.1	393.	301.
4580	9101	INACTIVE USE	acre	5.0	0.	0.
4580		TOTAL			53606.	39826.
4581	2103	LIGHT INDUSTRY	acre	120.0	12024.	9718.
4581	4112	RIGHT-OF-WAY	acre	11.0	0.	0.
4581		TOTAL			12024.	9718.
4584	2001	HEAVY INDUSTRY	acre	5.0	389.	322.
4584	2101	INDUSTRIAL PARK	acre	5.0	961.	787.
4584	2103	LIGHT INDUSTRY	acre	5.0	501.	405.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4584	2104	WAREHOUSING OR STORAGE	acre	3.0	99.	81.
4584	4112	RIGHT-OF-WAY	acre	20.0	0.	0.
4584	5003	COMMUNITY COMMERCIAL	acre	18.0	15104.	10686.
4584		TOTAL			17054.	12281.
4586	2001	HEAVY INDUSTRY	acre	107.0	8325.	6883.
4586	4112	RIGHT-OF-WAY	acre	7.1	0.	0.
4586	9101	INACTIVE USE	acre	257.7	0.	0.
4586		TOTAL			8325.	6883.
4587	2001	HEAVY INDUSTRY	acre	150.0	11670.	9648.
4587	4112	RIGHT-OF-WAY	acre	10.9	0.	0.
4587		TOTAL			11670.	9648.
4588	4100	COMMERCIAL AIRPORT (CBF)	acre	24.6	47970.	31037.
4588	4112	RIGHT-OF-WAY	acre	13.5	0.	0.
4588		TOTAL			47970.	31037.
4589	1410	L-R HOTEL OR MOTEL (CBF)	acre	9.3	4994.	3079.
4589	1900	INDUSTRIAL PARK (CBF)	acre	17.3	4187.	3432.
4589	2001	HEAVY INDUSTRY	acre	46.3	3602.	2978.
4589	2101	INDUSTRIAL PARK	acre	46.3	8894.	7291.
4589	2103	LIGHT INDUSTRY	acre	46.3	4639.	3749.
4589	5008	OTHER COMMERCIAL (CBF)	acre	5.2	6864.	4983.
4589	9101	INACTIVE USE	acre	53.0	0.	0.
4589		TOTAL			33180.	25513.
4590	2001	HEAVY INDUSTRY	acre	55.0	4279.	3538.
4590	2101	INDUSTRIAL PARK	acre	55.0	10566.	8661.
4590	2103	LIGHT INDUSTRY	acre	55.0	5511.	4454.
4590	4112	RIGHT-OF-WAY	acre	24.0	0.	0.
4590		TOTAL			20356.	16653.
4607	101	SINGLE FAMILY	du	48.0	749.	523.
4607	102	MULTI-FAMILY	du	4.0	43.	30.
4607	103	MOBILE HOME PARK	du	7.0	46.	31.
4607	1409	OTHER GROUP QUARTERS	acre	11.8	57.	40.
4607	3537	OPEN SPACE CONSERVATION	acre	0.9	0.	0.
4607	4112	RIGHT-OF-WAY	acre	21.6	0.	0.
4607		TOTAL			894.	623.
4608	101	SINGLE FAMILY	du	218.0	3401.	2373.
4608	102	MULTI-FAMILY	du	15.0	160.	113.
4608	1409	OTHER GROUP QUARTERS	acre	2.8	13.	9.
4608	3524	NEIGHBORHOOD PROF (C-3)	acre	0.1	155.	108.
4608	3527	RURAL COM (C-4, No BS)	acre	46.5	15991.	11493.
4608	4112	RIGHT-OF-WAY	acre	38.9	0.	0.
4608	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4608	5009	OTHER COMMERCIAL	acre	1.8	230.	167.
4608	6105	FIRE OR POLICE STATION	acre	2.0	622.	459.
4608	8002	INTENSIVE AGRICULTURE	acre	13.3	7.	5.
4608	8003	FIELD CROPS	acre	7.7	1.	1.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4608	9101	INACTIVE USE	acre	20.5	0.	0.
4608		TOTAL			20581.	14728.
4609	101	SINGLE FAMILY	du	34.0	530.	370.
4609	3537	OPEN SPACE CONSERVATION	acre	10.3	0.	0.
4609	4112	RIGHT-OF-WAY	acre	10.6	0.	0.
4609		TOTAL			530.	370.
4610	101	SINGLE FAMILY	du	77.0	1201.	838.
4610	4112	RIGHT-OF-WAY	acre	13.2	0.	0.
4610		TOTAL			1201.	838.
4611	101	SINGLE FAMILY	du	3.0	47.	33.
4611	3537	OPEN SPACE CONSERVATION	acre	0.1	0.	0.
4611	4112	RIGHT-OF-WAY	acre	8.9	0.	0.
4611		TOTAL			47.	33.
4612	4112	RIGHT-OF-WAY	acre	369.0	0.	0.
4612	9101	INACTIVE USE	acre	29.0	0.	0.
4612		TOTAL			0.	0.
4613	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
4613	6102	CHURCH	acre	1.0	53.	41.
4613	6104	POST OFFICE	acre	4.0	4425.	3076.
4613	6105	FIRE OR POLICE STATION	acre	1.0	311.	229.
4613		TOTAL			4790.	3347.
4614	102	MULTI-FAMILY	du	3106.0	33234.	23332.
4614	6109	OTHER PUBLIC SERVICE	acre	4.0	1599.	1156.
4614	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4614	7601	ACTIVE PARK	acre	24.3	1620.	1066.
4614		TOTAL			38571.	26739.

SANDAG
Series 11
Southbay2
2015
ADT Volume



Functional Classifications

- Freeway
- Prime
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- Zone Connector

Traffic Analysis Zones

\# Unadjusted ADT(x1000)

\# Adjusted ADT(x1000)

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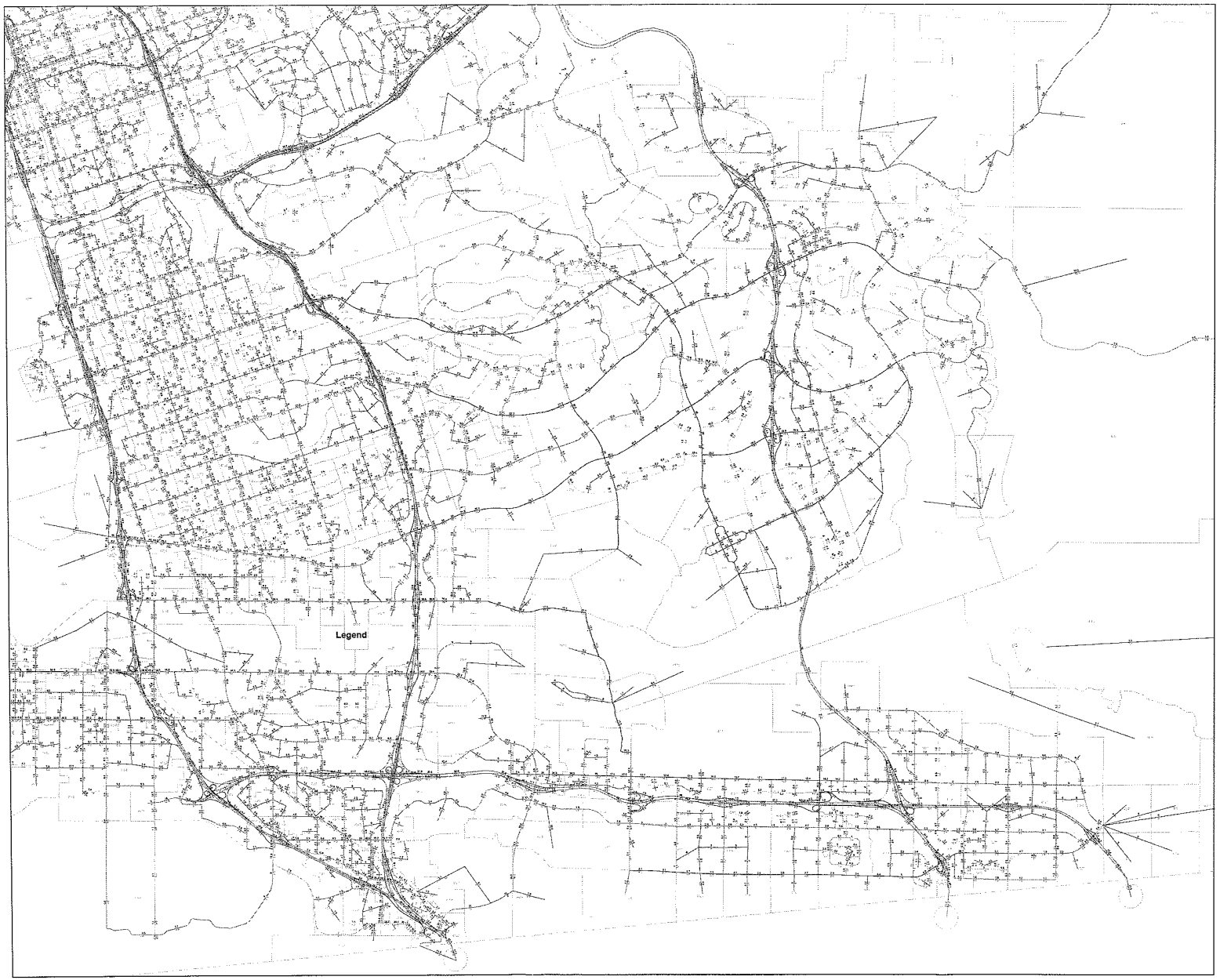
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June 24, 2010

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Southbay2
2020
ADT Volume



Functional Classifications

- Freeway
- Prime
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- Zone Connector

Traffic Analysis Zones

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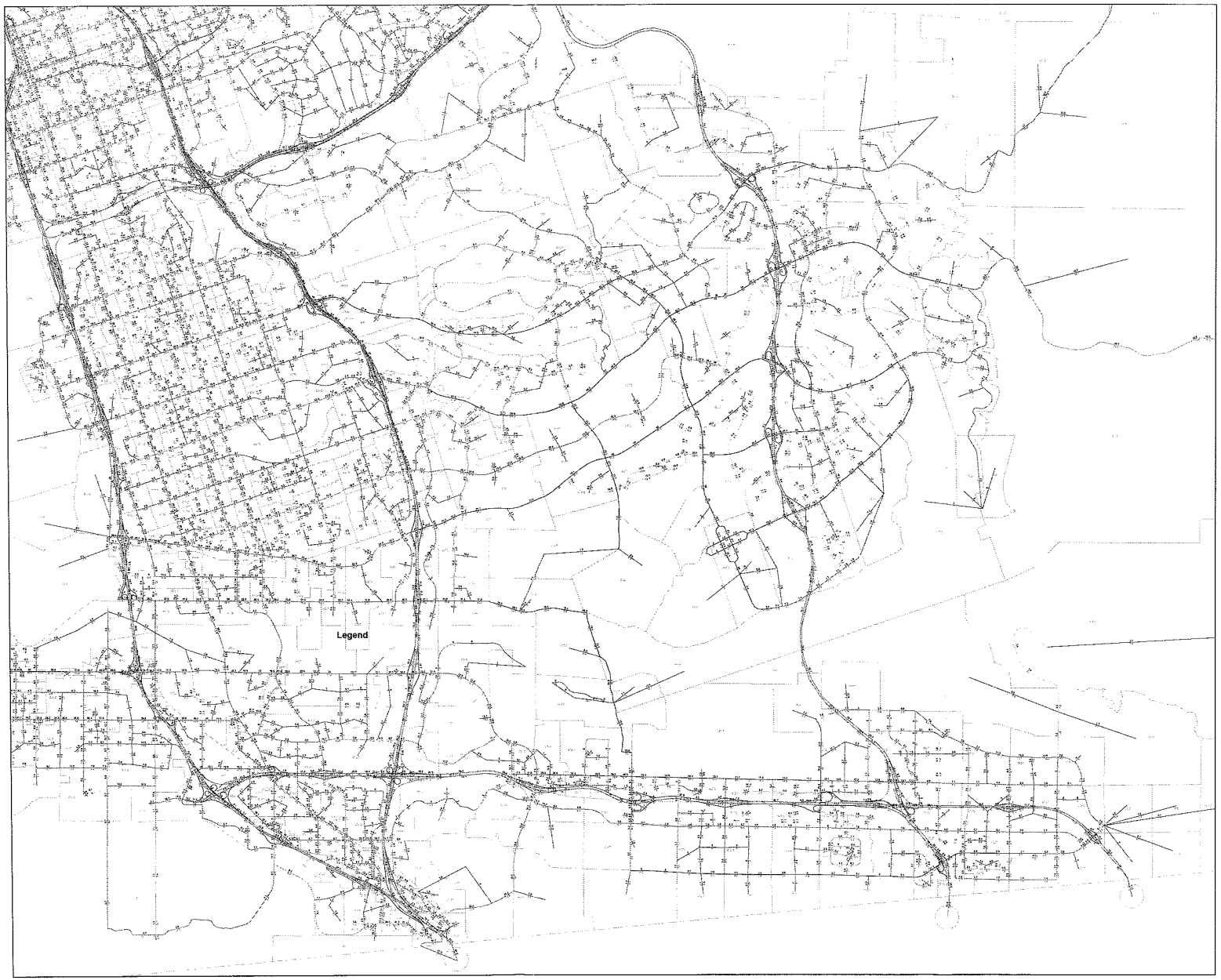
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Miles

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June 24, 2010

SANDAG
Series 11
Southbay2
2025
ADT Volume



Functional Classifications

- Freeway
- Prime
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- Zone Connector

Traffic Analysis Zones

\# Unadjusted ADT(x1000)

\# Adjusted ADT(x1000)

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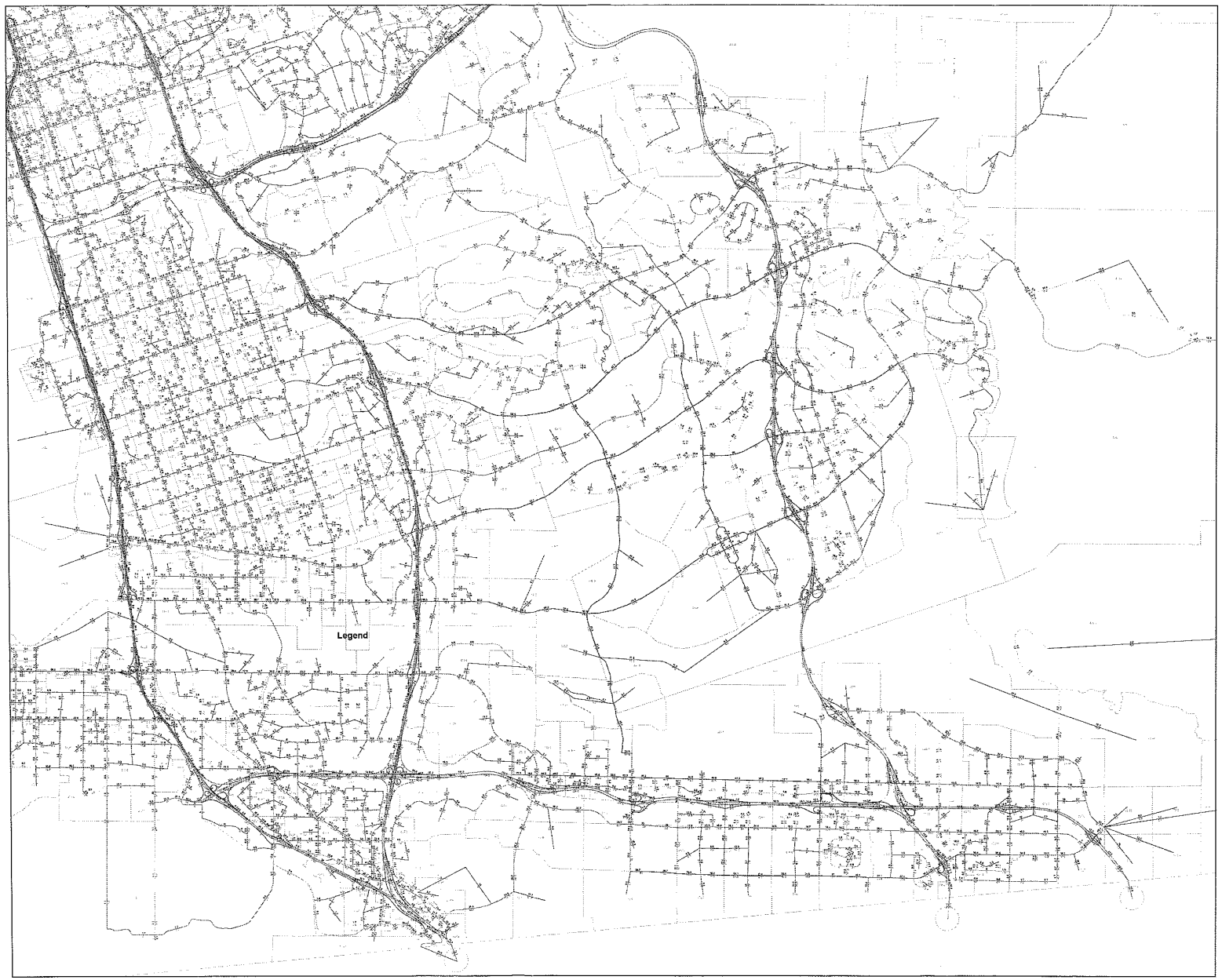
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June 25, 2010

SANDAG
Series 11
Southbay2
2030 Alt7
ADT Volume Plot

Transit: 2030 RE
Project LU: JPB plus OLC Proposed
University and RTP LU: Proposed
Network: Proposed CE
La Media Bridge: out
SD & County LU: City Alt 3B
& County Referral Proposed
SR125: Toll

File Name: 2030alt7_ADT Plot.pdf



Functional Classifications

- Freeway
- Prime
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- Zone Connector

Traffic Analysis Zones

\# Unadjusted ADT(x1000)

\# Adjusted ADT(x1000)

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Miles

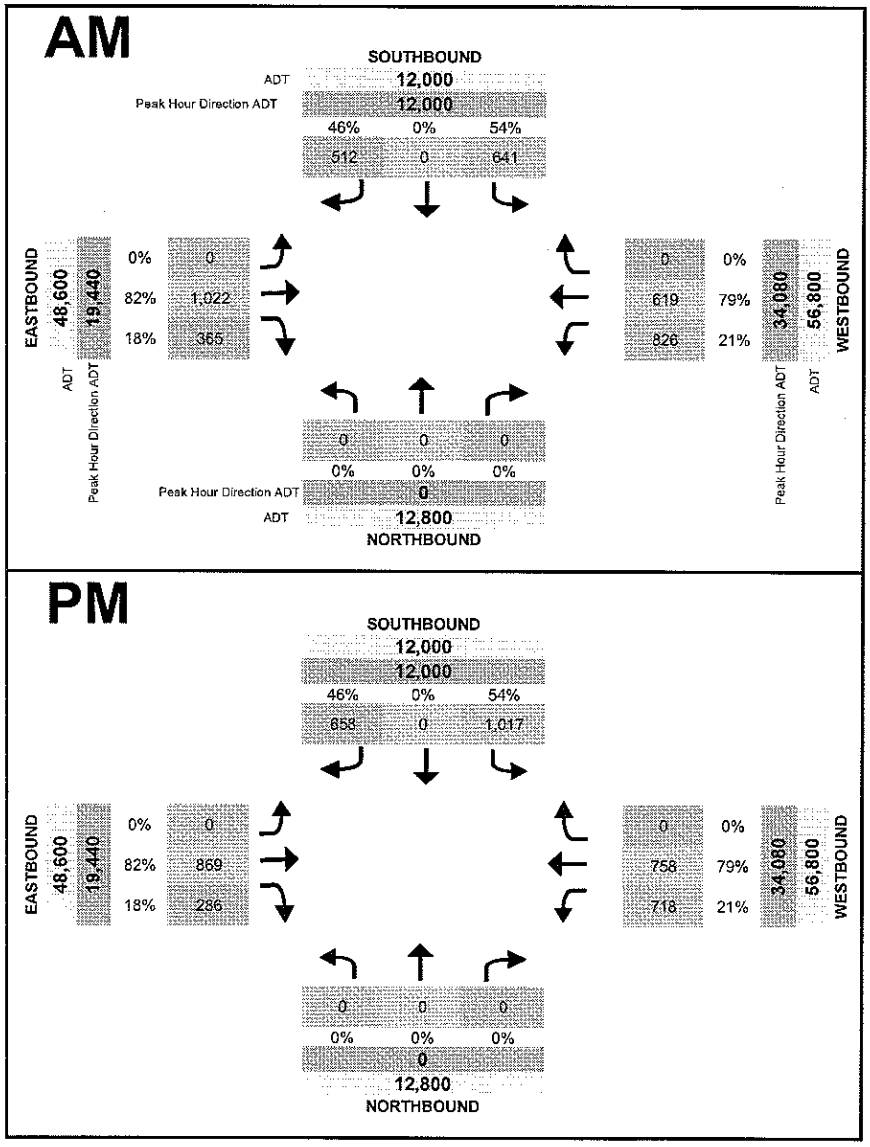
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January 15, 2010

APPENDIX D
Post Processing Worksheets

INTERSECTION: **Olympic Parkway & 805 Southbound Ramps** **#1**



AM Totals		
	Approach	Departure
NB	0	0
SB	1,153	1,191
EB	1,386	1,663
WB	1,445	1,131

Directional Splits	
NB Split	0%
SB Split	100%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1041	na	8%
Existing SB	979	na	8%
Existing EB	2155	51,000	4%
Existing WB	2619	51,000	5%

AM Peak Hour **6%**

% Project Trips: **0.43%**

PM Totals		
	Approach	Departure
NB	0	0
SB	1,675	1,004
EB	1,155	1,887
WB	1,476	1,416

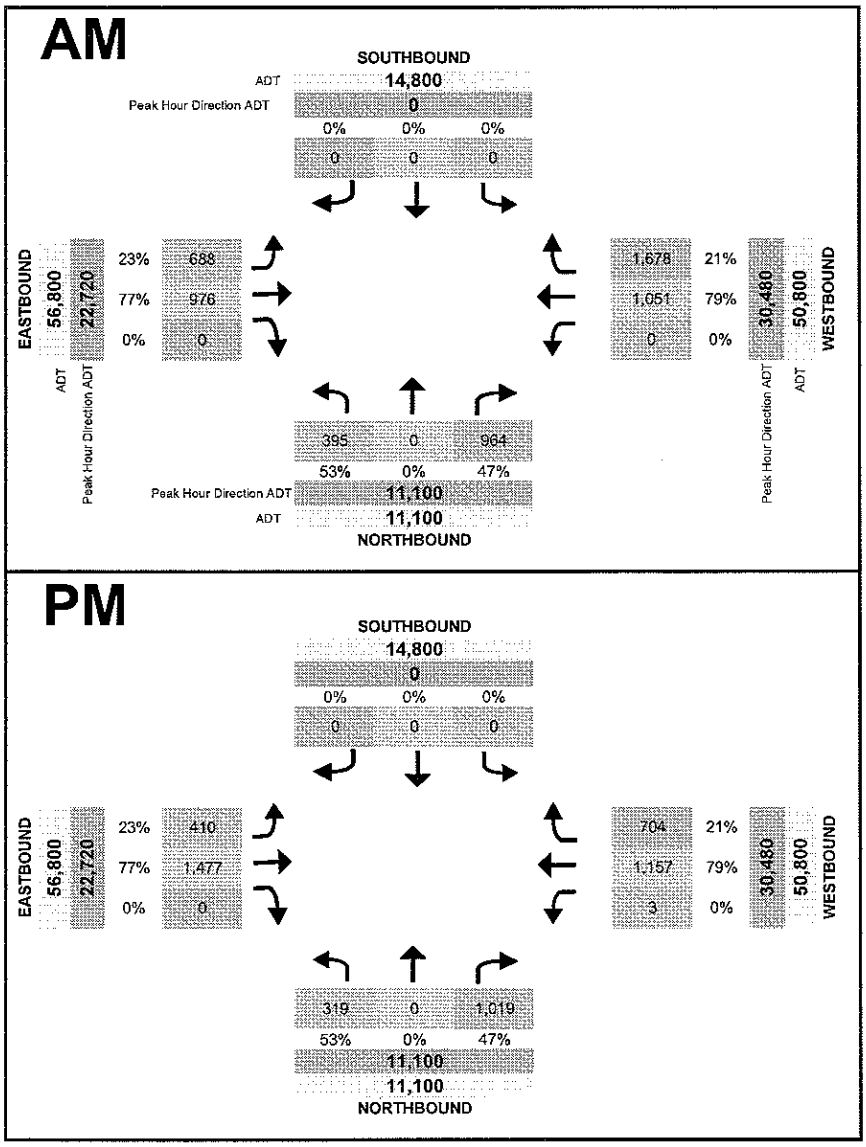
Directional Splits	
NB Split	0%
SB Split	100%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	926	na	7%
Existing SB	1597	na	13%
Existing EB	2223	51,000	4%
Existing WB	2986	51,000	6%

PM Peak Hour **8%**

% Project Trips: **0.72%**

INTERSECTION: Olympic Parkway & 805 Northbound Ramps #2



AM Totals		
	Approach	Departure
NB	1,359	2,366
SB	0	0
EB	1,663	1,940
WB	2,729	1,445

Directional Split	
NB Split	100%
SB Split	0%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1148	na	10%
Existing SB	2196	na	15%
Existing EB	2675	51,000	5%
Existing WB	4229	51,000	8%

AM Peak Hour 6%

% Project Trips: 0.77%

PM Totals		
	Approach	Departure
NB	1,338	1,114
SB	0	3
EB	1,887	2,496
WB	1,864	1,476

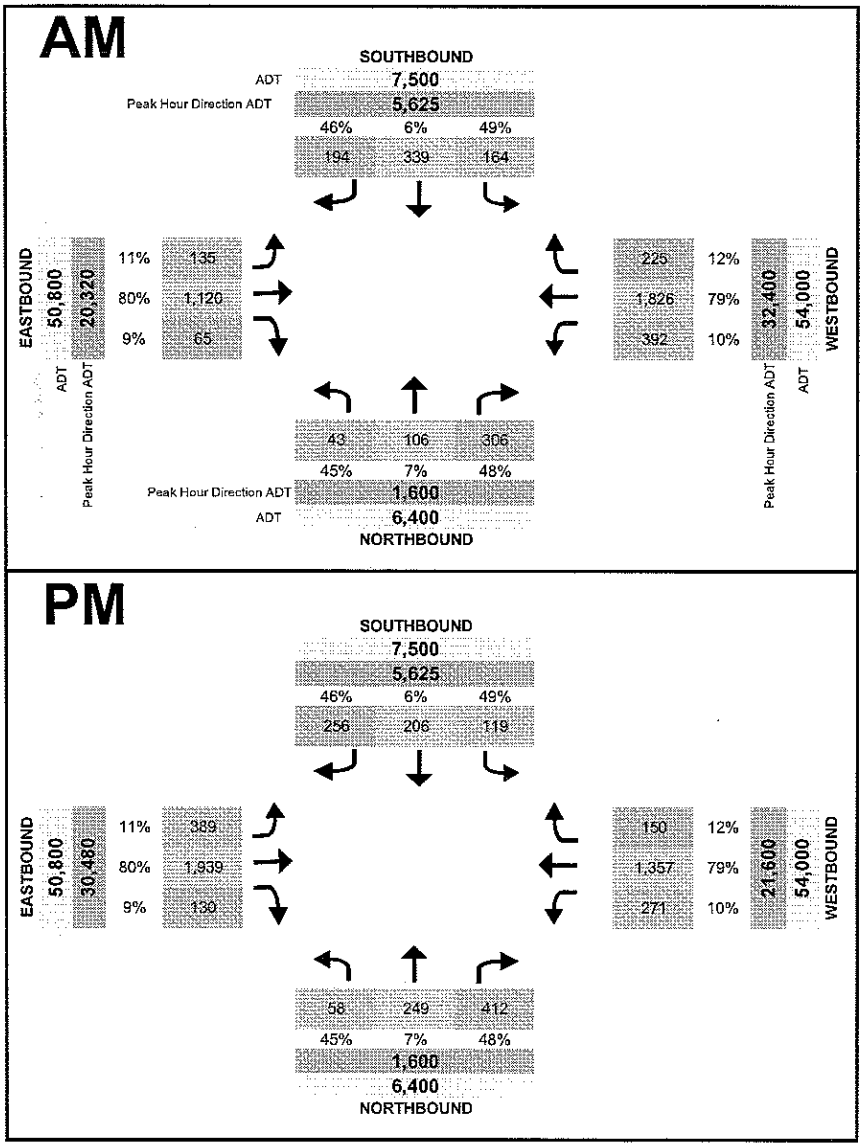
Directional Split	
NB Split	100%
SB Split	0%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1260	na	11%
Existing SB	998	na	7%
Existing EB	2998	51,000	6%
Existing WB	4004	51,000	8%

PM Peak Hour 8%

% Project Trips: 1.06%

INTERSECTION: **Olympic Parkway & Brandywine Ave** **#3**



AM Totals		
	Approach	Departure
NB	456	466
SB	698	797
EB	1,319	1,590
WB	2,444	2,064

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB		12,383	0%
Existing EB		48,721	0%
Existing WB		50,538	0%

AM Peak Hour 6%

% Project Trips: 1.20%

PM Totals		
	Approach	Departure
NB	718	788
SB	580	607
EB	2,458	2,469
WB	1,778	1,670

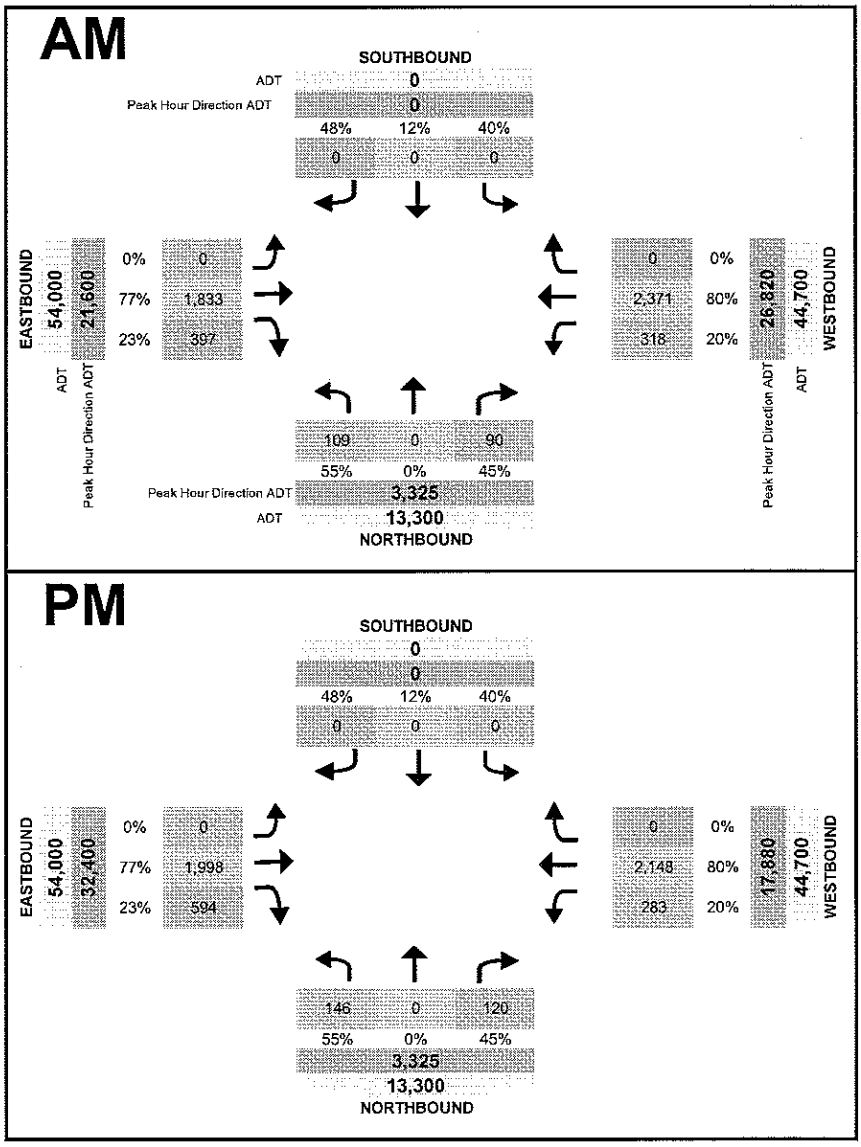
Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB		12,383	0%
Existing EB		48,721	0%
Existing WB		50,538	0%

PM Peak Hour 8%

% Project Trips: 1.41%

INTERSECTION: **Olympic Parkway & Birch Road** **#4**



AM Totals		
	Approach	Departure
NB	200	0
SB	0	715
EB	2,230	1,923
WB	2,689	2,480

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1565	12,383	13%
Existing EB	3900	48,721	8%
Existing WB	4519	50,538	9%

AM Peak Hour 6%

% Project Trips: 1.15%

PM Totals		
	Approach	Departure
NB	266	0
SB	0	877
EB	2,592	2,118
WB	2,430	2,293

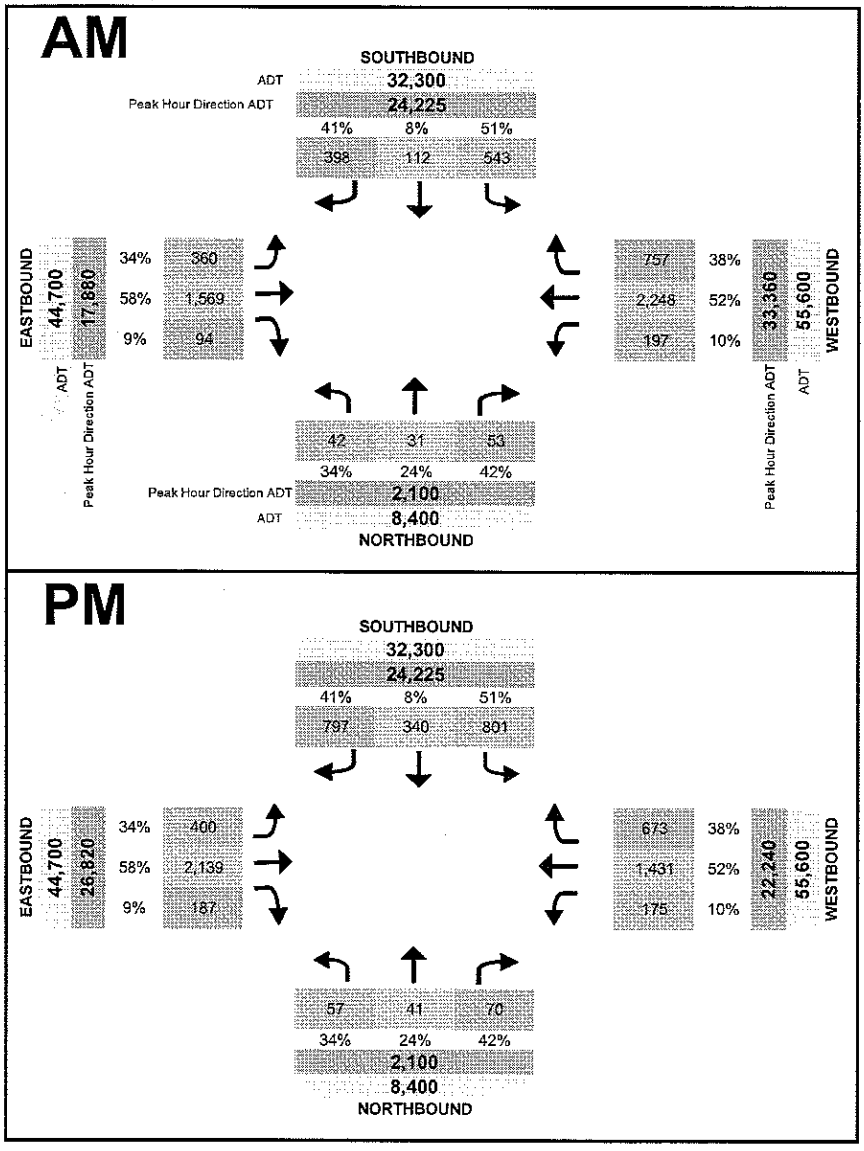
Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1177	12,383	10%
Existing EB	3856	48,721	8%
Existing WB	3897	50,538	8%

PM Peak Hour 8%

% Project Trips: 1.47%

INTERSECTION: Olympic Parkway & Heritage Road #5



AM Totals		
	Approach	Departure
NB	126	1,148
SB	1,054	403
EB	2,023	2,166
WB	3,202	2,688

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1565	12,383	13%
Existing EB	3900	48,721	8%
Existing WB	4519	50,538	9%

AM Peak Hour 6%

% Project Trips: 0.92%

PM Totals		
	Approach	Departure
NB	168	1,114
SB	1,938	702
EB	2,726	3,011
WB	2,279	2,285

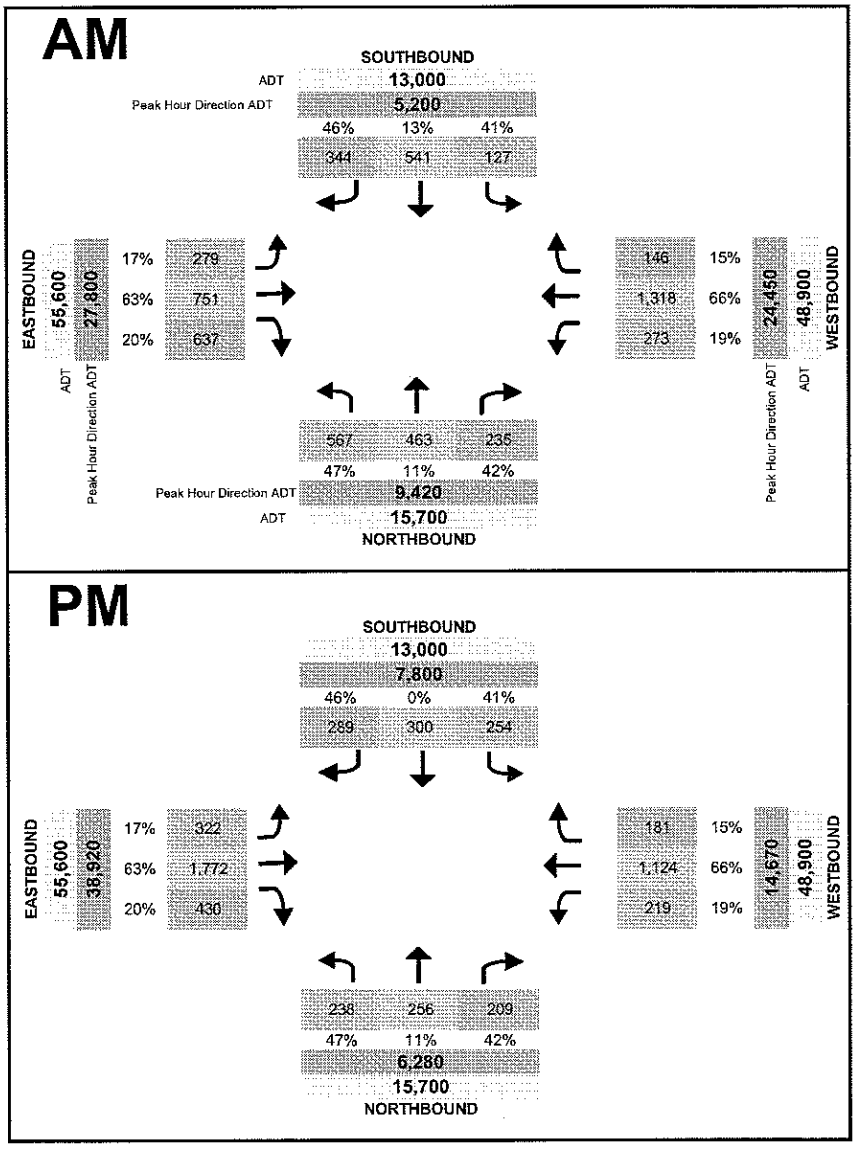
Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1177	12,383	10%
Existing EB	3856	48,721	8%
Existing WB	3897	50,538	8%

PM Peak Hour 8%

% Project Trips: 1.10%

INTERSECTION: Olympic Pkwy & La Media Rd #6



AM Totals		
	Approach	Departure
NB	1,265	888
SB	1,012	1,451
EB	1,668	1,113
WB	1,737	2,229

Directional Split	
NB Split	60%
SB Split	40%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	2096	11,037	19%
Existing SB	1622	12,658	13%
Existing EB	3619	50,538	7%
Existing WB	2179	43,563	5%

AM Peak Hour 6%

% Project Trips: 1.51%

PM Totals		
	Approach	Departure
NB	702	758
SB	842	949
EB	2,524	2,235
WB	1,524	1,650

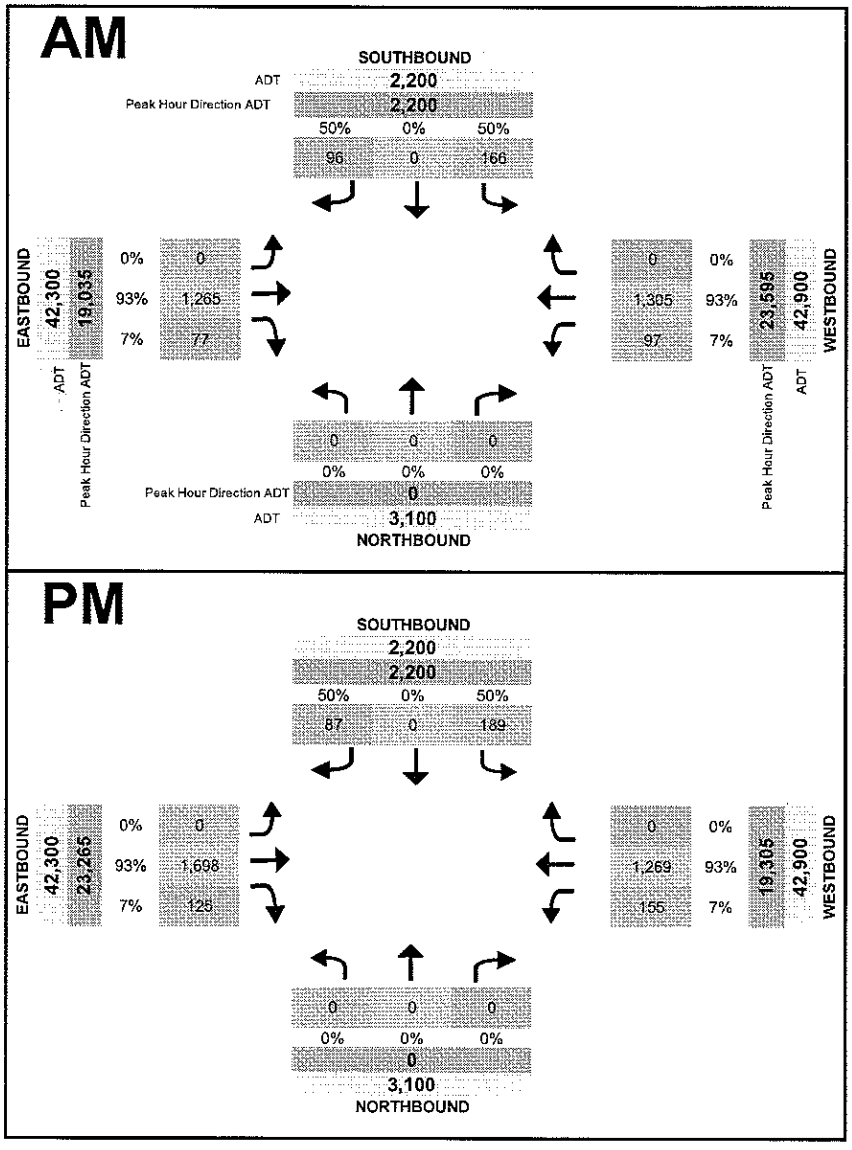
Directional Split	
NB Split	40%
SB Split	60%
EB Split	70%
WB Split	30%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1025	11,037	9%
Existing SB	1129	12,658	9%
Existing EB	3691	50,538	7%
Existing WB	2927	43,563	7%

PM Peak Hour 8%

% Project Trips: 1.97%

INTERSECTION: Olympic Parkway & SR125 Southbound **#7**



AM Totals		
	Approach	Departure
NB	0	0
SB	262	174
EB	1,342	1,432
WB	1,402	1,401

Directional Split	
NB Split	0%
SB Split	100%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	94	n/a	4%
Existing SB	185	n/a	6%
Existing EB	2088	43,563	5%
Existing WB	2065	40,418	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	276	281
EB	1,823	1,886
WB	1,424	1,356

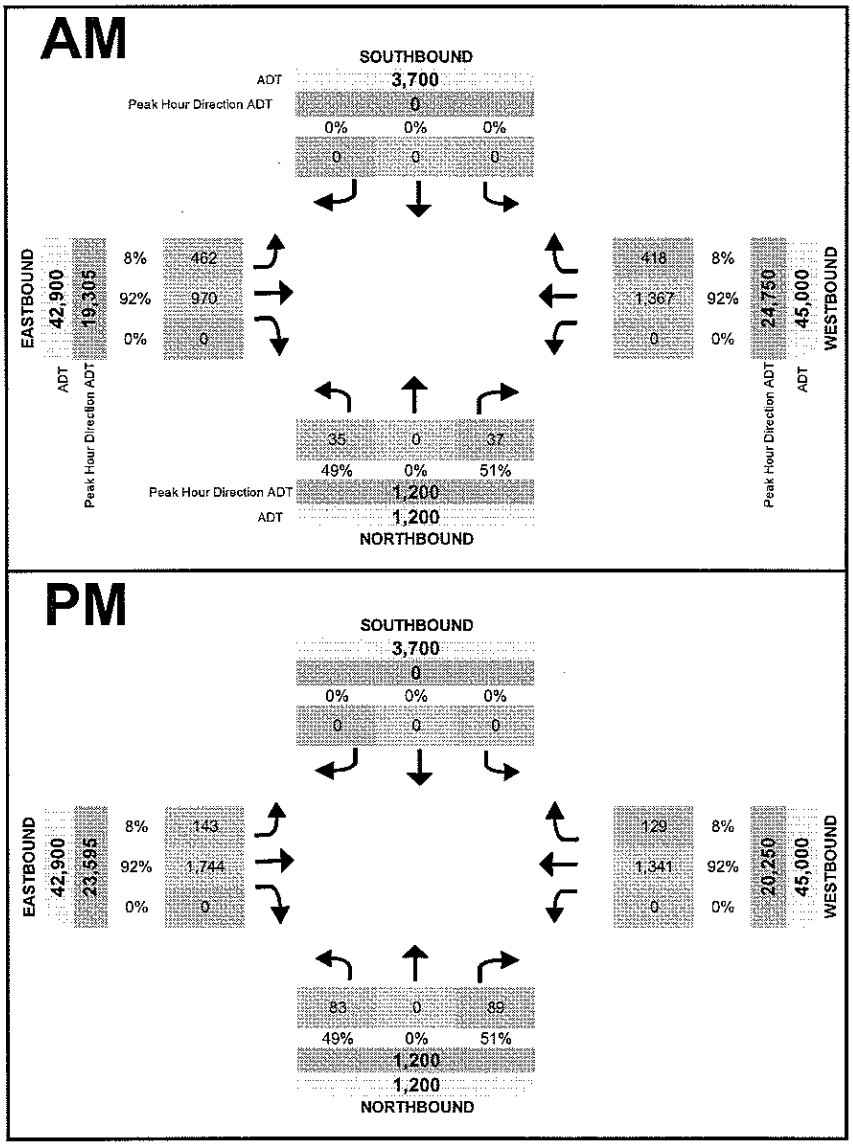
Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	10	n/a	0%
Existing SB	239	n/a	8%
Existing EB	2697	43,563	6%
Existing WB	2772	40,418	7%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & SR125 Northbound #8



AM Totals		
	Approach	Departure
NB	72	880
SB	0	0
EB	1,432	1,007
WB	1,785	1,402

Directional Split	
NB Split	100%
SB Split	0%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	246	n/a	7%
Existing SB	301	n/a	25%
Existing EB	2085	43,563	5%
Existing WB	2154	40,418	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	172	272
SB	0	0
EB	1,888	1,833
WB	1,470	1,424

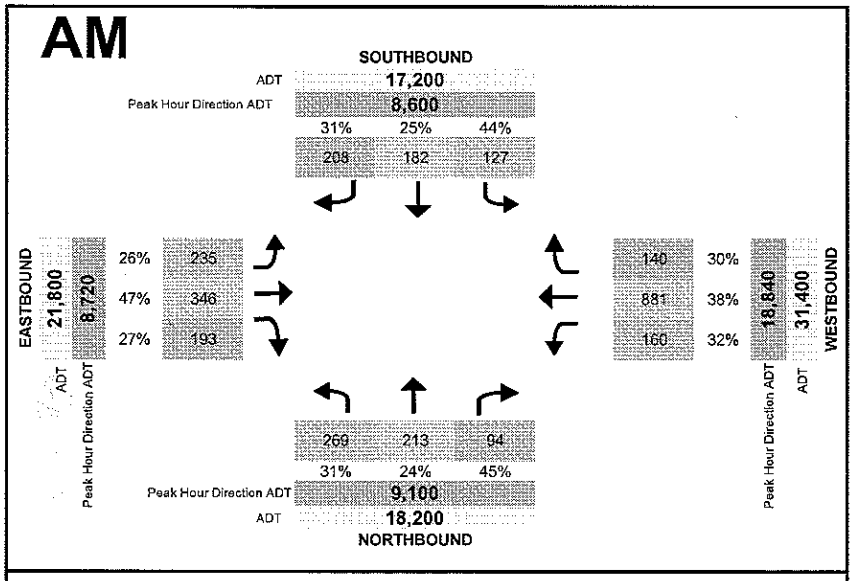
Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	119	n/a	3%
Existing SB	86	n/a	7%
Existing EB	2770	43,563	6%
Existing WB	2843	40,418	7%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: **Olympic Parkway & Eastlake Parkway** **#9**



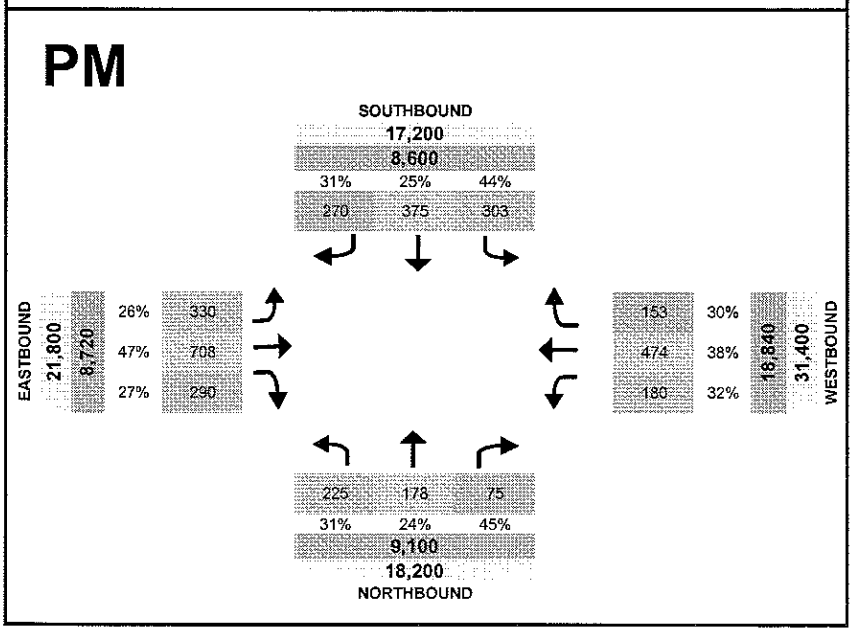
AM Totals		
	Approach	Departure
NB	576	588
SB	516	534
EB	773	566
WB	1,180	1,357

Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	749	9,199	8%
Existing SB	788	18,945	4%
Existing EB	1865	40,418	5%
Existing WB	1354	13,926	10%

AM Peak Hour 6%

% Project Trips: 0.03%



PM Totals		
	Approach	Departure
NB	478	661
SB	948	845
EB	1,328	1,085
WB	807	970

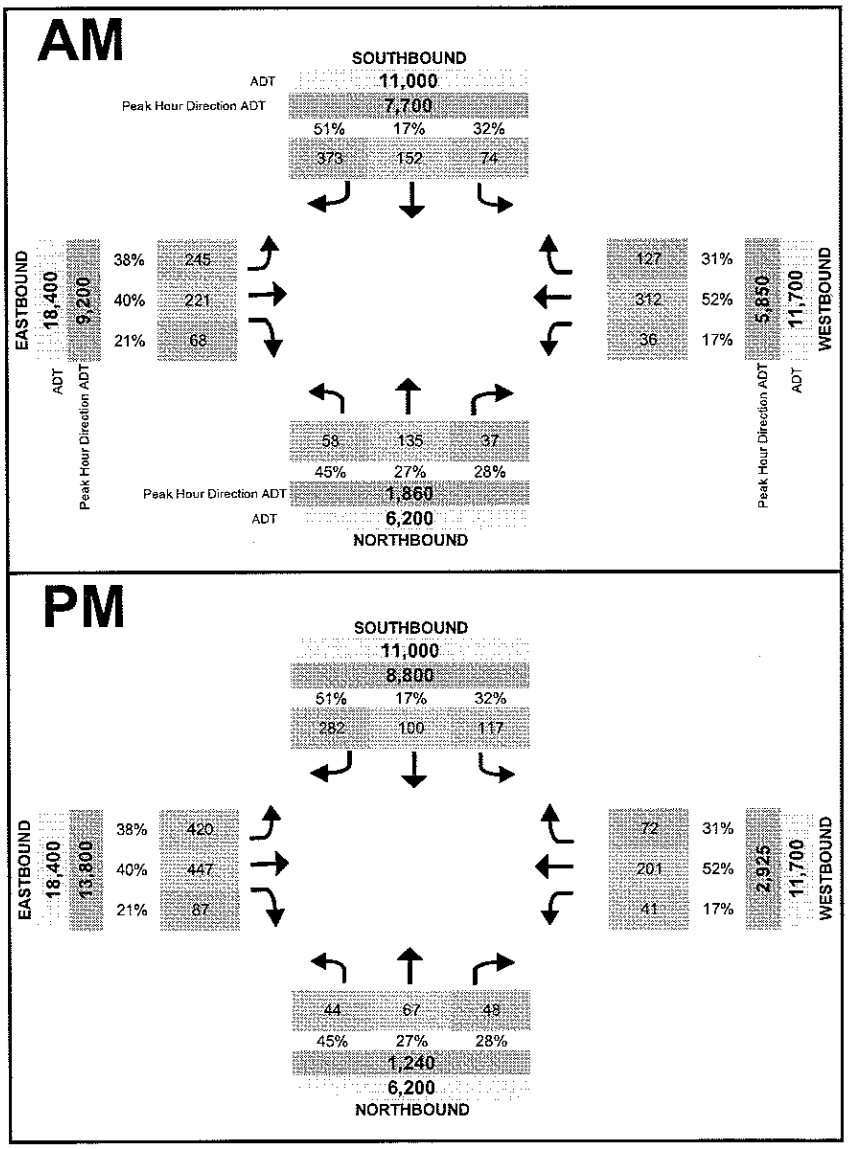
Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1243	9,199	14%
Existing SB	1403	18,945	7%
Existing EB	2080	40,418	5%
Existing WB	1476	13,926	11%

PM Peak Hour 8%

% Project Trips: 0.08%

INTERSECTION: Olympic Parkway & Hunte Parkway #10



AM Totals		
	Approach	Departure
NB	230	506
SB	599	257
EB	534	332
WB	475	743

Directional Split	
NB Split	30%
SB Split	70%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	302	1,406	21%
Existing SB	904	9,580	9%
Existing EB	1031	13,926	7%
Existing WB	525	7,846	7%

AM Peak Hour 7%

% Project Trips: 0.11%

PM Totals		
	Approach	Departure
NB	159	559
SB	499	228
EB	954	612
WB	314	527

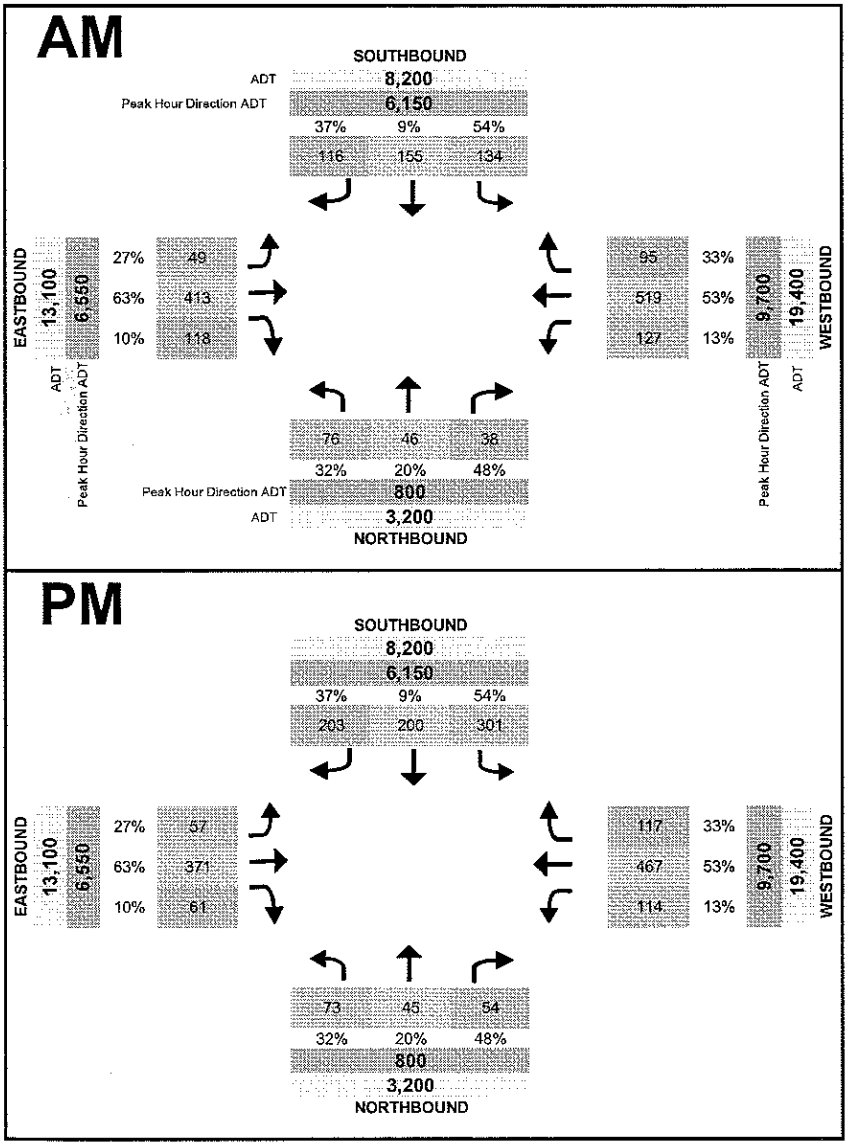
Directional Split	
NB Split	20%
SB Split	80%
EB Split	75%
WB Split	25%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	201	1,406	14%
Existing SB	789	9,580	8%
Existing EB	1120	13,926	8%
Existing WB	640	7,846	8%

PM Peak Hour 8%

% Project Trips: 0.16%

INTERSECTION: Birch Road & Heritage Rd #11



AM Totals		
	Approach	Departure
NB	160	190
SB	405	400
EB	580	585
WB	740	710

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	685		#DIV/0!
Existing SB	1553	11,037	14%
Existing EB	0		#DIV/0!
Existing WB	896	10,234	9%

AM Peak Hour **10%**

% Project Trips: **5.52%**

PM Totals		
	Approach	Departure
NB	172	219
SB	704	375
EB	490	726
WB	698	743

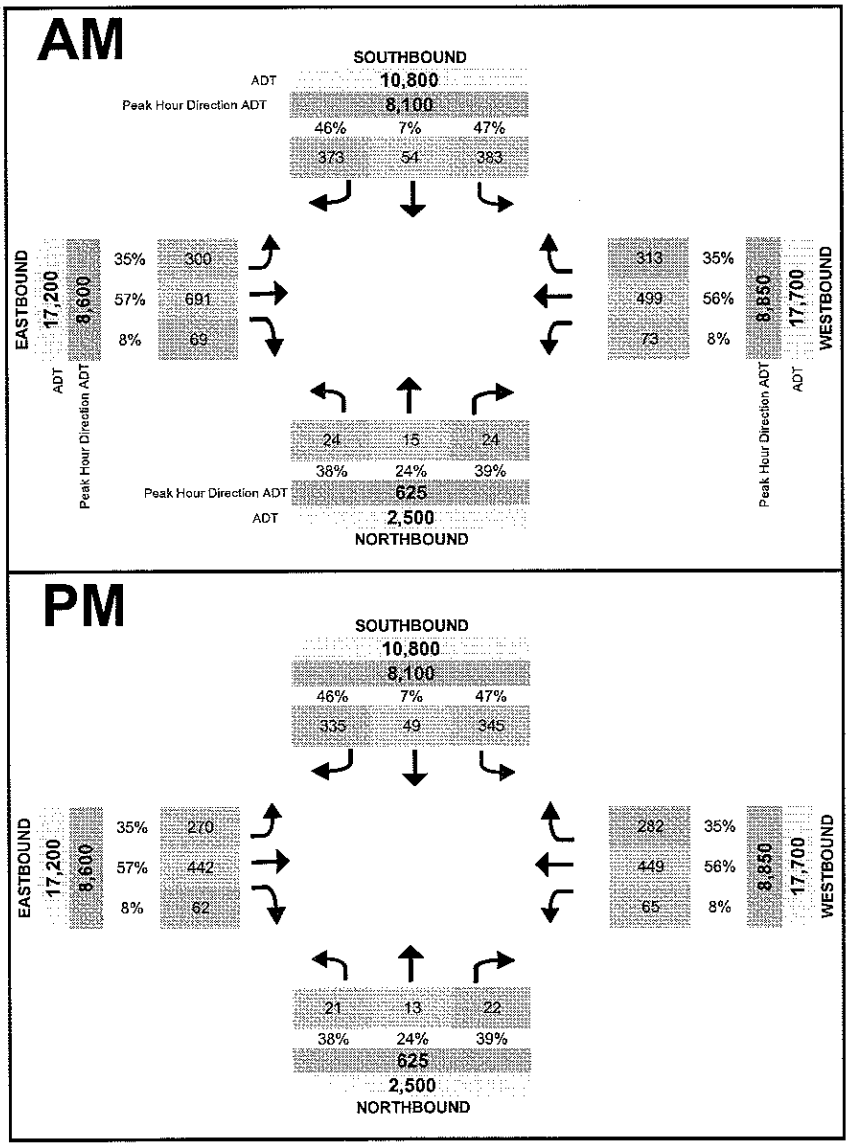
Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	111		#DIV/0!
Existing SB	751	11,037	7%
Existing EB	0		#DIV/0!
Existing WB	650	10,234	6%

PM Peak Hour **9%**

% Project Trips: **6.40%**

INTERSECTION: Birch Road & La Media Rd **#12**



AM Totals		
	Approach	Departure
NB	63	628
SB	810	196
EB	1,060	1,099
WB	885	895

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	685		#DIV/0!
Existing SB	1553	11,037	14%
Existing EB	0		#DIV/0!
Existing WB	896	10,234	9%

AM Peak Hour **10%**

% Project Trips: **3.69%**

PM Totals		
	Approach	Departure
NB	56	565
SB	729	176
EB	774	809
WB	797	806

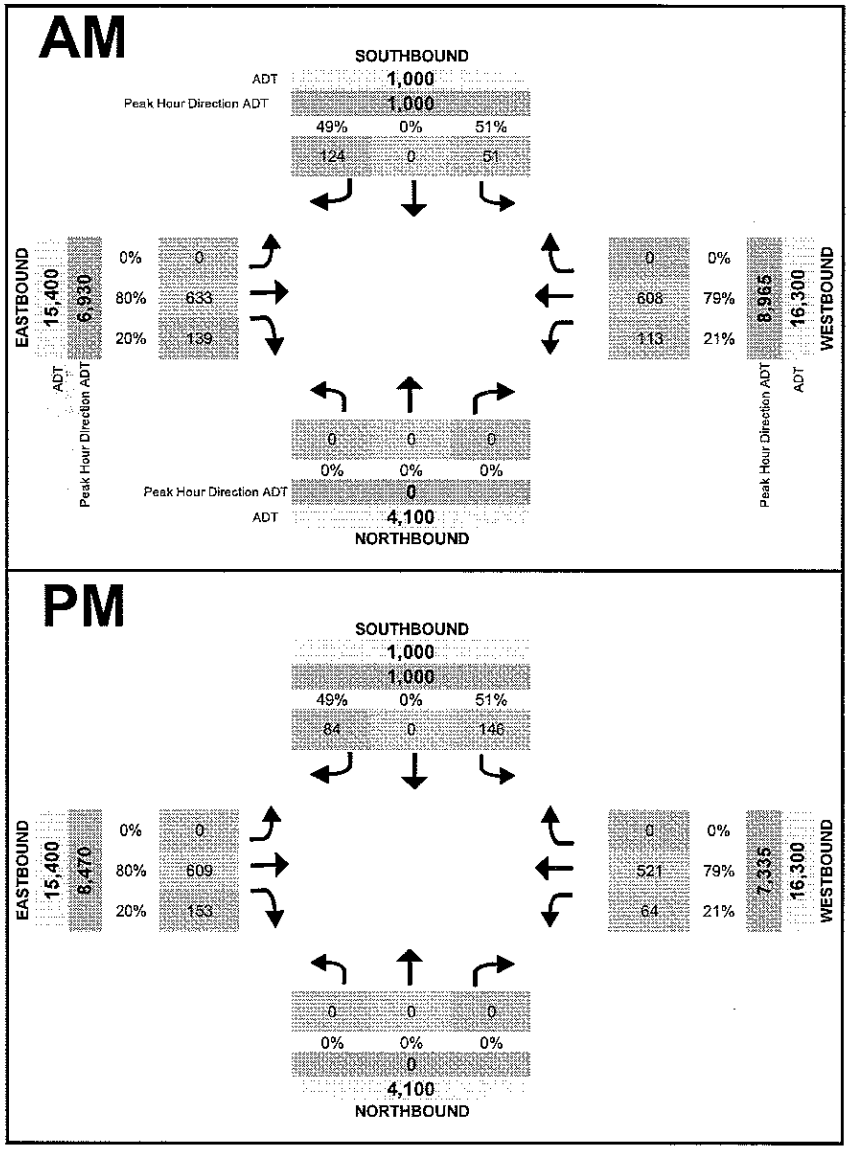
Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	111		#DIV/0!
Existing SB	751	11,037	7%
Existing EB	0		#DIV/0!
Existing WB	650	10,234	6%

PM Peak Hour **9%**

% Project Trips: **5.60%**

INTERSECTION: Birch Road & SR125 Southbound Ramps **#13**



AM Totals		
	Approach	Departure
NB	0	0
SB	175	253
EB	772	684
WB	722	732

Directional Split	
NB Split	0%
SB Split	100%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	32		#DIV/0!
Existing SB	153		#DIV/0!
Existing EB	981	10,234	10%
Existing WB	914		#DIV/0!

AM Peak Hour **10%**

% Project Trips: **0.72%**

PM Totals		
	Approach	Departure
NB	0	0
SB	230	217
EB	762	755
WB	585	605

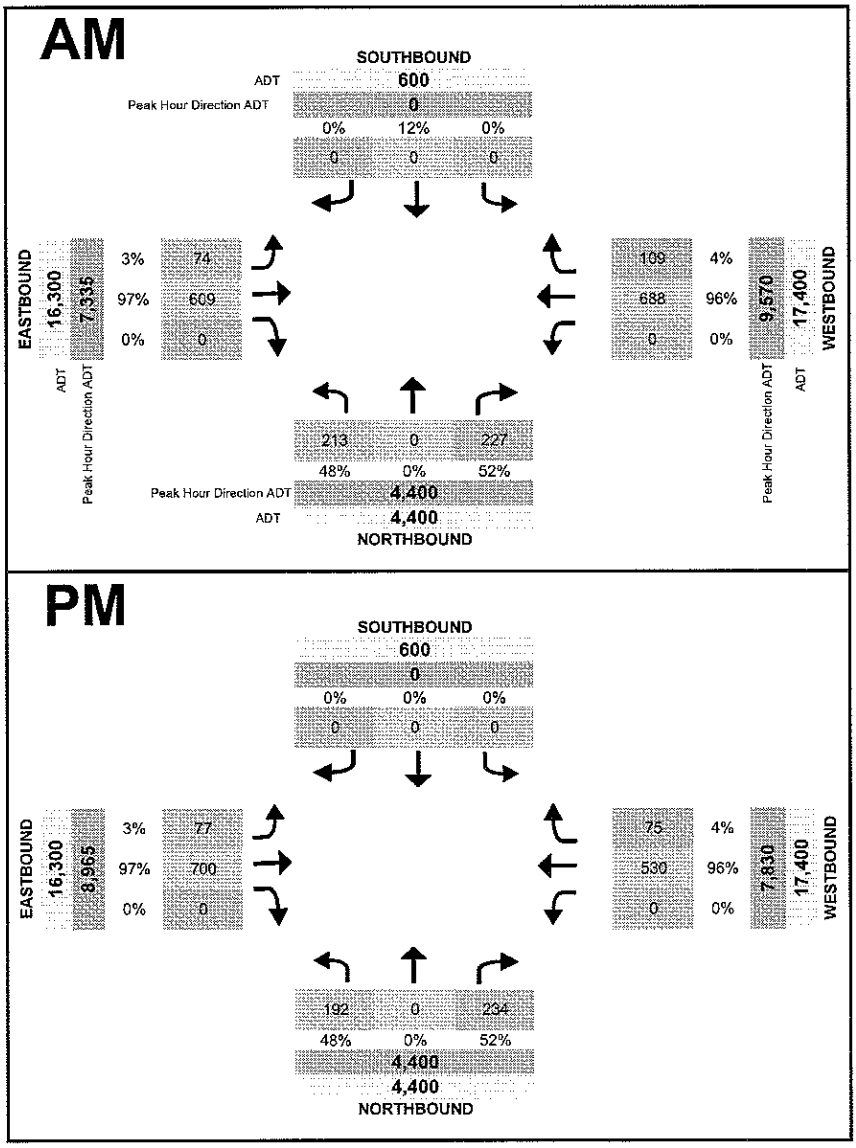
Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	4		#DIV/0!
Existing SB	171		#DIV/0!
Existing EB	897	10,234	9%
Existing WB	952		#DIV/0!

PM Peak Hour **9%**

% Project Trips: **0.51%**

INTERSECTION: **Birch Road & SR125 Northbound Ramps** **#14**



AM Totals	Approach	Departure
NB	440	183
SB	0	0
EB	684	836
WB	797	901

Directional Split	
NB Split	100%
SB Split	0%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	78		#DIV/0!
Existing SB	68		#DIV/0!
Existing EB	924	10,234	9%
Existing WB	923		#DIV/0!

AM Peak Hour **10%**

% Project Trips: **0.05%**

PM Totals	Approach	Departure
NB	426	152
SB	0	0
EB	777	934
WB	605	721

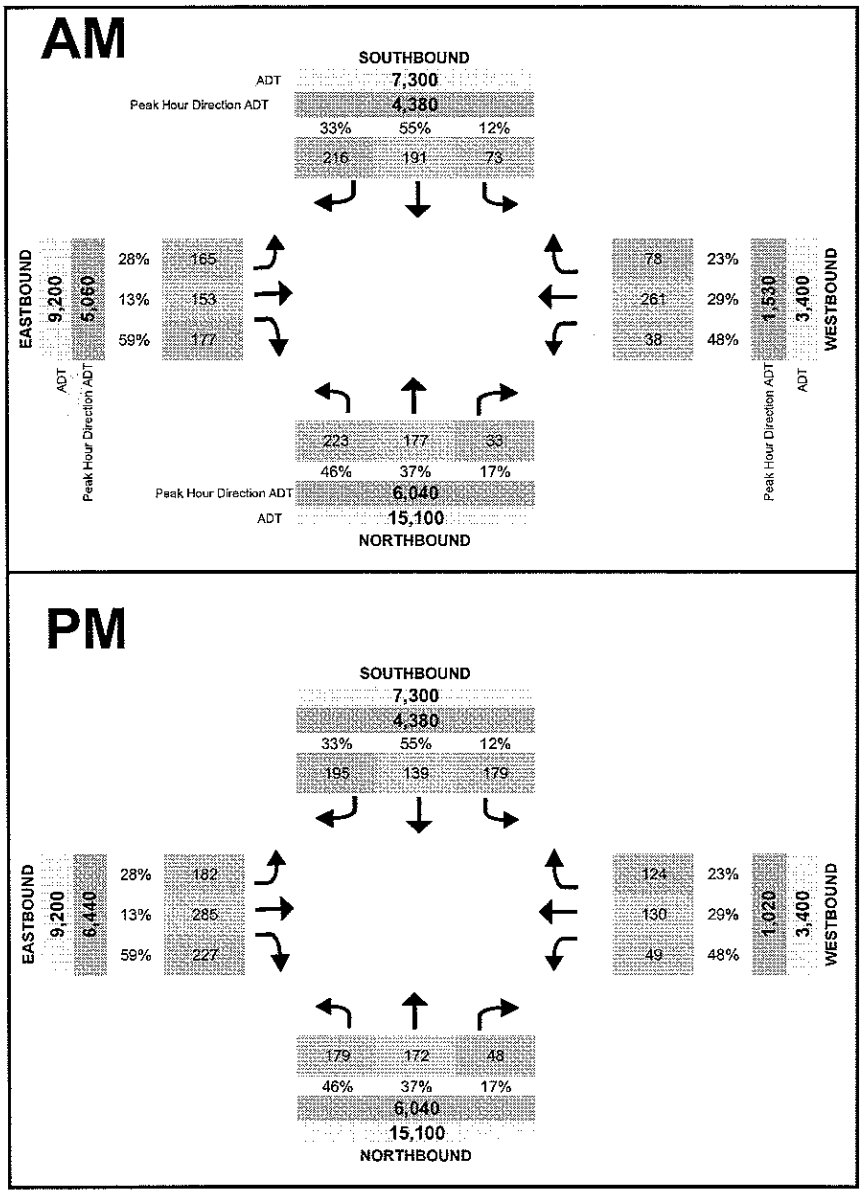
Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	94		#DIV/0!
Existing SB	61		#DIV/0!
Existing EB	948	10,234	9%
Existing WB	1025		#DIV/0!

PM Peak Hour **9%**

% Project Trips: **0.17%**

INTERSECTION: **Eastlake Parkway & Birch Road** **#15**



AM Totals		
	Approach	Departure
NB	433	420
SB	480	406
EB	495	259
WB	377	700

Directional Split	
NB Split	40%
SB Split	60%
EB Split	55%
WB Split	45%

Existing Conditons		
Leg	Ins+Outs	ADT
Existing NB	502	1,310
Existing SB	669	9,199
Existing EB	909	na
Existing WB	466	na

AM Peak Hour **8%**

% Project Trips: **0.06%**

PM Totals		
	Approach	Departure
NB	399	477
SB	513	414
EB	694	512
WB	302	504

Directional Split	
NB Split	40%
SB Split	60%
EB Split	70%
WB Split	30%

Existing Conditons		
Leg	Ins+Outs	ADT
Existing NB	460	1,310
Existing SB	751	9,199
Existing EB	906	na
Existing WB	641	na

PM Peak Hour **10%**

% Project Trips: **0.16%**

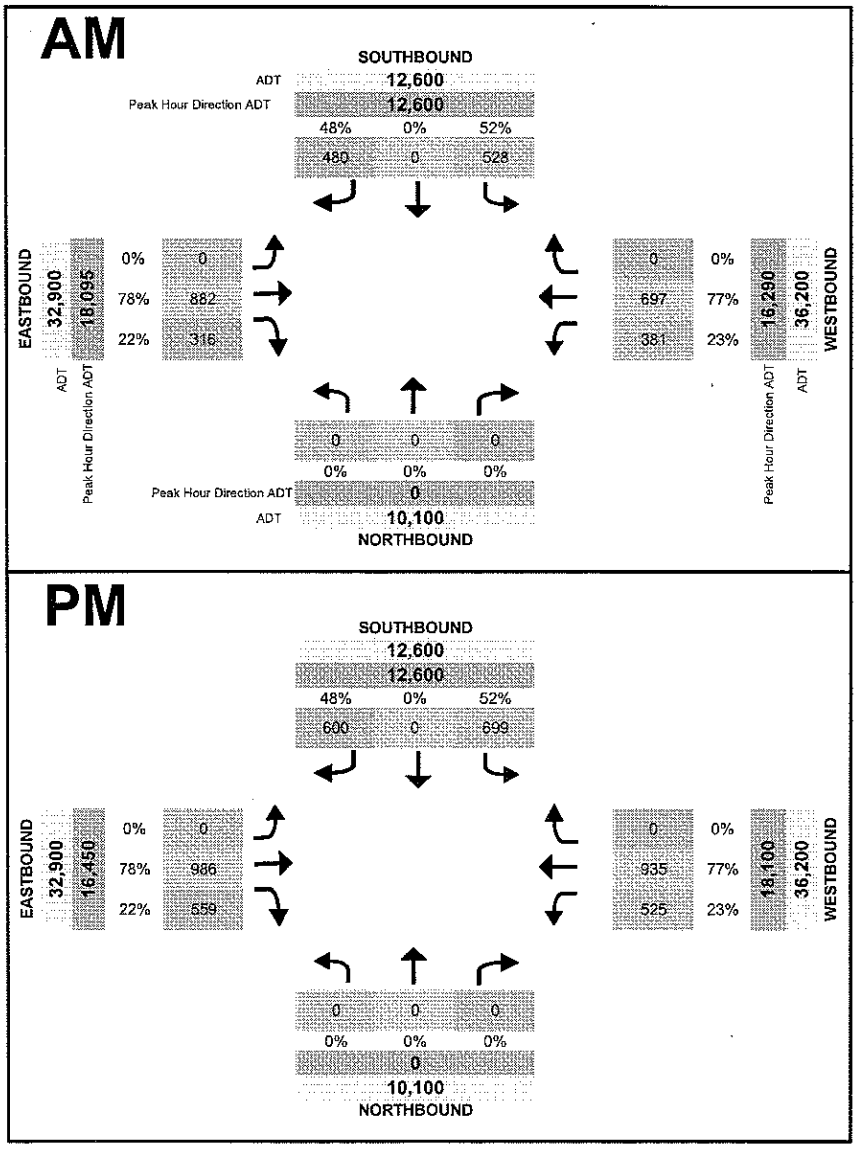
[redacted]

K Factor
38%
7%
10%
14%

[redacted]

K Factor
35%
8%
10%
19%

INTERSECTION: **Main Street & 805 Southbound Ramps** **#16**



AM Totals		
	Approach	Departure
NB	0	0
SB	1,008	697
EB	1,198	1,410
WB	1,078	1,177

Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	626		#DIV/0!
Existing SB	860		#DIV/0!
Existing EB	1850		#DIV/0!
Existing WB	1932	26,355	7%

AM Peak Hour **8%**

% Project Trips: **0.06%**

PM Totals		
	Approach	Departure
NB	0	0
SB	1,299	1,084
EB	1,545	1,685
WB	1,460	1,535

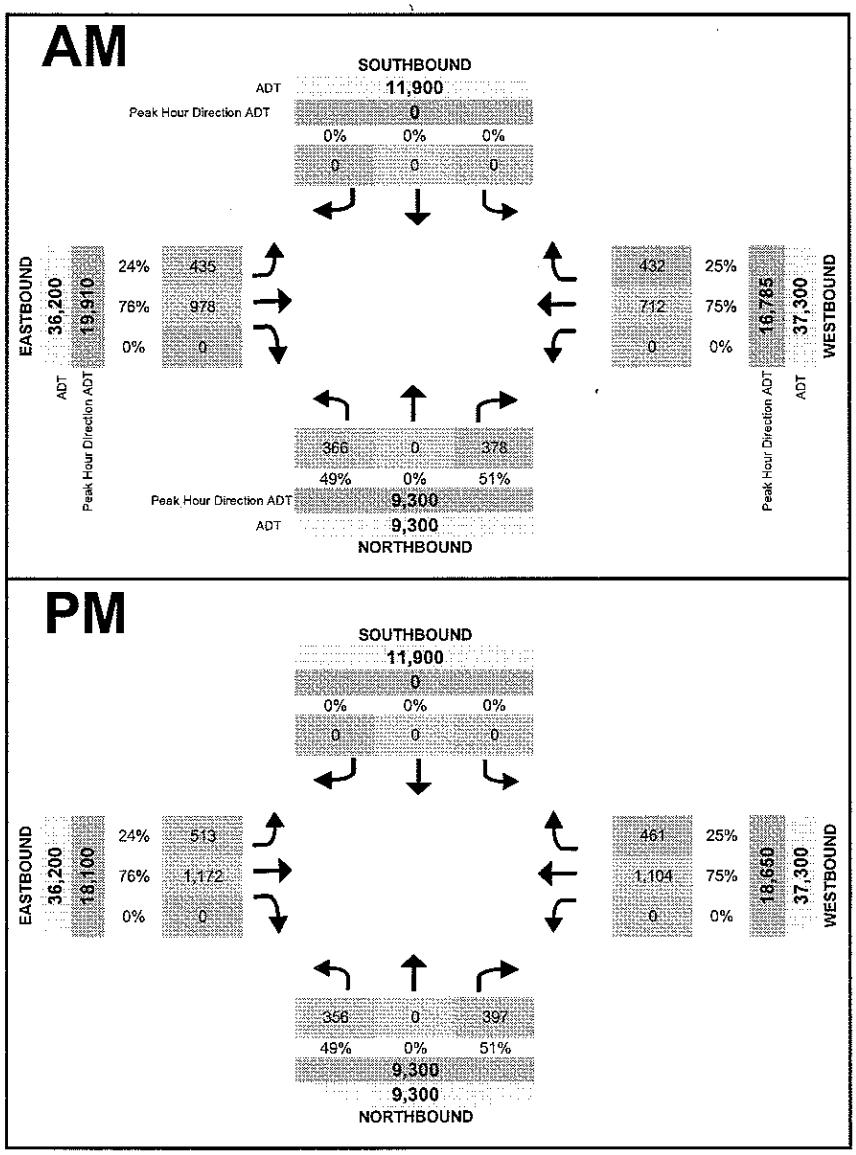
Directional Split	
NB Split	0%
SB Split	100%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	934		#DIV/0!
Existing SB	1208		#DIV/0!
Existing EB	2475		#DIV/0!
Existing WB	2631	26,355	10%

PM Peak Hour **10%**

% Project Trips: **0.07%**

INTERSECTION: **Main Street & 805 Northbound Ramps** **#17**



AM Totals	Approach	Departure
NB	744	867
SB	0	0
EB	1,413	1,355
WB	1,144	1,078

Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	541		#DIV/0!
Existing SB	805		#DIV/0!
Existing EB	1921		#DIV/0!
Existing WB	1999	26,355	8%

AM Peak Hour **8%**

% Project Trips: **0.06%**

PM Totals	Approach	Departure
NB	753	974
SB	0	0
EB	1,685	1,569
WB	1,565	1,460

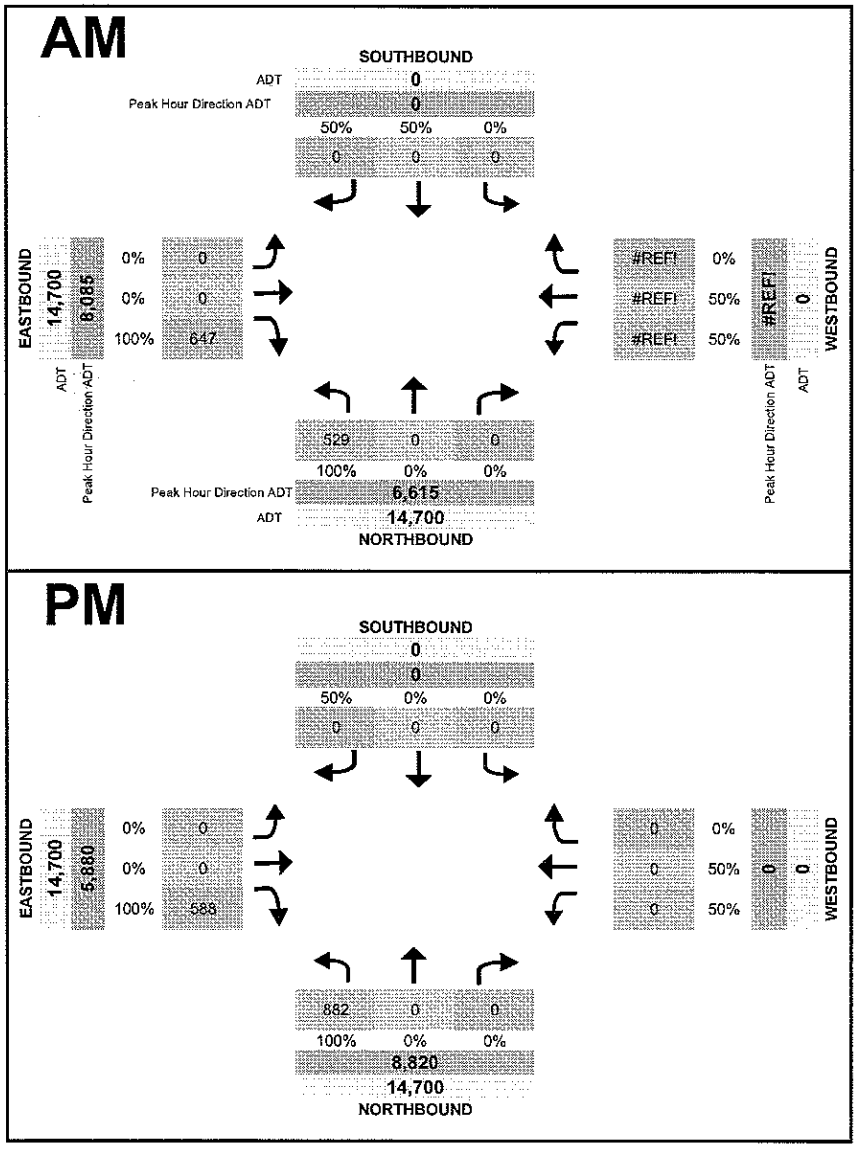
Directional Split	
NB Split	100%
SB Split	0%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	746		#DIV/0!
Existing SB	1066		#DIV/0!
Existing EB	2626		#DIV/0!
Existing WB	2910	26,355	11%

PM Peak Hour **10%**

% Project Trips: **0.07%**

INTERSECTION: **Main Street & Heritage Rd** **#18**



AM Totals		
	Approach	Departure
NB	529	0
SB	0	0
EB	647	0
WB	0	529

Directional Split	
NB Split	45%
SB Split	0%
EB Split	55%
WB Split	#REF!

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB			#DIV/0!
Existing SB			#DIV/0!
Existing EB	807	11,612	7%
Existing WB	794	10,268	8%

AM Peak Hour **8%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	882	0
SB	0	588
EB	588	0
WB	0	882

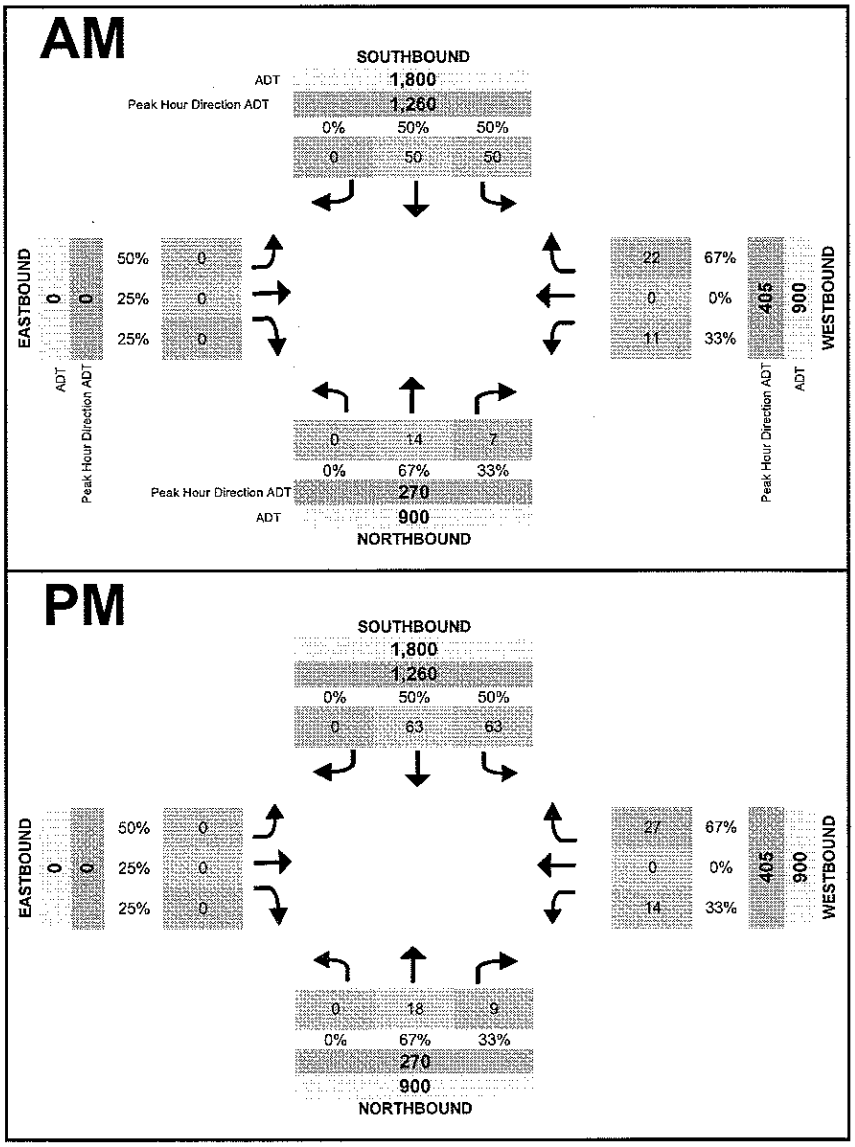
Directional Split	
NB Split	60%
SB Split	0%
EB Split	40%
WB Split	0%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB			#DIV/0!
Existing SB			#DIV/0!
Existing EB	883	11,612	8%
Existing WB	883	10,268	9%

PM Peak Hour **10%**

% Project Trips: **0.00%**

INTERSECTION: **Main Street & La Media Rd** **#19**



AM Totals		
	Approach	Departure
NB	22	36
SB	101	61
EB	0	58
WB	32	0

Directional Split	
NB Split	30%
SB Split	70%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 54.26%

PM Totals		
	Approach	Departure
NB	27	45
SB	126	77
EB	0	72
WB	41	0

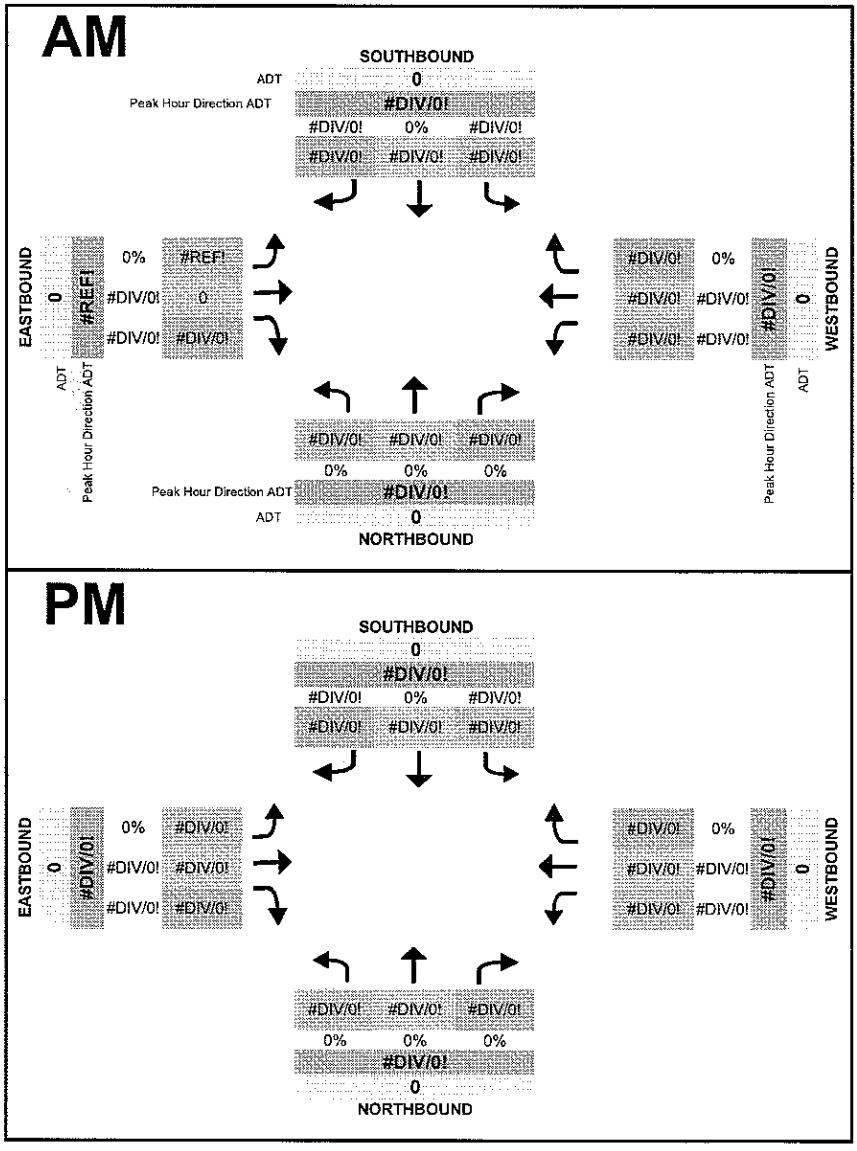
Directional Split	
NB Split	30%
SB Split	70%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 56.33%

INTERSECTION: **Main Street & SR125 Southbound Ramps** **#20**



AM Totals		
	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#REF!
WB Split	#DIV/0!

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour **8%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

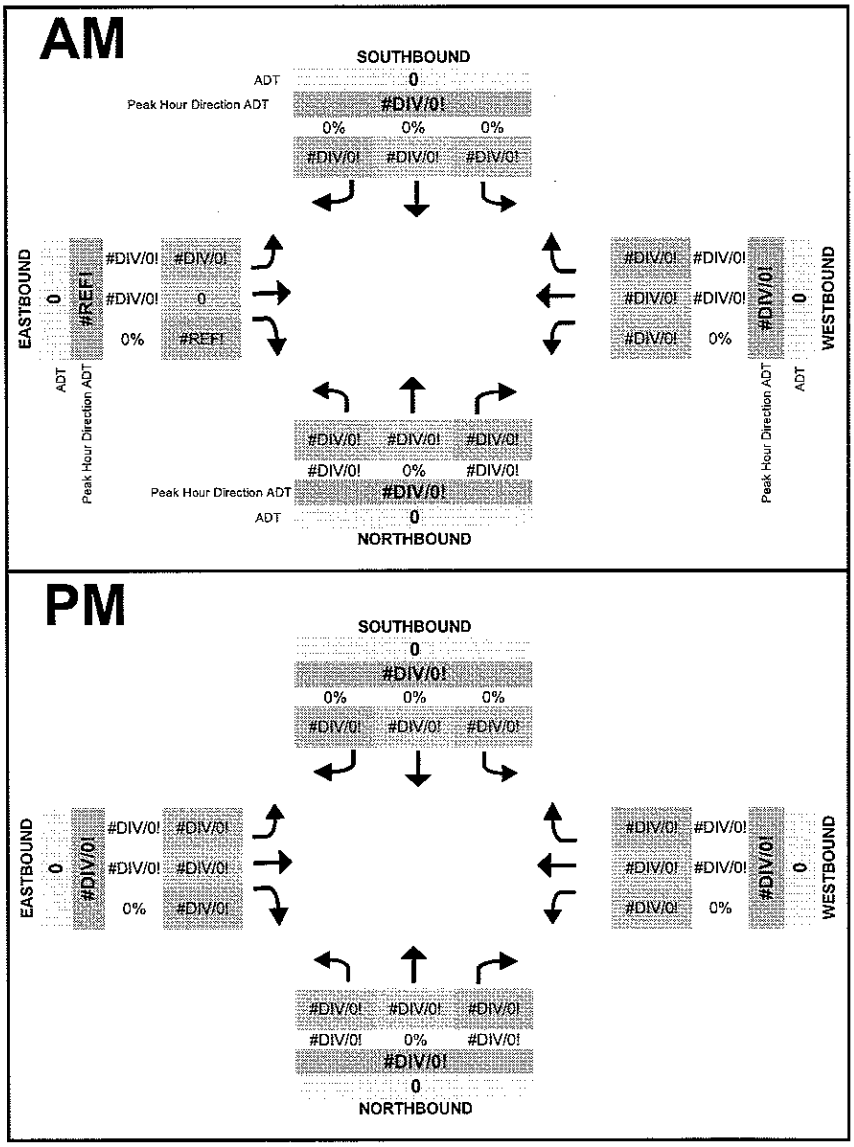
Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#DIV/0!
WB Split	#DIV/0!

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour **10%**

% Project Trips: **#DIV/0!**

INTERSECTION: **Main Street & SR125 Northbound Ramps** **#21**



AM Totals		
	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#REF!
WB Split	#DIV/0!

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

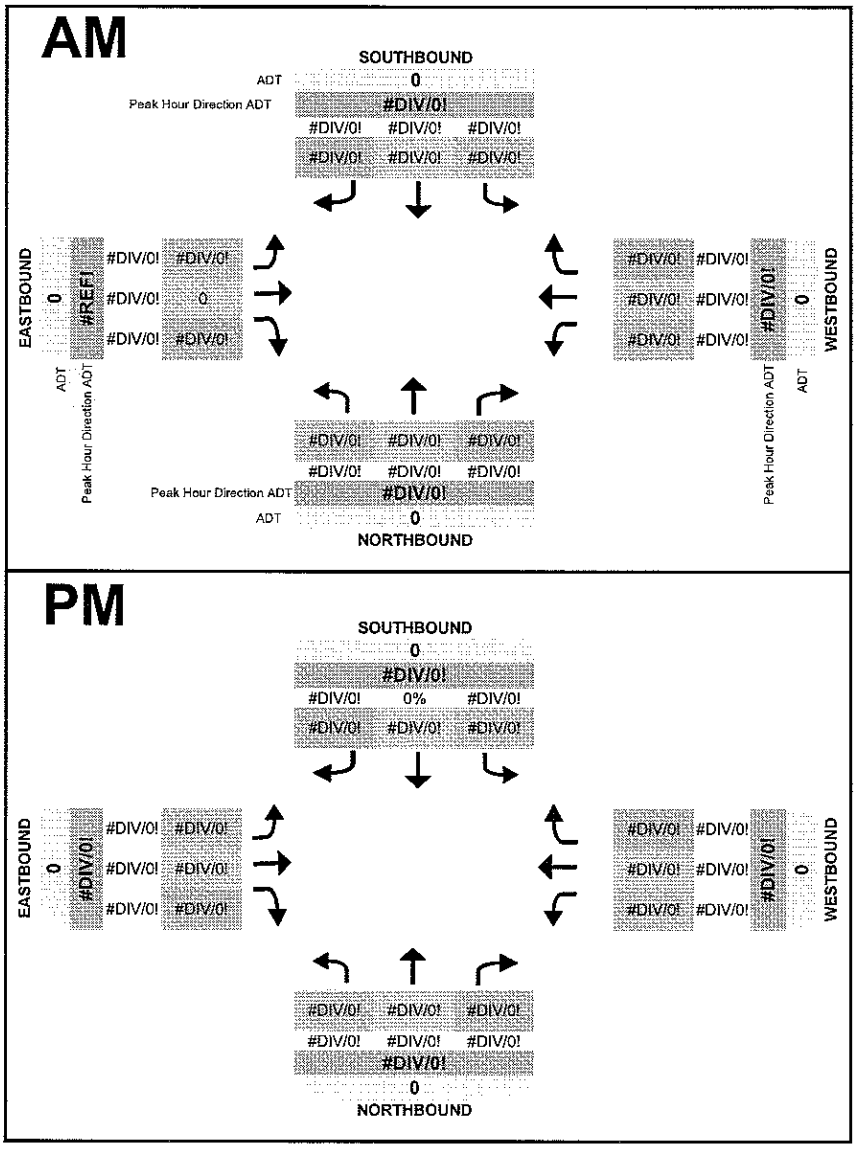
Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#DIV/0!
WB Split	#DIV/0!

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour

% Project Trips: **#DIV/0!**

INTERSECTION: **Main Street & Street "A"** **#22**



AM Totals		
	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#REF!
WB Split	#DIV/0!

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

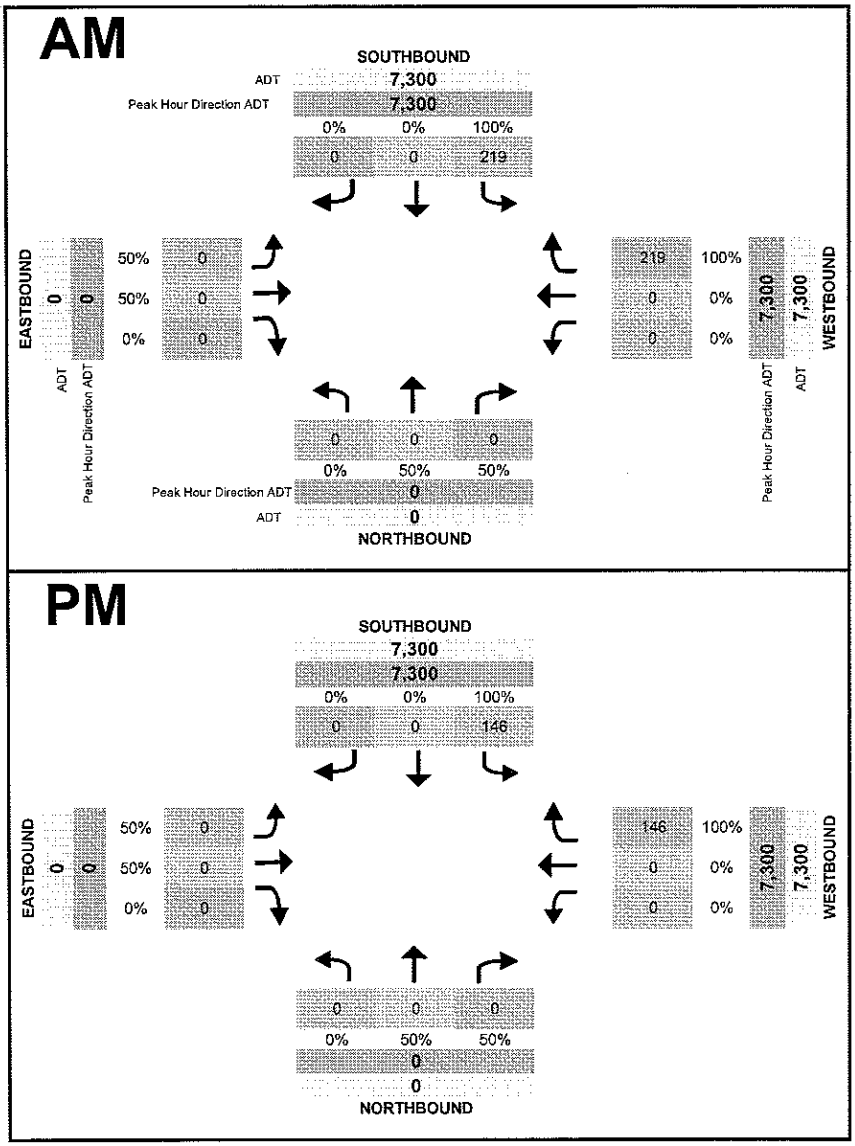
Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#DIV/0!
WB Split	#DIV/0!

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour

% Project Trips: **#DIV/0!**

INTERSECTION: Main Street & Eastlake Parkway #23



AM Totals		
	Approach	Departure
NB	0	219
SB	219	0
EB	0	219
WB	219	0

Directional Split	
NB Split	0%
SB Split	100%
EB Split	0%
WB Split	100%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB		9,199	0%
Existing SB	391	18,945	2%
Existing EB		40,418	0%
Existing WB	391	13,926	3%

AM Peak Hour 3%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	146
SB	146	0
EB	0	146
WB	146	0

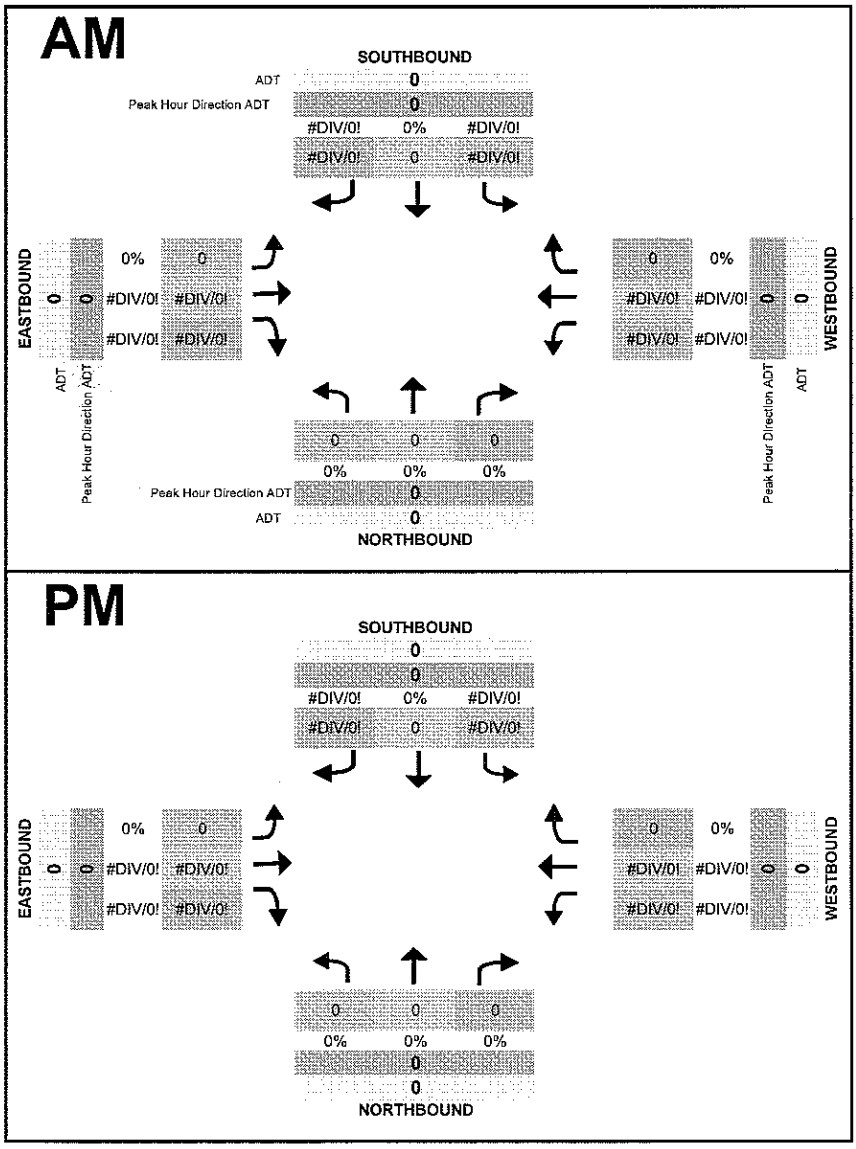
Directional Split	
NB Split	0%
SB Split	100%
EB Split	0%
WB Split	100%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB		9,199	0%
Existing SB	142	18,945	1%
Existing EB		40,418	0%
Existing WB	142	13,926	1%

PM Peak Hour 2%

% Project Trips: 10.62%

INTERSECTION: Otay Valley Road & SR125 Southbound Ramps **#24**



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	0	0
WB	0	0

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour

% Project Trips: #DIV/0!

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	0	0
WB	0	0

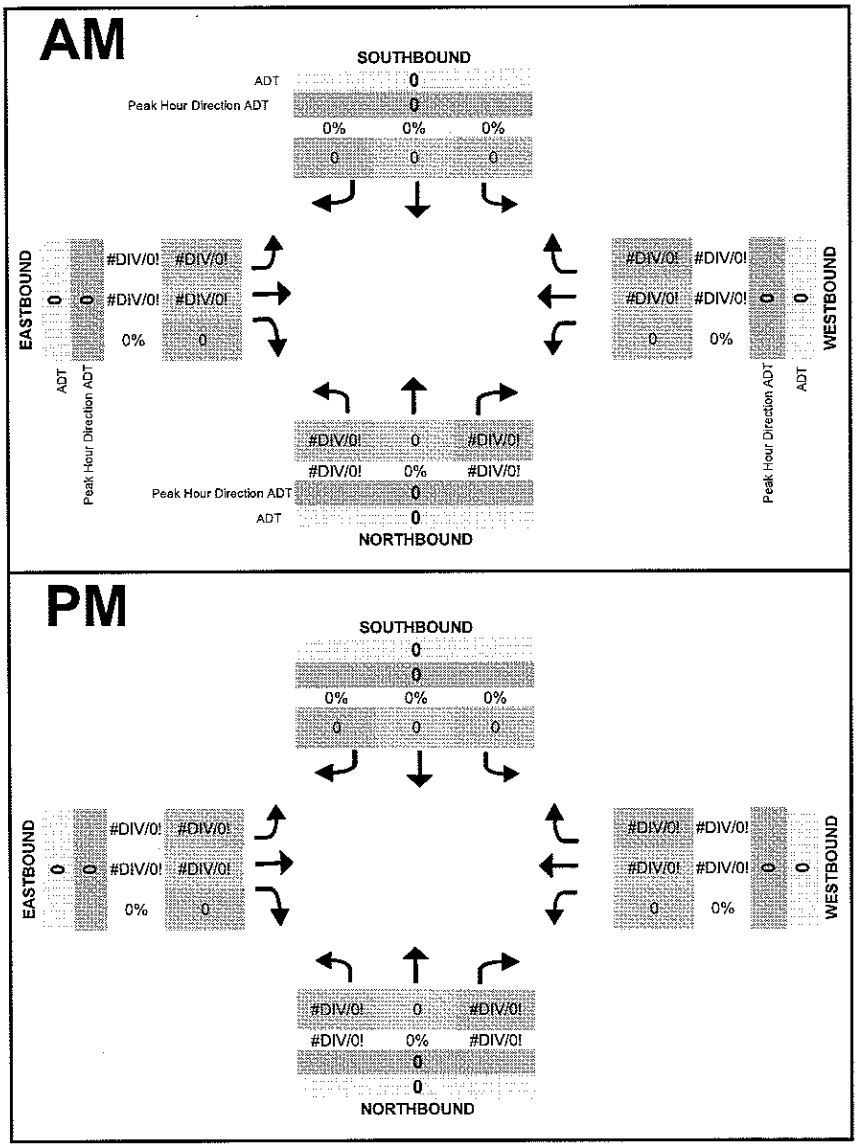
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour

% Project Trips: #DIV/0!

INTERSECTION: Otay Valley Road & SR125 Northbound Ramps **#25**



AM Totals		
	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	0	0
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour

% Project Trips: #DIV/0!

PM Totals		
	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	0	0
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

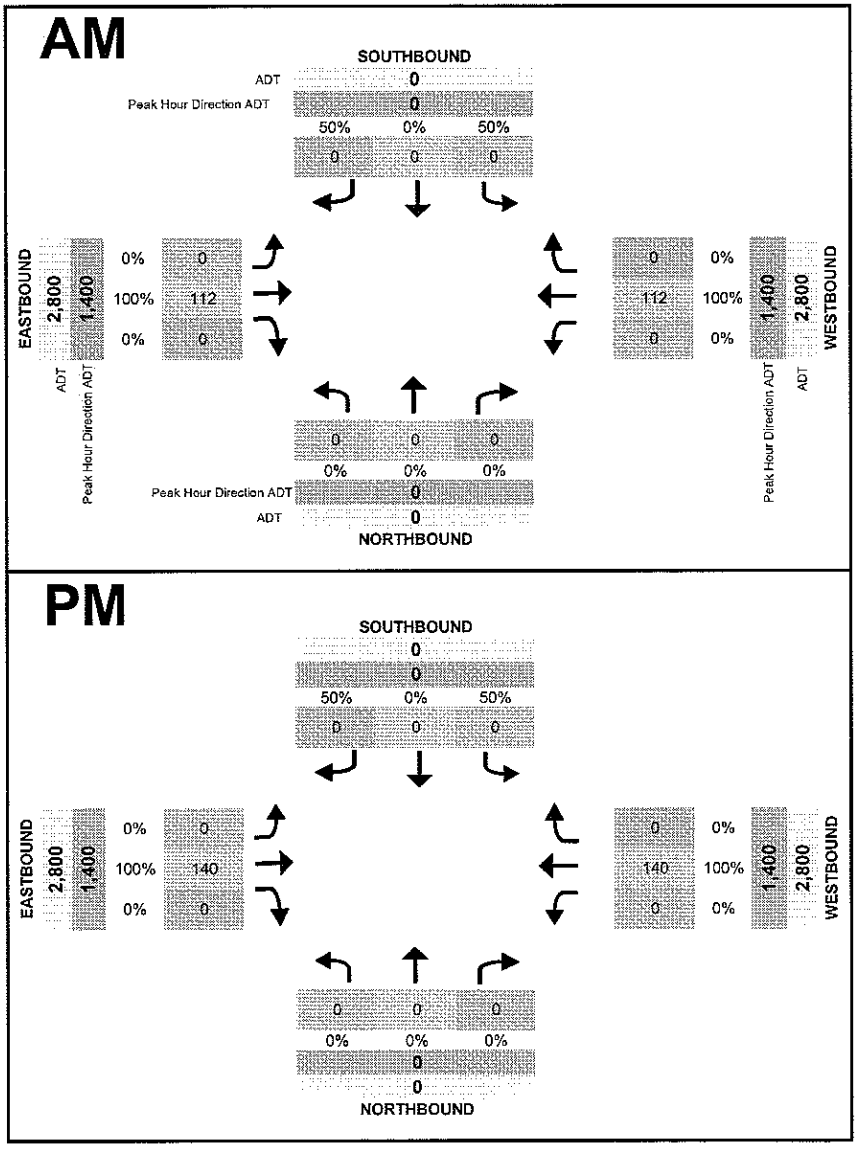
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour

% Project Trips: #DIV/0!

INTERSECTION: La Media Road & SR125 Southbound Ramps **#26**



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	112	112
WB	112	112

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	140	140
WB	140	140

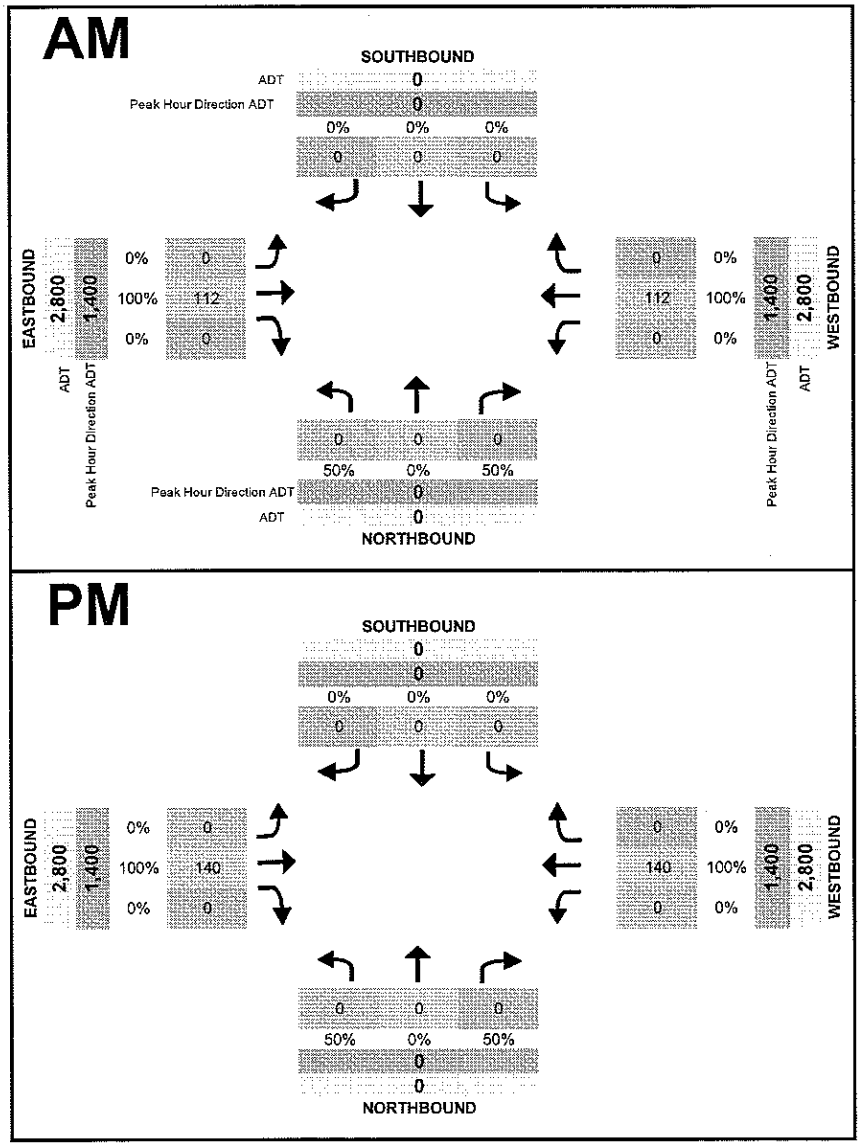
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 11.07%

INTERSECTION: La Media Road & SR125 Northbound Ramps **#27**



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	112	112
WB	112	112

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	140	140
WB	140	140

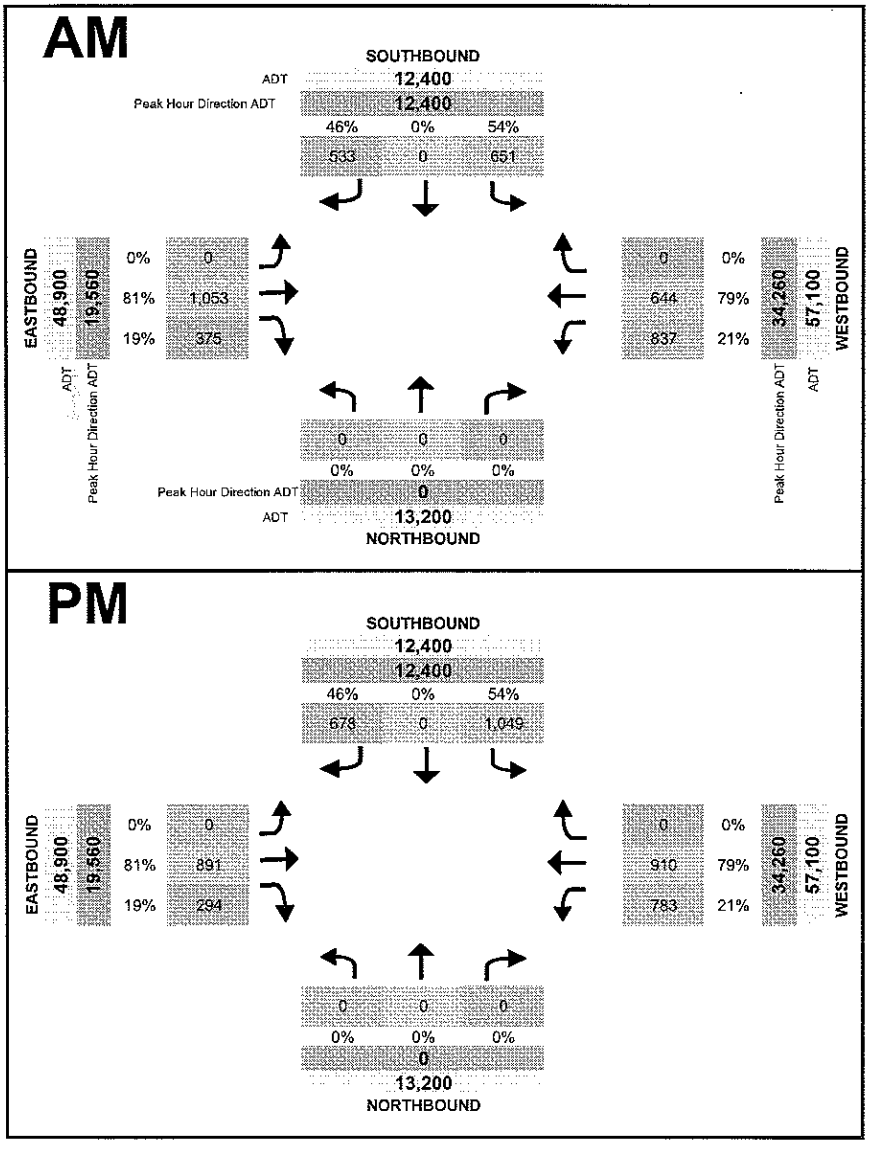
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 11.07%

INTERSECTION: Olympic Parkway & 805 Southbound Ramps **#1**



AM Totals		
	Approach	Departure
NB	0	0
SB	1,184	1,212
EB	1,429	1,704
WB	1,481	1,177

Directional Splits	
NB Split	0%
SB Split	100%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1041	na	8%
Existing SB	979	na	8%
Existing EB	2155	51,000	4%
Existing WB	2619	51,000	5%

AM Peak Hour **6%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	0	0
SB	1,727	1,076
EB	1,185	1,940
WB	1,693	1,588

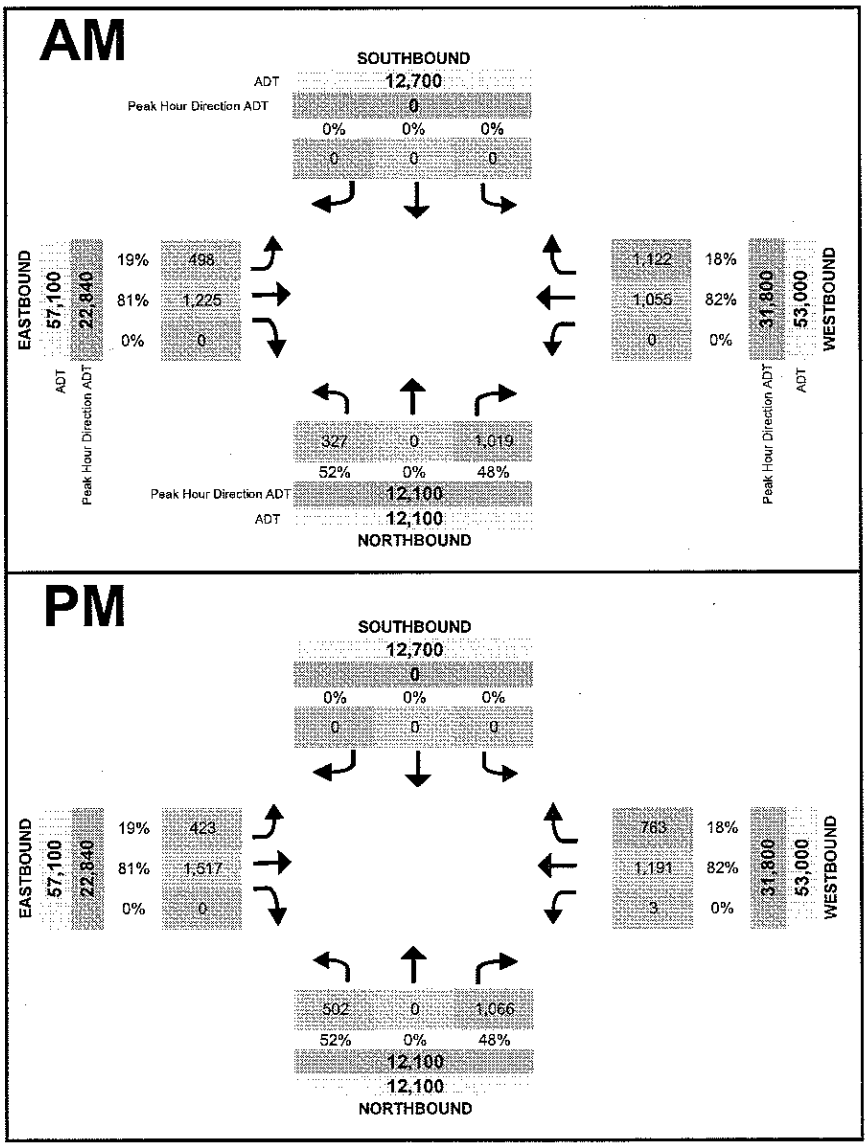
Directional Splits	
NB Split	0%
SB Split	100%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	926	na	7%
Existing SB	1597	na	13%
Existing EB	2223	51,000	4%
Existing WB	2986	51,000	6%

PM Peak Hour **8%**

% Project Trips: **0.00%**

INTERSECTION: Olympic Parkway & 805 Northbound Ramps #2



AM Totals	Approach	Departure
NB	1,346	1,620
SB	0	0
EB	1,723	2,245
WB	2,177	1,381

Directional Split	
NB Split	100%
SB Split	0%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1148	na	9%
Existing SB	2196	na	17%
Existing EB	2675	51,000	5%
Existing WB	4229	51,000	8%

AM Peak Hour 6%

% Project Trips: 4.19%

PM Totals	Approach	Departure
NB	1,568	1,186
SB	0	3
EB	1,940	2,583
WB	1,957	1,693

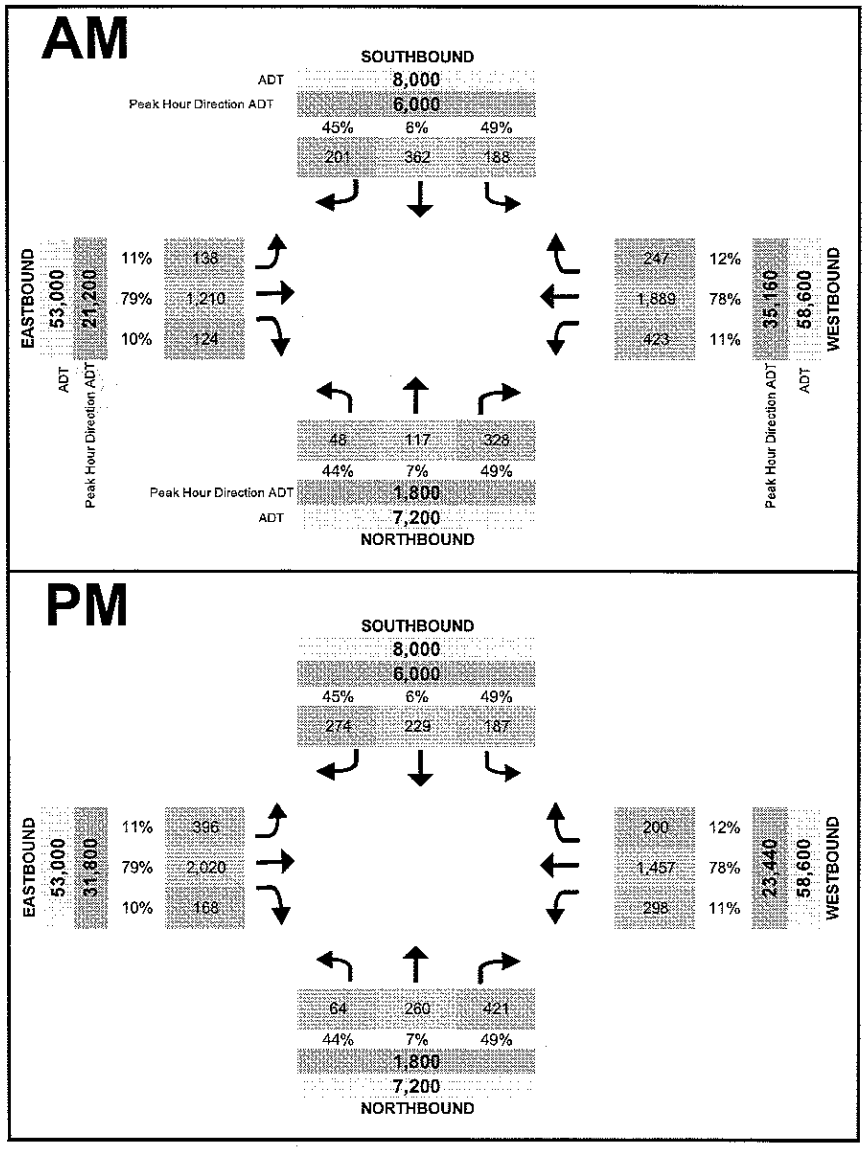
Directional Split	
NB Split	100%
SB Split	0%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1260	na	10%
Existing SB	998	na	8%
Existing EB	2998	51,000	6%
Existing WB	4004	51,000	8%

PM Peak Hour 8%

% Project Trips: 5.31%

INTERSECTION: **Olympic Parkway & Brandywine Ave** **#3**



AM Totals		
	Approach	Departure
NB	493	503
SB	750	909
EB	1,472	1,726
WB	2,560	2,138

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB		12,383	0%
Existing EB		48,721	0%
Existing WB		50,538	0%

AM Peak Hour 6%

% Project Trips: 1.12%

PM Totals		
	Approach	Departure
NB	744	855
SB	690	695
EB	2,584	2,627
WB	1,955	1,795

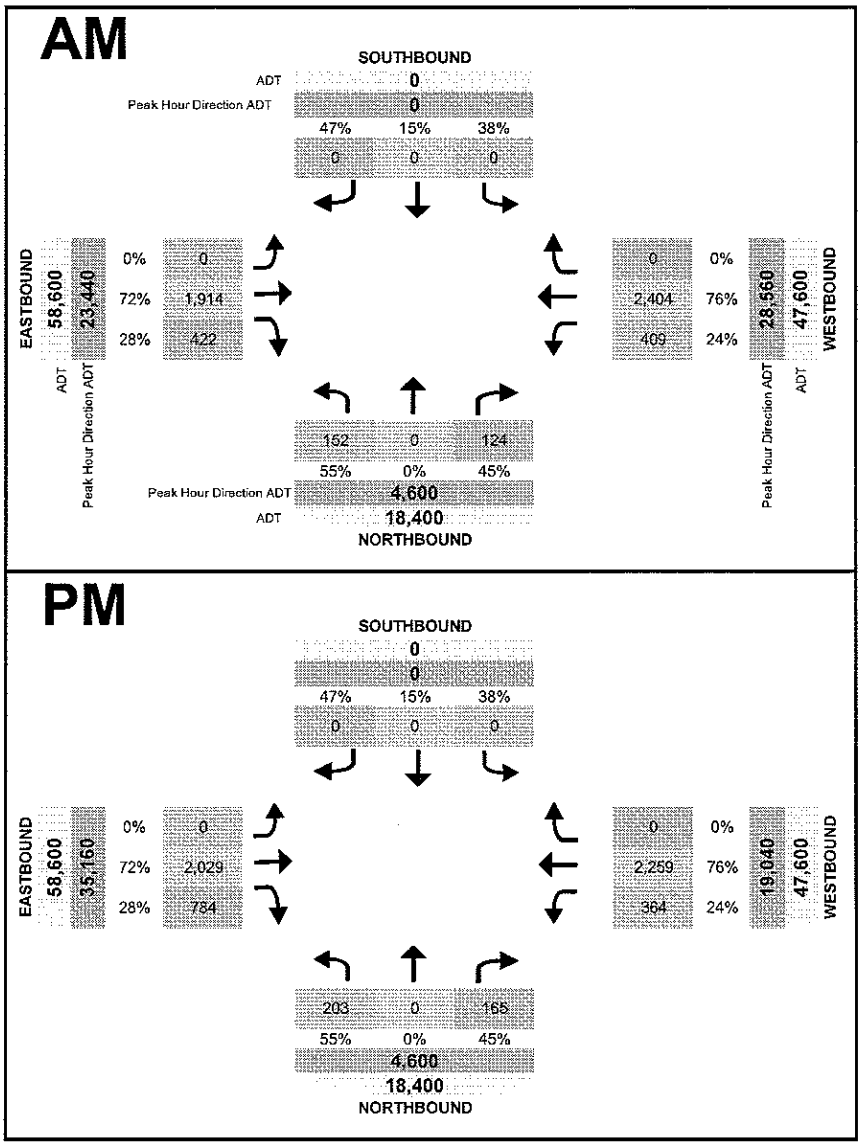
Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB		12,383	0%
Existing EB		48,721	0%
Existing WB		50,538	0%

PM Peak Hour 8%

% Project Trips: 1.31%

INTERSECTION: Olympic Parkway & Birch Road **#4**



AM Totals	Approach	Departure
NB	276	0
SB	0	832
EB	2,336	2,038
WB	2,814	2,556

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1565	12,383	13%
Existing EB	3900	48,721	8%
Existing WB	4519	50,538	9%

AM Peak Hour 6%

% Project Trips: 1.09%

PM Totals	Approach	Departure
NB	368	0
SB	0	1,148
EB	2,813	2,194
WB	2,623	2,462

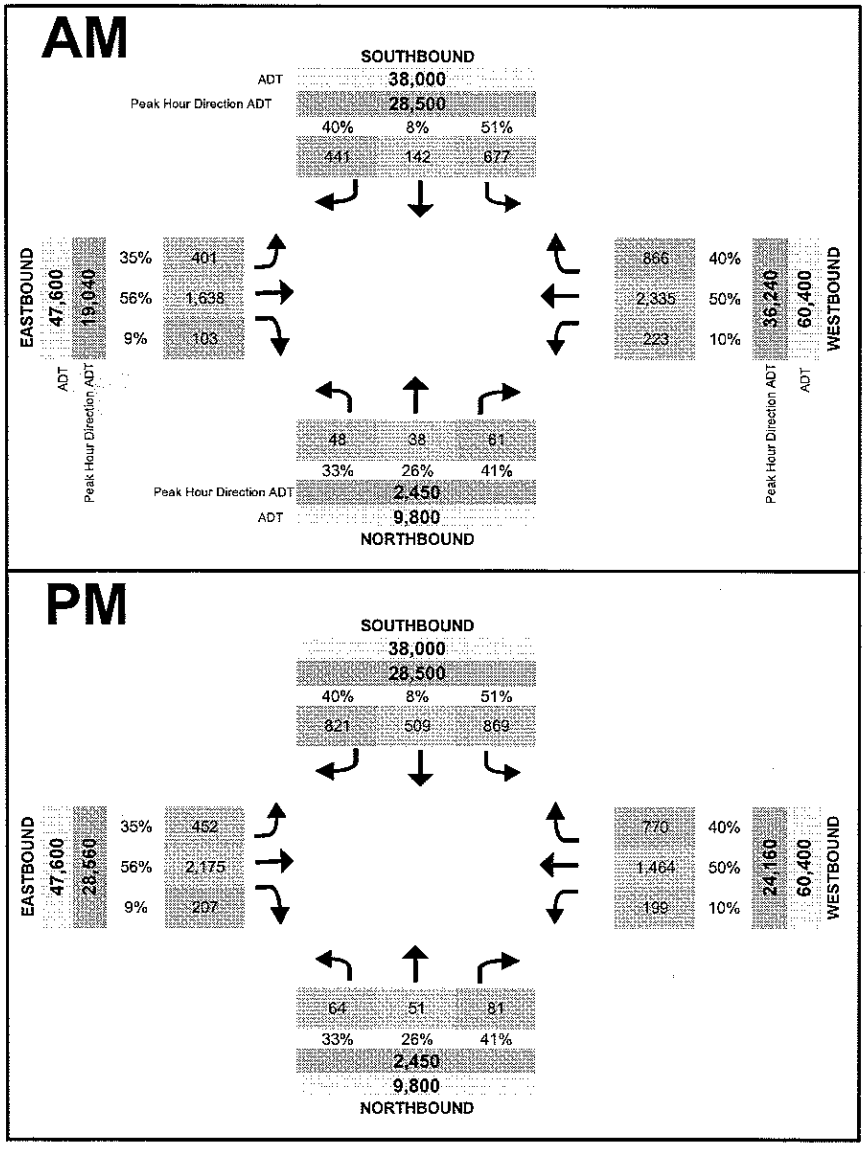
Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1177	12,383	10%
Existing EB	3856	48,721	8%
Existing WB	3897	50,538	8%

PM Peak Hour 8%

% Project Trips: 1.34%

INTERSECTION: Olympic Parkway & Heritage Road #5



AM Totals		
	Approach	Departure
NB	147	1,306
SB	1,260	469
EB	2,142	2,375
WB	3,424	2,824

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1565	12,383	13%
Existing EB	3900	48,721	8%
Existing WB	4519	50,538	9%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	196	1,273
SB	2,199	914
EB	2,835	3,126
WB	2,433	2,350

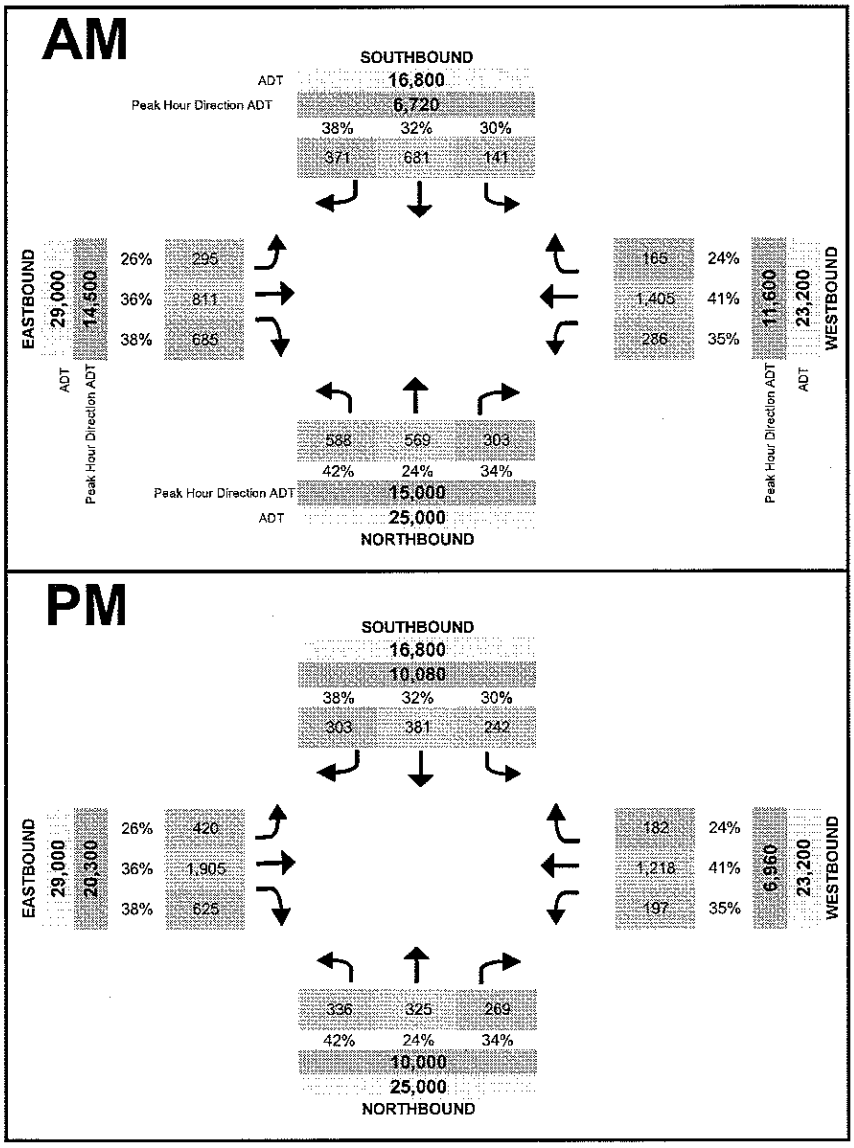
Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1177	12,383	10%
Existing EB	3856	48,721	8%
Existing WB	3897	50,538	8%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Pkwy & La Media Rd **#6**



AM Totals		
	Approach	Departure
NB	1,460	1,029
SB	1,193	1,651
EB	1,790	1,254
WB	1,856	2,365

Directional Split	
NB Split	60%
SB Split	40%
EB Split	58%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	2096	11,037	19%
Existing SB	1622	12,658	13%
Existing EB	3619	50,538	7%
Existing WB	2179	43,563	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	930	927
SB	926	1,202
EB	2,949	2,416
WB	1,597	1,857

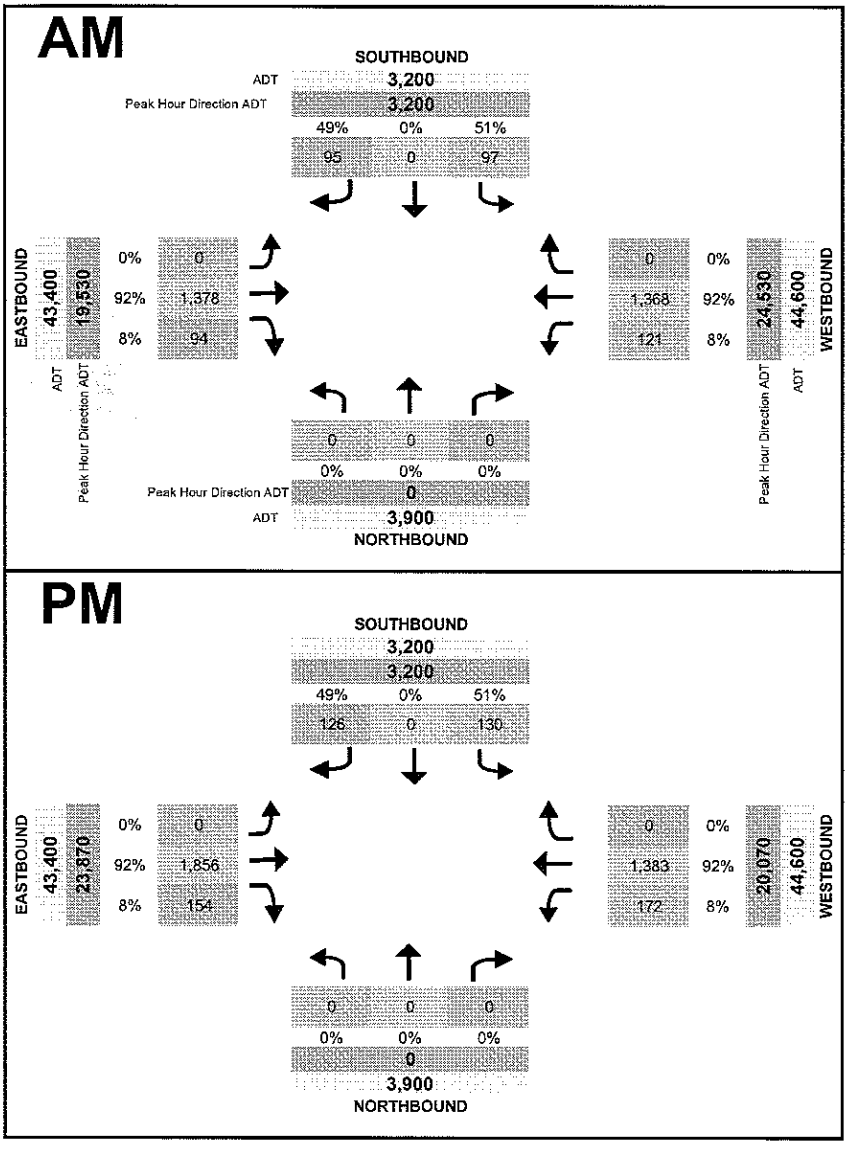
Directional Split	
NB Split	40%
SB Split	60%
EB Split	70%
WB Split	30%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1025	11,037	9%
Existing SB	1129	12,658	9%
Existing EB	3691	50,538	7%
Existing WB	2927	43,563	7%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & SR125 Southbound **#7**



AM Totals		
	Approach	Departure
NB	0	0
SB	192	216
EB	1,472	1,475
WB	1,490	1,463

Directional Split	
NB Split	0%
SB Split	100%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	94	n/a	3%
Existing SB	185	n/a	5%
Existing EB	2088	43,563	5%
Existing WB	2065	40,418	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	256	326
EB	2,010	1,986
WB	1,556	1,509

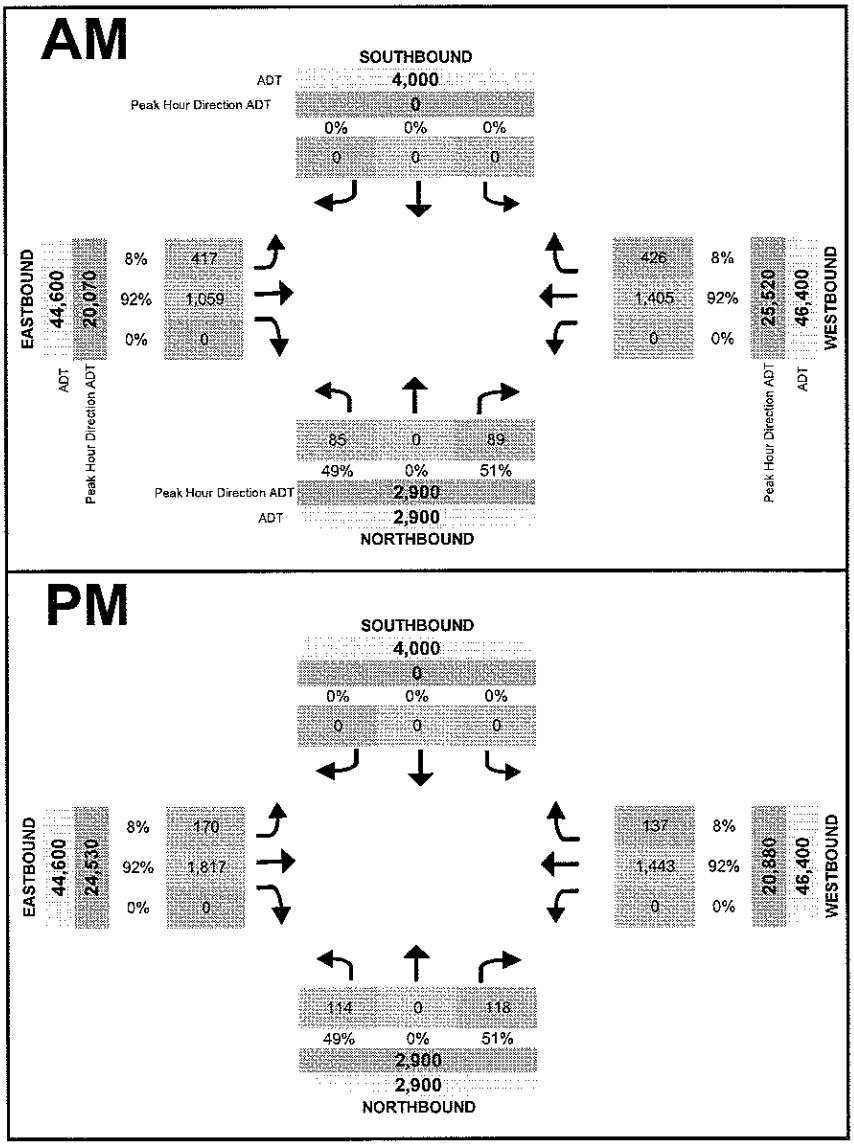
Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	10	n/a	0%
Existing SB	239	n/a	6%
Existing EB	2697	43,563	6%
Existing WB	2772	40,418	7%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & SR125 Northbound #8



AM Totals		
	Approach	Departure
NB	174	843
SB	0	0
EB	1,475	1,147
WB	1,831	1,490

Directional Split	
NB Split	100%
SB Split	0%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	246	n/a	6%
Existing SB	301	n/a	10%
Existing EB	2085	43,563	5%
Existing WB	2154	40,418	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	232	307
SB	0	0
EB	1,986	1,935
WB	1,580	1,557

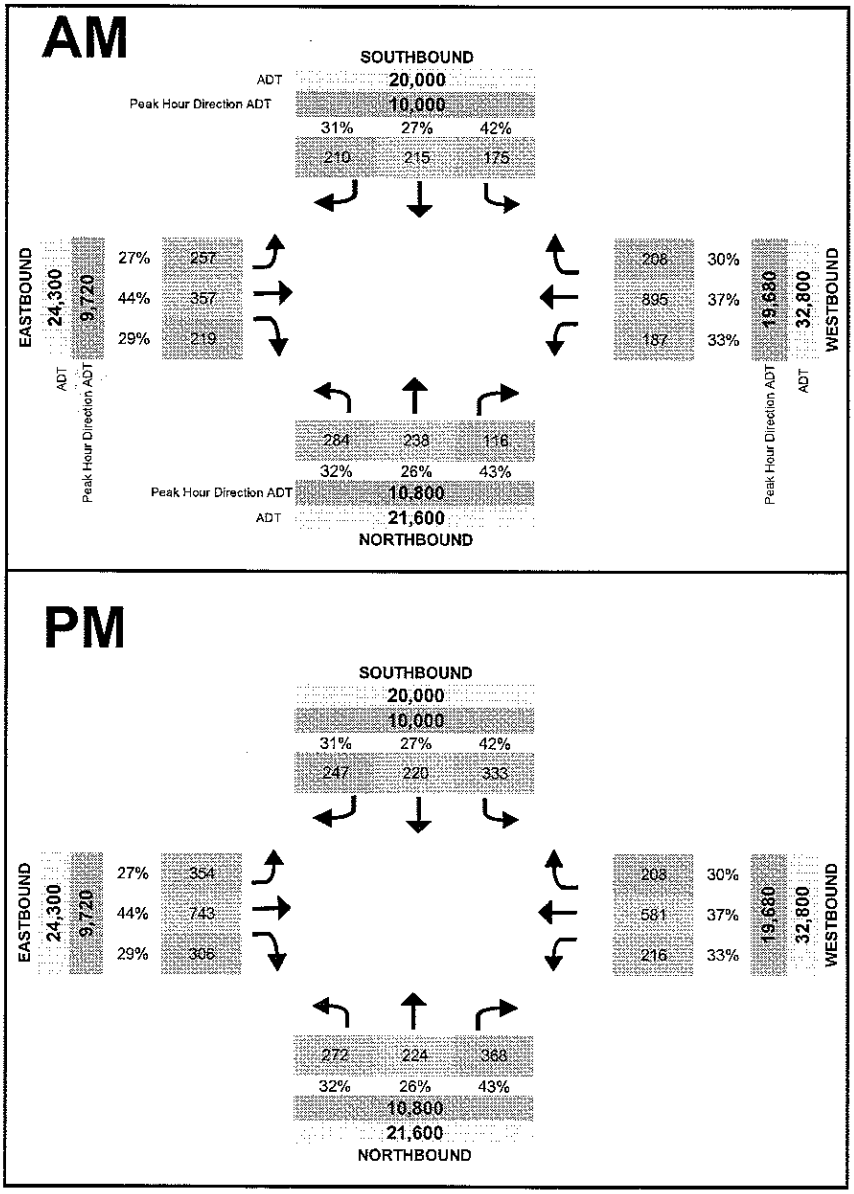
Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	119	n/a	3%
Existing SB	86	n/a	3%
Existing EB	2770	43,563	6%
Existing WB	2843	40,418	7%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & Eastlake Parkway **#9**



AM Totals		
	Approach	Departure
NB	638	703
SB	600	621
EB	833	648
WB	1,291	1,390

Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	749	9,199	8%
Existing SB	788	18,945	4%
Existing EB	1865	40,418	5%
Existing WB	1354	13,926	10%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	864	786
SB	800	741
EB	1,403	1,444
WB	1,004	1,100

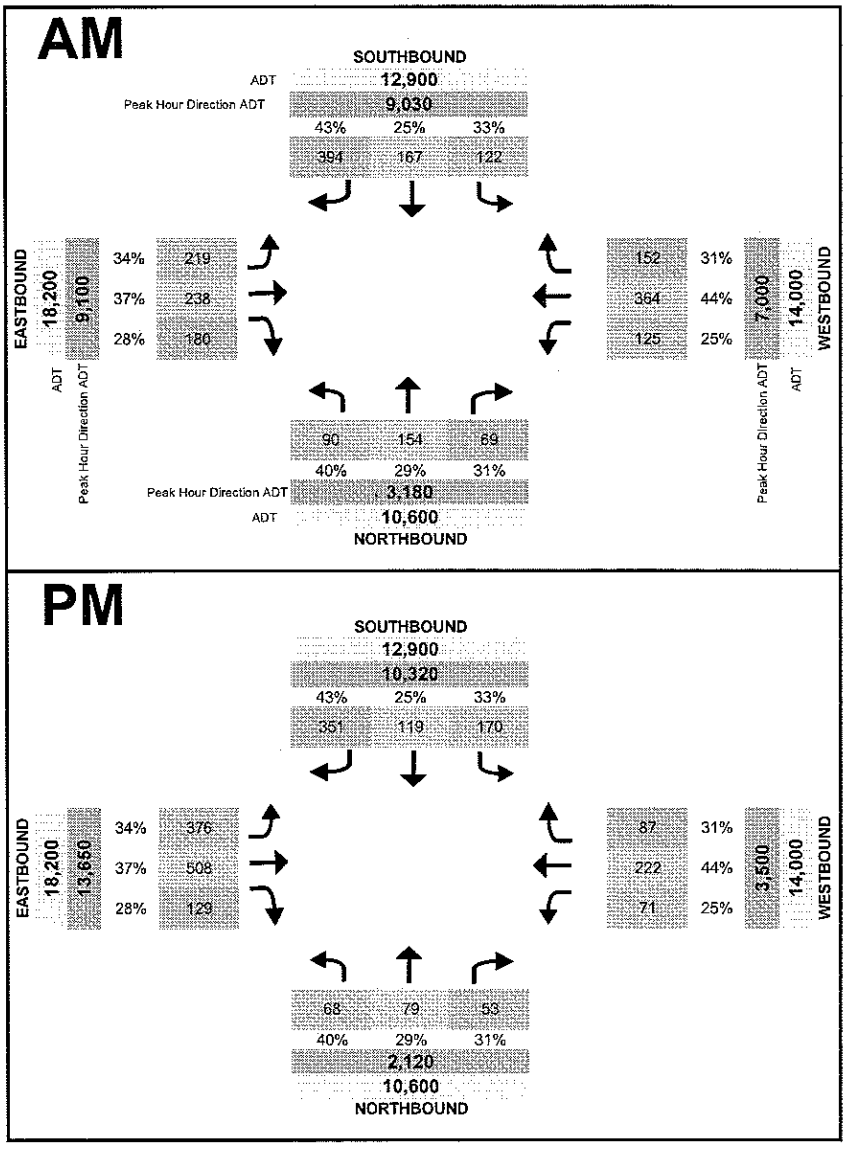
Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1243	9,199	14%
Existing SB	1403	18,945	7%
Existing EB	2080	40,418	5%
Existing WB	1476	13,926	11%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & Hunte Parkway **#10**



AM Totals		
	Approach	Departure
NB	313	524
SB	682	471
EB	637	429
WB	640	847

Directional Split	
NB Split	30%
SB Split	70%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	302	1,406	21%
Existing SB	904	9,580	9%
Existing EB	1031	13,926	7%
Existing WB	525	7,846	7%

AM Peak Hour **7%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	200	541
SB	641	319
EB	1,012	730
WB	380	642

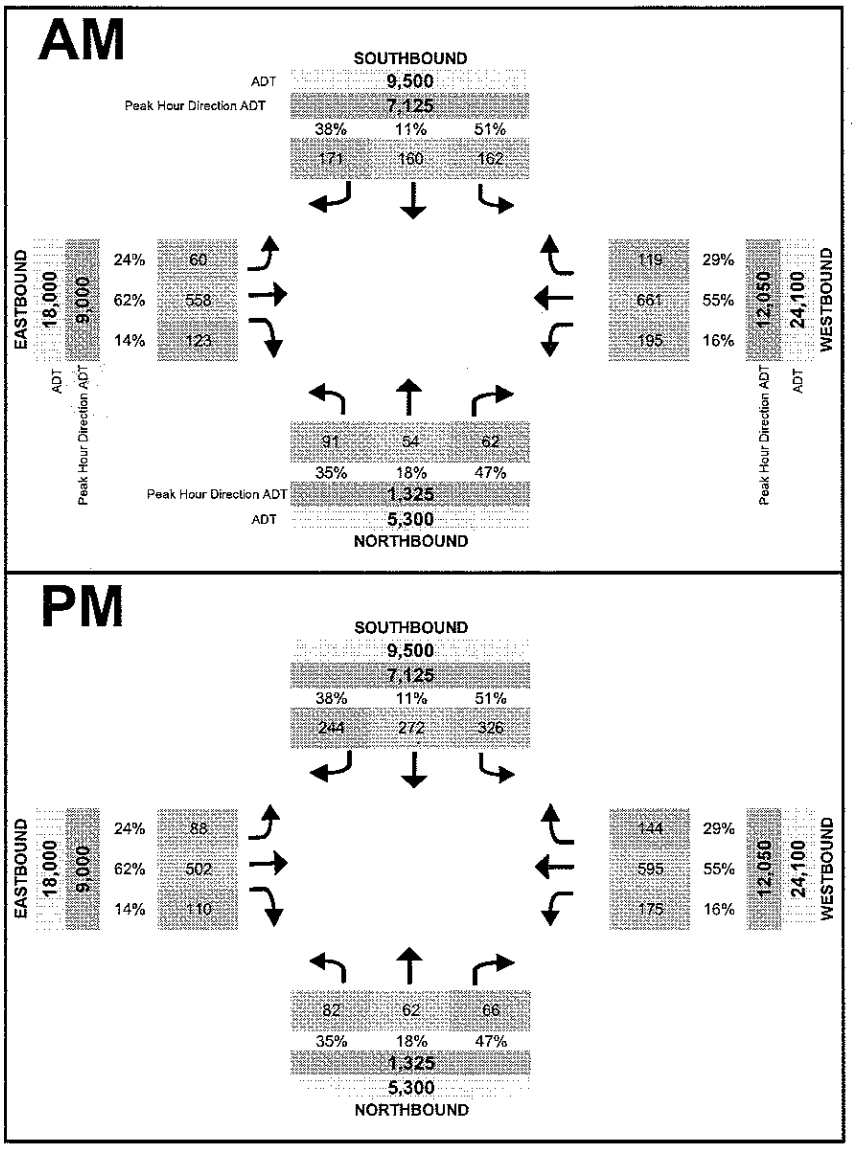
Directional Split	
NB Split	20%
SB Split	80%
EB Split	75%
WB Split	25%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	201	1,406	14%
Existing SB	789	9,580	8%
Existing EB	1120	13,926	8%
Existing WB	640	7,846	8%

PM Peak Hour **8%**

% Project Trips: **0.00%**

INTERSECTION: **Birch Road & Heritage Rd** **#11**



AM Totals		
	Approach	Departure
NB	208	233
SB	493	477
EB	740	782
WB	975	923

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	685		#DIV/0!
Existing SB	1553	11,037	14%
Existing EB	0		#DIV/0!
Existing WB	896	10,234	9%

AM Peak Hour **10%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	209	294
SB	841	557
EB	700	894
WB	915	920

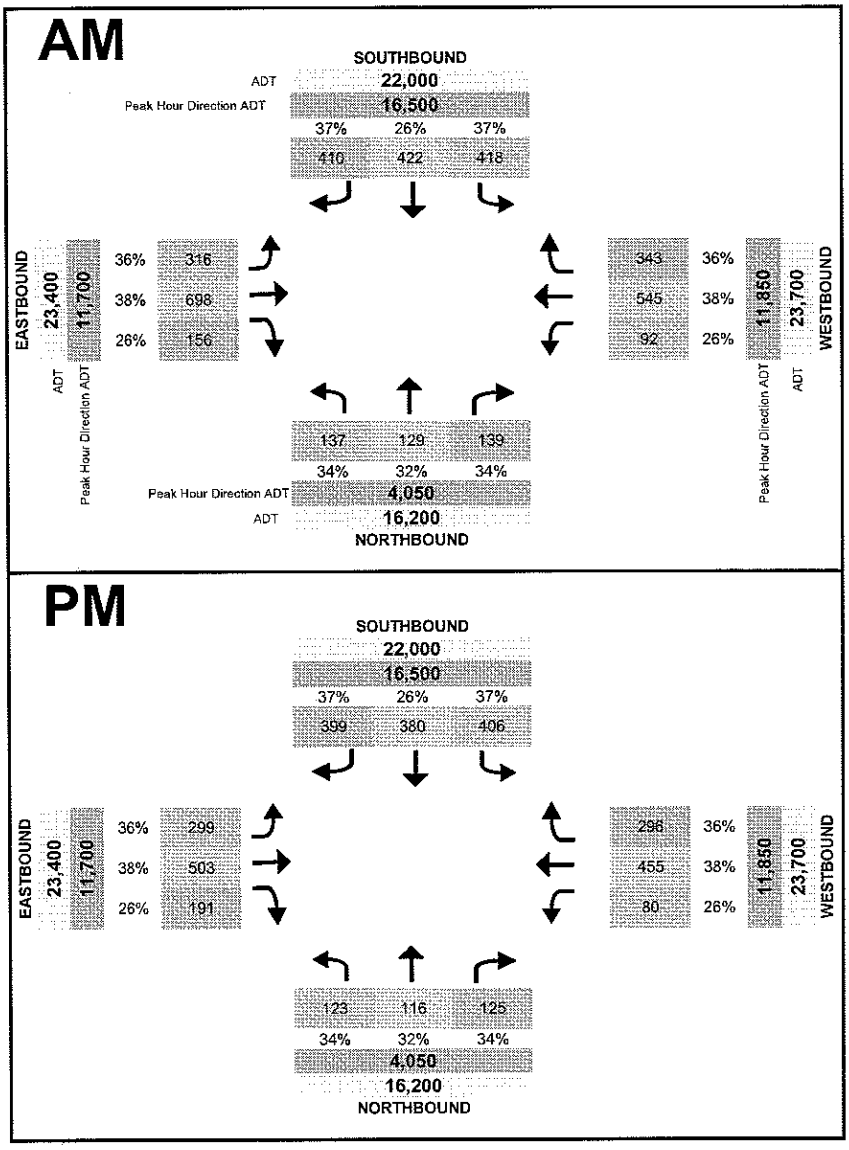
Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	111		#DIV/0!
Existing SB	751	11,037	7%
Existing EB	0		#DIV/0!
Existing WB	650	10,234	6%

PM Peak Hour **9%**

% Project Trips: **28.86%**

INTERSECTION: Birch Road & La Media Rd **#12**



AM Totals		
	Approach	Departure
NB	405	788
SB	1,250	670
EB	1,170	1,255
WB	980	1,092

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	685		#DIV/0!
Existing SB	1553	11,037	14%
Existing EB	0		#DIV/0!
Existing WB	896	10,234	9%

AM Peak Hour 10%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	365	711
SB	1,185	651
EB	993	1,034
WB	832	978

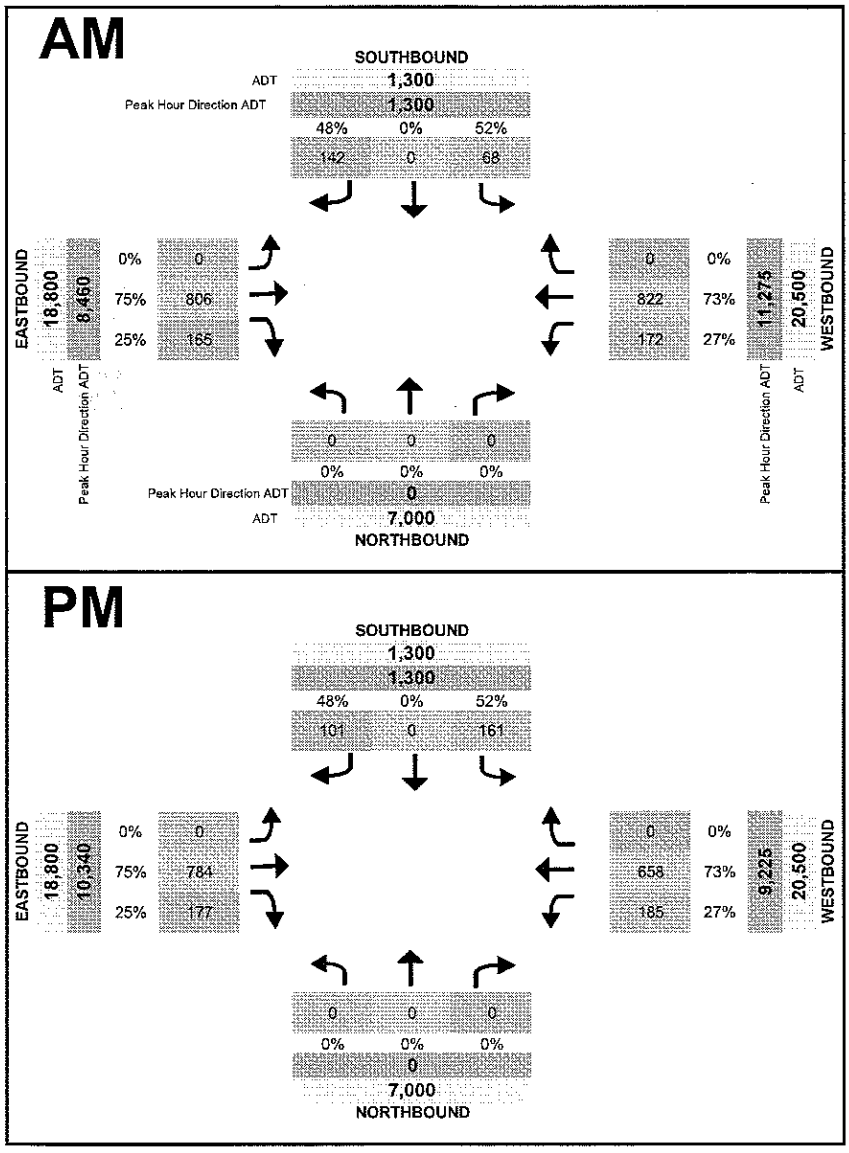
Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	111		#DIV/0!
Existing SB	751	11,037	7%
Existing EB	0		#DIV/0!
Existing WB	650	10,234	6%

PM Peak Hour 9%

% Project Trips: 22.79%

INTERSECTION: **Birch Road & SR125 Southbound Ramps** **#13**



AM Totals		
	Approach	Departure
NB	0	0
SB	210	337
EB	971	873
WB	994	964

Directional Split	
NB Split	0%
SB Split	100%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	32		#DIV/0!
Existing SB	153		#DIV/0!
Existing EB	981	10,234	10%
Existing WB	914		#DIV/0!

AM Peak Hour **10%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	0	0
SB	262	362
EB	961	945
WB	843	759

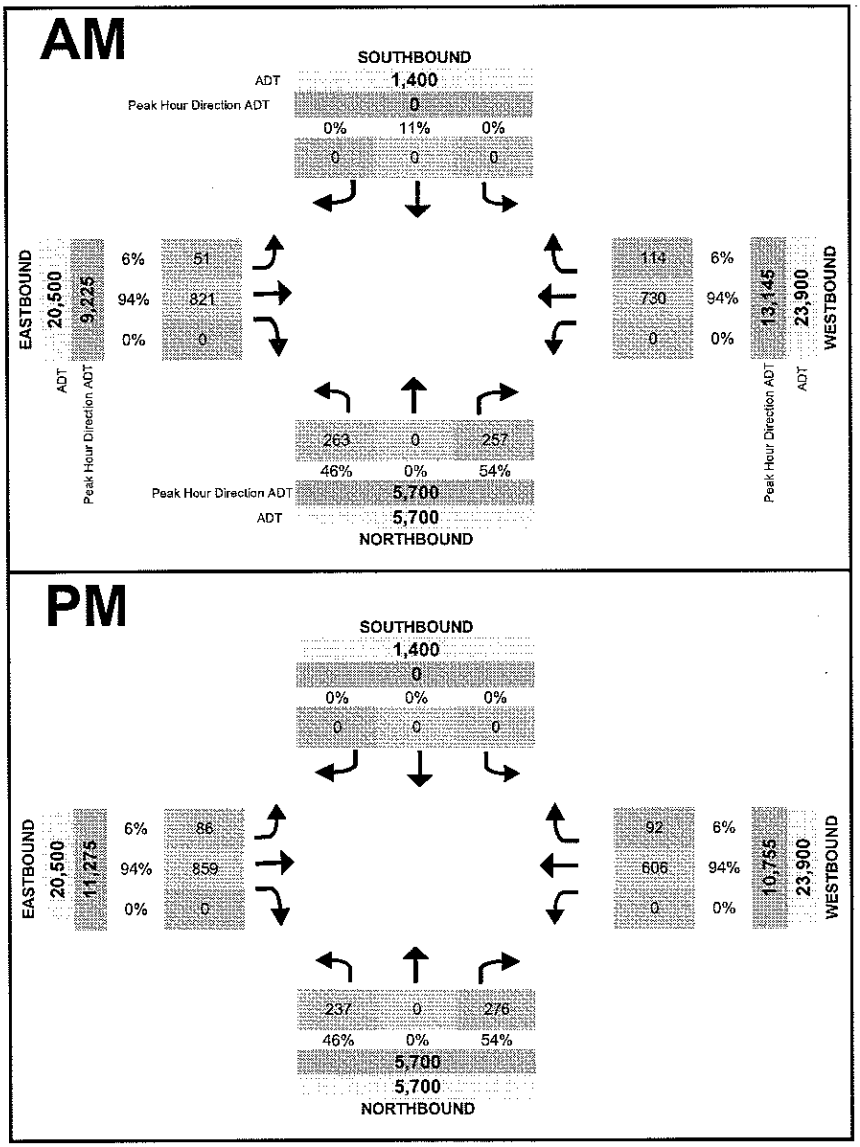
Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	4		#DIV/0!
Existing SB	171		#DIV/0!
Existing EB	897	10,234	9%
Existing WB	952		#DIV/0!

PM Peak Hour **9%**

% Project Trips: **0.00%**

INTERSECTION: Birch Road & SR125 Northbound Ramps **#14**



AM Totals		
	Approach	Departure
NB	520	165
SB	0	0
EB	873	1,078
WB	845	994

Directional Split	
NB Split	100%
SB Split	0%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	78		#DIV/0!
Existing SB	68		#DIV/0!
Existing EB	924	10,234	9%
Existing WB	923		#DIV/0!

AM Peak Hour 10%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	513	178
SB	0	0
EB	945	1,135
WB	698	843

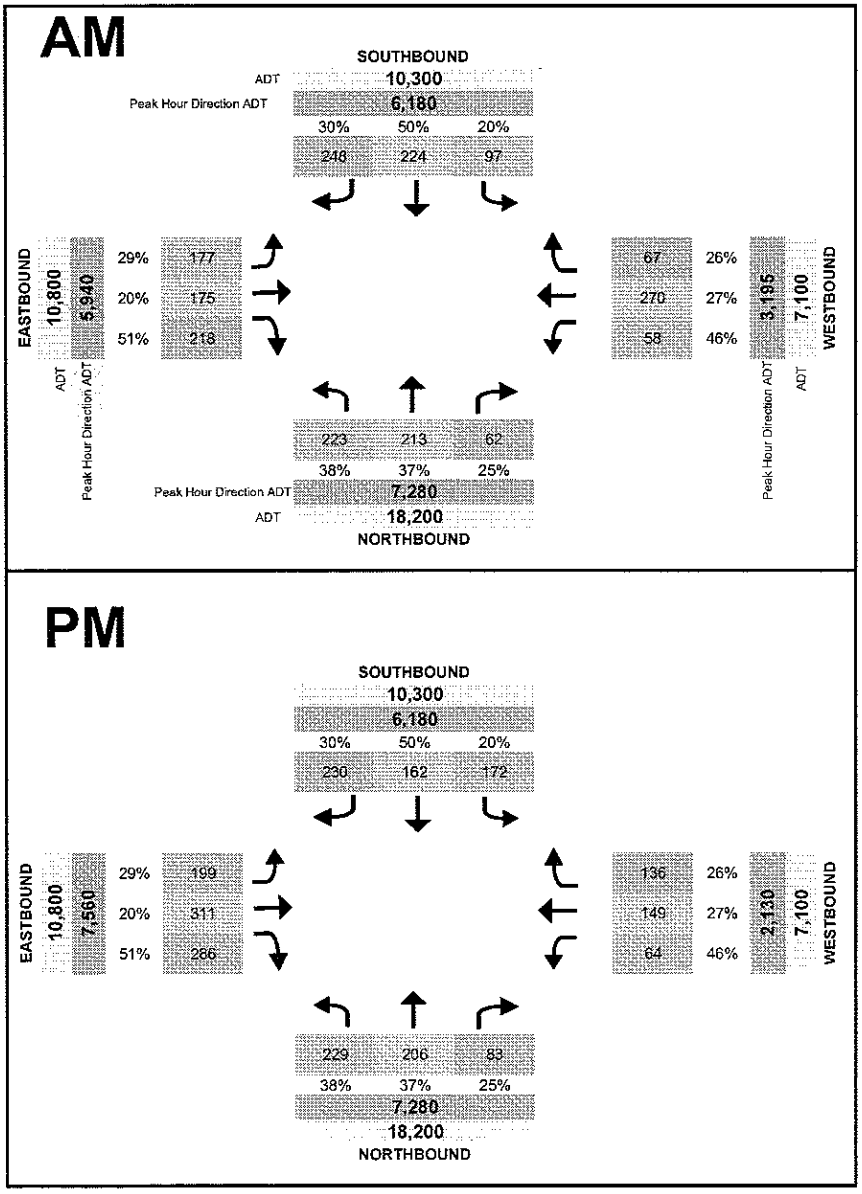
Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	94		#DIV/0!
Existing SB	61		#DIV/0!
Existing EB	948	10,234	9%
Existing WB	1025		#DIV/0!

PM Peak Hour 9%

% Project Trips: 0.00%

INTERSECTION: Eastlake Parkway & Birch Road **#15**



AM Totals		
	Approach	Departure
NB	497	457
SB	569	501
EB	570	334
WB	396	741

Directional Split	
NB Split	40%
SB Split	60%
EB Split	55%
WB Split	45%

Existing Conditons		
Leg	Ins+Outs	ADT
Existing NB	502	1,310
Existing SB	669	9,199
Existing EB	909	na
Existing WB	466	na

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	518	540
SB	563	512
EB	796	566
WB	348	607

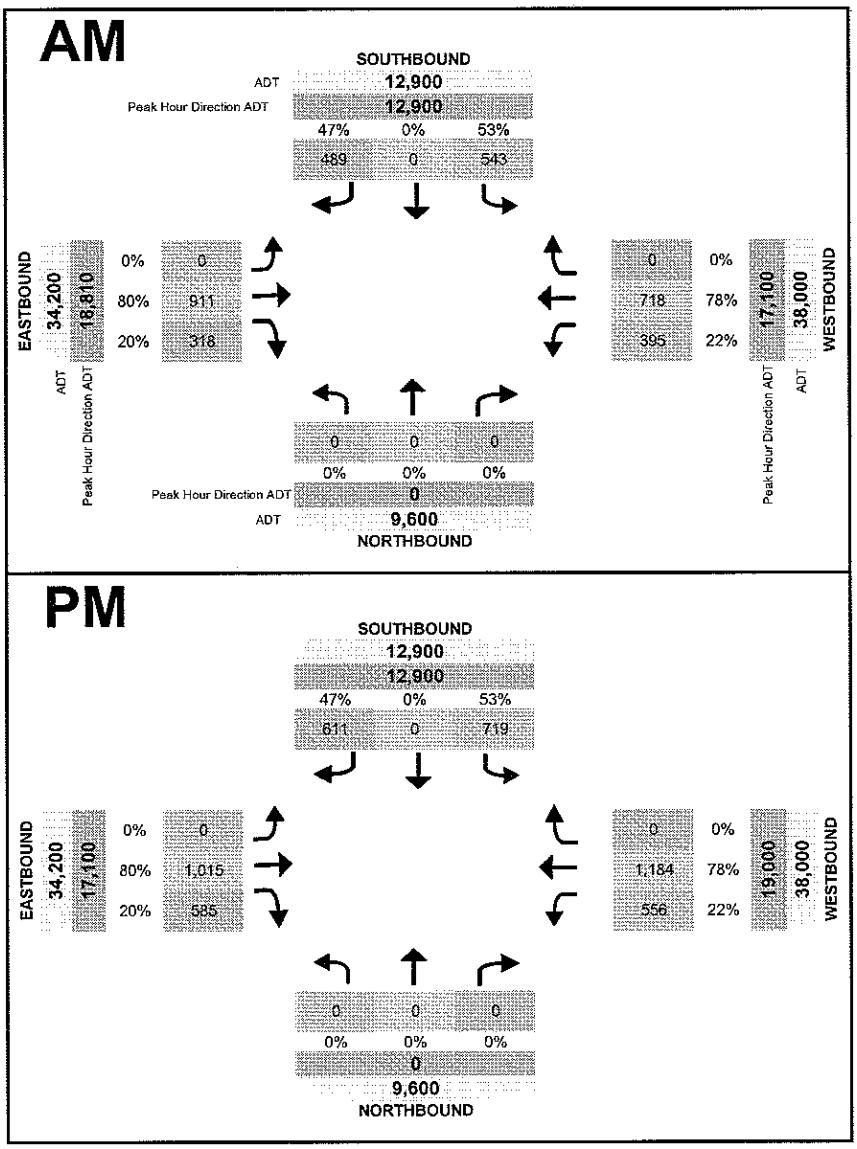
Directional Split	
NB Split	40%
SB Split	60%
EB Split	70%
WB Split	30%

Existing Conditons		
Leg	Ins+Outs	ADT
Existing NB	460	1,310
Existing SB	751	9,199
Existing EB	906	na
Existing WB	641	na

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: Main Street & 805 Southbound Ramps #16



AM Totals		
	Approach	Departure
NB	0	0
SB	1,032	713
EB	1,230	1,454
WB	1,113	1,207

Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	626		#DIV/0!
Existing SB	860		#DIV/0!
Existing EB	1850		#DIV/0!
Existing WB	1932	26,355	7%

AM Peak Hour **8%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	0	0
SB	1,330	1,141
EB	1,600	1,734
WB	1,740	1,795

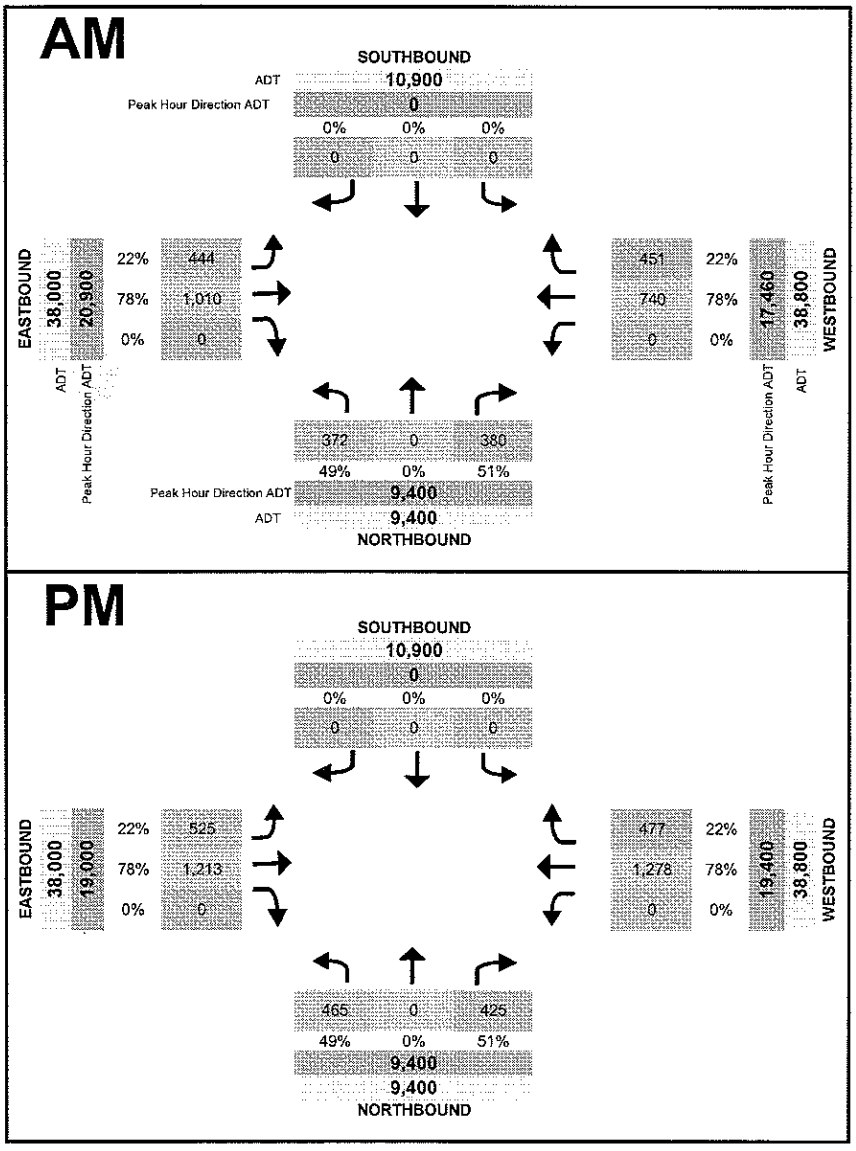
Directional Split	
NB Split	0%
SB Split	100%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	934		#DIV/0!
Existing SB	1208		#DIV/0!
Existing EB	2475		#DIV/0!
Existing WB	2631	26,355	10%

PM Peak Hour **10%**

% Project Trips: **0.00%**

INTERSECTION: Main Street & 805 Northbound Ramps **#17**



AM Totals	Approach	Departure
NB	752	895
SB	0	0
EB	1,454	1,390
WB	1,192	1,113

Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	541		#DIV/0!
Existing SB	805		#DIV/0!
Existing EB	1921		#DIV/0!
Existing WB	1999	26,355	8%

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals	Approach	Departure
NB	890	1,002
SB	0	0
EB	1,738	1,638
WB	1,755	1,743

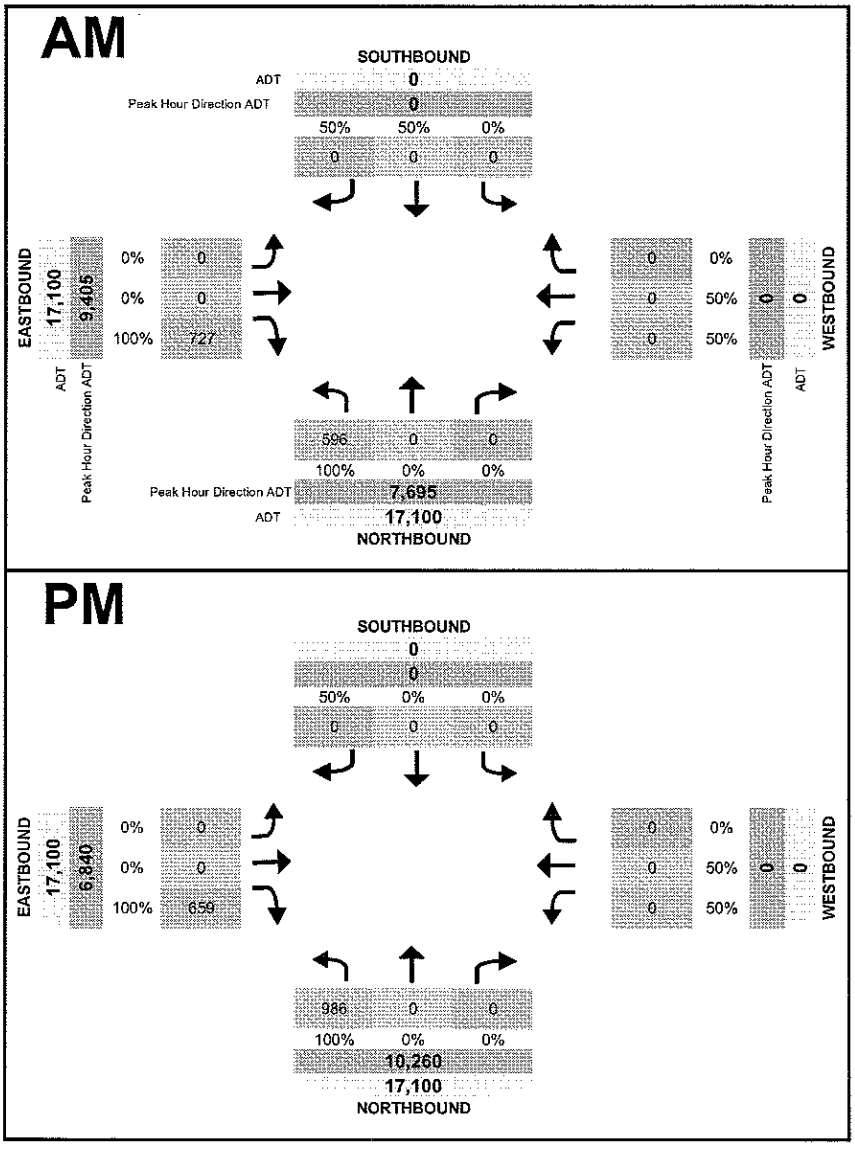
Directional Split	
NB Split	100%
SB Split	0%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	746		#DIV/0!
Existing SB	1066		#DIV/0!
Existing EB	2626		#DIV/0!
Existing WB	2910	26,355	11%

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: **Main Street & Heritage Rd** **#18**



AM Totals		
	Approach	Departure
NB	596	0
SB	0	727
EB	727	0
WB	0	596

Directional Split	
NB Split	45%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB			#DIV/0!
Existing SB			#DIV/0!
Existing EB	807	11,612	7%
Existing WB	794	10,268	8%

AM Peak Hour **8%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	986	0
SB	0	659
EB	659	0
WB	0	986

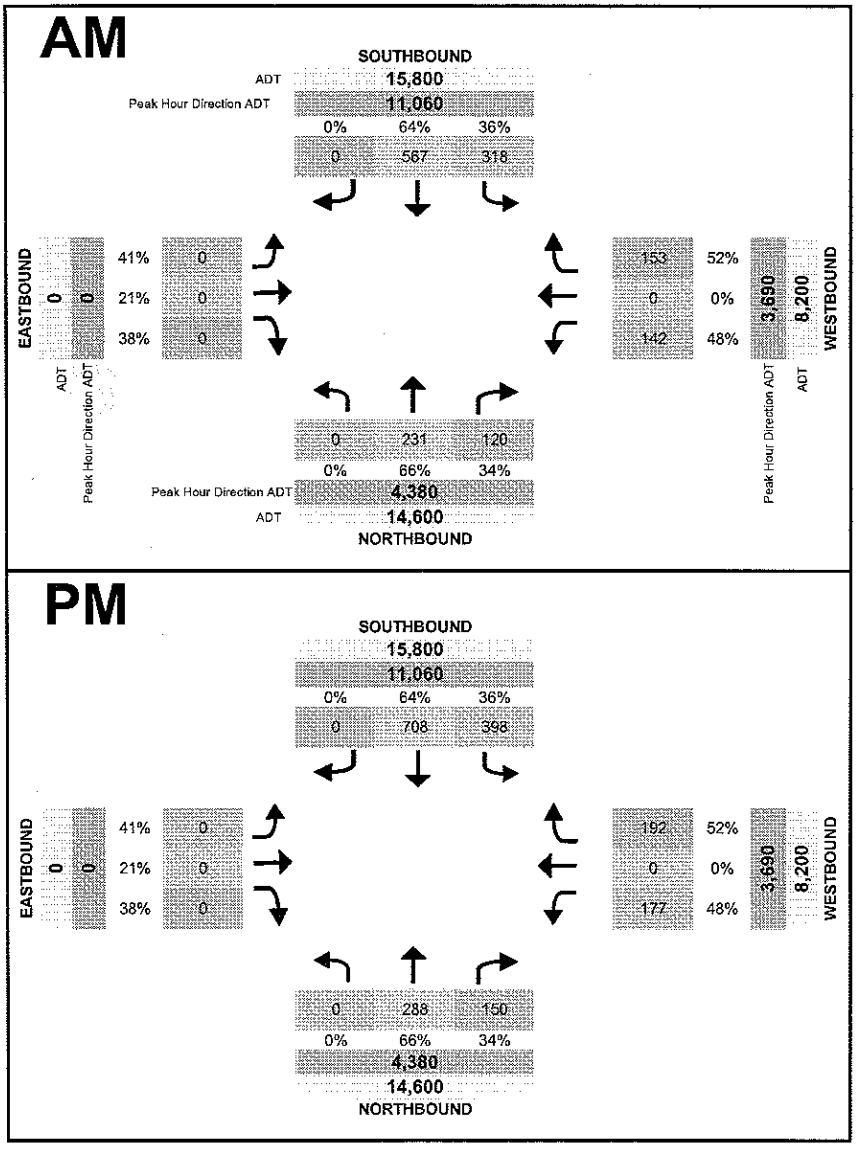
Directional Split	
NB Split	60%
SB Split	0%
EB Split	40%
WB Split	0%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB			#DIV/0!
Existing SB			#DIV/0!
Existing EB	883	11,612	8%
Existing WB	883	10,268	9%

PM Peak Hour **10%**

% Project Trips: **0.00%**

INTERSECTION: **Main Street & La Media Rd** **#19**



AM Totals		
	Approach	Departure
NB	350	384
SB	885	708
EB	0	438
WB	295	0

Directional Split	
NB Split	30%
SB Split	70%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour **8%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	438	480
SB	1,106	885
EB	0	547
WB	369	0

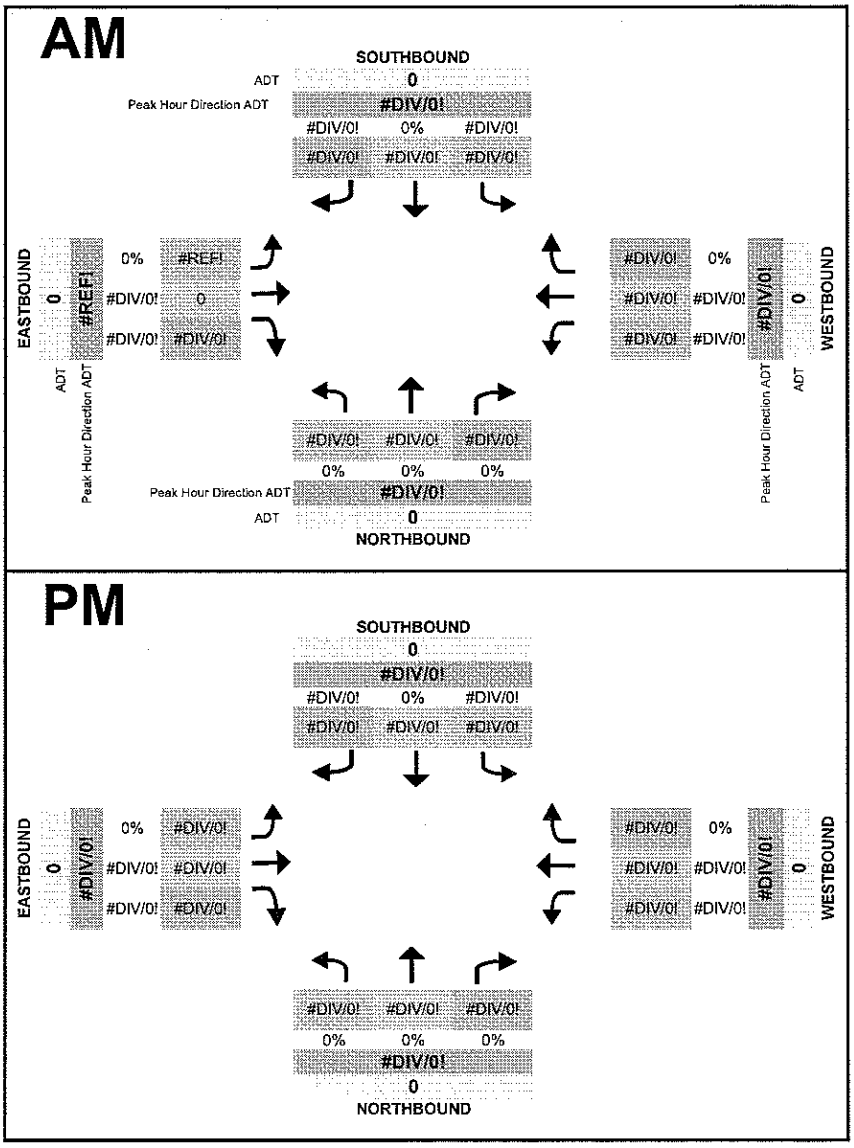
Directional Split	
NB Split	30%
SB Split	70%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour **10%**

% Project Trips: **0.00%**

INTERSECTION: Main Street & SR125 Southbound Ramps **#20**



AM Totals		
	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#REF!
WB Split	#DIV/0!

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: #DIV/0!

PM Totals		
	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

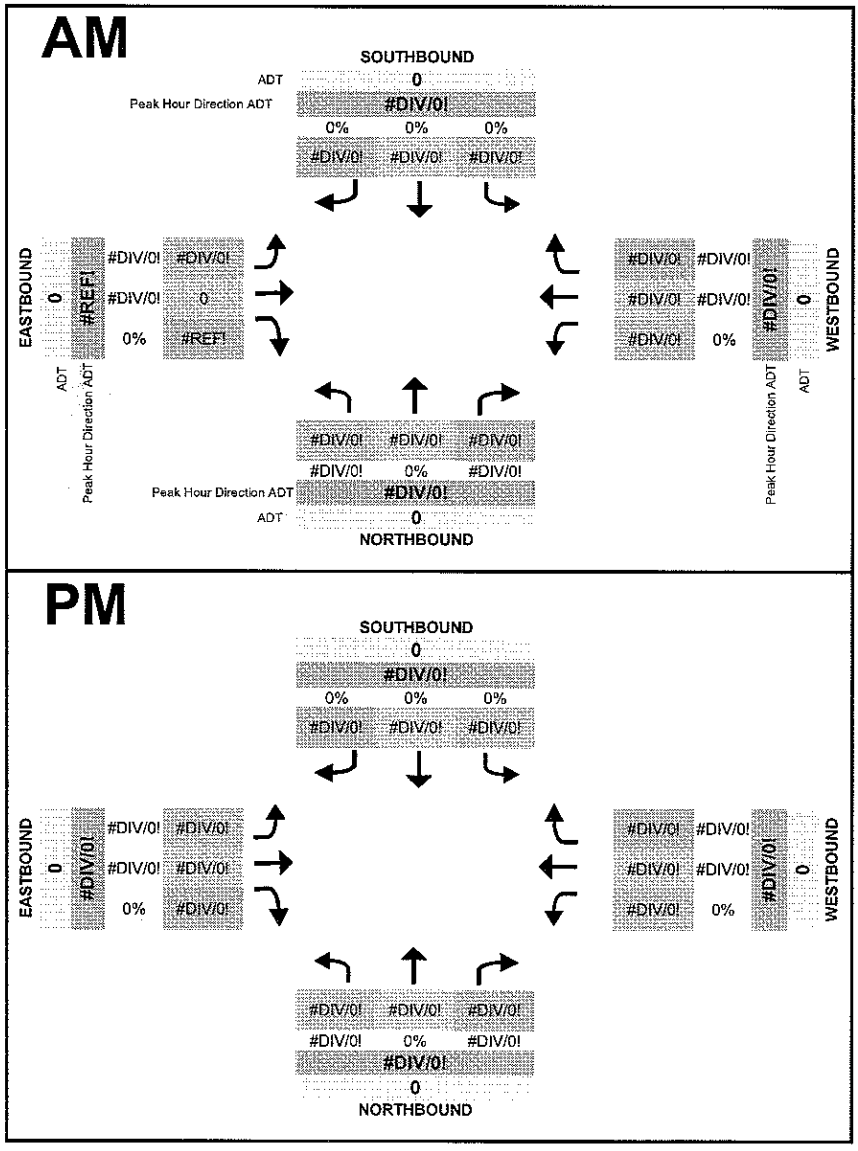
Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#DIV/0!
WB Split	#DIV/0!

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: #DIV/0!

INTERSECTION: Main Street & SR125 Northbound Ramps **#21**



AM Totals	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#REF!
WB Split	#DIV/0!

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour

% Project Trips: #DIV/0!

PM Totals	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

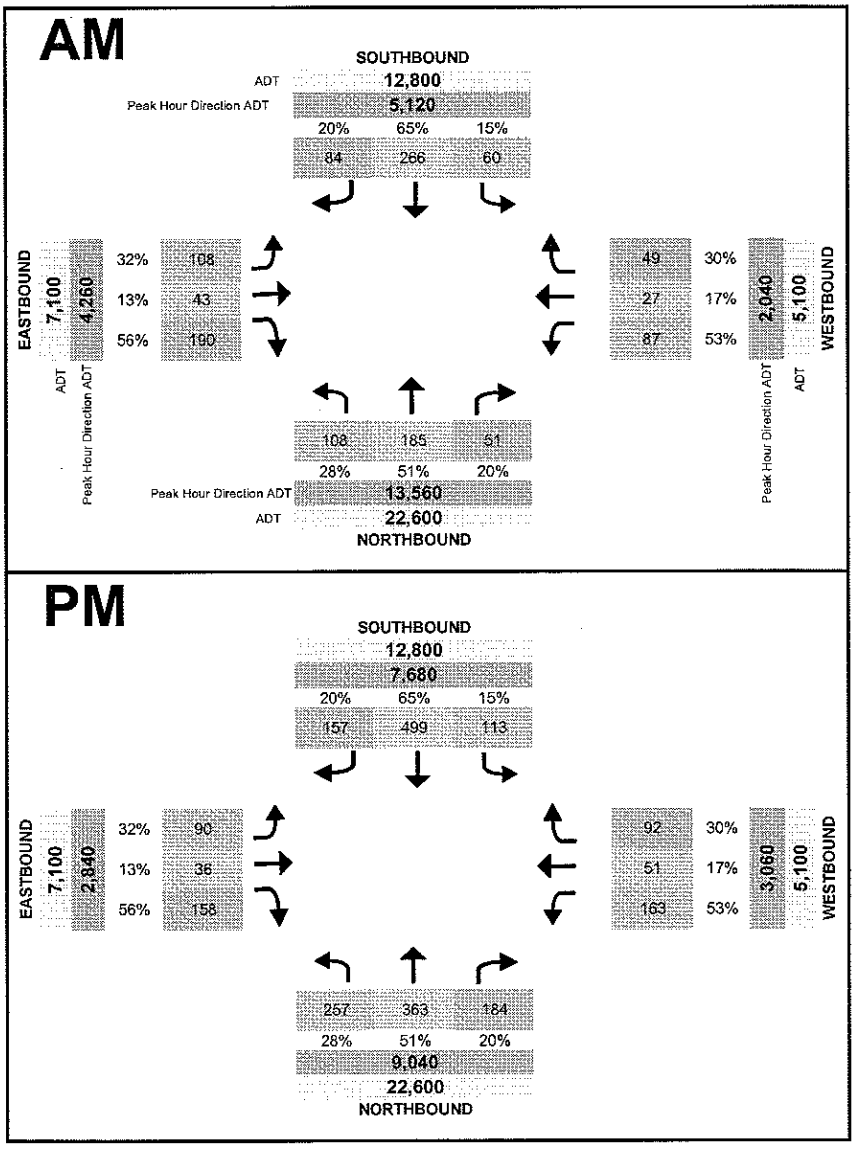
Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#DIV/0!
WB Split	#DIV/0!

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour

% Project Trips: #DIV/0!

INTERSECTION: Main Street & Street "A" **#22**



AM Totals		
	Approach	Departure
NB	345	342
SB	410	543
EB	341	154
WB	163	219

Directional Split	
NB Split	60%
SB Split	40%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	804	545
SB	768	820
EB	284	333
WB	306	465

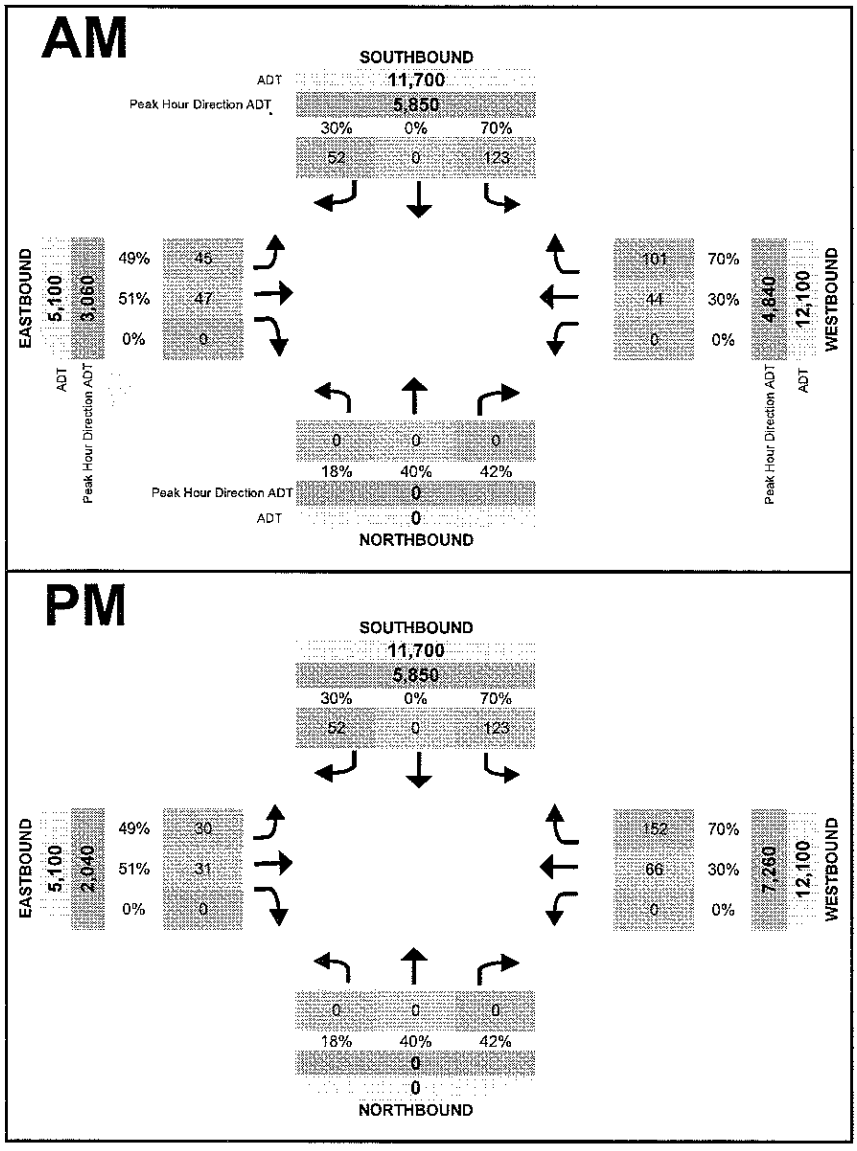
Directional Split	
NB Split	40%
SB Split	60%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: Main Street & Eastlake Parkway **#23**



AM Totals		
	Approach	Departure
NB	0	146
SB	176	0
EB	92	170
WB	145	96

Directional Split	
NB Split	50%
SB Split	50%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB		9,199	0%
Existing SB	391	18,945	2%
Existing EB		40,418	0%
Existing WB	391	13,926	3%

AM Peak Hour 3%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	182
SB	176	0
EB	61	155
WB	218	118

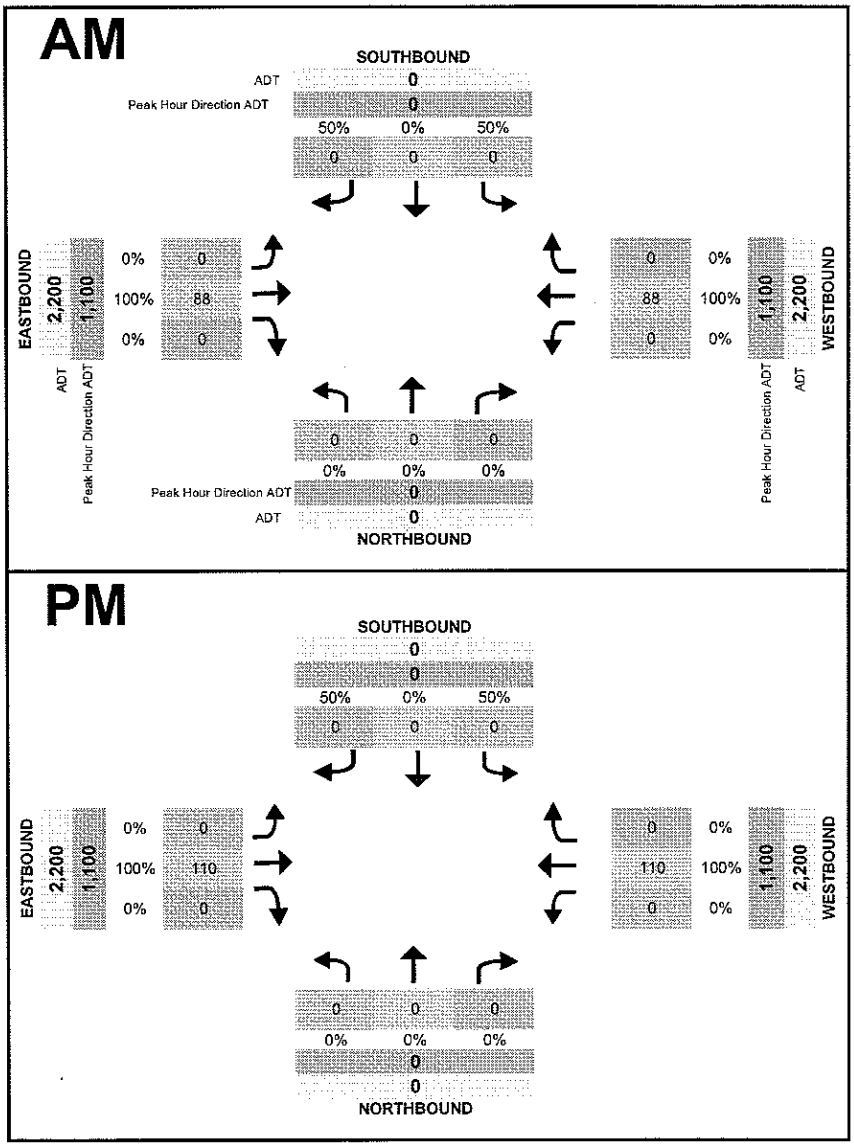
Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB		9,199	0%
Existing SB	142	18,945	1%
Existing EB		40,418	0%
Existing WB	142	13,926	1%

PM Peak Hour 3%

% Project Trips: 0.00%

INTERSECTION: Otay Valley Road & SR125 Southbound Ramps #24



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	0	0
WB	0	0

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: #DIV/0!

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	0	0
WB	0	0

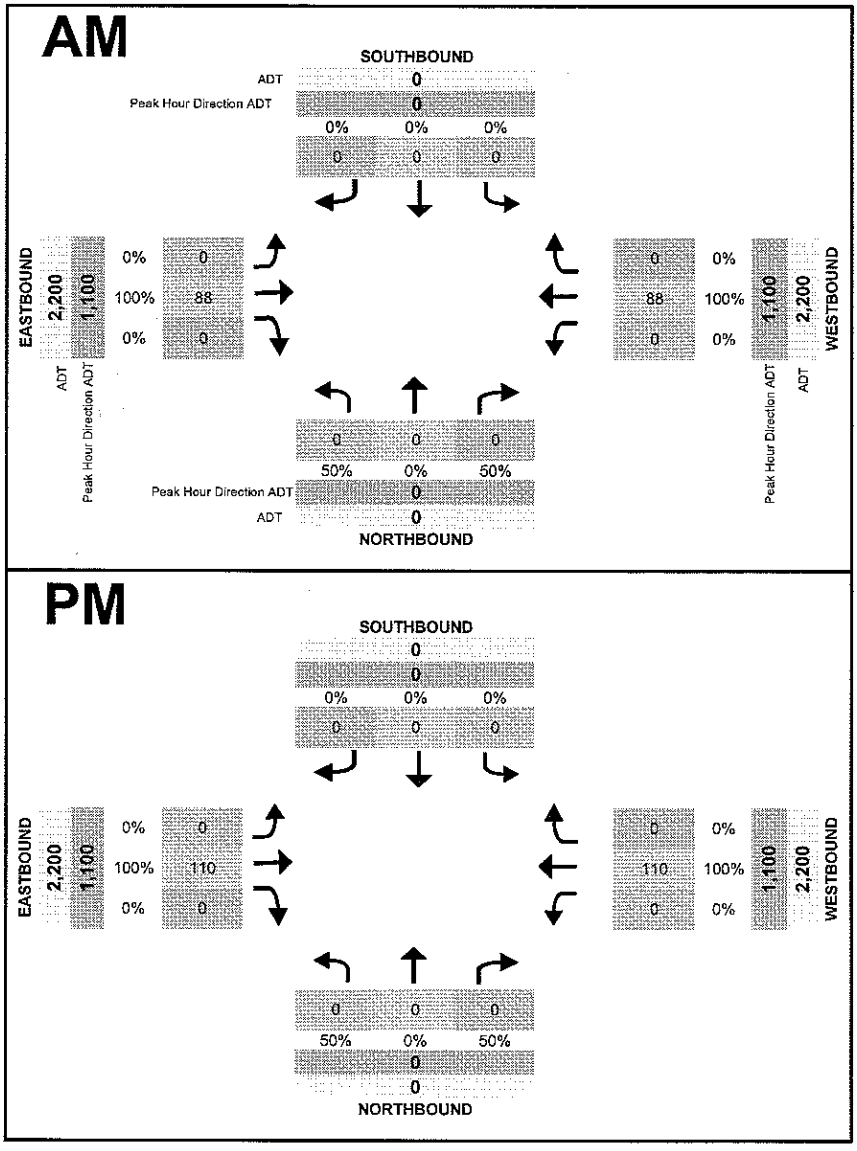
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: #DIV/0!

INTERSECTION: Otay Valley Road & SR125 Northbound Ramps #25



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	88	88
WB	88	88

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	110	110
WB	110	110

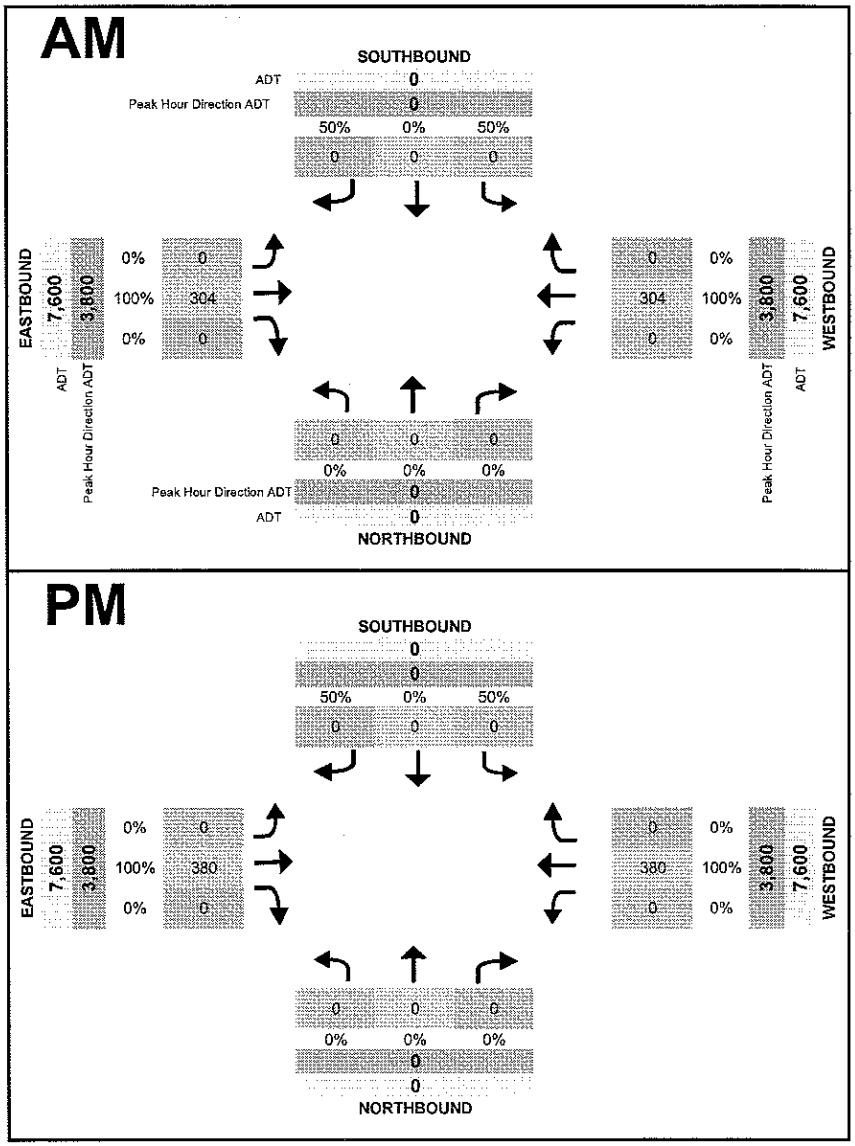
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: La Media Road & SR125 Southbound Ramps **#26**



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	304	304
WB	304	304

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	380	380
WB	380	380

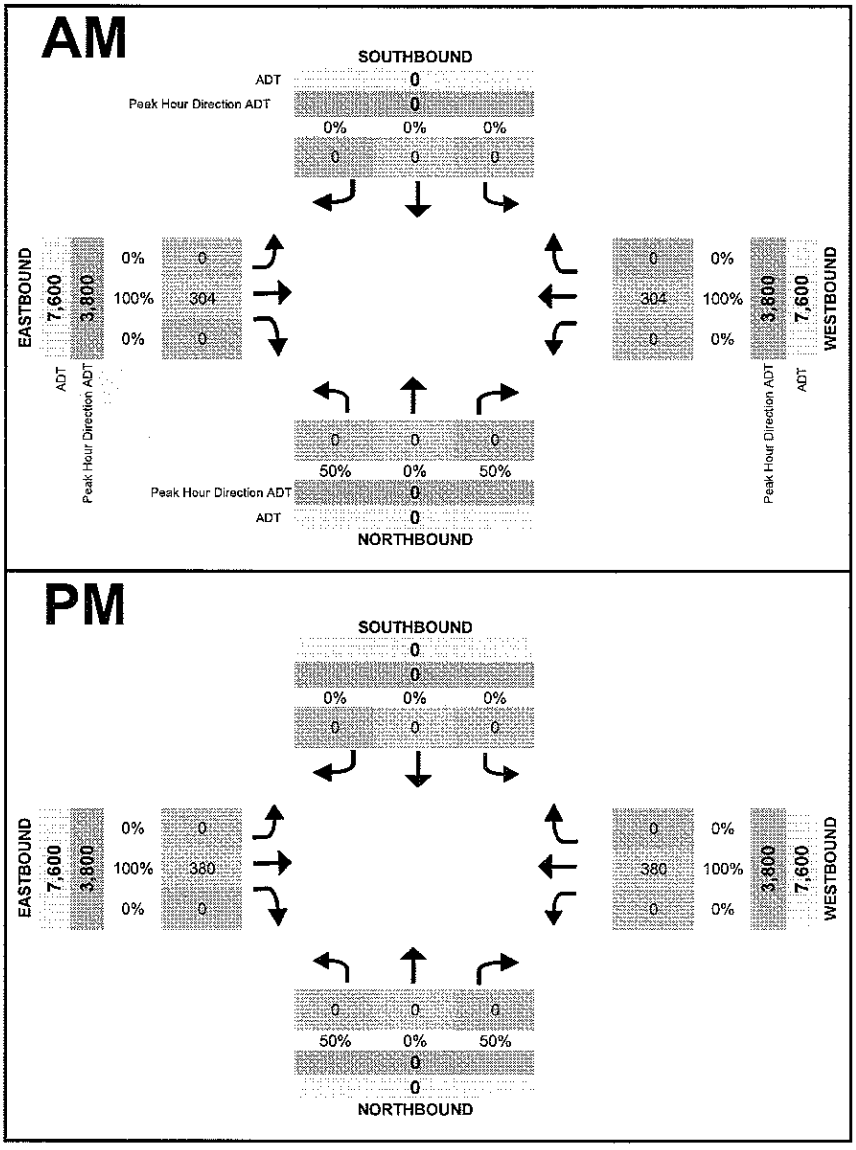
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: La Media Road & SR125 Northbound Ramps **#27**



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	304	304
WB	304	304

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	380	380
WB	380	380

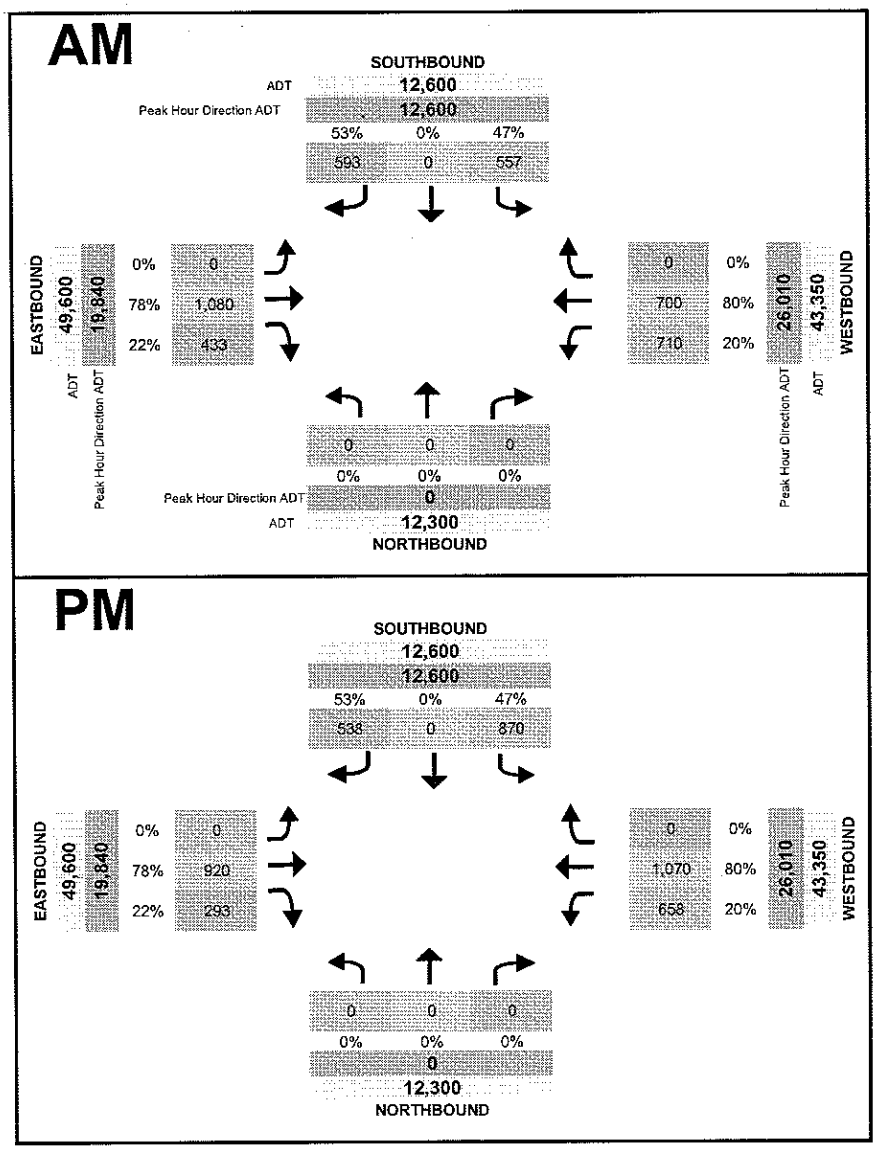
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & 805 Southbound Ramps #1



AM Totals		
	Approach	Departure
NB	0	0
SB	1,150	1,143
EB	1,513	1,637
WB	1,411	1,294

Directional Splits	
NB Split	0%
SB Split	100%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1041	na	8%
Existing SB	979	na	8%
Existing EB	2155	51,000	4%
Existing WB	2619	51,000	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	1,408	951
EB	1,213	1,791
WB	1,729	1,608

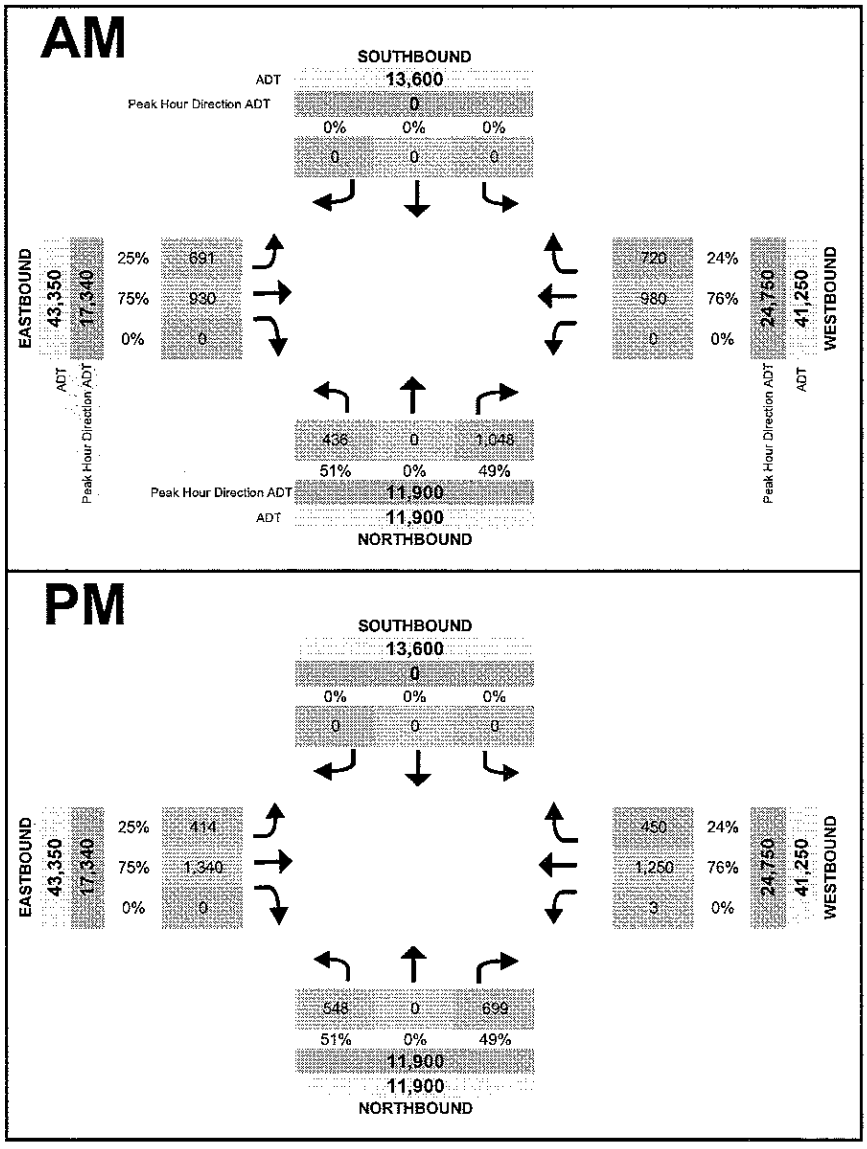
Directional Splits	
NB Split	0%
SB Split	100%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	926	na	8%
Existing SB	1597	na	13%
Existing EB	2223	51,000	4%
Existing WB	2986	51,000	6%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & 805 Northbound Ramps **#2**



AM Totals		
	Approach	Departure
NB	1,484	1,411
SB	0	0
EB	1,621	1,979
WB	1,700	1,416

Directional Split	
NB Split	100%
SB Split	0%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1148	na	10%
Existing SB	2196	na	16%
Existing EB	2675	51,000	5%
Existing WB	4229	51,000	8%

AM Peak Hour **6%**

% Project Trips: **4.58%**

PM Totals		
	Approach	Departure
NB	1,247	864
SB	0	3
EB	1,754	2,039
WB	1,703	1,798

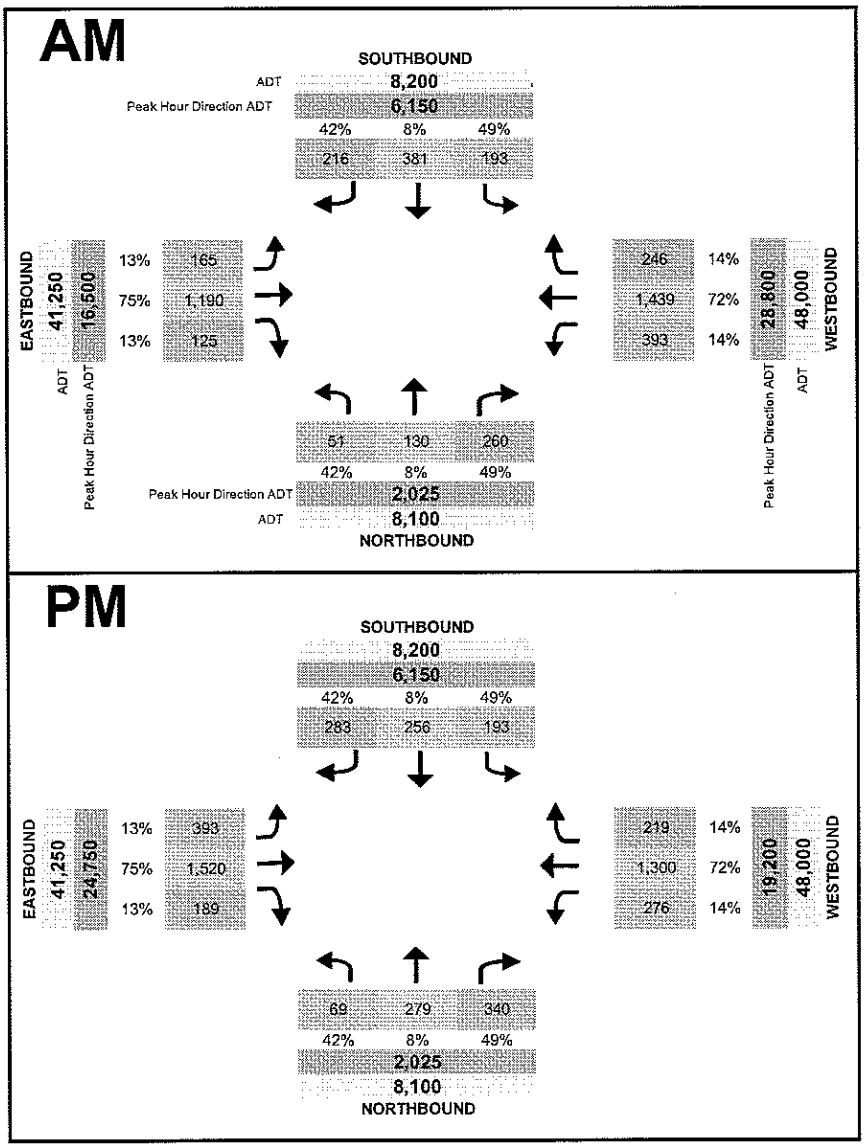
Directional Split	
NB Split	100%
SB Split	0%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1260	na	11%
Existing SB	998	na	7%
Existing EB	2998	51,000	6%
Existing WB	4004	51,000	8%

PM Peak Hour **8%**

% Project Trips: **6.16%**

INTERSECTION: Olympic Parkway & Brandywine Ave #3



AM Totals	Approach	Departure
NB	442	542
SB	790	899
EB	1,480	1,643
WB	2,078	1,706

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB		12,383	0%
Existing EB		48,721	0%
Existing WB		50,538	0%

AM Peak Hour 6%

% Project Trips: 1.23%

PM Totals	Approach	Departure
NB	687	890
SB	732	722
EB	2,102	2,052
WB	1,795	1,652

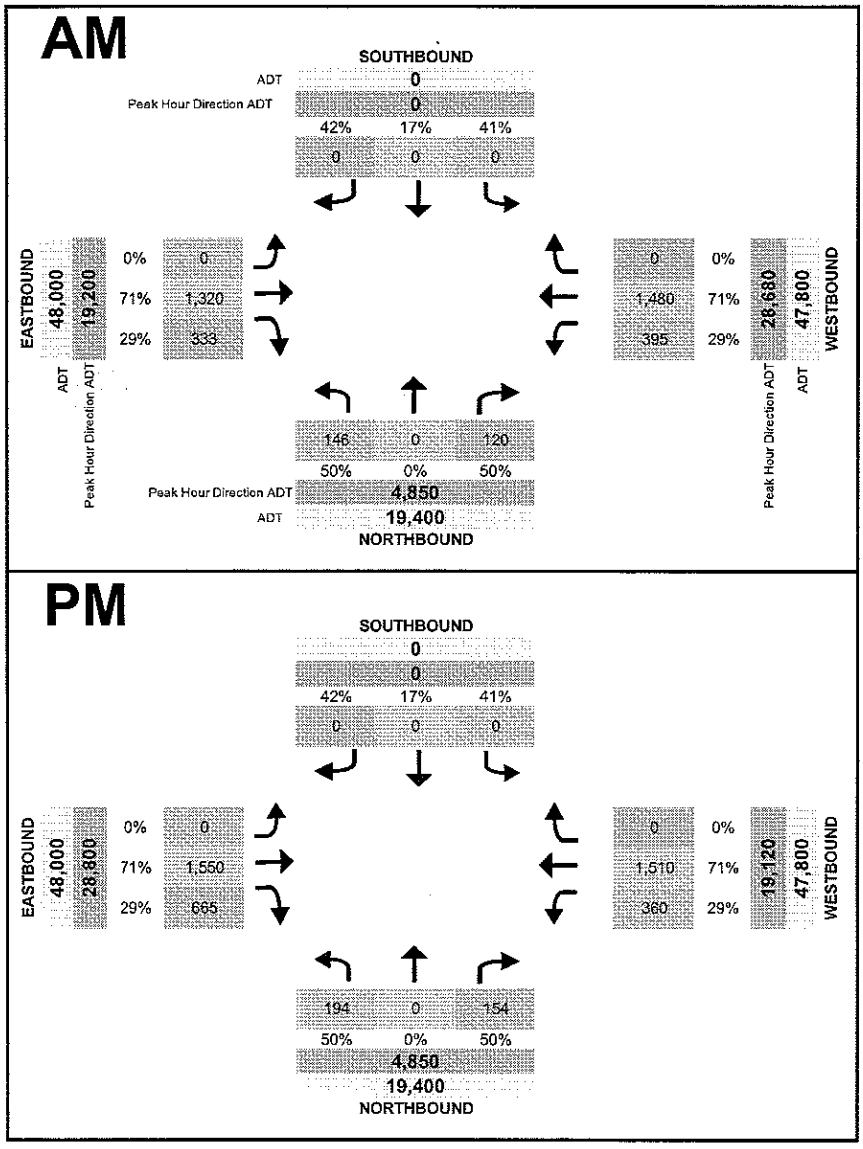
Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB		12,383	0%
Existing EB		48,721	0%
Existing WB		50,538	0%

PM Peak Hour 8%

% Project Trips: 1.47%

INTERSECTION: Olympic Parkway & Birch Road **#4**



AM Totals		
	Approach	Departure
NB	266	0
SB	0	728
EB	1,653	1,441
WB	1,876	1,626

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1565	12,383	13%
Existing EB	3900	48,721	8%
Existing WB	4519	50,538	9%

AM Peak Hour **6%**

% Project Trips: **1.55%**

PM Totals		
	Approach	Departure
NB	348	0
SB	0	1,025
EB	2,215	1,703
WB	1,871	1,705

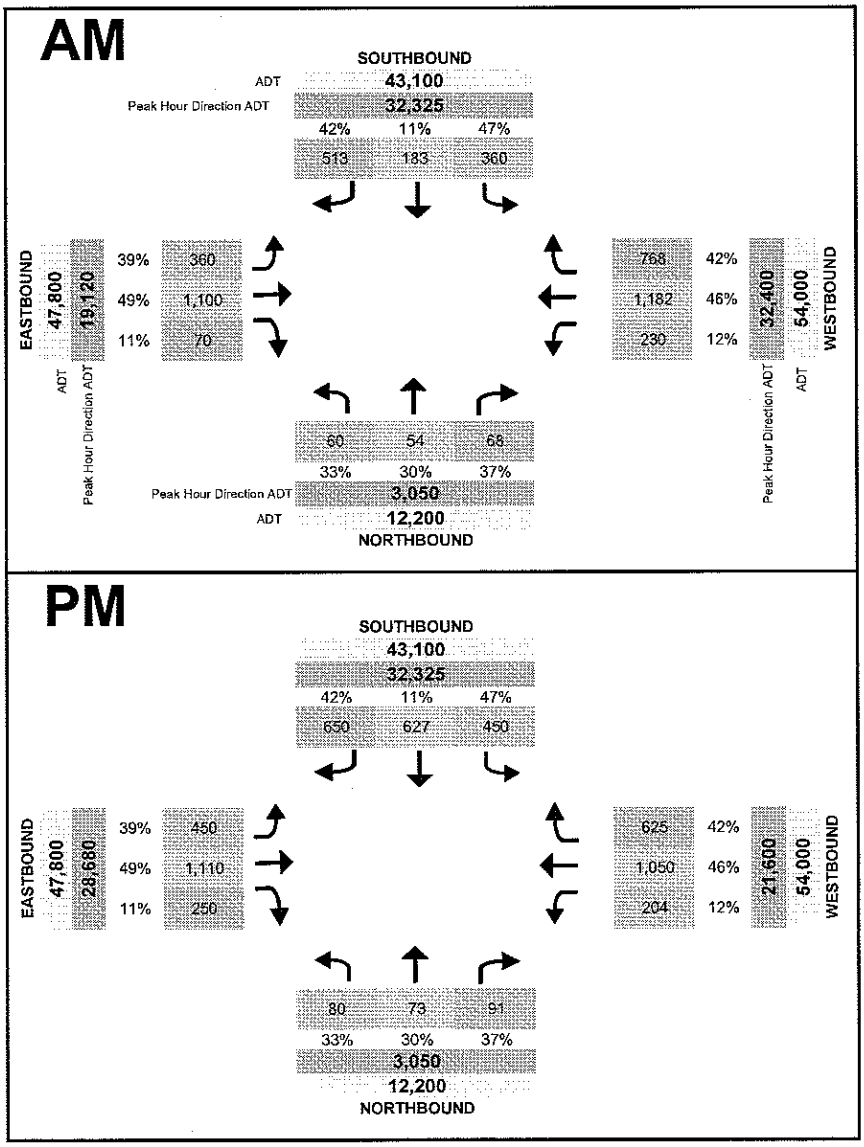
Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1177	12,383	10%
Existing EB	3856	48,721	8%
Existing WB	3897	50,538	8%

PM Peak Hour **8%**

% Project Trips: **1.76%**

INTERSECTION: Olympic Parkway & Heritage Road **#5**



AM Totals		
	Approach	Departure
NB	183	1,182
SB	1,056	483
EB	1,530	1,528
WB	2,180	1,756

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1565	12,383	13%
Existing EB	3900	48,721	8%
Existing WB	4519	50,538	9%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	244	1,148
SB	1,727	1,081
EB	1,809	1,650
WB	1,880	1,781

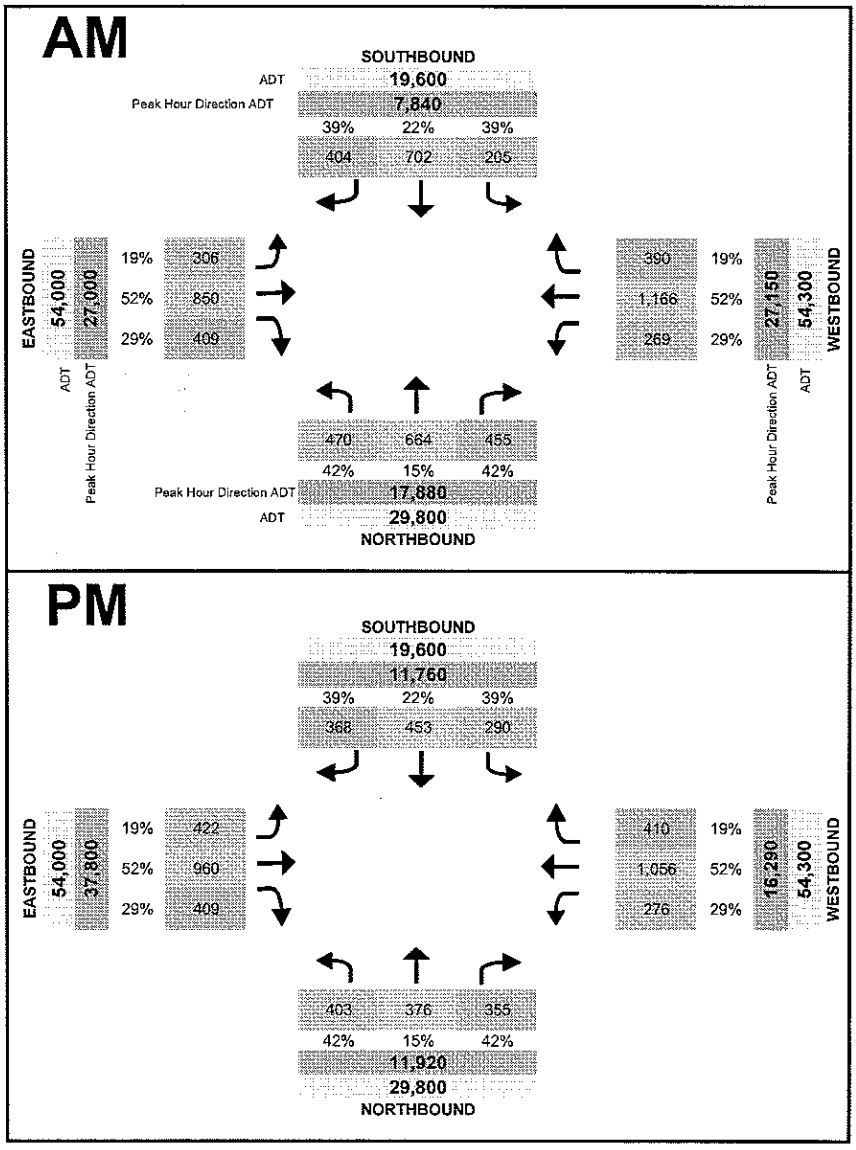
Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1177	12,383	10%
Existing EB	3856	48,721	8%
Existing WB	3897	50,538	8%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Pkwy & La Media Rd **#6**



AM Totals		
	Approach	Departure
NB	1,590	1,360
SB	1,310	1,380
EB	1,565	1,511
WB	1,825	2,040

Directional Split	
NB Split	60%
SB Split	40%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	2096	11,037	19%
Existing SB	1622	12,658	13%
Existing EB	3619	50,538	7%
Existing WB	2179	43,563	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	1,134	1,208
SB	1,111	1,138
EB	1,791	1,605
WB	1,741	1,826

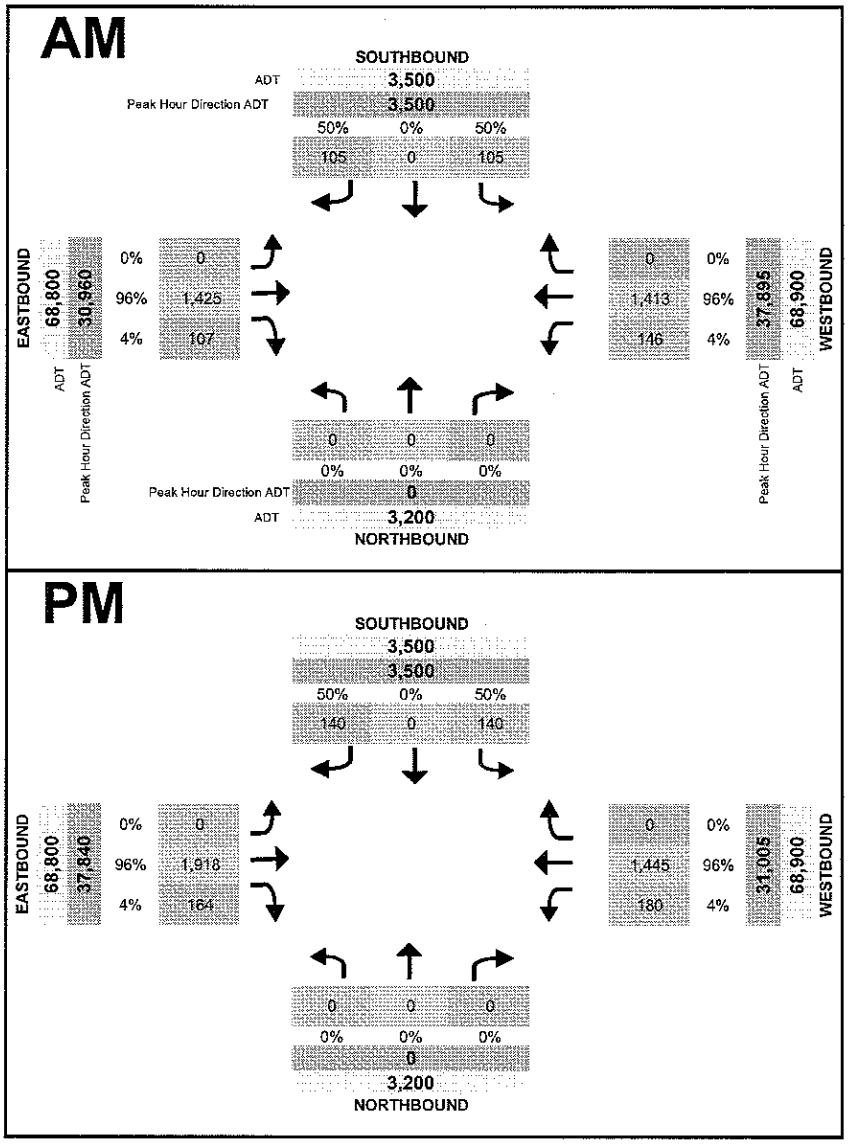
Directional Split	
NB Split	40%
SB Split	60%
EB Split	70%
WB Split	30%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1025	11,037	9%
Existing SB	1129	12,658	9%
Existing EB	3691	50,538	7%
Existing WB	2927	43,563	7%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & SR125 Southbound #7



AM Totals		
	Approach	Departure
NB	0	0
SB	210	253
EB	1,533	1,530
WB	1,559	1,518

Directional Split	
NB Split	0%
SB Split	100%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	94	n/a	3%
Existing SB	185	n/a	6%
Existing EB	2088	43,563	5%
Existing WB	2065	40,418	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	280	345
EB	2,082	2,058
WB	1,625	1,585

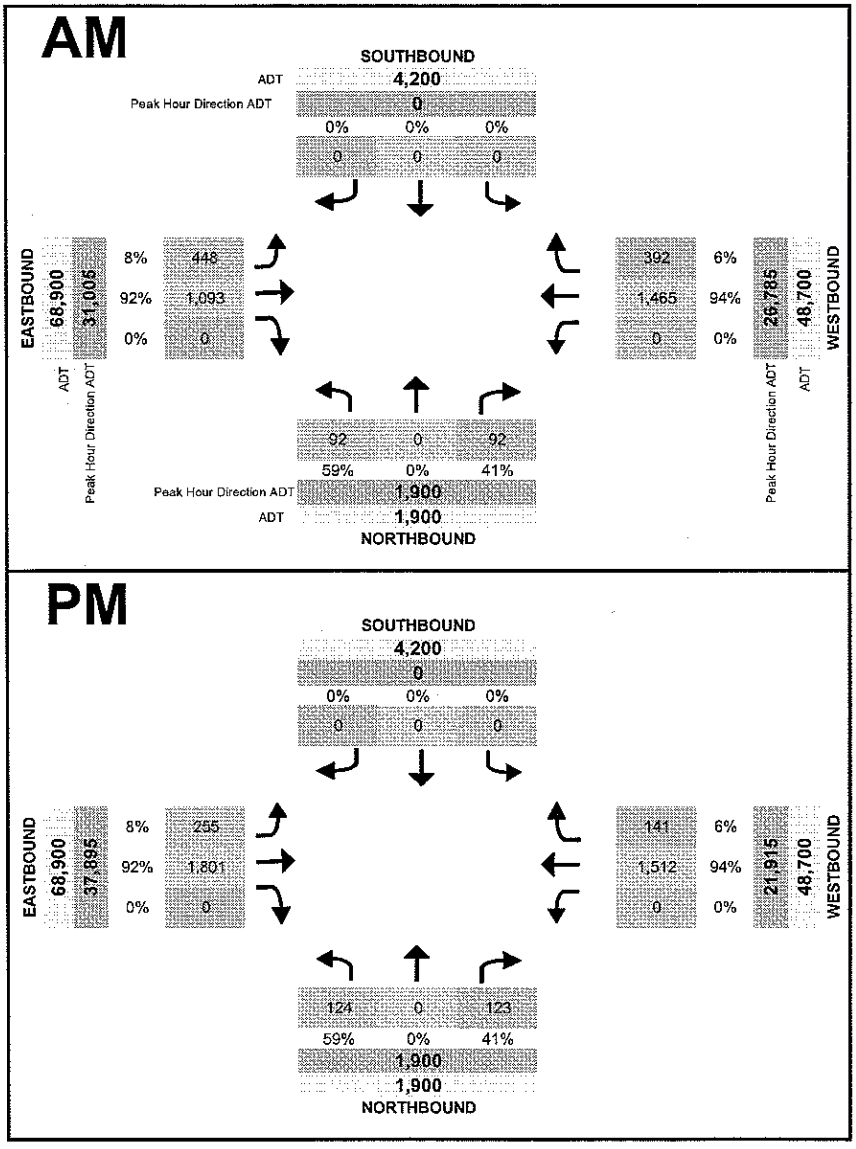
Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	10	n/a	0%
Existing SB	239	n/a	7%
Existing EB	2697	43,563	6%
Existing WB	2772	40,418	7%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & SR125 Northbound #8



AM Totals		
	Approach	Departure
NB	184	840
SB	0	0
EB	1,540	1,185
WB	1,857	1,557

Directional Split	
NB Split	100%
SB Split	0%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	246	n/a	6%
Existing SB	301	n/a	16%
Existing EB	2085	43,563	5%
Existing WB	2154	40,418	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	247	395
SB	0	0
EB	2,056	1,924
WB	1,653	1,637

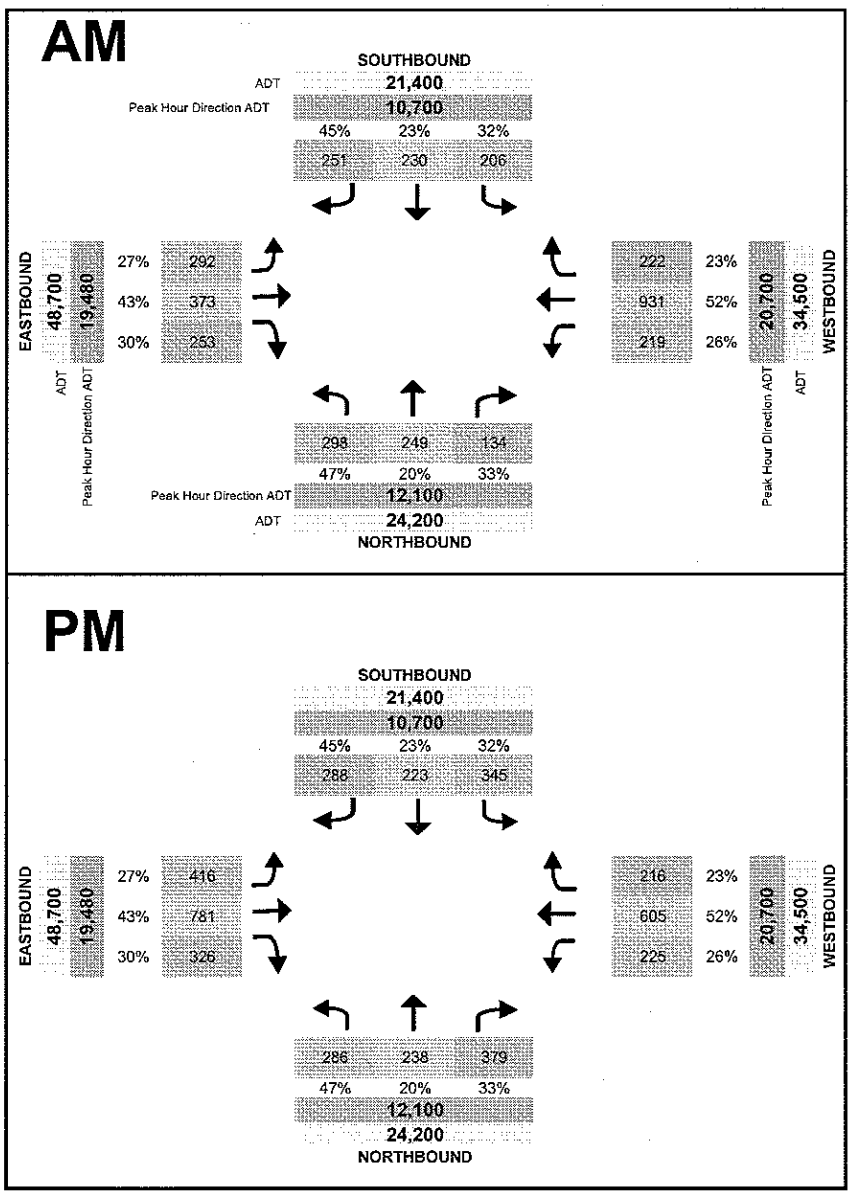
Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	119	n/a	3%
Existing SB	86	n/a	5%
Existing EB	2770	43,563	6%
Existing WB	2843	40,418	7%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & Eastlake Parkway **#9**



AM Totals		
	Approach	Departure
NB	681	763
SB	687	702
EB	919	714
WB	1,372	1,481

Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	749	9,199	8%
Existing SB	788	18,945	4%
Existing EB	1865	40,418	5%
Existing WB	1354	13,926	10%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	903	870
SB	856	774
EB	1,523	1,505
WB	1,046	1,179

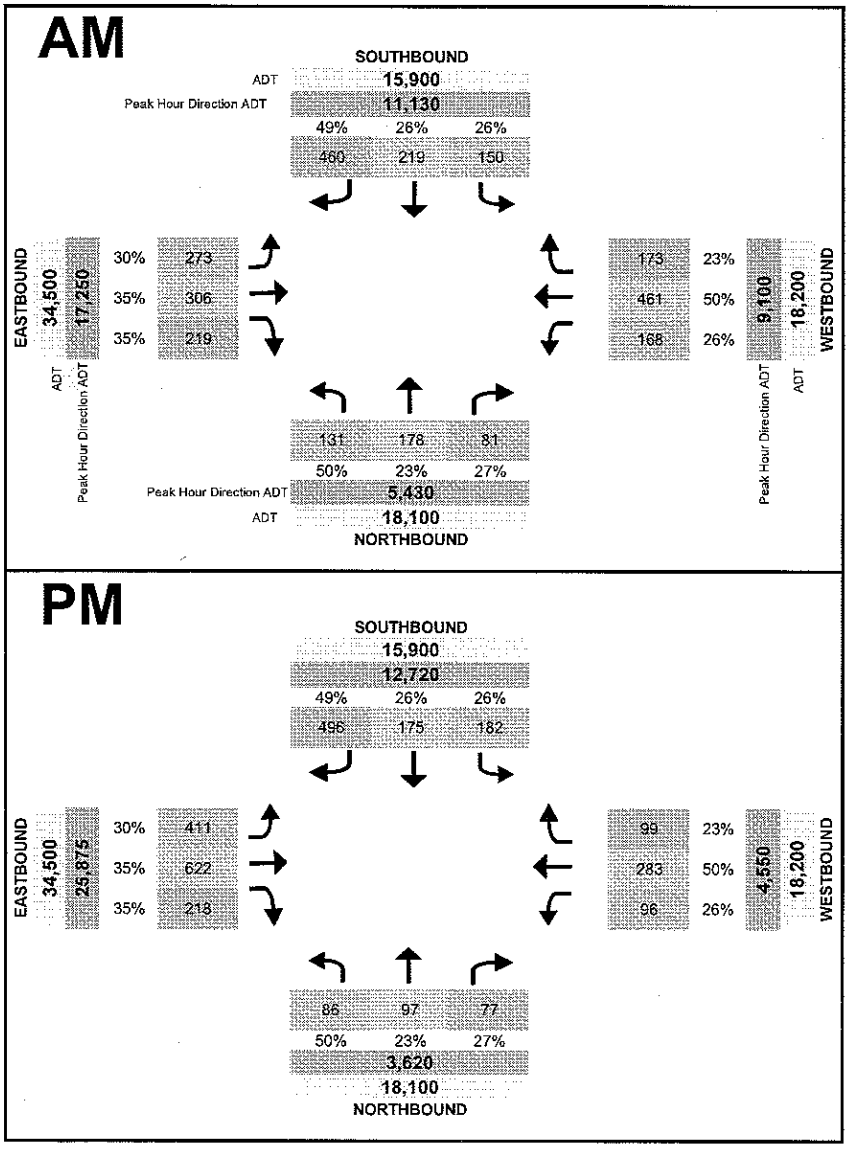
Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1243	9,199	14%
Existing SB	1403	18,945	7%
Existing EB	2080	40,418	5%
Existing WB	1476	13,926	11%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & Hunte Parkway **#10**



AM Totals		
	Approach	Departure
NB	390	624
SB	829	606
EB	798	537
WB	802	1,052

Directional Split	
NB Split	30%
SB Split	70%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	302	1,406	21%
Existing SB	904	9,580	9%
Existing EB	1031	13,926	7%
Existing WB	525	7,846	7%

AM Peak Hour 7%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	260	607
SB	853	489
EB	1,250	880
WB	479	865

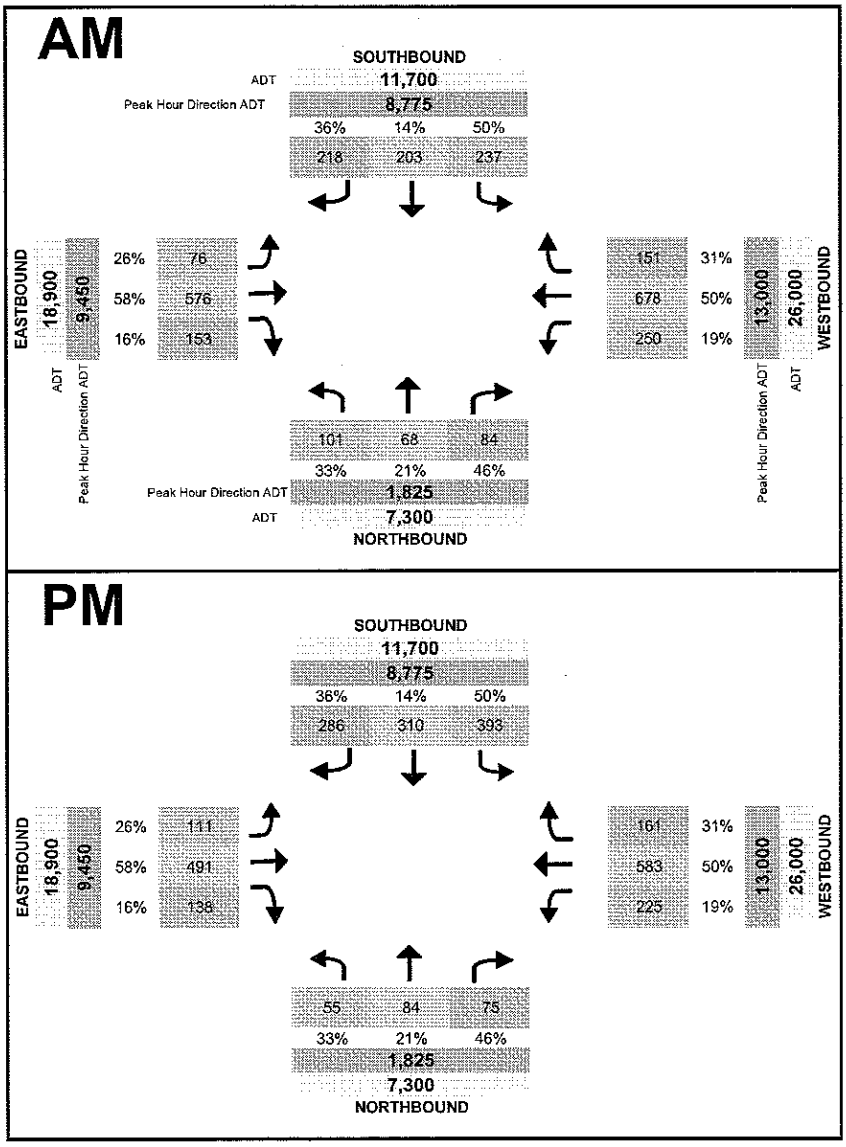
Directional Split	
NB Split	20%
SB Split	80%
EB Split	75%
WB Split	25%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	201	1,406	14%
Existing SB	789	9,580	8%
Existing EB	1120	13,926	8%
Existing WB	640	7,846	8%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Birch Road & Heritage Rd **#11**



AM Totals		
	Approach	Departure
NB	253	295
SB	658	606
EB	805	897
WB	1,080	997

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	685		#DIV/0!
Existing SB	1553	11,037	14%
Existing EB	0		#DIV/0!
Existing WB	896	10,234	9%

AM Peak Hour 10%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	214	356
SB	990	674
EB	741	960
WB	970	924

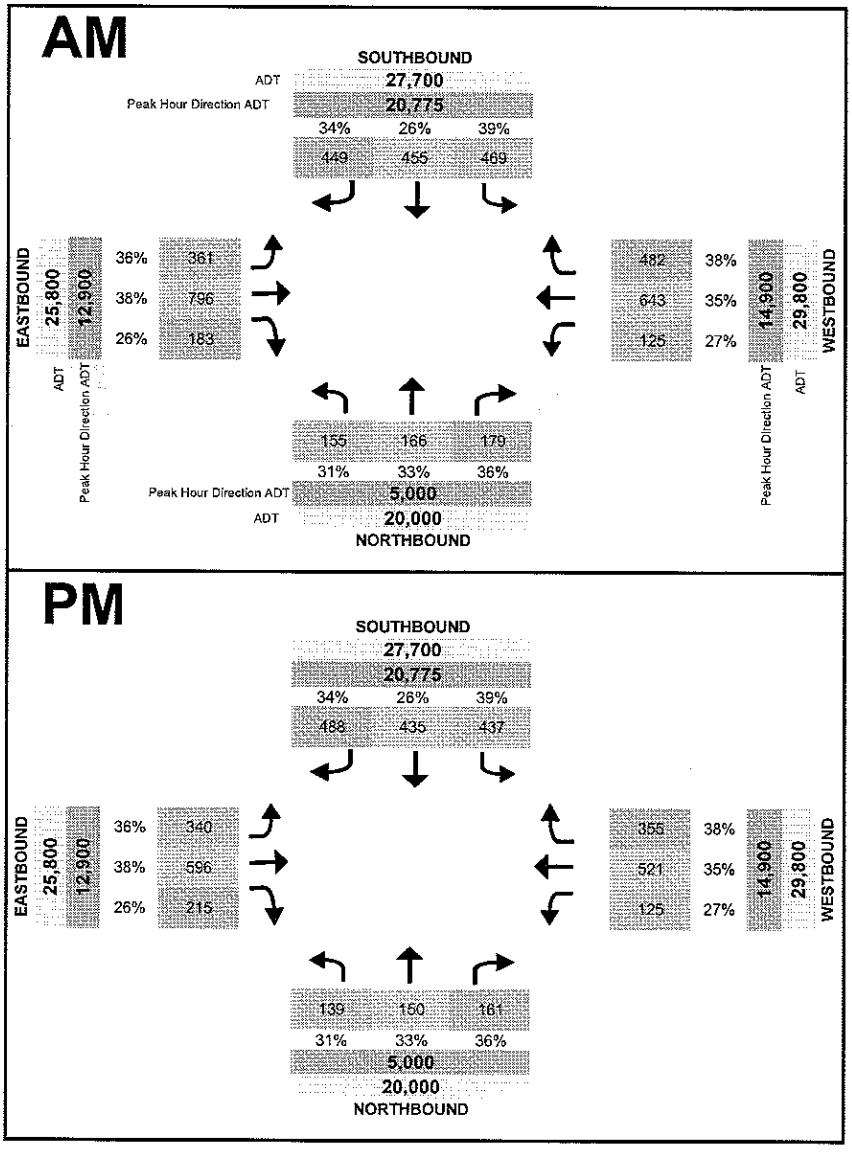
Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	111		#DIV/0!
Existing SB	751	11,037	7%
Existing EB	0		#DIV/0!
Existing WB	650	10,234	6%

PM Peak Hour 9%

% Project Trips: 26.39%

INTERSECTION: **Birch Road & La Media Rd** **#12**



AM Totals		
	Approach	Departure
NB	500	1,009
SB	1,373	763
EB	1,340	1,444
WB	1,250	1,247

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	685		#DIV/0!
Existing SB	1553	11,037	14%
Existing EB	0		#DIV/0!
Existing WB	896	10,234	9%

AM Peak Hour **10%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	450	845
SB	1,360	774
EB	1,151	1,194
WB	1,001	1,148

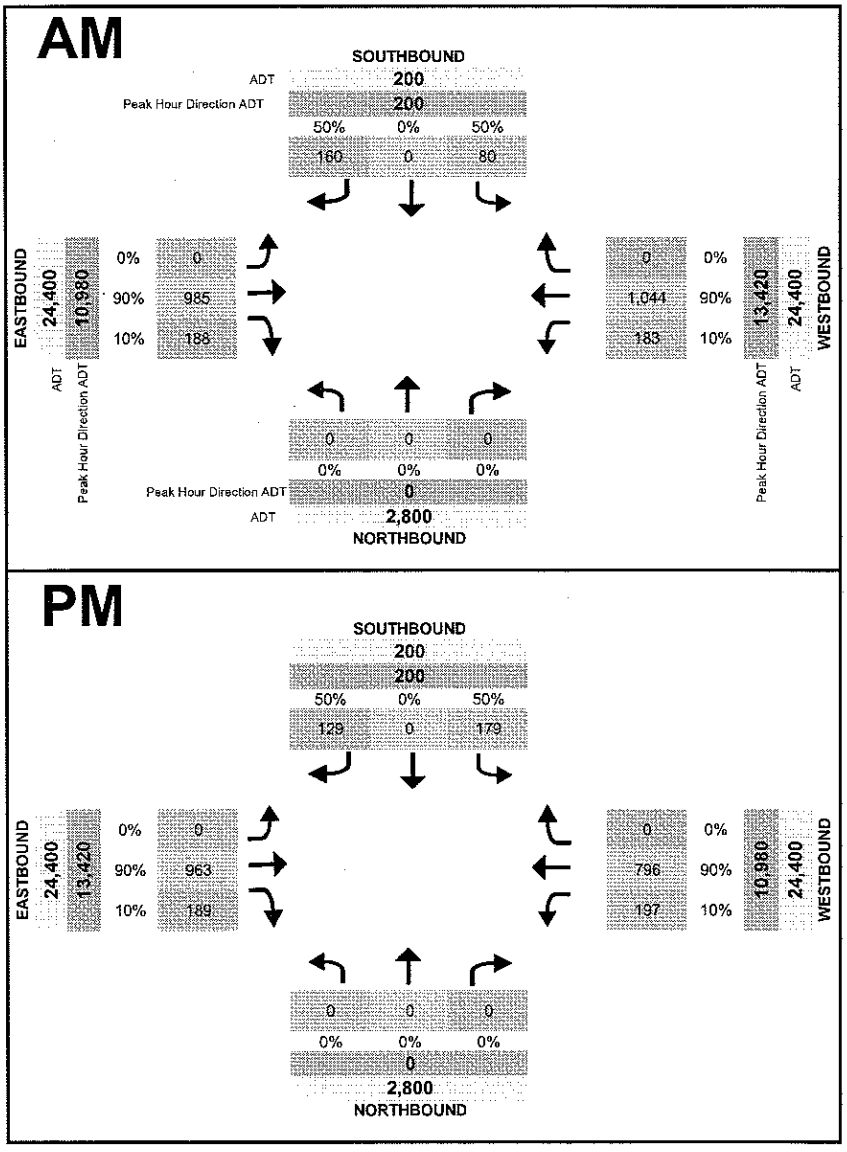
Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	111		#DIV/0!
Existing SB	751	11,037	7%
Existing EB	0		#DIV/0!
Existing WB	650	10,234	6%

PM Peak Hour **9%**

% Project Trips: **19.41%**

INTERSECTION: **Birch Road & SR125 Southbound Ramps** **#13**



AM Totals		
	Approach	Departure
NB	0	0
SB	240	371
EB	1,173	1,065
WB	1,227	1,204

Directional Split	
NB Split	0%
SB Split	100%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	32		#DIV/0!
Existing SB	153		#DIV/0!
Existing EB	981	10,234	10%
Existing WB	914		#DIV/0!

AM Peak Hour **10%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	0	0
SB	308	386
EB	1,153	1,142
WB	993	925

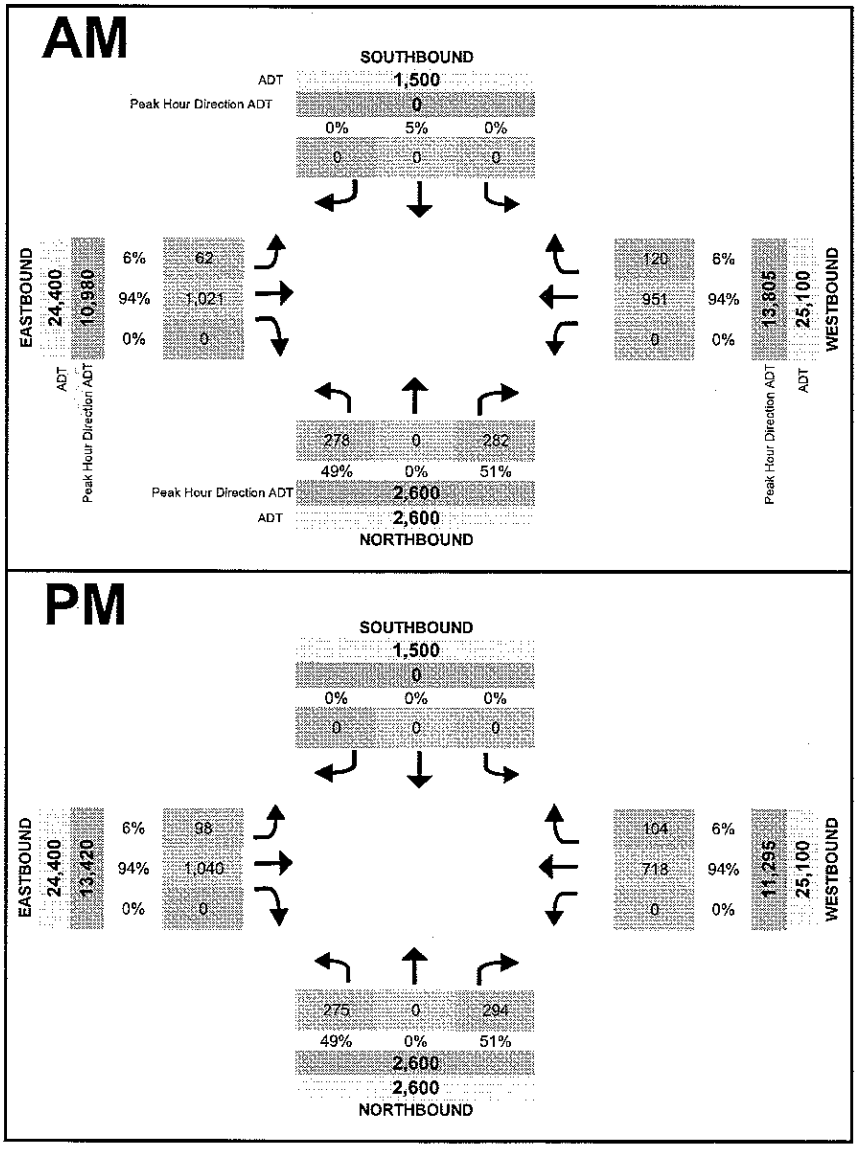
Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	4		#DIV/0!
Existing SB	171		#DIV/0!
Existing EB	897	10,234	9%
Existing WB	952		#DIV/0!

PM Peak Hour **9%**

% Project Trips: **0.00%**

INTERSECTION: Birch Road & SR125 Northbound Ramps **#14**



AM Totals		
	Approach	Departure
NB	560	182
SB	0	0
EB	1,083	1,303
WB	1,071	1,229

Directional Split	
NB Split	100%
SB Split	0%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	78		#DIV/0!
Existing SB	68		#DIV/0!
Existing EB	924	10,234	9%
Existing WB	923		#DIV/0!

AM Peak Hour **10%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	569	202
SB	0	0
EB	1,138	1,333
WB	822	993

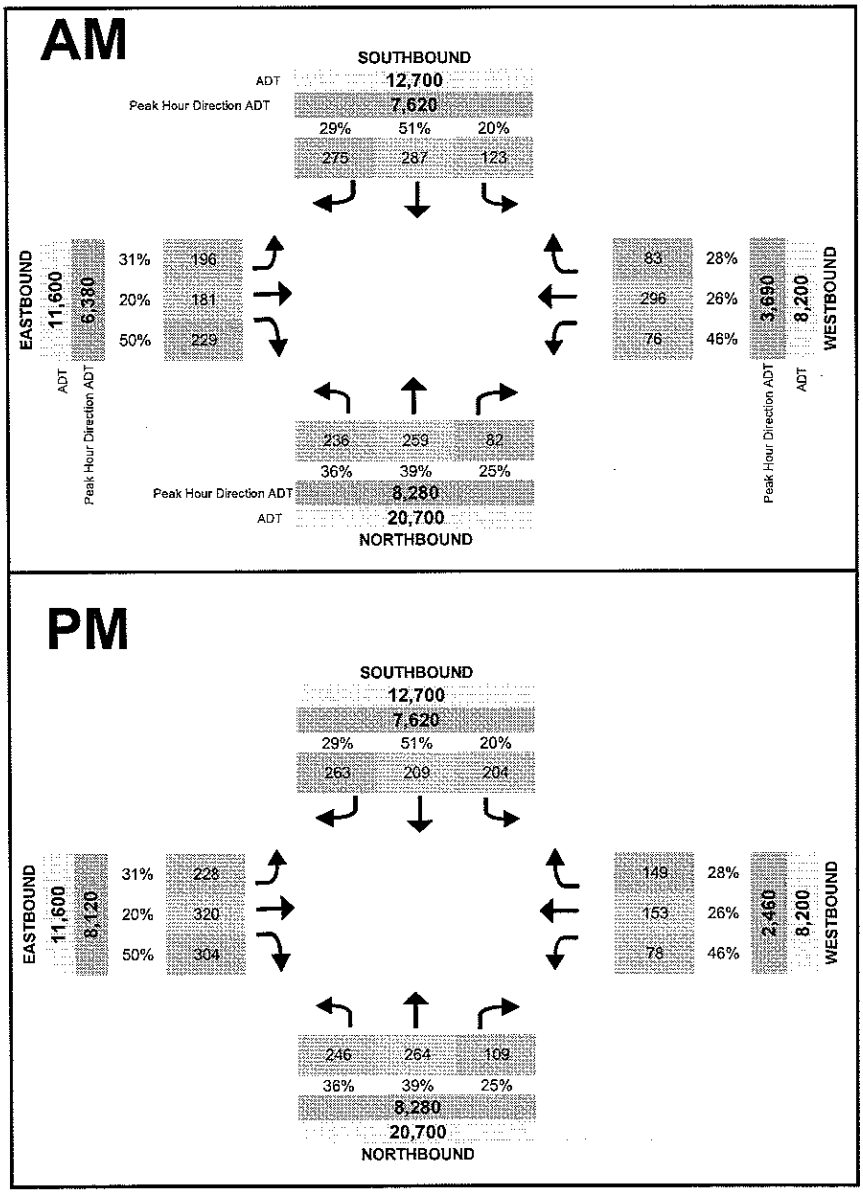
Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	94		#DIV/0!
Existing SB	61		#DIV/0!
Existing EB	948	10,234	9%
Existing WB	1025		#DIV/0!

PM Peak Hour **9%**

% Project Trips: **0.00%**

INTERSECTION: Eastlake Parkway & Birch Road **#15**



AM Totals		
	Approach	Departure
NB	577	538
SB	685	591
EB	605	386
WB	455	807

Directional Split	
NB Split	40%
SB Split	60%
EB Split	55%
WB Split	45%

Existing Conditons		
Leg	Ins+Outs	ADT
Existing NB	502	1,310
Existing SB	669	9,199
Existing EB	909	na
Existing WB	466	na

AM Peak Hour **8%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	618	641
SB	677	592
EB	852	633
WB	381	662

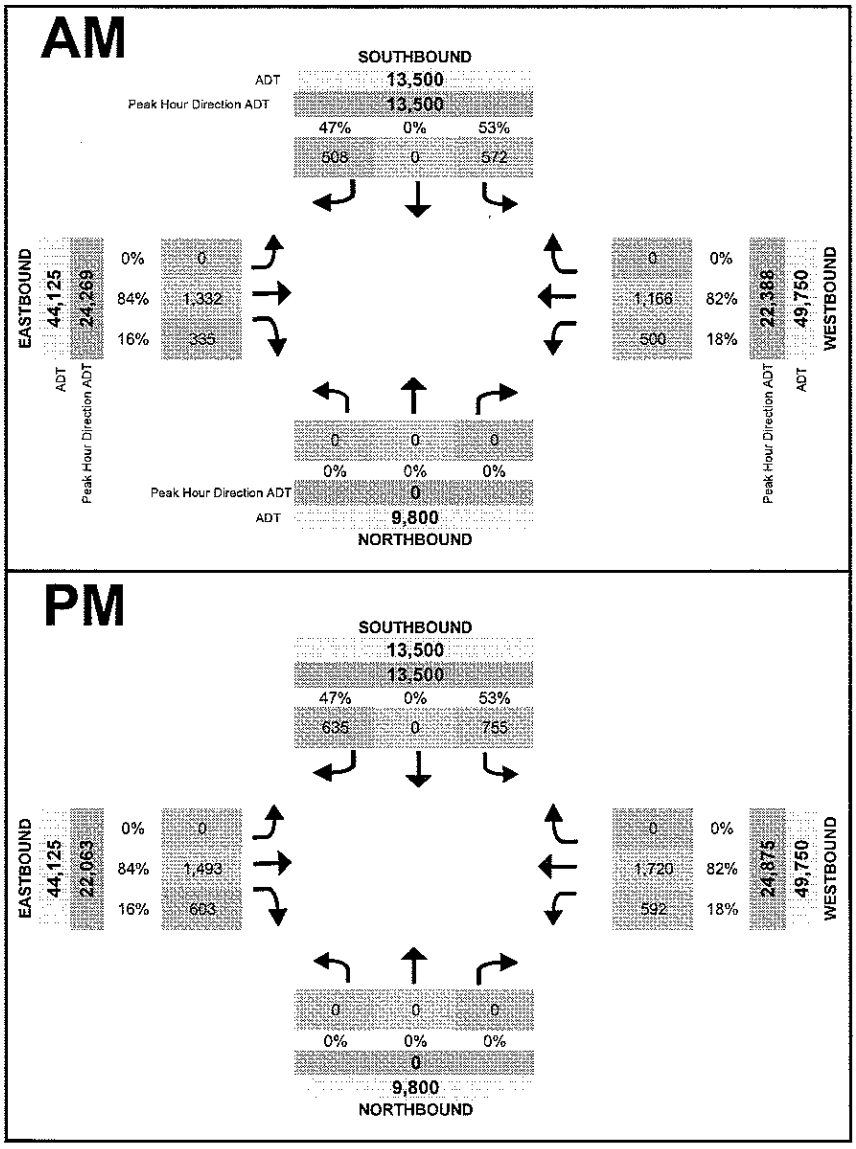
Directional Split	
NB Split	40%
SB Split	60%
EB Split	70%
WB Split	30%

Existing Conditons		
Leg	Ins+Outs	ADT
Existing NB	460	1,310
Existing SB	751	9,199
Existing EB	906	na
Existing WB	641	na

PM Peak Hour **10%**

% Project Trips: **0.00%**

INTERSECTION: **Main Street & 805 Southbound Ramps** **#16**



AM Totals	Approach	Departure
NB	0	0
SB	1,080	835
EB	1,667	1,904
WB	1,666	1,673

Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	626		#DIV/0!
Existing SB	860		#DIV/0!
Existing EB	1850		#DIV/0!
Existing WB	1932	26,355	7%

AM Peak Hour **8%**

% Project Trips: **0.00%**

PM Totals	Approach	Departure
NB	0	0
SB	1,390	1,195
EB	2,096	2,249
WB	2,313	2,355

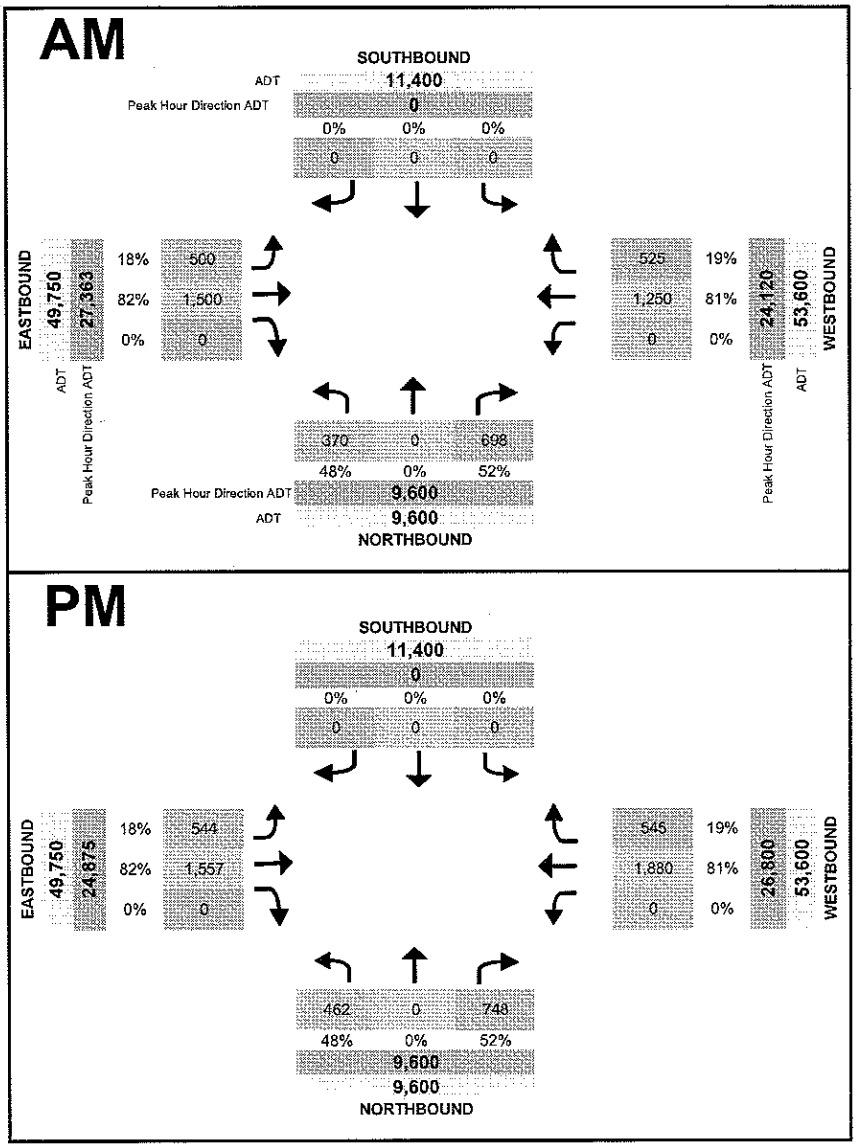
Directional Split	
NB Split	0%
SB Split	100%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	934		#DIV/0!
Existing SB	1208		#DIV/0!
Existing EB	2475		#DIV/0!
Existing WB	2631	26,355	10%

PM Peak Hour **10%**

% Project Trips: **0.00%**

INTERSECTION: Main Street & 805 Northbound Ramps #17



AM Totals		
	Approach	Departure
NB	1,068	1,025
SB	0	0
EB	2,000	2,198
WB	1,775	1,620

Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	541		#DIV/0!
Existing SB	805		#DIV/0!
Existing EB	1921		#DIV/0!
Existing WB	1999	26,355	8%

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	1,210	1,089
SB	0	0
EB	2,102	2,305
WB	2,425	2,342

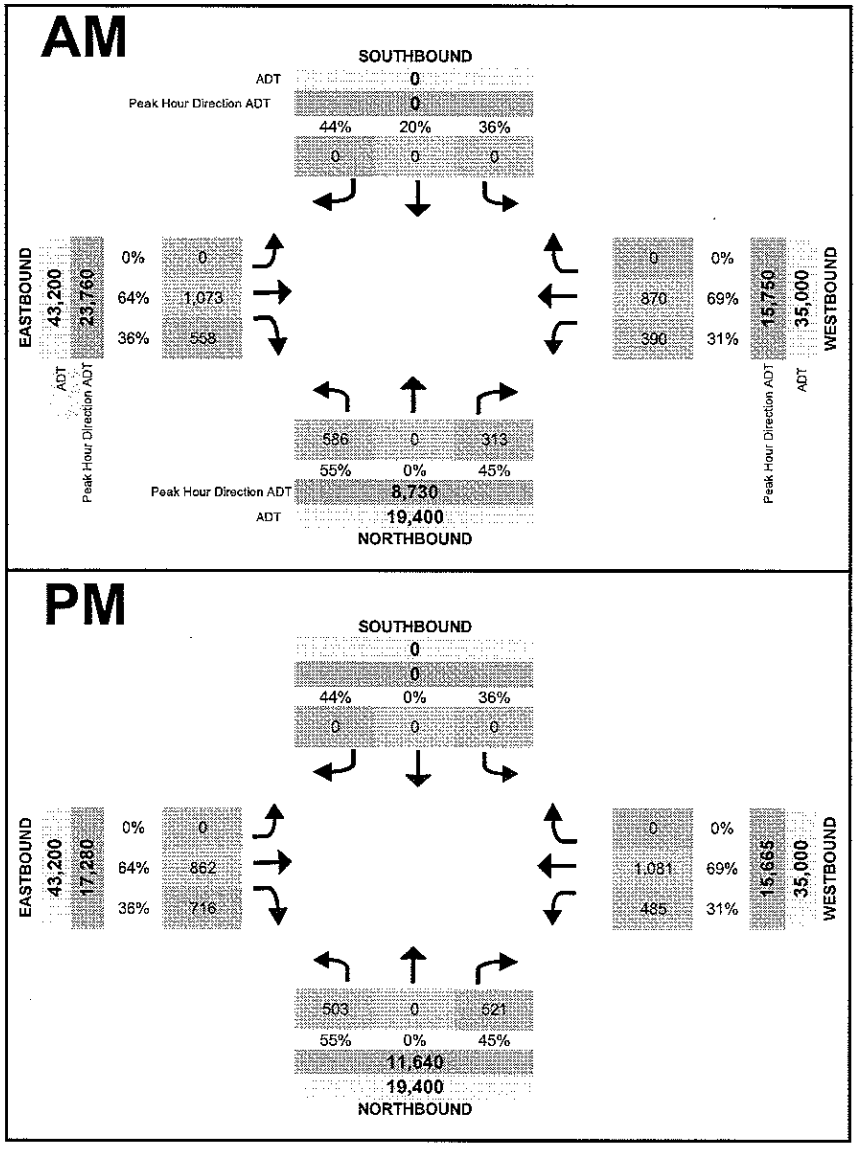
Directional Split	
NB Split	100%
SB Split	0%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	746		#DIV/0!
Existing SB	1066		#DIV/0!
Existing EB	2626		#DIV/0!
Existing WB	2910	26,355	11%

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: **Main Street & Heritage Rd** **#18**



AM Totals		
	Approach	Departure
NB	898	0
SB	0	948
EB	1,631	1,386
WB	1,260	1,455

Directional Split	
NB Split	45%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB			#DIV/0!
Existing SB			#DIV/0!
Existing EB	807	11,612	7%
Existing WB	794	10,268	8%

AM Peak Hour **8%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	1,024	0
SB	0	1,202
EB	1,578	1,383
WB	1,568	1,584

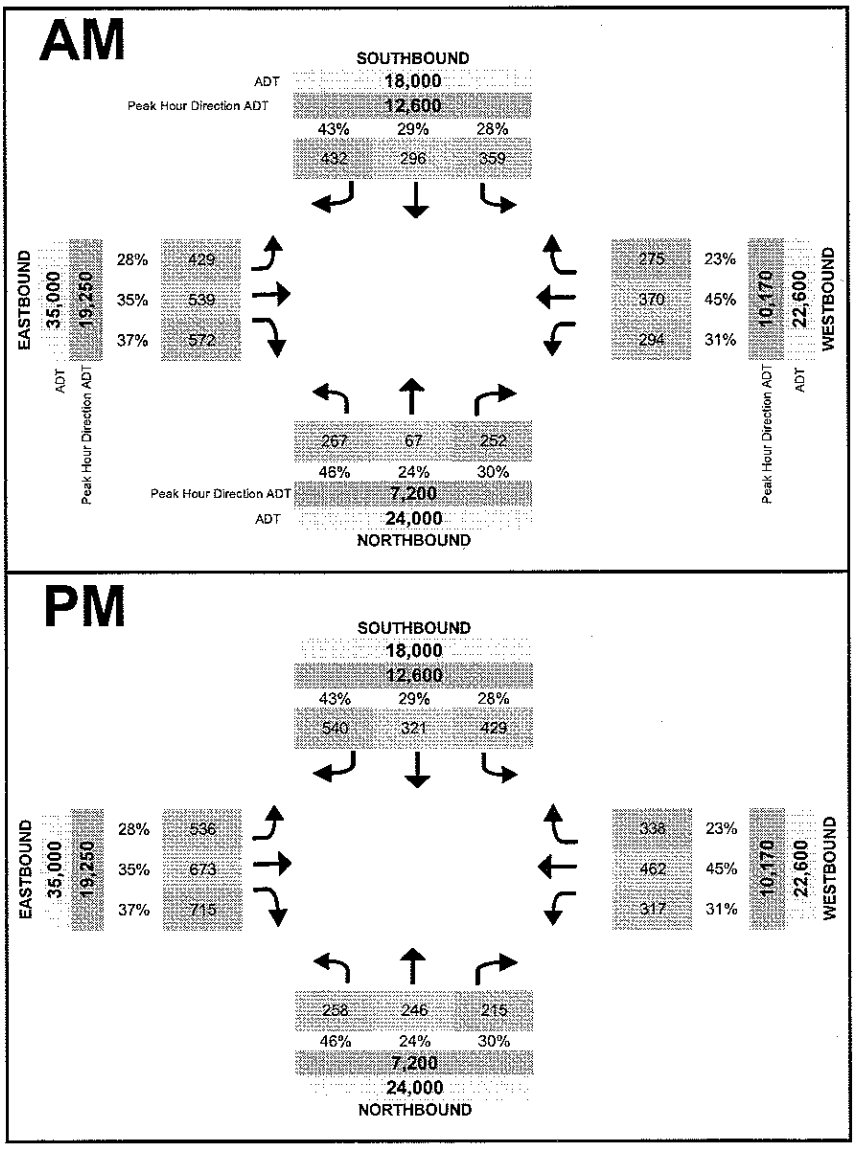
Directional Split	
NB Split	60%
SB Split	0%
EB Split	40%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB			#DIV/0!
Existing SB			#DIV/0!
Existing EB	883	11,612	8%
Existing WB	883	10,268	9%

PM Peak Hour **10%**

% Project Trips: **0.00%**

INTERSECTION: **Main Street & La Media Rd** **#19**



AM Totals		
	Approach	Departure
NB	586	771
SB	1,088	1,162
EB	1,540	1,150
WB	939	1,069

Directional Split	
NB Split	30%
SB Split	70%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour **8%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	720	1,121
SB	1,290	1,353
EB	1,925	1,318
WB	1,117	1,261

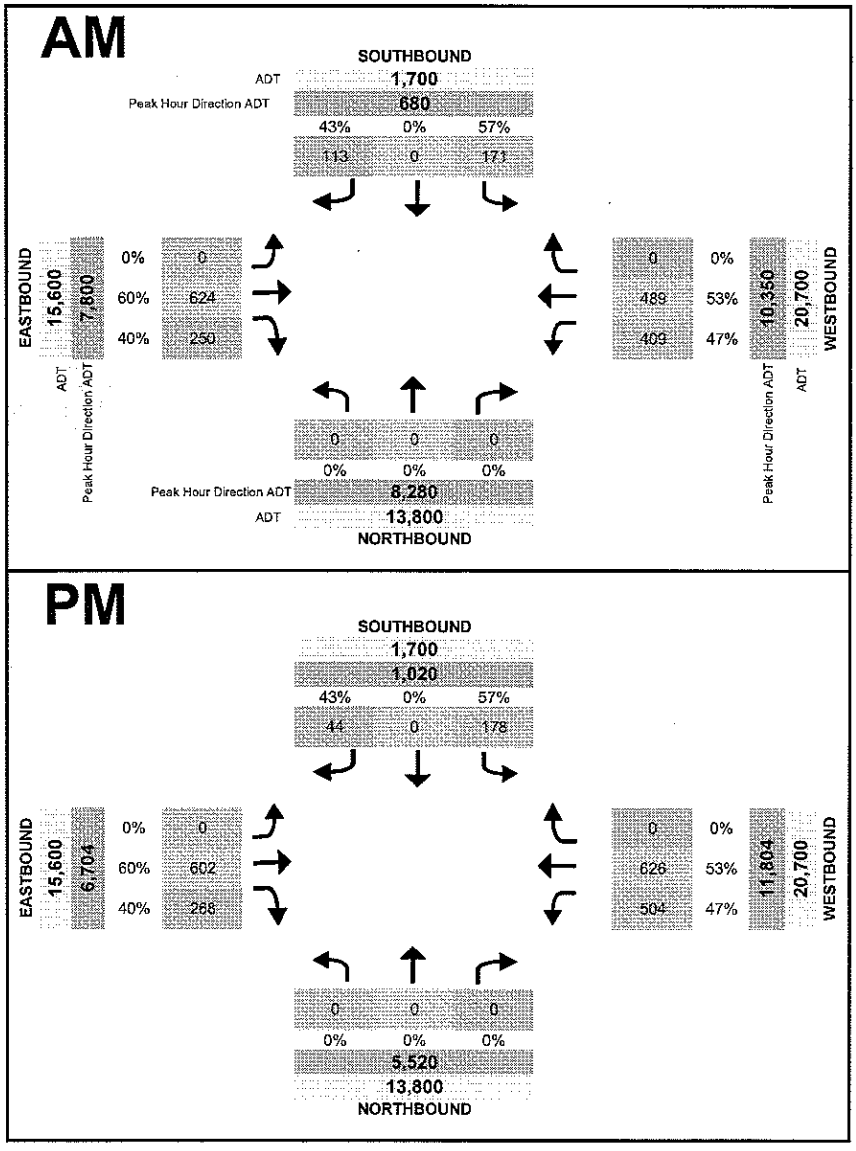
Directional Split	
NB Split	30%
SB Split	70%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour **10%**

% Project Trips: **0.00%**

INTERSECTION: **Main Street & SR125 Southbound Ramps** **#20**



AM Totals		
	Approach	Departure
NB	0	0
SB	284	658
EB	874	795
WB	898	603

Directional Split	
NB Split	60%
SB Split	40%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour **8%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	0	0
SB	222	772
EB	870	780
WB	1,130	670

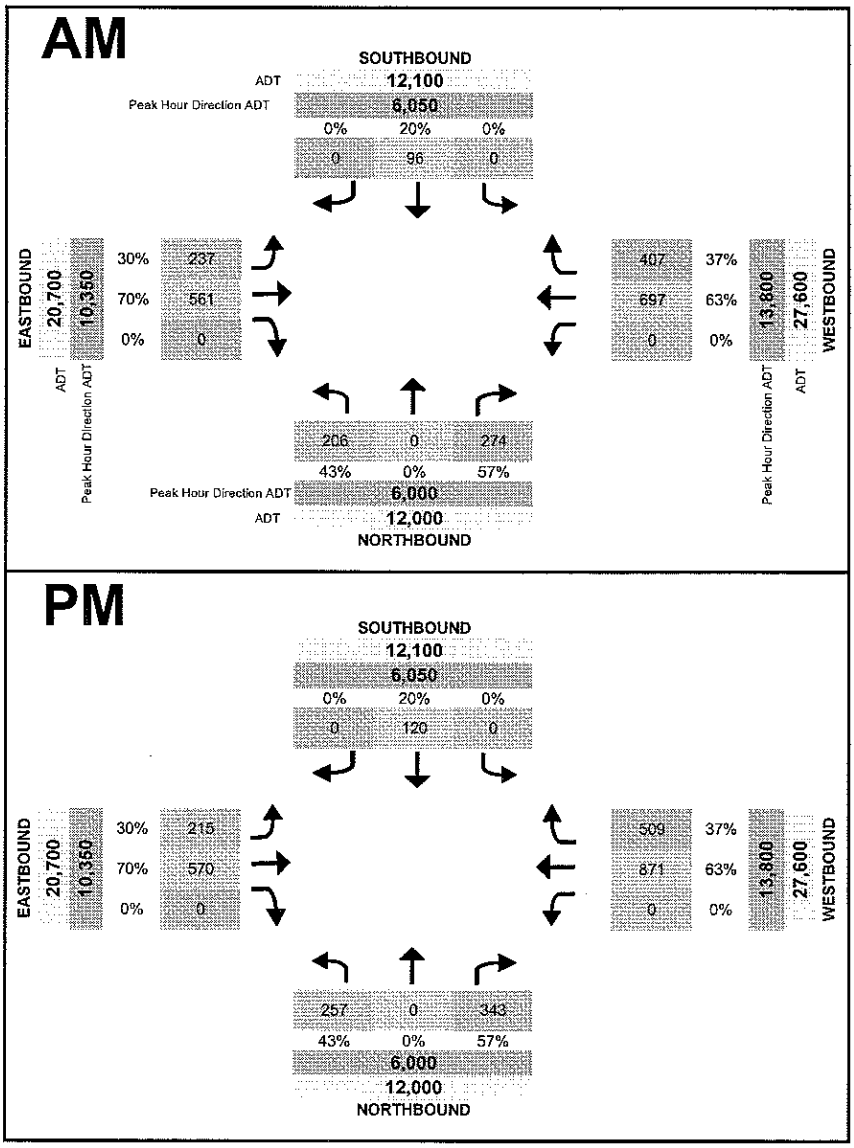
Directional Split	
NB Split	40%
SB Split	60%
EB Split	43%
WB Split	57%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour **10%**

% Project Trips: **0.00%**

INTERSECTION: **Main Street & SR125 Northbound Ramps** **#21**



AM Totals		
	Approach	Departure
NB	480	645
SB	96	96
EB	798	835
WB	1,104	902

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	600	725
SB	120	120
EB	785	912
WB	1,380	1,128

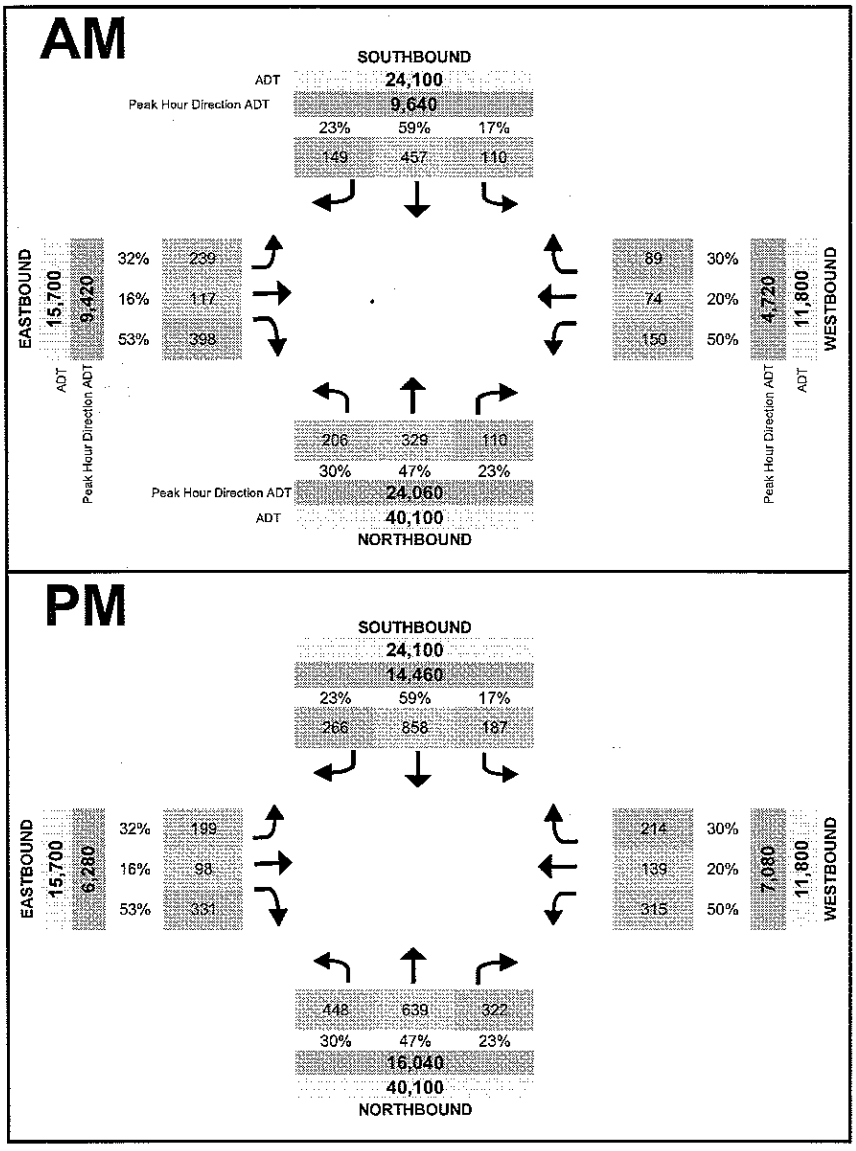
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: **Main Street & Street "A"** **#22**



AM Totals		
	Approach	Departure
NB	645	657
SB	716	1,005
EB	754	337
WB	313	429

Directional Split	
NB Split	60%
SB Split	40%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour **8%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	1,409	1,052
SB	1,311	1,504
EB	628	607
WB	668	853

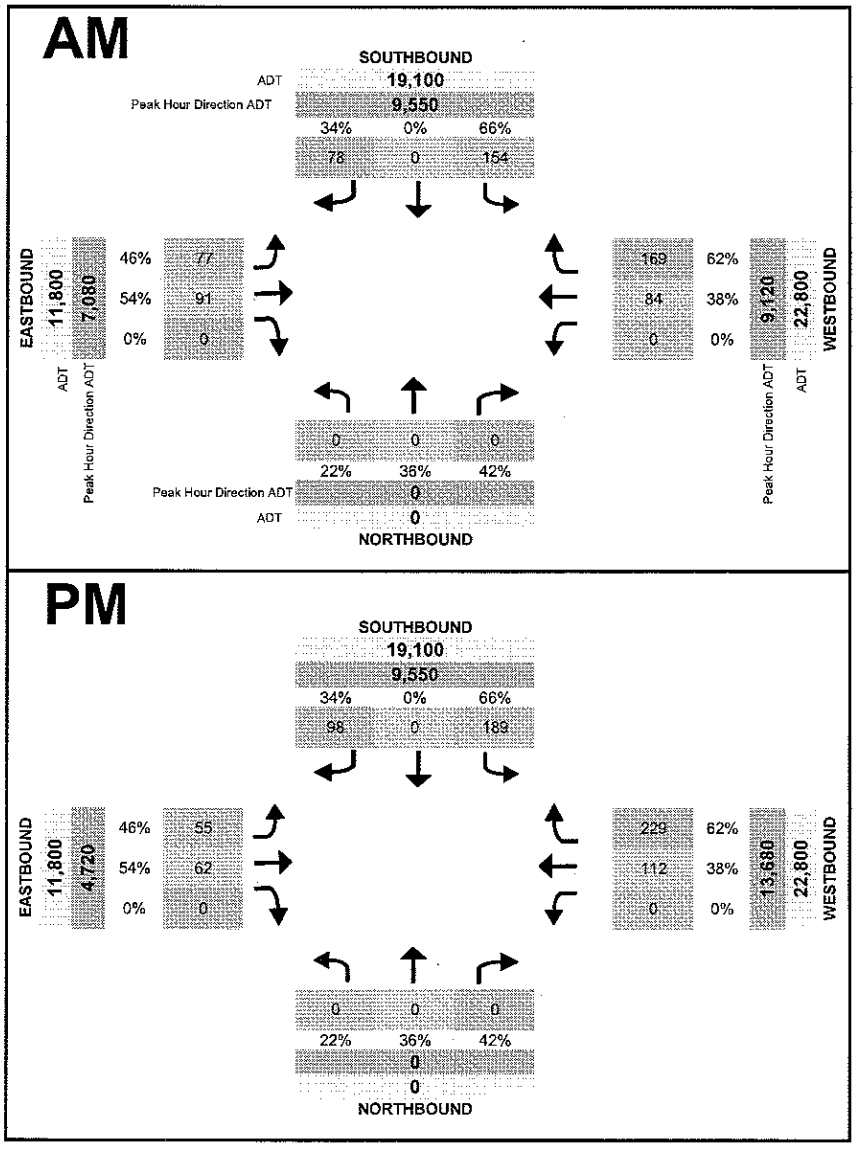
Directional Split	
NB Split	40%
SB Split	60%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour **10%**

% Project Trips: **0.00%**

INTERSECTION: **Main Street & Eastlake Parkway** **#23**



AM Totals		
	Approach	Departure
NB	0	246
SB	232	0
EB	167	244
WB	254	162

Directional Split	
NB Split	50%
SB Split	50%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB		9,199	0%
Existing SB	391	18,945	2%
Existing EB		40,418	0%
Existing WB	391	13,926	3%

AM Peak Hour **3%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	0	283
SB	287	0
EB	117	251
WB	340	209

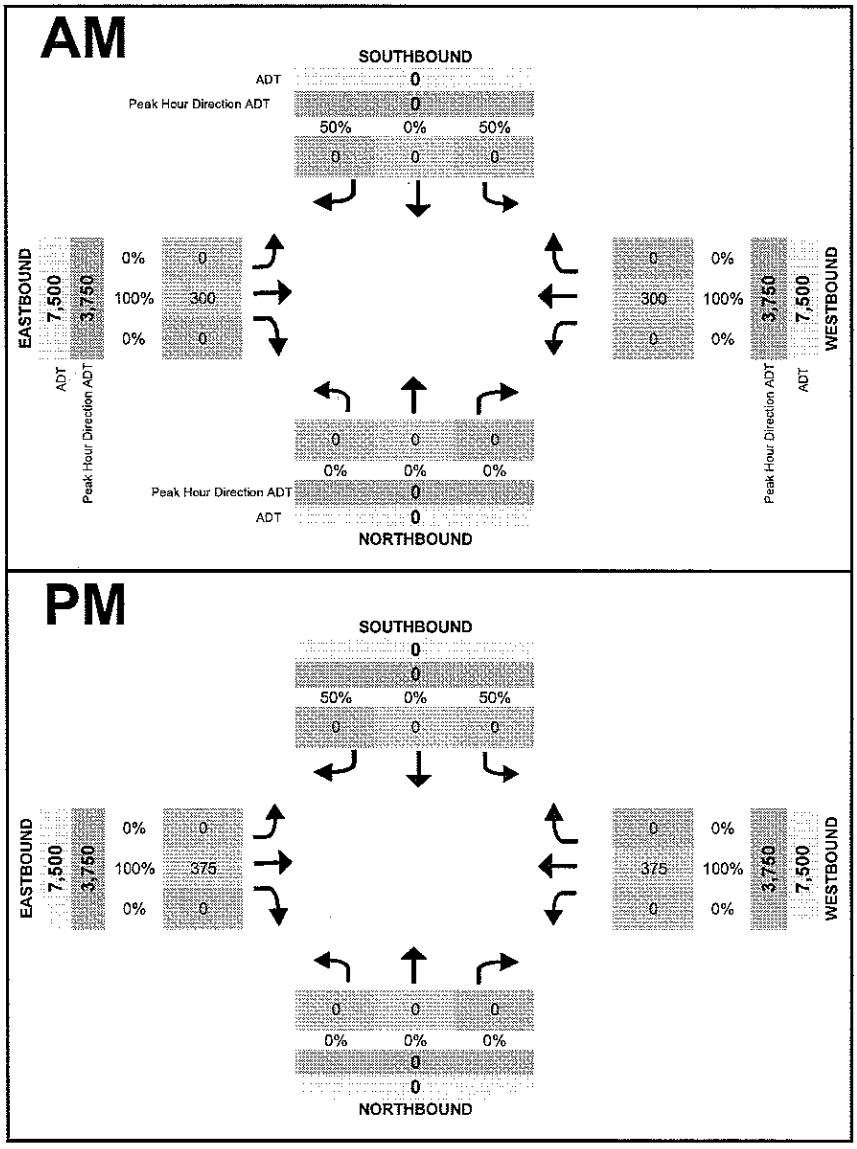
Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB		9,199	0%
Existing SB	142	18,945	1%
Existing EB		40,418	0%
Existing WB	142	13,926	1%

PM Peak Hour **3%**

% Project Trips: **0.00%**

INTERSECTION: Otay Valley Road & SR125 Southbound Ramps #24



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	0	0
WB	0	0

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: #DIV/0!

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	0	0
WB	0	0

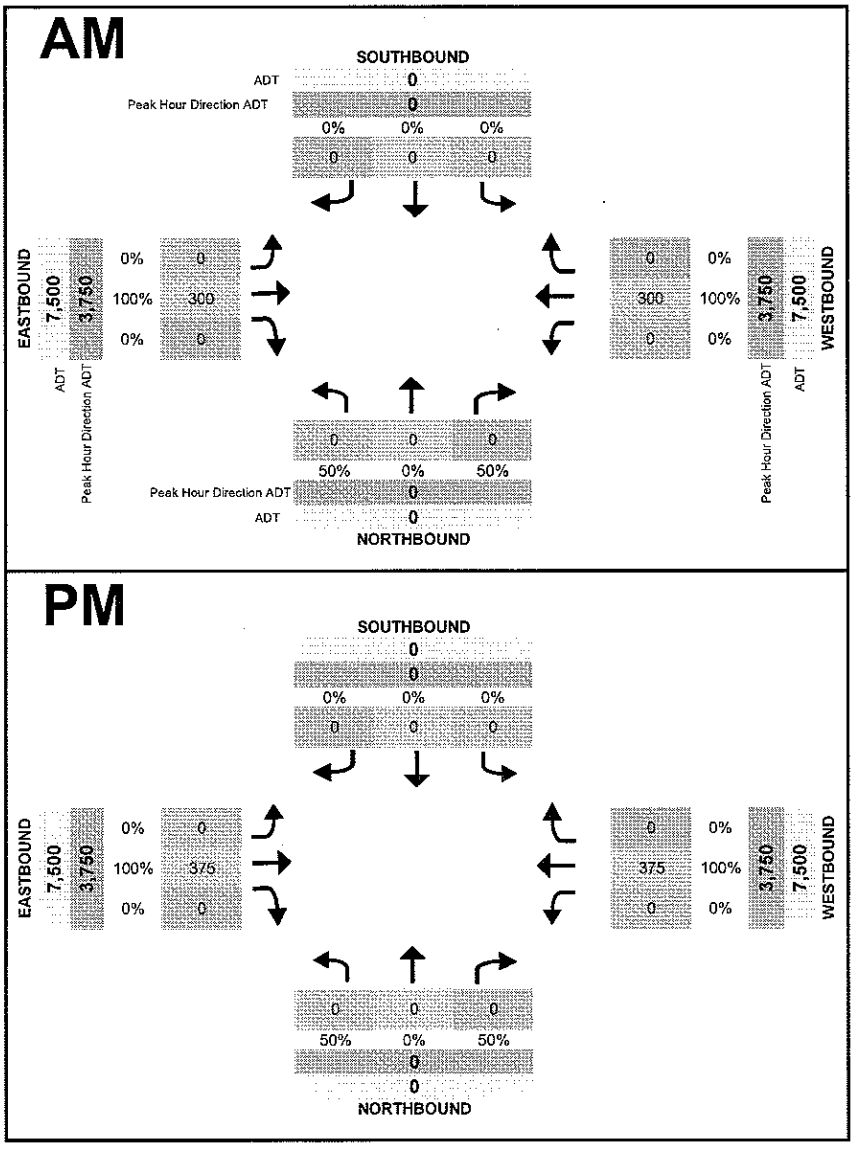
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: #DIV/0!

INTERSECTION: Otay Valley Road & SR125 Northbound Ramps #25



AM Totals	Approach	Departure
NB	0	0
SB	0	0
EB	300	300
WB	300	300

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals	Approach	Departure
NB	0	0
SB	0	0
EB	375	375
WB	375	375

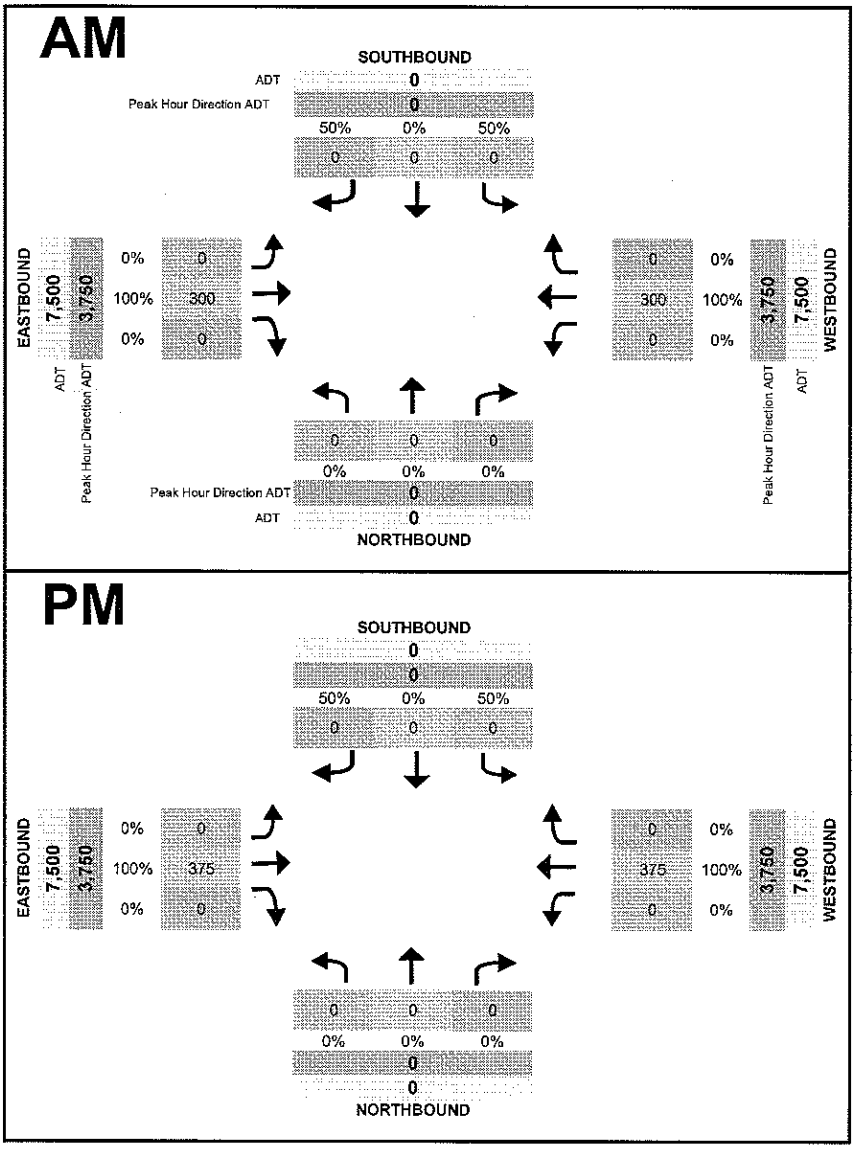
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: La Media Road & SR125 Southbound Ramps #26



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	300	300
WB	300	300

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	375	375
WB	375	375

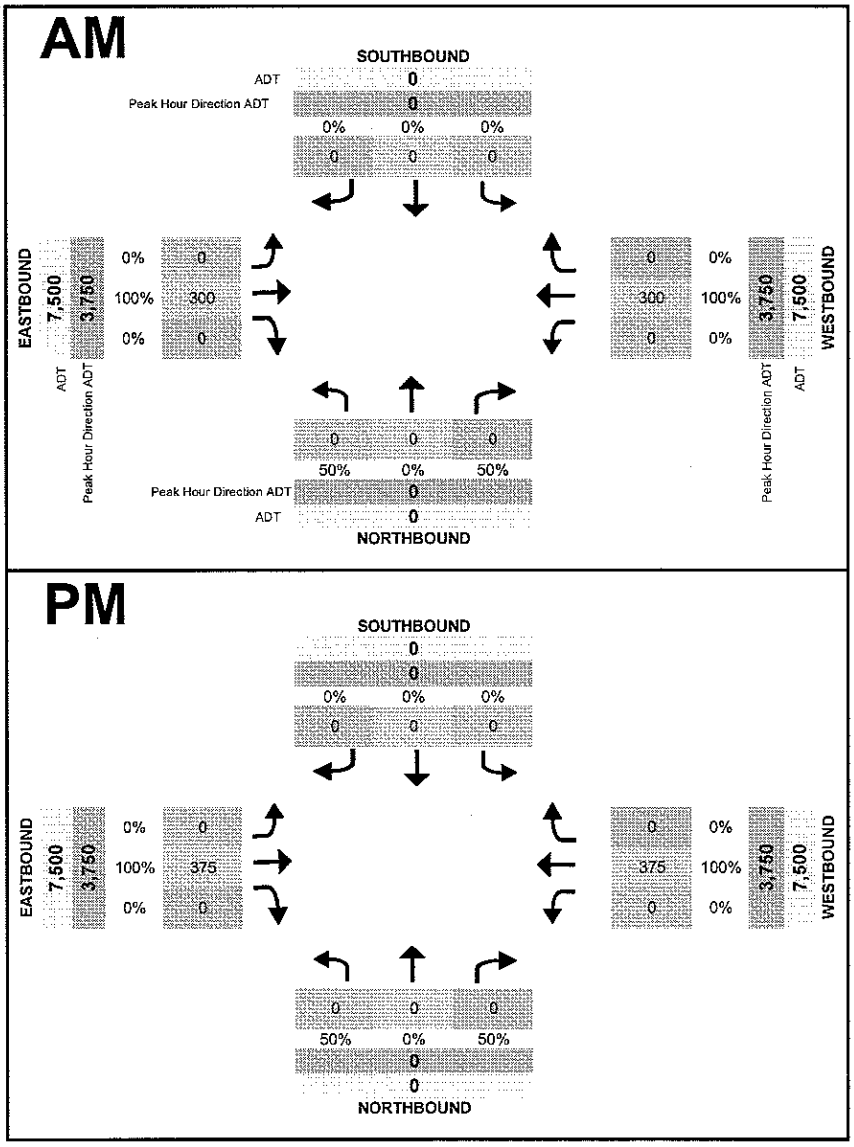
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: La Media Road & SR125 Northbound Ramps **#27**



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	300	300
WB	300	300

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	375	375
WB	375	375

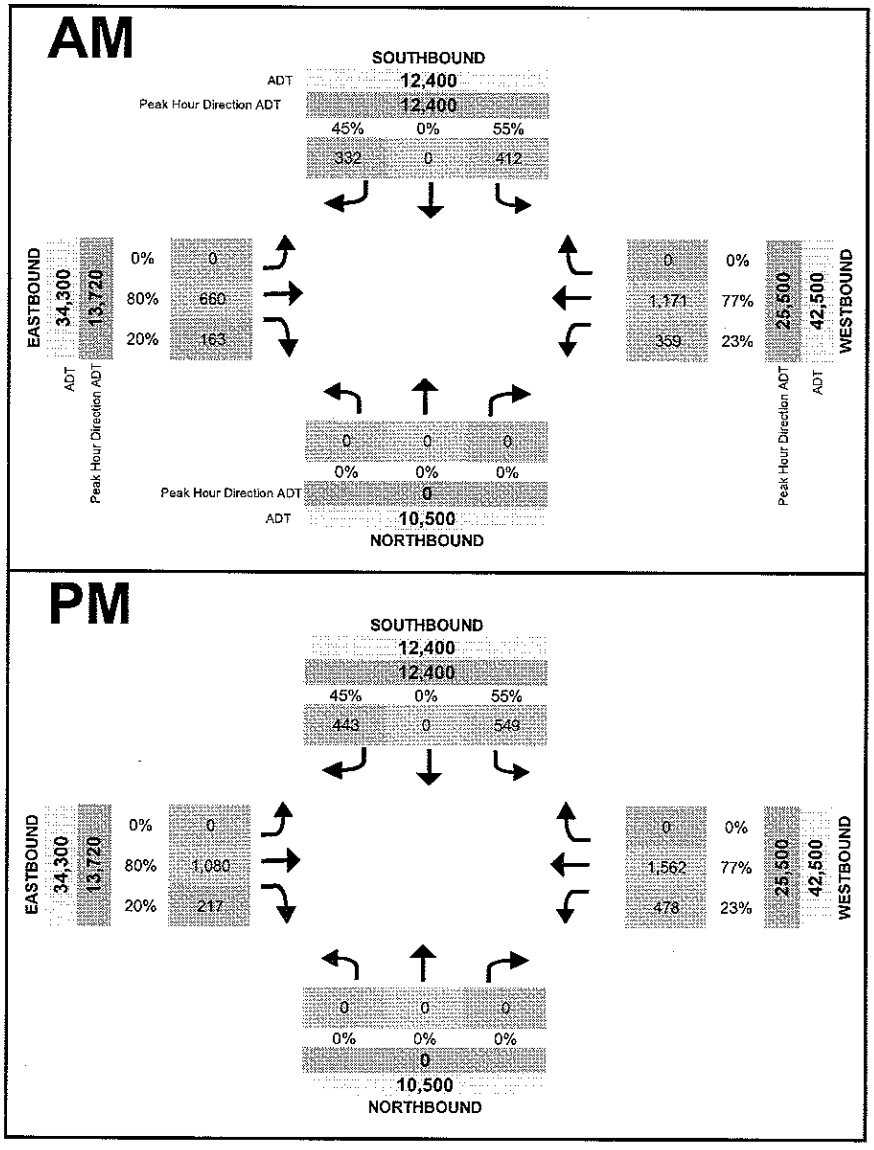
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & 805 Southbound Ramps #1



AM Totals		
	Approach	Departure
NB	0	0
SB	744	522
EB	823	1,072
WB	1,530	1,504

Directional Splits	
NB Split	0%
SB Split	100%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1041	na	10%
Existing SB	979	na	8%
Existing EB	2155	51,000	4%
Existing WB	2619	51,000	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	992	696
EB	1,298	1,629
WB	2,040	2,005

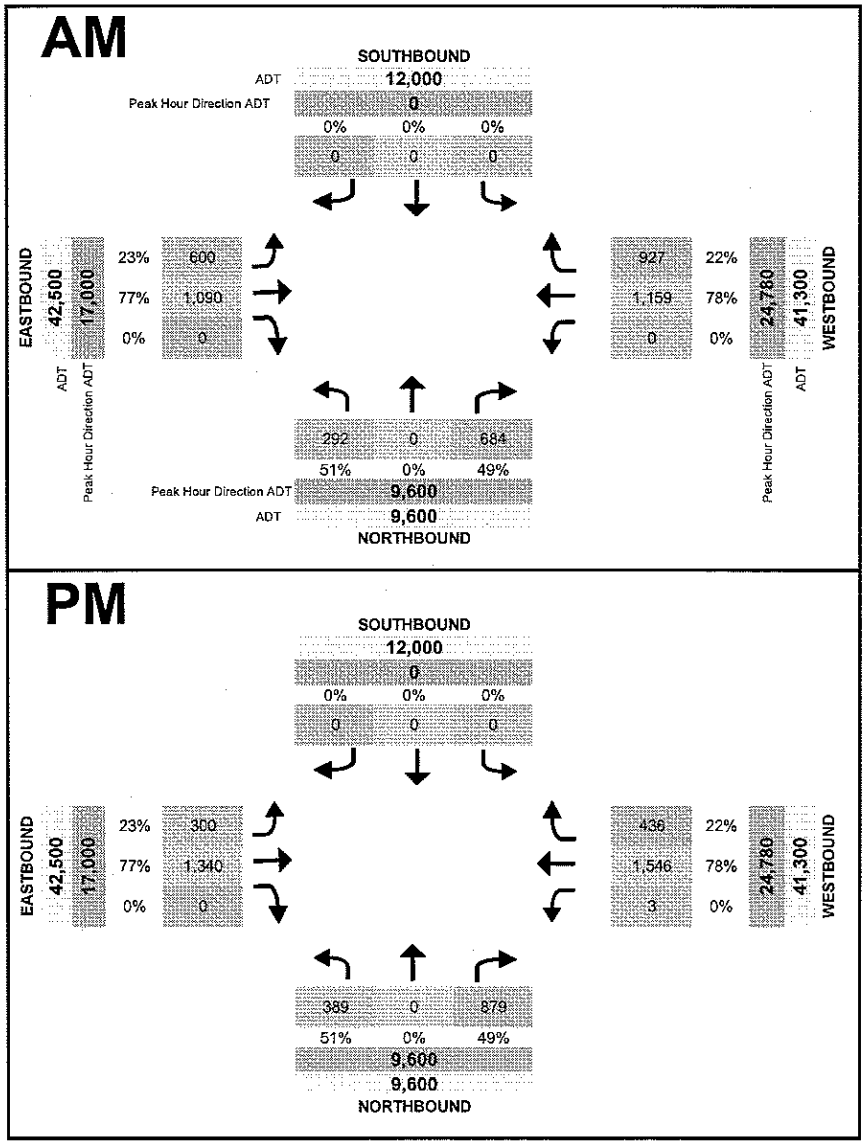
Directional Splits	
NB Split	0%
SB Split	100%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	926	na	9%
Existing SB	1597	na	13%
Existing EB	2223	51,000	4%
Existing WB	2986	51,000	6%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & 805 Northbound Ramps **#2**



AM Totals		
	Approach	Departure
NB	976	1,527
SB	0	0
EB	1,690	1,774
WB	2,087	1,452

Directional Split	
NB Split	100%
SB Split	0%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1148	na	12%
Existing SB	2196	na	18%
Existing EB	2675	51,000	5%
Existing WB	4229	51,000	8%

AM Peak Hour **6%**

% Project Trips: **4.63%**

PM Totals		
	Approach	Departure
NB	1,268	737
SB	0	3
EB	1,640	2,218
WB	1,985	1,935

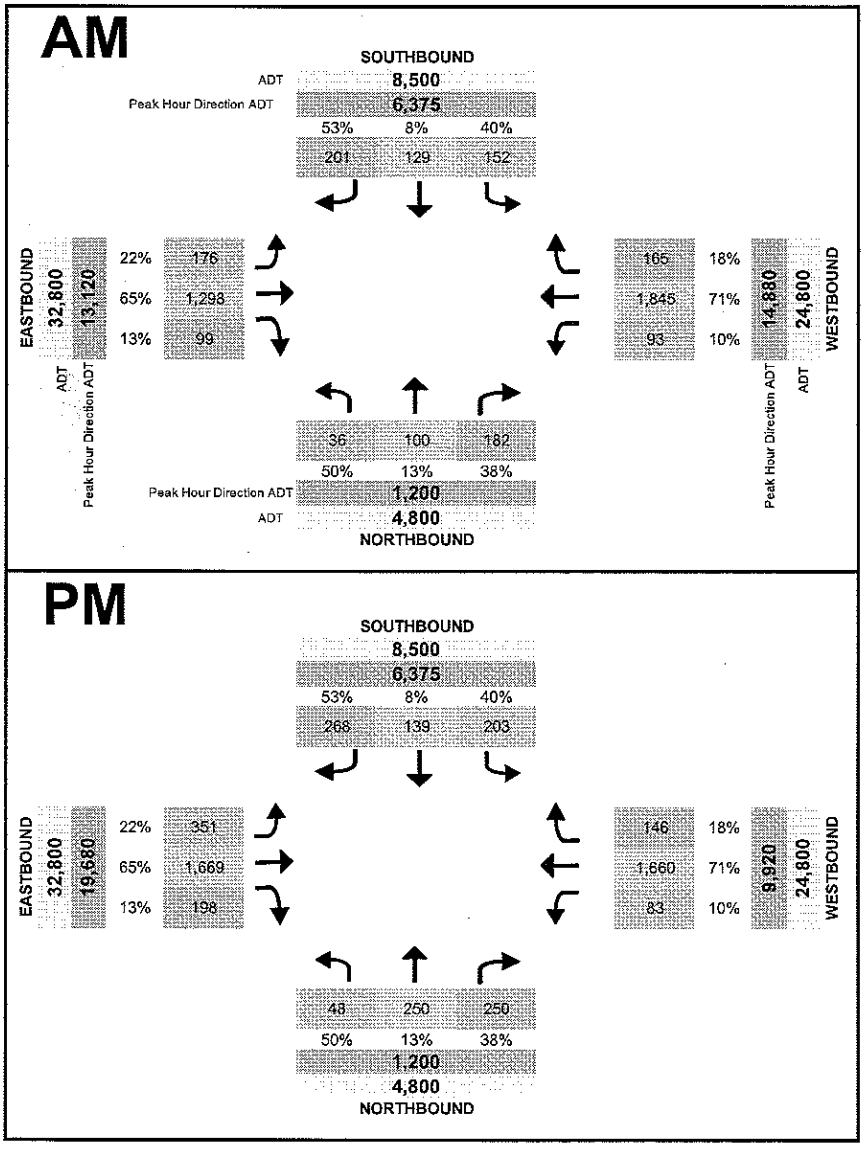
Directional Split	
NB Split	100%
SB Split	0%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1260	na	13%
Existing SB	998	na	8%
Existing EB	2998	51,000	6%
Existing WB	4004	51,000	8%

PM Peak Hour **8%**

% Project Trips: **5.93%**

INTERSECTION: Olympic Parkway & Brandywine Ave **#3**



AM Totals		
	Approach	Departure
NB	318	440
SB	483	322
EB	1,573	1,632
WB	2,103	2,082

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB		12,383	0%
Existing EB		48,721	0%
Existing WB		50,538	0%

AM Peak Hour 6%

% Project Trips: 1.32%

PM Totals		
	Approach	Departure
NB	548	748
SB	610	420
EB	2,218	2,122
WB	1,889	1,975

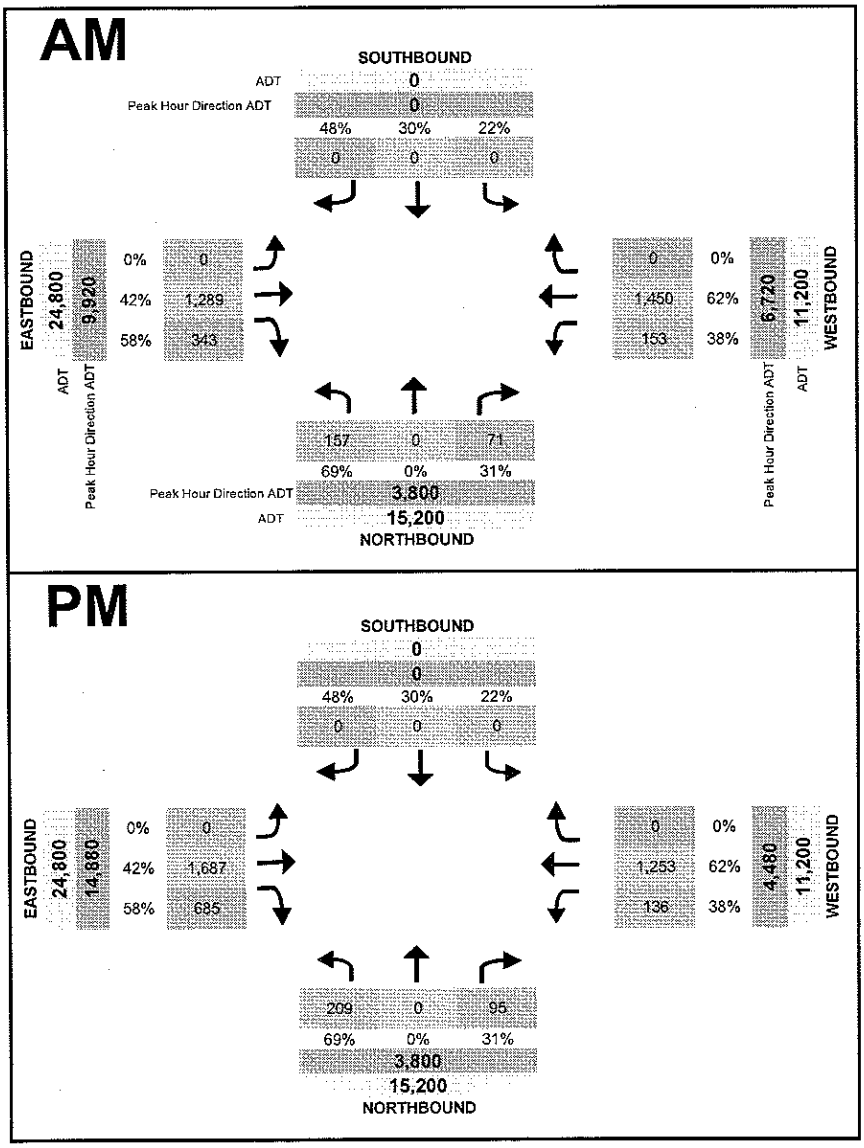
Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB		12,383	0%
Existing EB		48,721	0%
Existing WB		50,538	0%

PM Peak Hour 8%

% Project Trips: 1.48%

INTERSECTION: Olympic Parkway & Birch Road #4



AM Totals	Approach	Departure
NB	228	0
SB	0	496
EB	1,631	1,359
WB	1,603	1,607

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1565	12,383	13%
Existing EB	3900	48,721	8%
Existing WB	4519	50,538	9%

AM Peak Hour 6%

% Project Trips: 1.70%

PM Totals	Approach	Departure
NB	304	0
SB	0	822
EB	2,372	1,782
WB	1,389	1,463

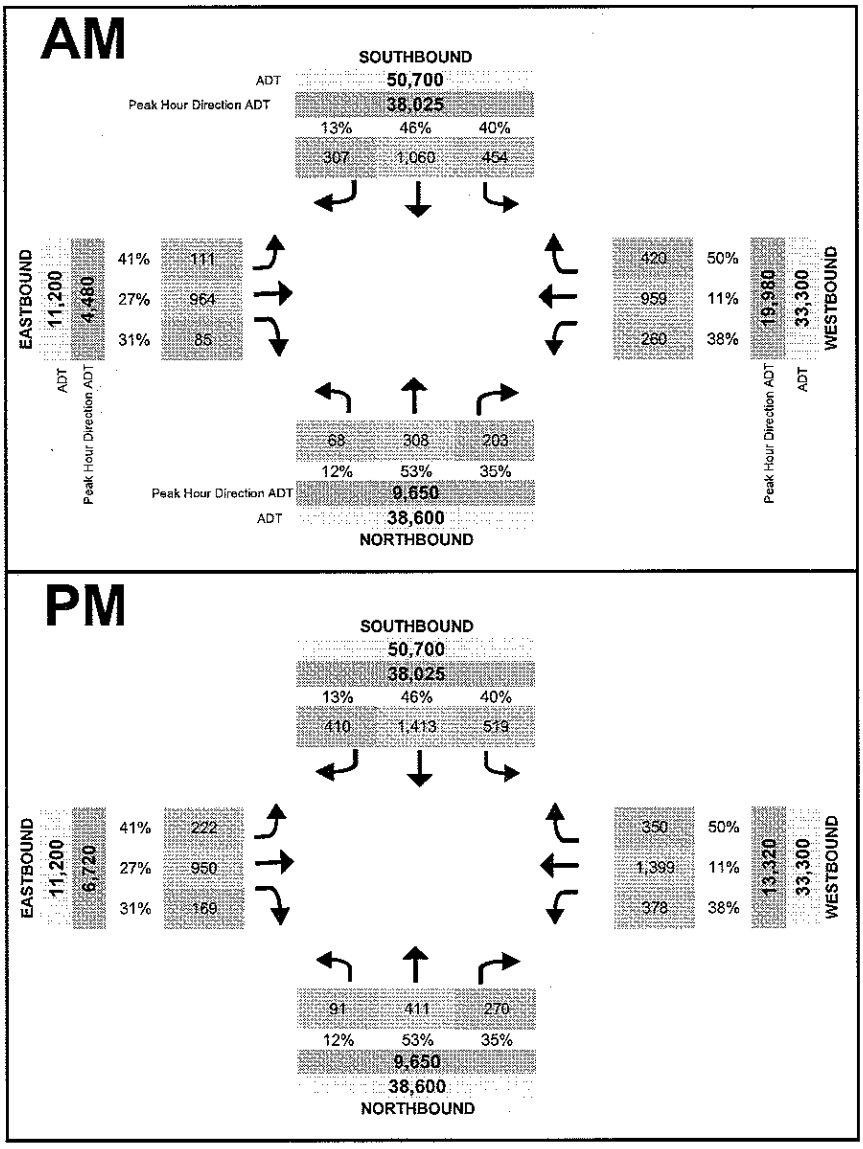
Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1177	12,383	10%
Existing EB	3856	48,721	8%
Existing WB	3897	50,538	8%

PM Peak Hour 8%

% Project Trips: 1.92%

INTERSECTION: Olympic Parkway & Heritage Road **#5**



AM Totals		
	Approach	Departure
NB	579	839
SB	1,822	1,405
EB	1,160	1,621
WB	1,639	1,334

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1565	12,383	13%
Existing EB	3900	48,721	8%
Existing WB	4519	50,538	9%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	772	983
SB	2,342	1,961
EB	1,342	1,739
WB	2,127	1,900

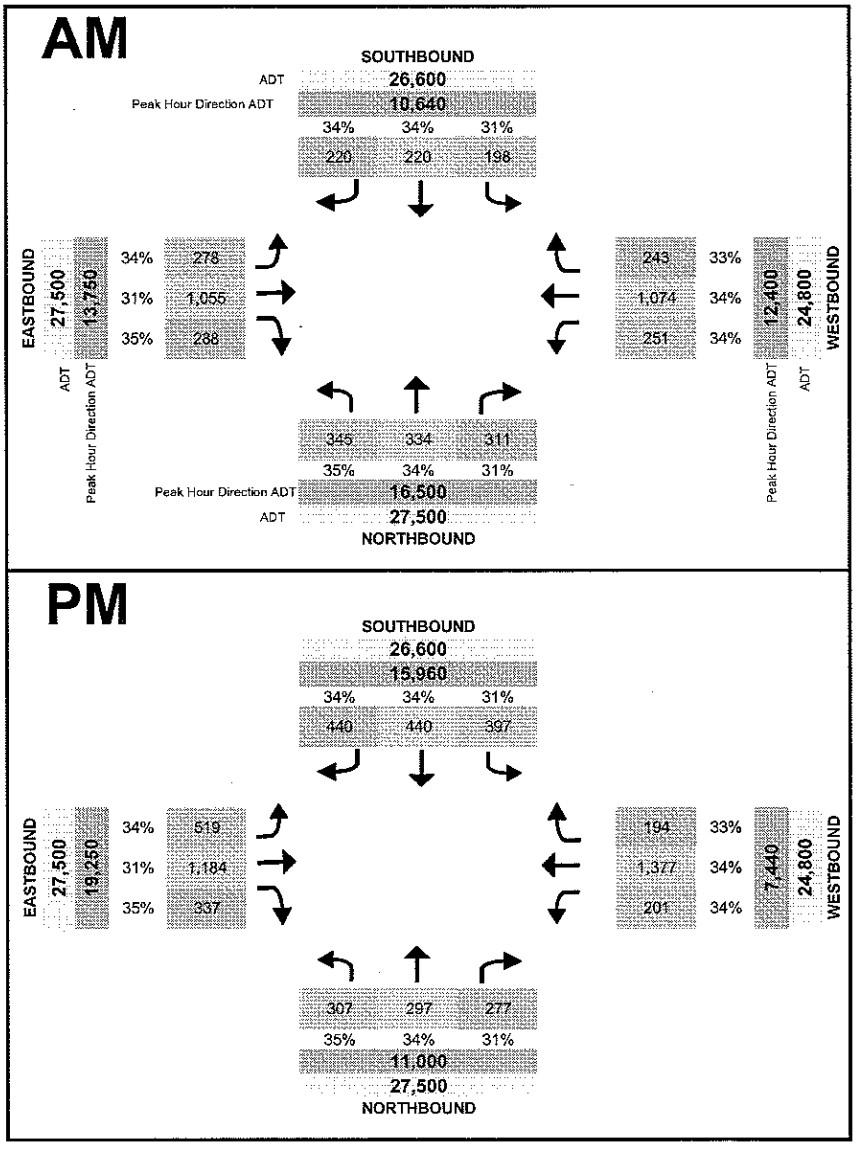
Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1177	12,383	10%
Existing EB	3856	48,721	8%
Existing WB	3897	50,538	8%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Pkwy & La Media Rd **#6**



AM Totals	Approach	Departure
NB	990	854
SB	638	758
EB	1,621	1,565
WB	1,567	1,639

Directional Split	
NB Split	60%
SB Split	40%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	2096	11,037	19%
Existing SB	1622	12,658	13%
Existing EB	3619	50,538	7%
Existing WB	2179	43,563	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals	Approach	Departure
NB	880	1,010
SB	1,277	977
EB	2,040	1,857
WB	1,771	2,123

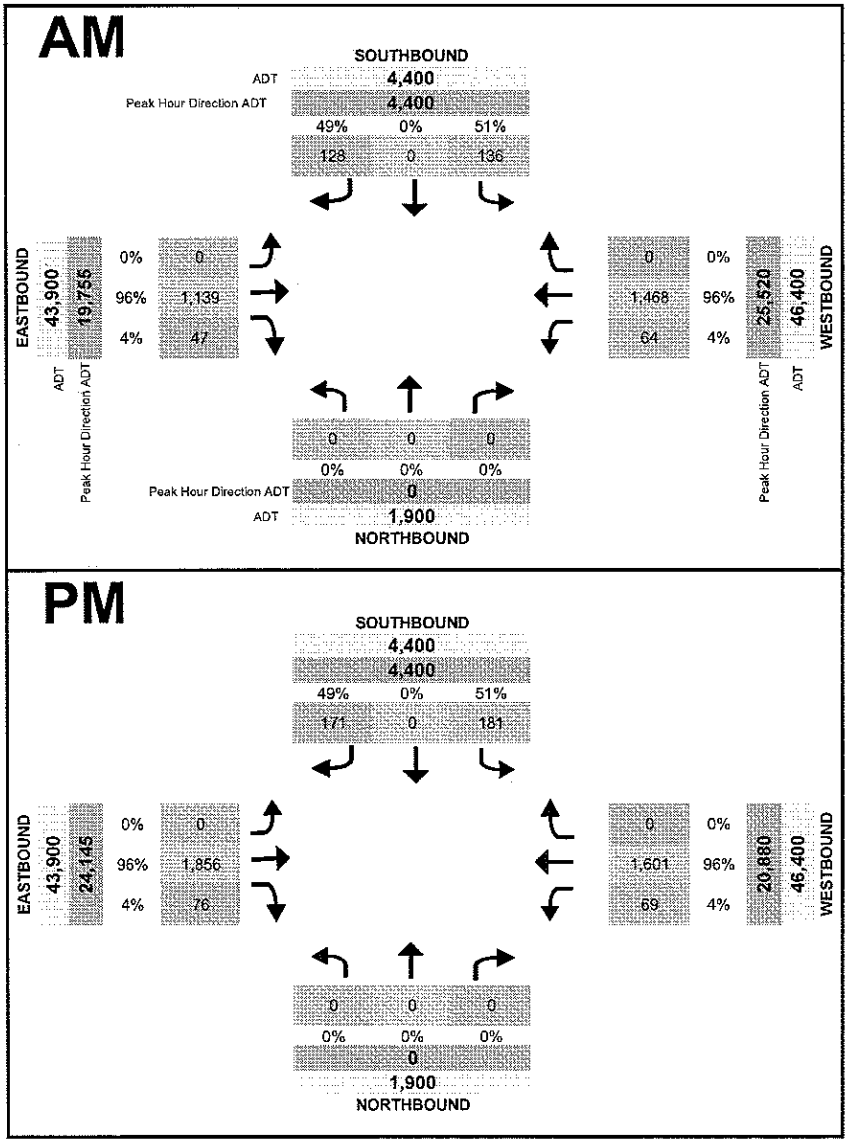
Directional Split	
NB Split	40%
SB Split	60%
EB Split	70%
WB Split	30%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1025	11,037	9%
Existing SB	1129	12,658	9%
Existing EB	3691	50,538	7%
Existing WB	2927	43,563	7%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: **Olympic Parkway & SR125 Southbound** **#7**



AM Totals		
	Approach	Departure
NB	0	0
SB	264	110
EB	1,185	1,274
WB	1,531	1,596

Directional Split	
NB Split	0%
SB Split	100%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	94	n/a	2%
Existing SB	185	n/a	10%
Existing EB	2088	43,563	5%
Existing WB	2065	40,418	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	352	145
EB	1,932	2,036
WB	1,670	1,772

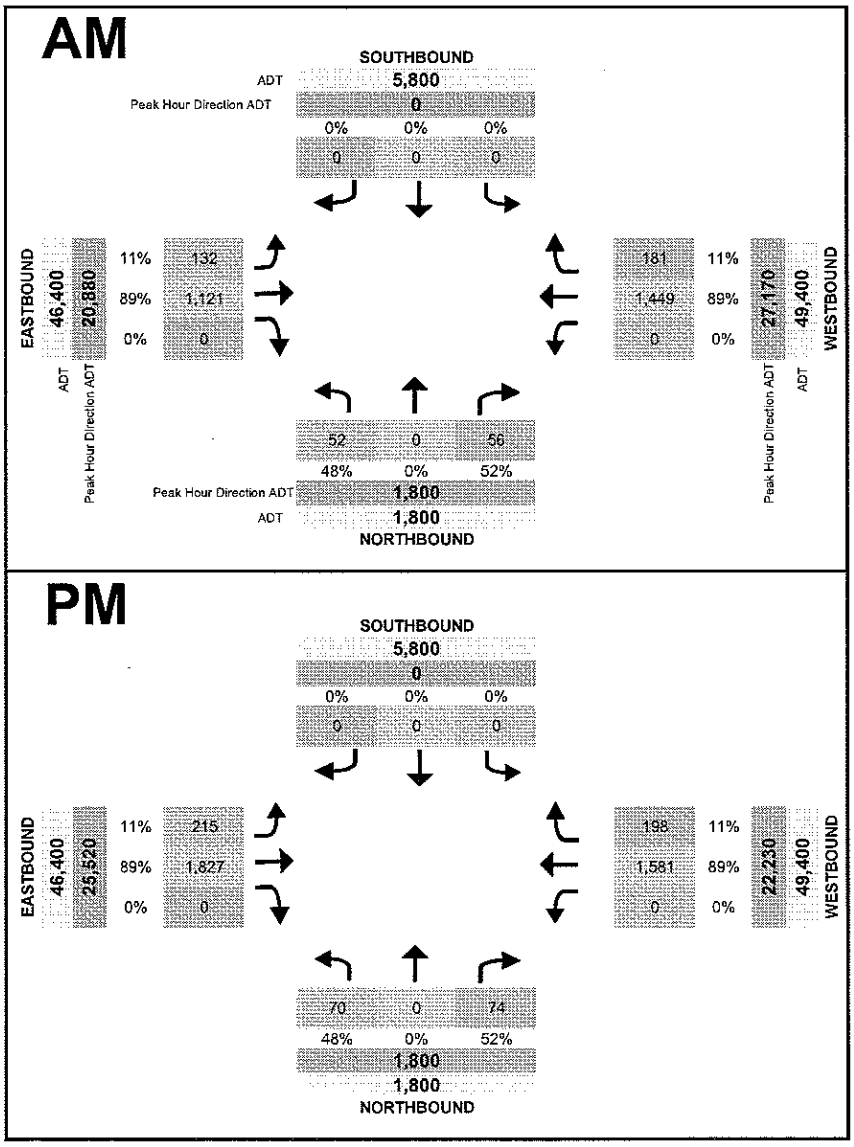
Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	10	n/a	0%
Existing SB	239	n/a	13%
Existing EB	2697	43,563	6%
Existing WB	2772	40,418	7%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & SR125 Northbound #8



AM Totals	Approach	Departure
NB	108	313
SB	0	0
EB	1,253	1,177
WB	1,630	1,501

Directional Split	
NB Split	100%
SB Split	0%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	246	n/a	4%
Existing SB	301	n/a	17%
Existing EB	2085	43,563	5%
Existing WB	2154	40,418	5%

AM Peak Hour **6%**

% Project Trips: **0.00%**

PM Totals	Approach	Departure
NB	144	412
SB	0	0
EB	2,042	1,901
WB	1,778	1,651

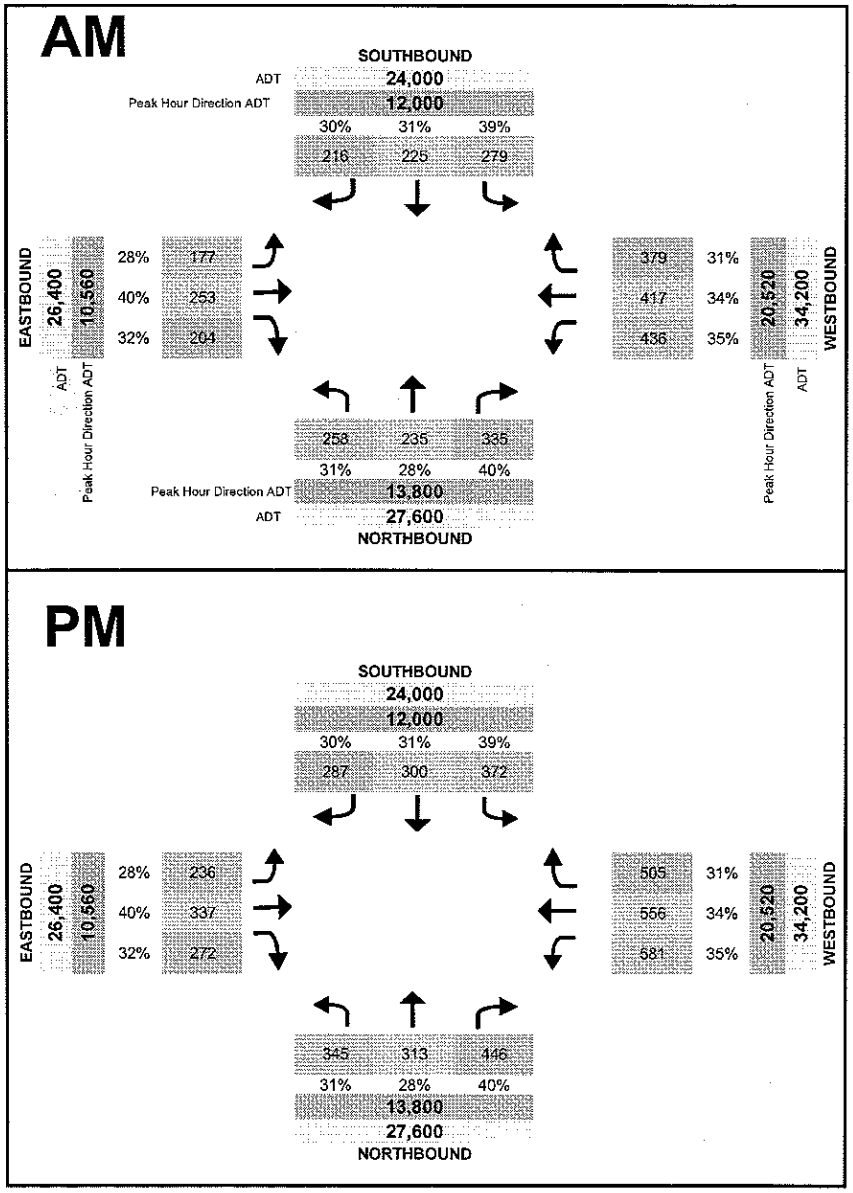
Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	119	n/a	2%
Existing SB	86	n/a	5%
Existing EB	2770	43,563	6%
Existing WB	2843	40,418	7%

PM Peak Hour **8%**

% Project Trips: **0.00%**

INTERSECTION: Olympic Parkway & Eastlake Parkway **#9**



AM Totals		
	Approach	Departure
NB	828	791
SB	720	865
EB	634	866
WB	1,231	891

Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	749	9,199	8%
Existing SB	788	18,945	4%
Existing EB	1865	40,418	5%
Existing WB	1354	13,926	10%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	1,104	1,055
SB	960	1,153
EB	845	1,155
WB	1,642	1,187

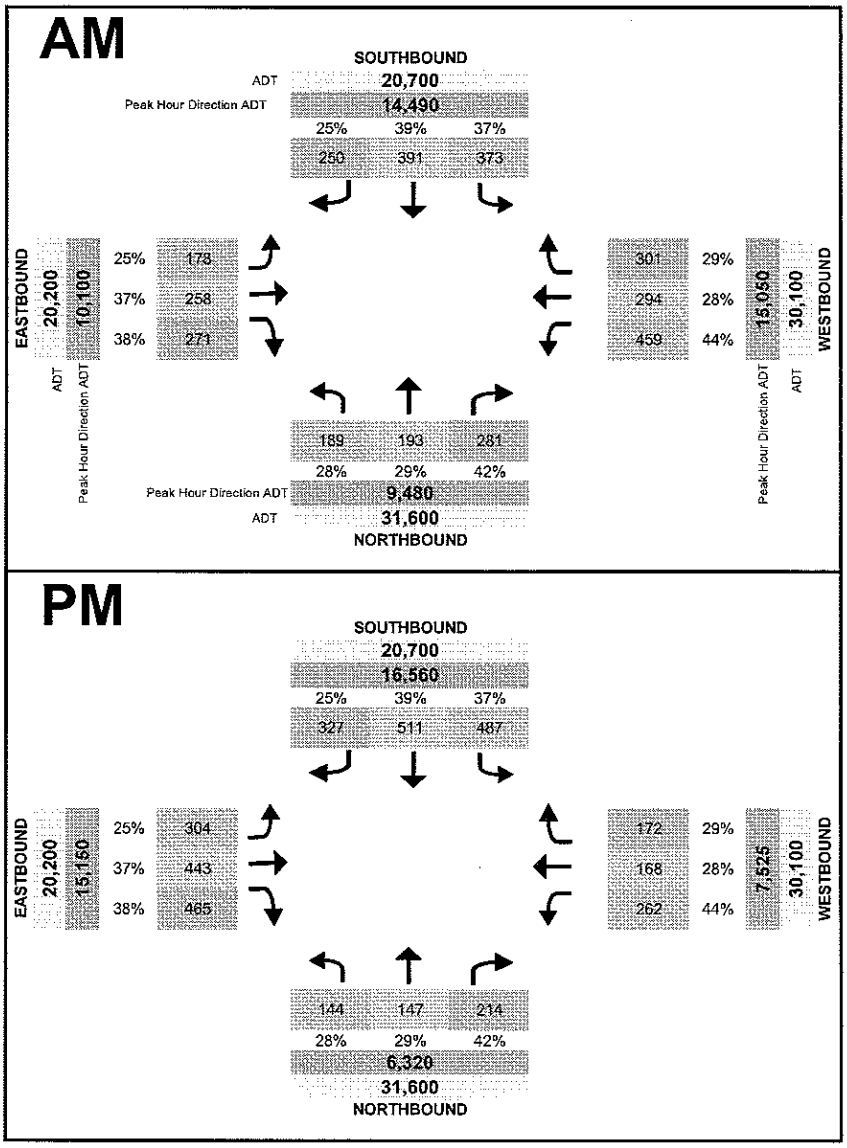
Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1243	9,199	14%
Existing SB	1403	18,945	7%
Existing EB	2080	40,418	5%
Existing WB	1476	13,926	11%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & Hunte Parkway **#10**



AM Totals	Approach	Departure
NB	664	672
SB	1,014	1,122
EB	707	912
WB	1,054	732

Directional Split	
NB Split	30%
SB Split	70%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	302	1,406	21%
Existing SB	904	9,580	9%
Existing EB	1031	13,926	7%
Existing WB	525	7,846	7%

AM Peak Hour 7%

% Project Trips: 0.00%

PM Totals	Approach	Departure
NB	506	624
SB	1,325	1,238
EB	1,212	1,144
WB	602	638

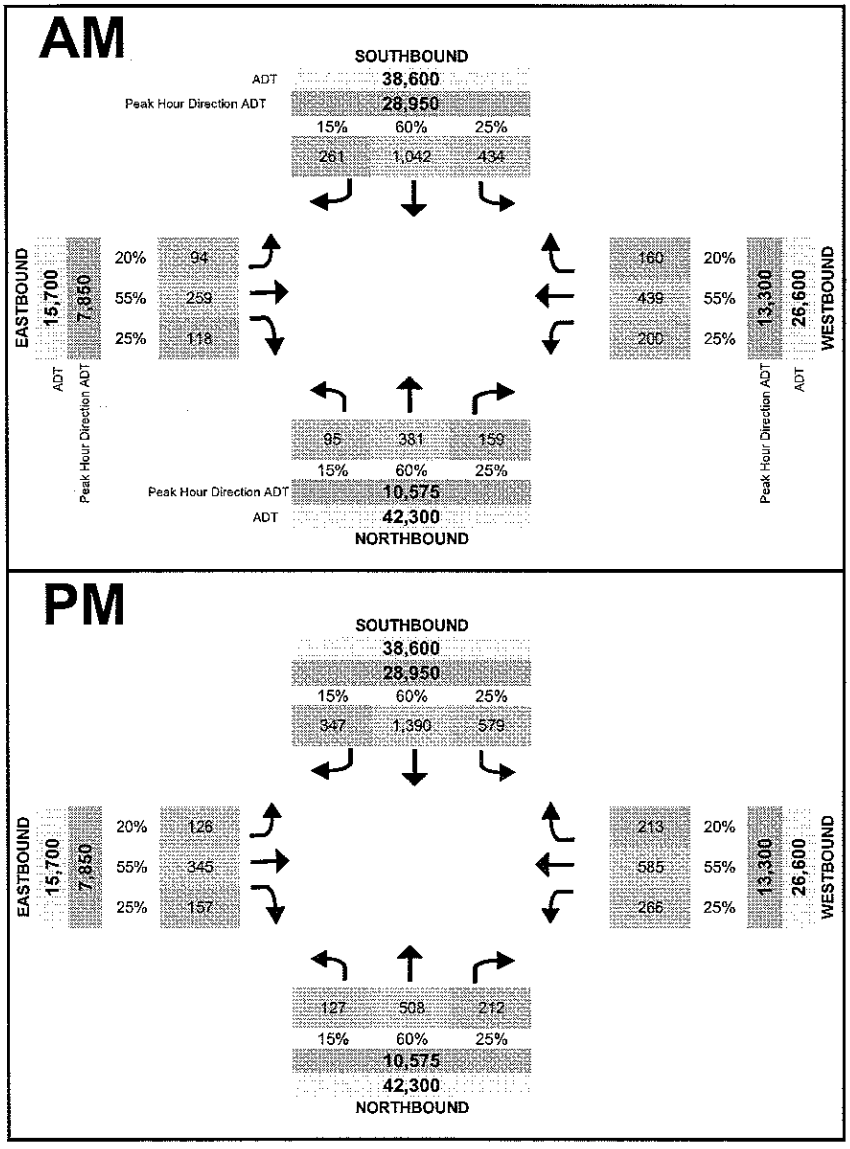
Directional Split	
NB Split	20%
SB Split	80%
EB Split	75%
WB Split	25%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	201	1,406	14%
Existing SB	789	9,580	8%
Existing EB	1120	13,926	8%
Existing WB	640	7,846	8%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: **Birch Road & Heritage Rd** **#11**



AM Totals		
	Approach	Departure
NB	635	635
SB	1,737	1,359
EB	471	852
WB	798	795

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	685		#DIV/0!
Existing SB	1553	11,037	14%
Existing EB	0		#DIV/0!
Existing WB	896	10,234	9%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	846	846
SB	2,316	1,813
EB	628	1,136
WB	1,064	1,060

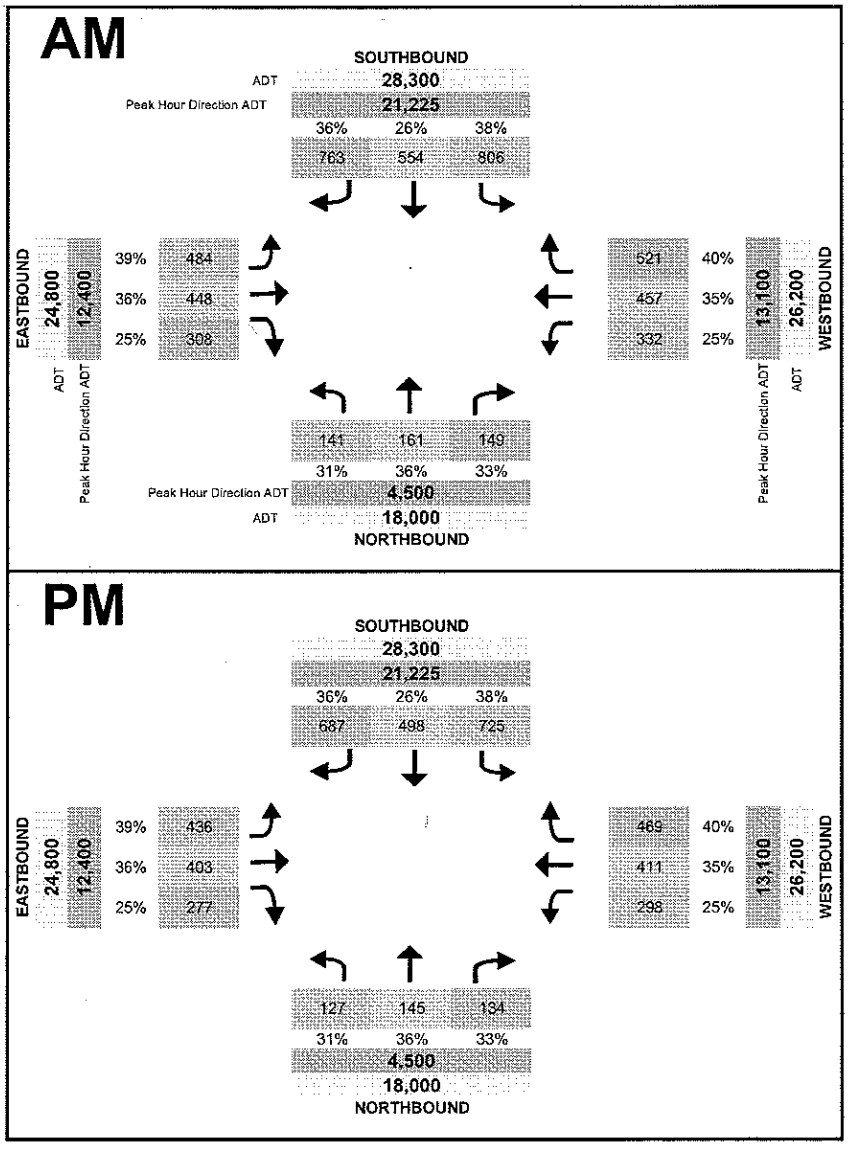
Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	111		#DIV/0!
Existing SB	751	11,037	7%
Existing EB	0		#DIV/0!
Existing WB	650	10,234	6%

PM Peak Hour 8%

% Project Trips: 15.84%

INTERSECTION: **Birch Road & La Media Rd** **#12**



AM Totals	Approach	Departure
NB	450	1,166
SB	2,123	1,193
EB	1,240	1,403
WB	1,310	1,361

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	685		#DIV/0!
Existing SB	1553	11,037	14%
Existing EB	0		#DIV/0!
Existing WB	896	10,234	9%

AM Peak Hour **10%**

% Project Trips: **0.00%**

PM Totals	Approach	Departure
NB	405	1,049
SB	1,910	1,074
EB	1,116	1,262
WB	1,179	1,224

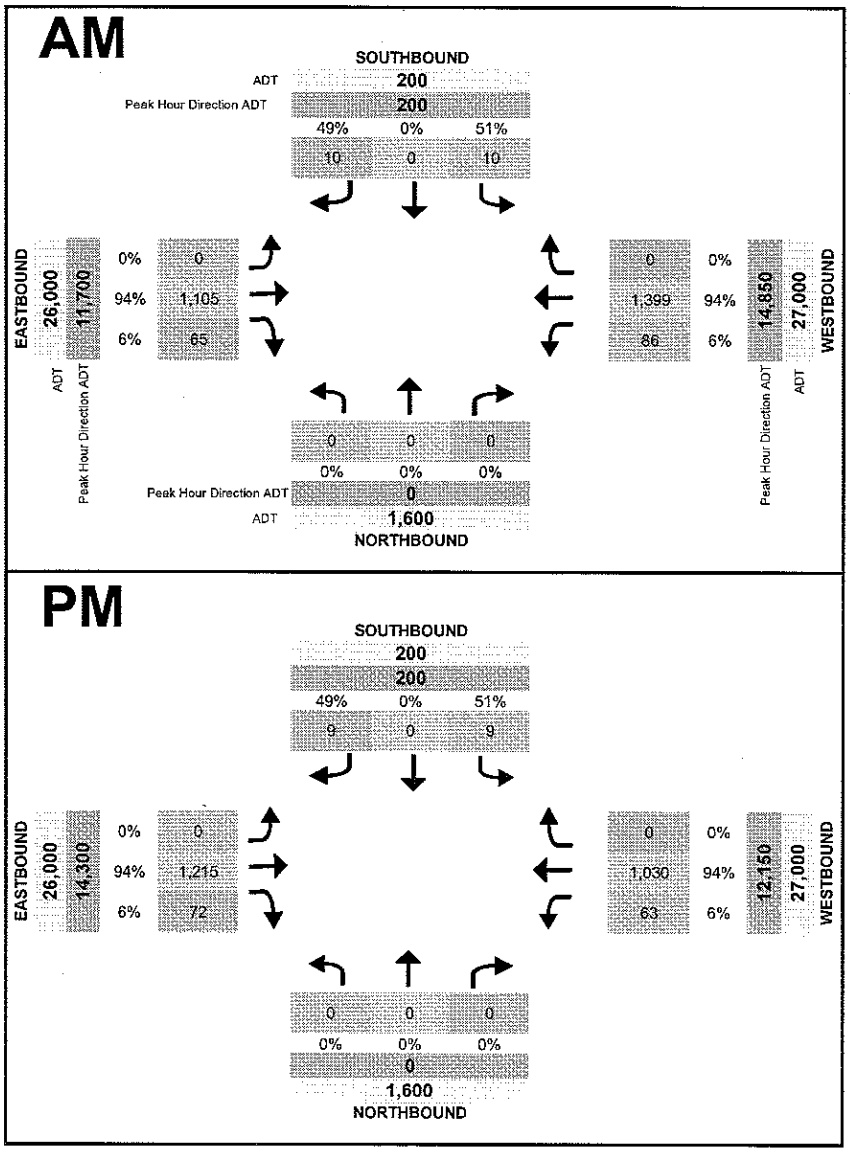
Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	111		#DIV/0!
Existing SB	751	11,037	7%
Existing EB	0		#DIV/0!
Existing WB	650	10,234	6%

PM Peak Hour **9%**

% Project Trips: **16.68%**

INTERSECTION: Birch Road & SR125 Southbound Ramps **#13**



AM Totals		
	Approach	Departure
NB	0	0
SB	20	152
EB	1,170	1,115
WB	1,485	1,409

Directional Split	
NB Split	0%
SB Split	100%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	32		#DIV/0!
Existing SB	153		#DIV/0!
Existing EB	981	10,234	10%
Existing WB	914		#DIV/0!

AM Peak Hour 10%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	18	135
EB	1,287	1,224
WB	1,094	1,039

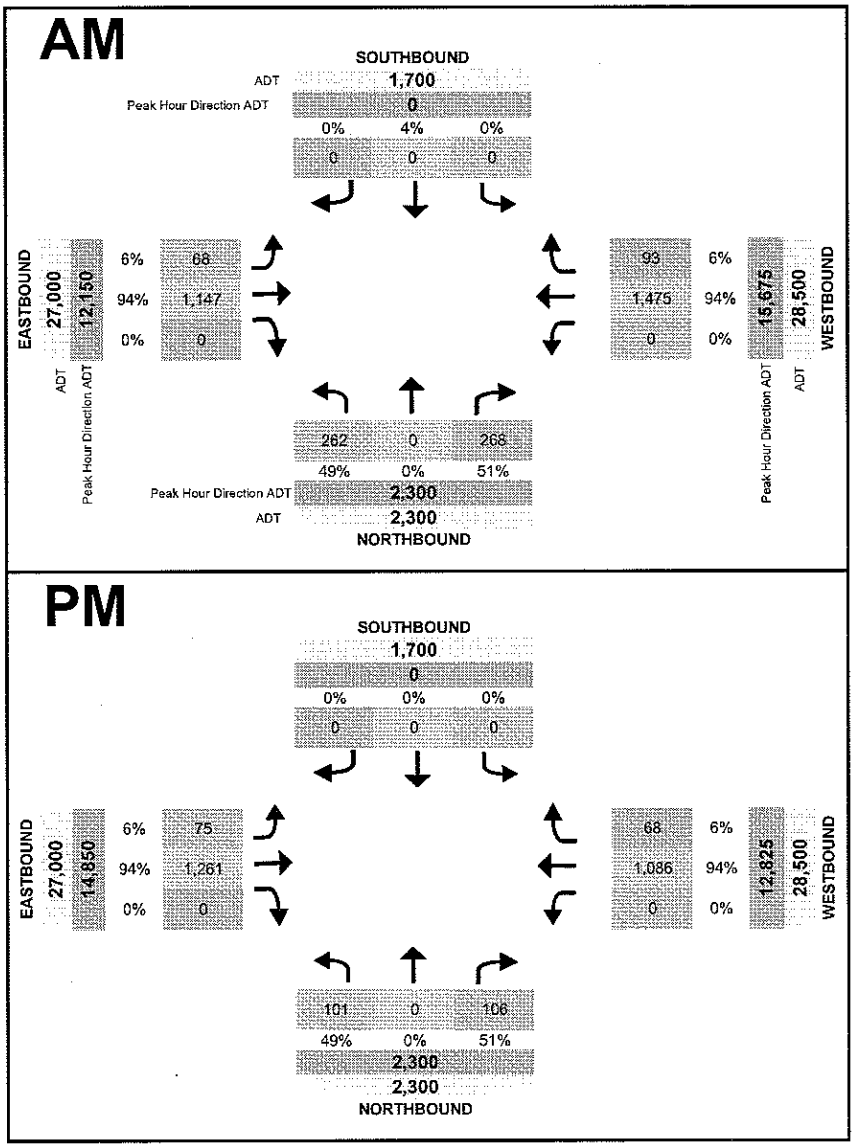
Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	4		#DIV/0!
Existing SB	171		#DIV/0!
Existing EB	897	10,234	9%
Existing WB	952		#DIV/0!

PM Peak Hour 9%

% Project Trips: 0.00%

INTERSECTION: Birch Road & SR125 Northbound Ramps #14



AM Totals	Approach	Departure
NB	530	161
SB	0	0
EB	1,215	1,415
WB	1,568	1,737

Directional Split	
NB Split	100%
SB Split	0%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	78		#DIV/0!
Existing SB	68		#DIV/0!
Existing EB	924	10,234	9%
Existing WB	923		#DIV/0!

AM Peak Hour 10%

% Project Trips: 0.00%

PM Totals	Approach	Departure
NB	207	144
SB	0	0
EB	1,337	1,368
WB	1,154	1,187

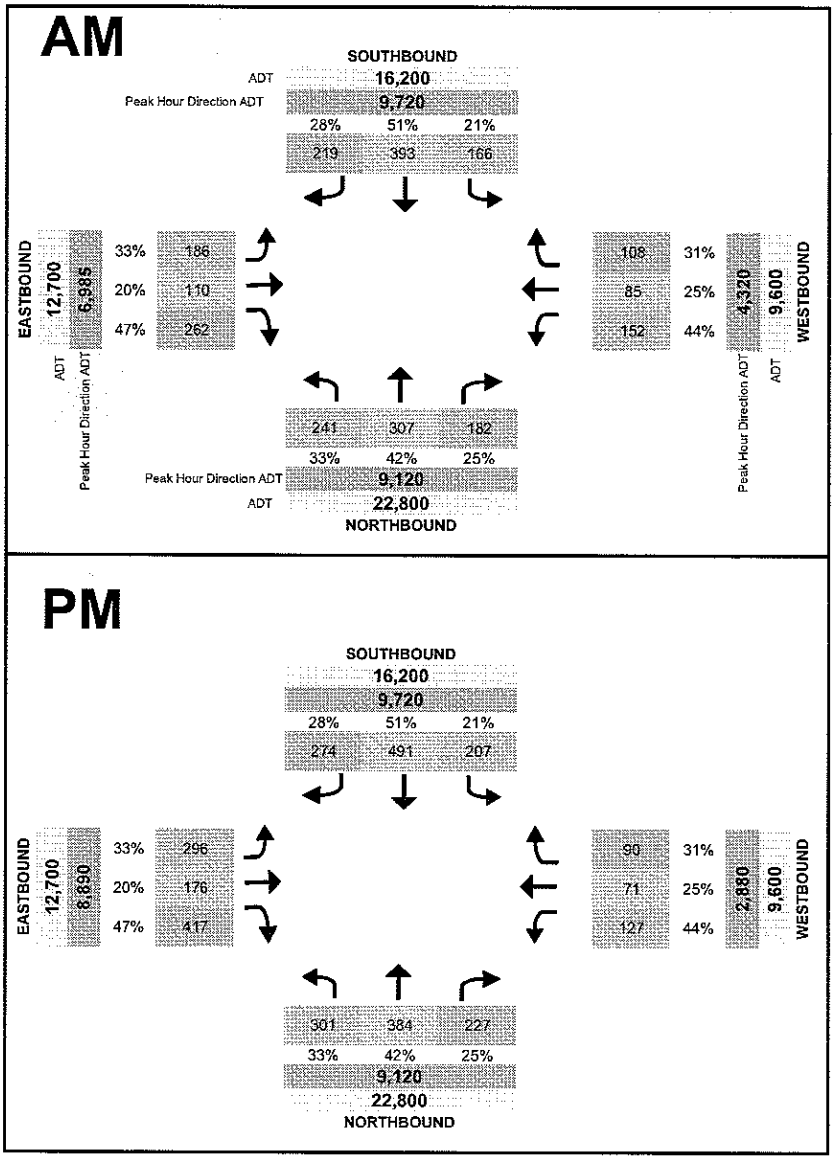
Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	94		#DIV/0!
Existing SB	61		#DIV/0!
Existing EB	948	10,234	9%
Existing WB	1025		#DIV/0!

PM Peak Hour 9%

% Project Trips: 0.00%

INTERSECTION: Eastlake Parkway & Birch Road **#15**



AM Totals		
	Approach	Departure
NB	730	602
SB	778	808
EB	559	458
WB	346	545

Directional Split	
NB Split	40%
SB Split	60%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	502	1,310	38%
Existing SB	669	9,199	7%
Existing EB	909	na	7%
Existing WB	466	na	5%

AM Peak Hour **8%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	912	770
SB	972	1,035
EB	889	610
WB	288	645

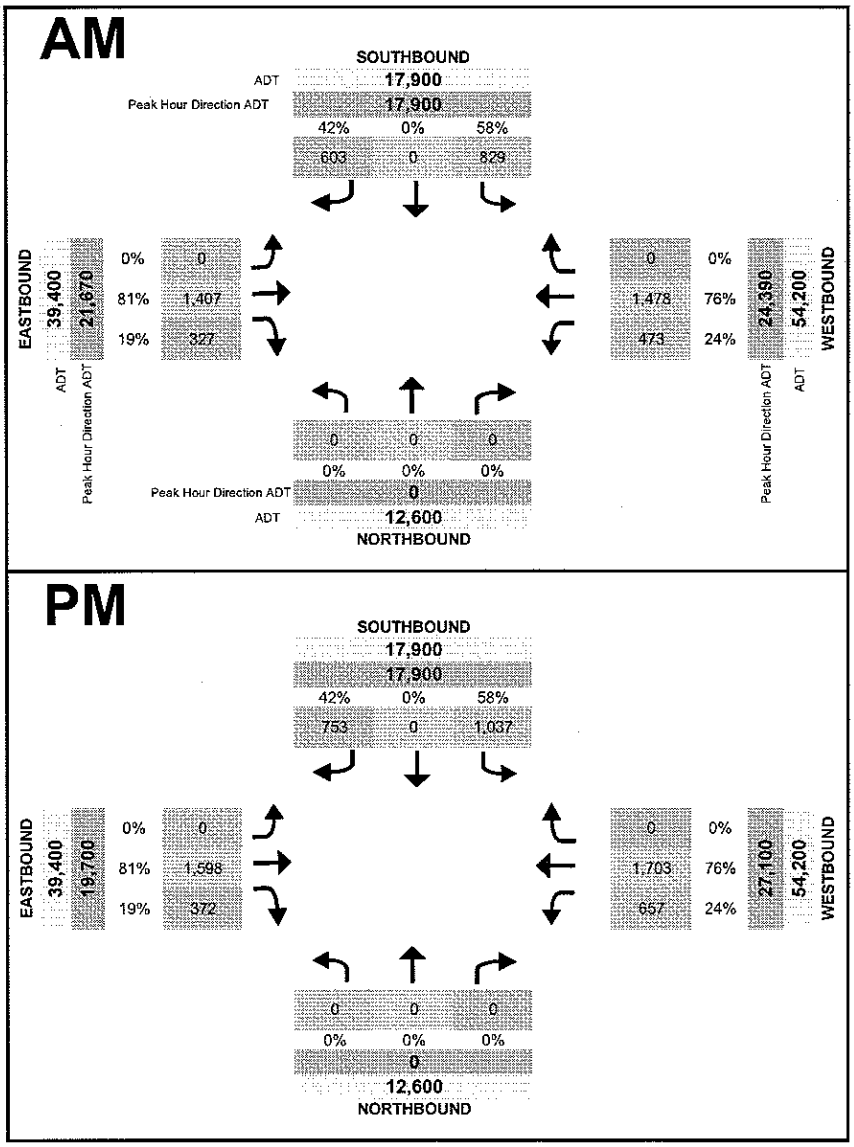
Directional Split	
NB Split	40%
SB Split	60%
EB Split	70%
WB Split	30%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	460	1,310	35%
Existing SB	751	9,199	8%
Existing EB	906	na	7%
Existing WB	641	na	7%

PM Peak Hour **10%**

% Project Trips: **0.00%**

INTERSECTION: Main Street & 805 Southbound Ramps **#16**



AM Totals		
	Approach	Departure
NB	0	0
SB	1,432	800
EB	1,734	2,236
WB	1,951	2,081

Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	626		#DIV/0!
Existing SB	860		#DIV/0!
Existing EB	1850		#DIV/0!
Existing WB	1932	26,355	7%

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	1,790	1,028
EB	1,970	2,635
WB	2,360	2,457

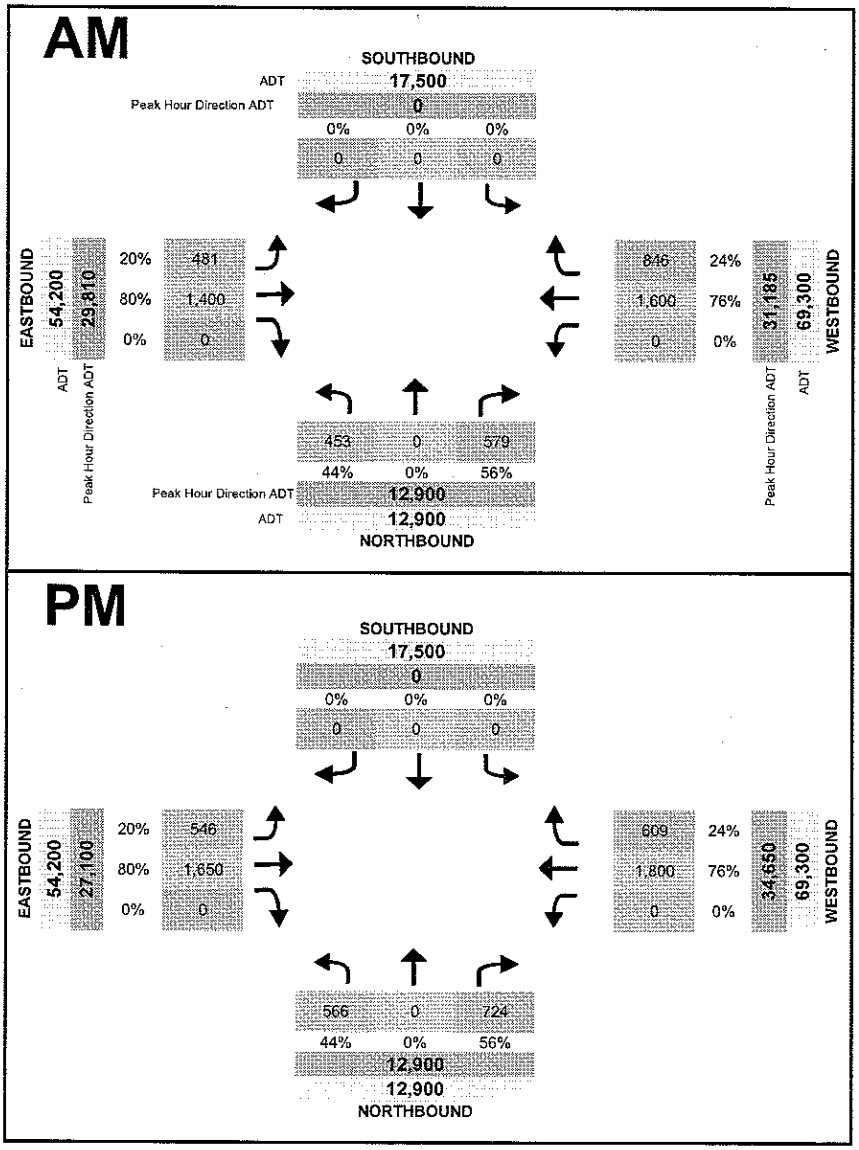
Directional Split	
NB Split	0%
SB Split	100%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	934		#DIV/0!
Existing SB	1208		#DIV/0!
Existing EB	2475		#DIV/0!
Existing WB	2631	26,355	10%

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: **Main Street & 805 Northbound Ramps** **#17**



AM Totals		
	Approach	Departure
NB	1,032	1,327
SB	0	0
EB	1,881	1,979
WB	2,446	2,053

Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	541		#DIV/0!
Existing SB	805		#DIV/0!
Existing EB	1921		#DIV/0!
Existing WB	1999	26,355	8%

AM Peak Hour **8%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	1,290	1,155
SB	0	0
EB	2,196	2,373
WB	2,409	2,366

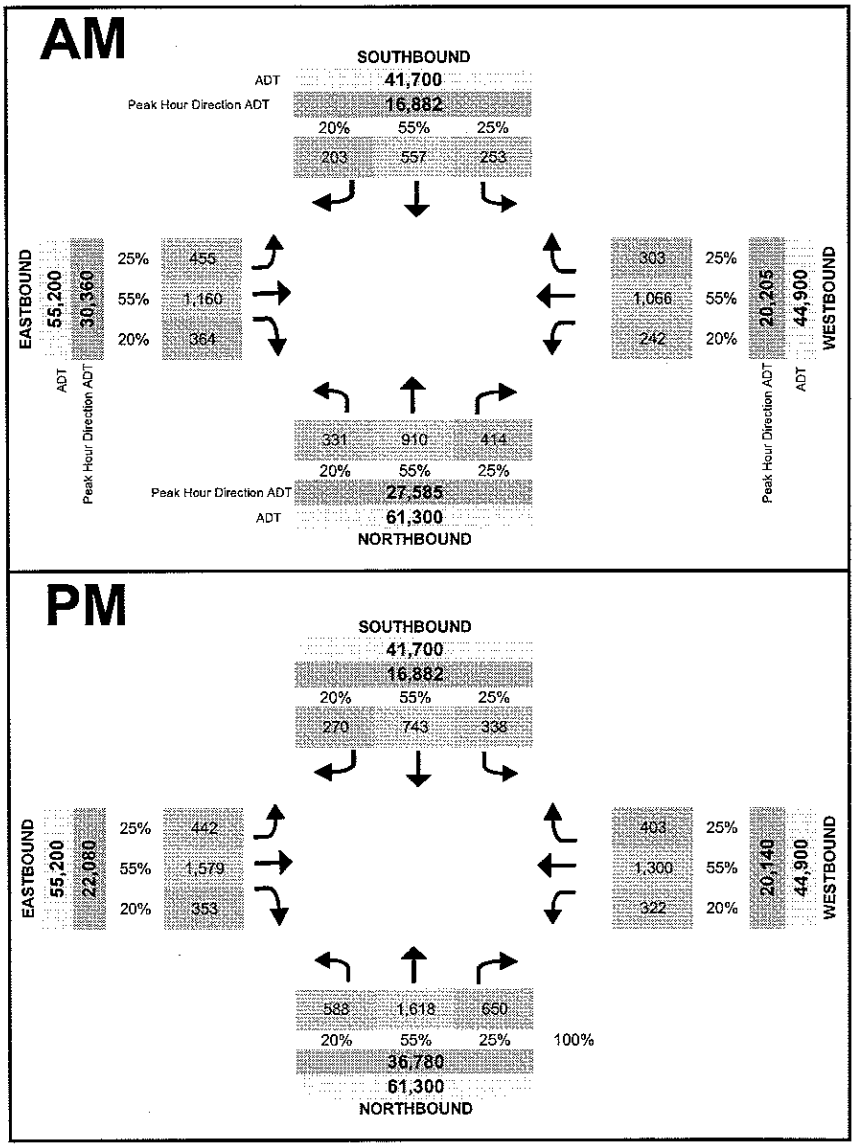
Directional Split	
NB Split	100%
SB Split	0%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	746		#DIV/0!
Existing SB	1066		#DIV/0!
Existing EB	2626		#DIV/0!
Existing WB	2910	26,355	11%

PM Peak Hour **10%**

% Project Trips: **0.00%**

INTERSECTION: **Main Street & Heritage Rd** **#18**



AM Totals		
	Approach	Departure
NB	1,655	1,669
SB	1,013	1,164
EB	1,980	1,827
WB	1,611	1,599

Directional Split	
NB Split	45%
SB Split	40%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB			#DIV/0!
Existing SB			#DIV/0!
Existing EB	807	11,612	7%
Existing WB	794	10,268	8%

AM Peak Hour **6%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	2,856	2,463
SB	1,351	1,418
EB	2,373	2,566
WB	2,025	2,159

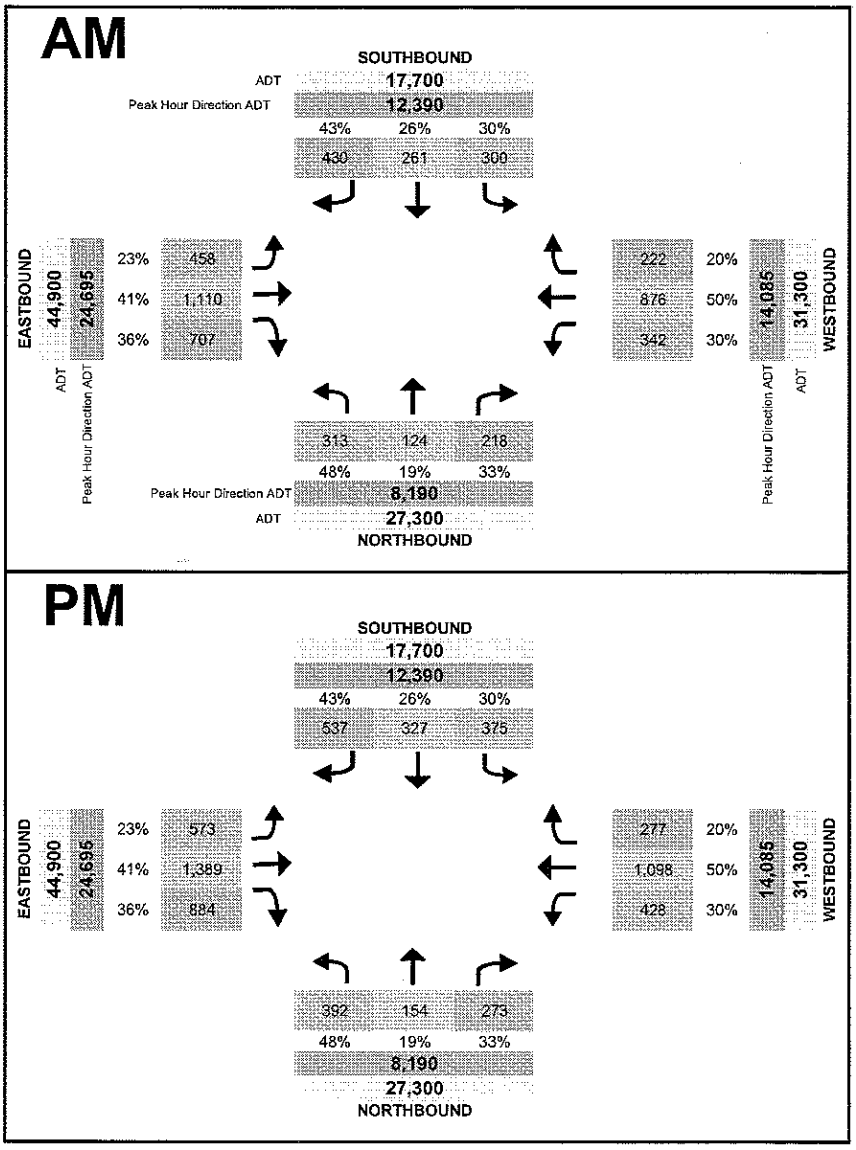
Directional Split	
NB Split	60%
SB Split	40%
EB Split	40%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB			#DIV/0!
Existing SB			#DIV/0!
Existing EB	883	11,612	8%
Existing WB	883	10,268	9%

PM Peak Hour **8%**

% Project Trips: **0.00%**

INTERSECTION: **Main Street & La Media Rd** **#19**



AM Totals		
	Approach	Departure
NB	655	804
SB	991	1,310
EB	2,275	1,628
WB	1,440	1,619

Directional Split	
NB Split	30%
SB Split	70%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour **8%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	819	1,005
SB	1,239	1,638
EB	2,845	2,037
WB	1,803	2,027

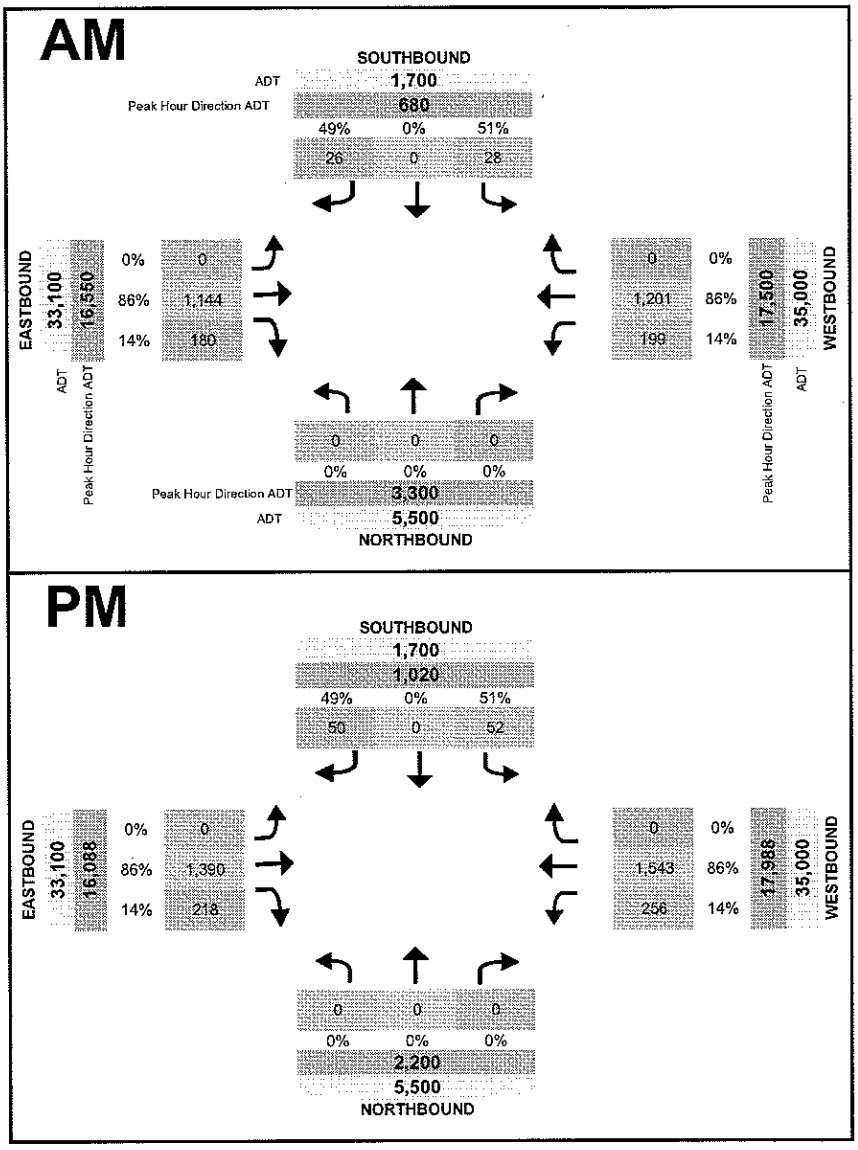
Directional Split	
NB Split	30%
SB Split	70%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
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			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour **10%**

% Project Trips: **0.00%**

INTERSECTION: **Main Street & SR125 Southbound Ramps** **#20**



AM Totals		
	Approach	Departure
NB	0	0
SB	54	379
EB	1,324	1,172
WB	1,400	1,227

Directional Split	
NB Split	60%
SB Split	40%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour **8%**

% Project Trips: **0.00%**

PM Totals		
	Approach	Departure
NB	0	0
SB	102	475
EB	1,609	1,443
WB	1,799	1,592

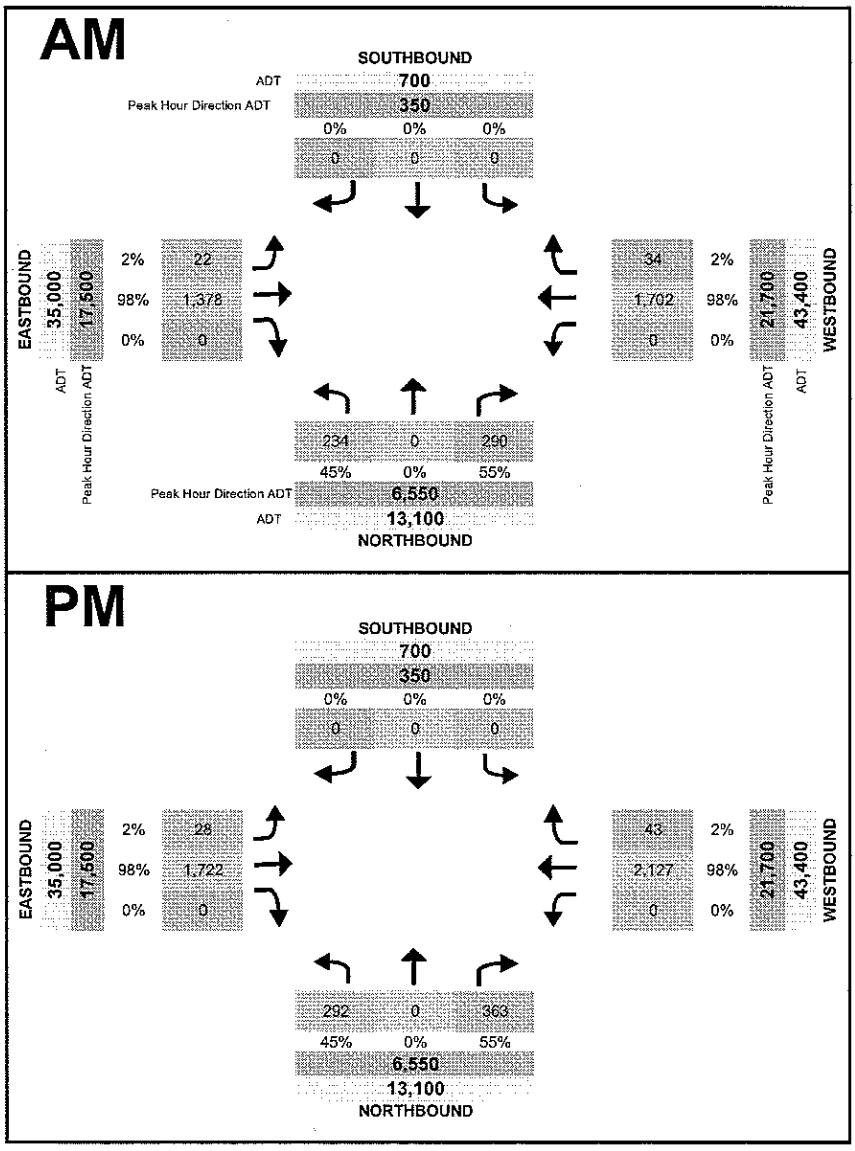
Directional Split	
NB Split	40%
SB Split	60%
EB Split	49%
WB Split	51%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour **10%**

% Project Trips: **0.00%**

INTERSECTION: Main Street & SR125 Northbound Ramps **#21**



AM Totals	Approach	Departure
NB	524	56
SB	0	0
EB	1,400	1,668
WB	1,736	1,936

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals	Approach	Departure
NB	655	70
SB	0	0
EB	1,750	2,085
WB	2,170	2,420

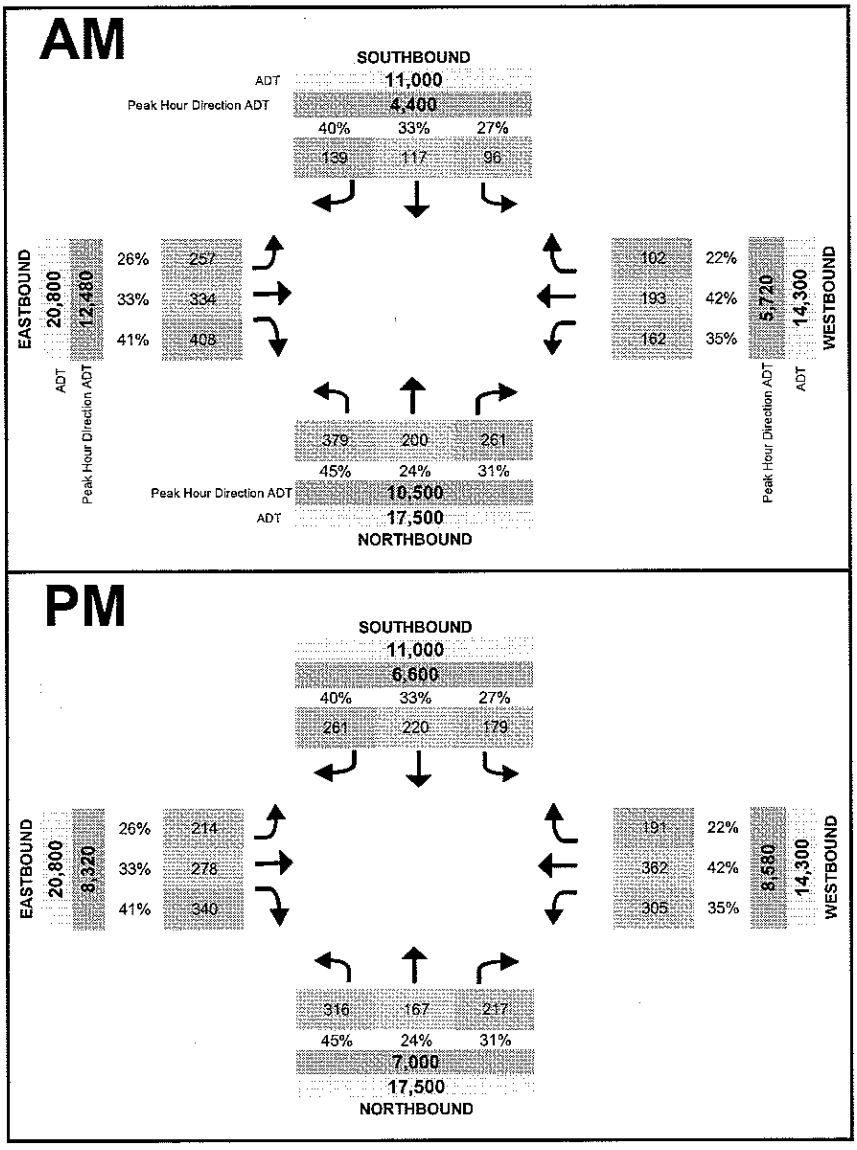
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: **Main Street & Street "A"** **#22**



AM Totals		
	Approach	Departure
NB	840	559
SB	352	688
EB	998	690
WB	458	711

Directional Split	
NB Split	60%
SB Split	40%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	700	572
SB	660	864
EB	832	675
WB	858	939

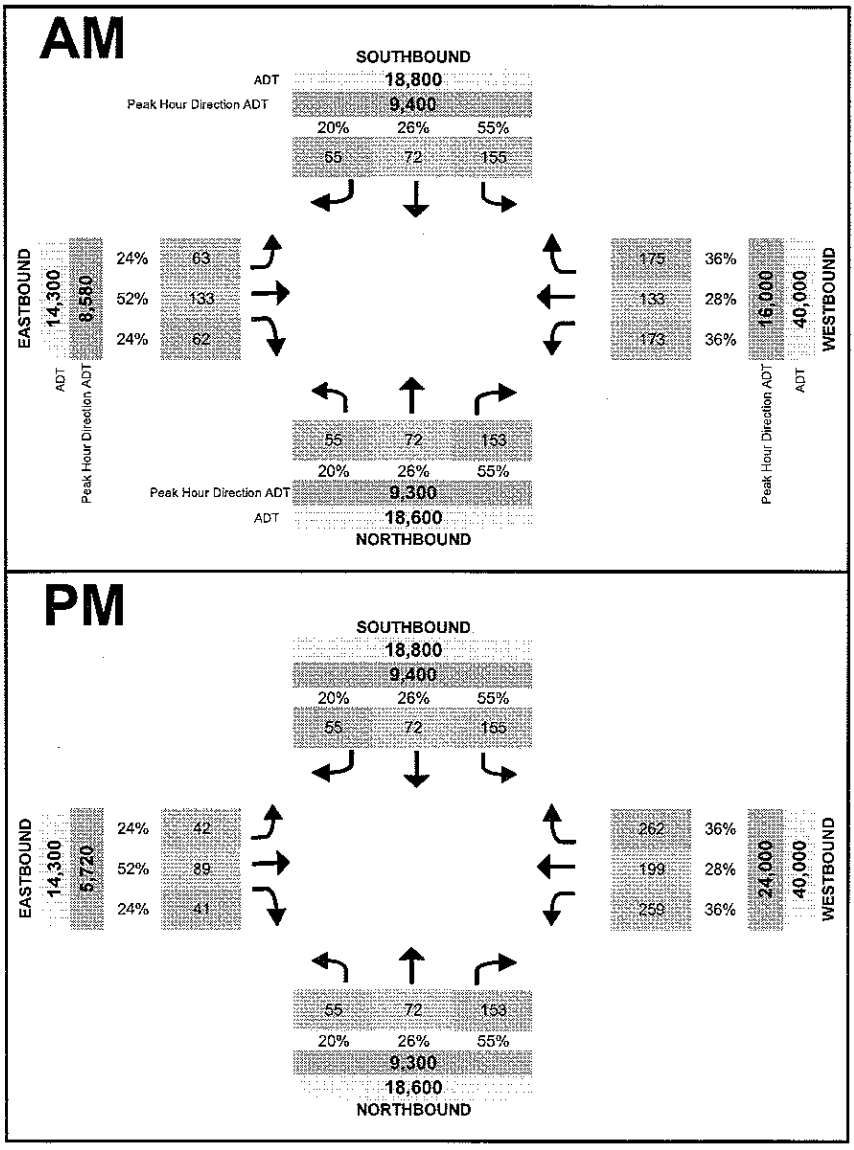
Directional Split	
NB Split	40%
SB Split	60%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: Main Street & Eastlake Parkway **#23**



AM Totals		
	Approach	Departure
NB	279	309
SB	282	306
EB	257	440
WB	480	243

Directional Split	
NB Split	50%
SB Split	50%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB		9,199	0%
Existing SB	391	18,945	2%
Existing EB		40,418	0%
Existing WB	391	13,926	3%

AM Peak Hour 3%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	279	375
SB	282	372
EB	172	396
WB	720	309

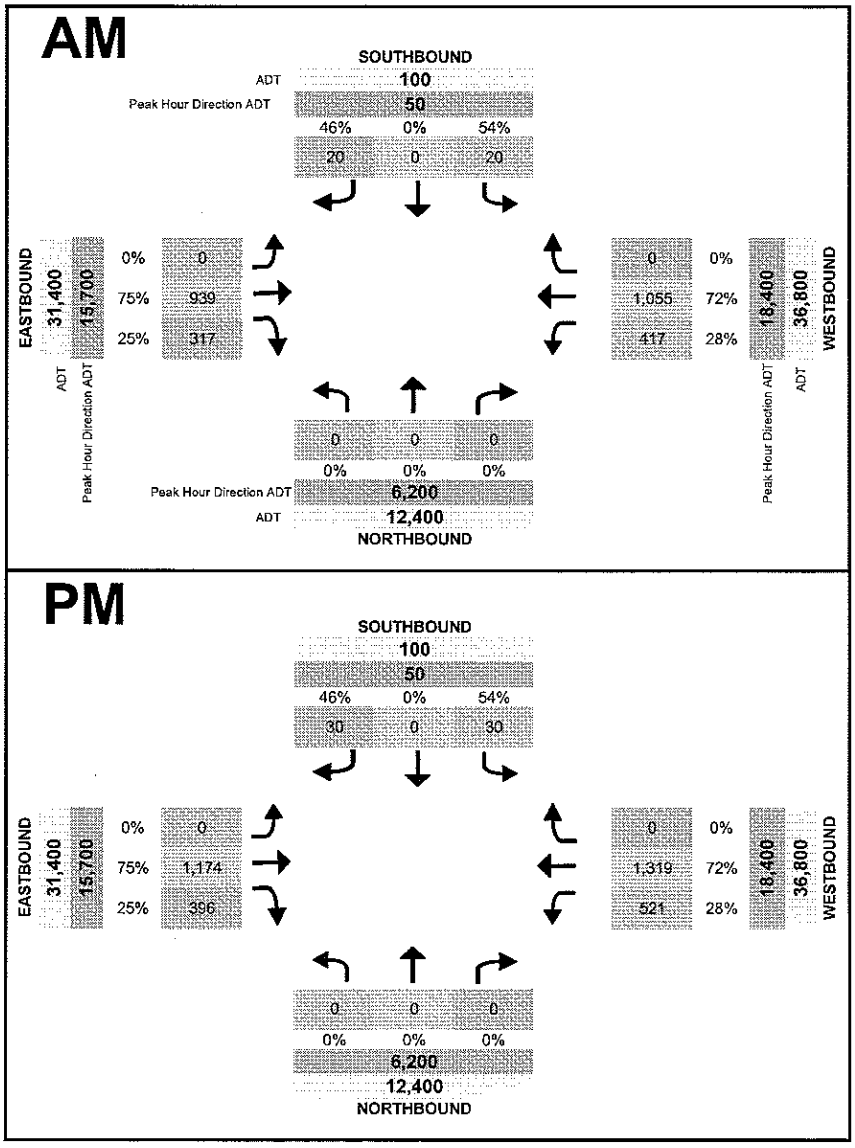
Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB		9,199	0%
Existing SB	142	18,945	1%
Existing EB		40,418	0%
Existing WB	142	13,926	1%

PM Peak Hour 3%

% Project Trips: 0.00%

INTERSECTION: Otay Valley Road & SR125 Southbound Ramps #24



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	0	0
WB	0	0

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: #DIV/0!

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	0	0
WB	0	0

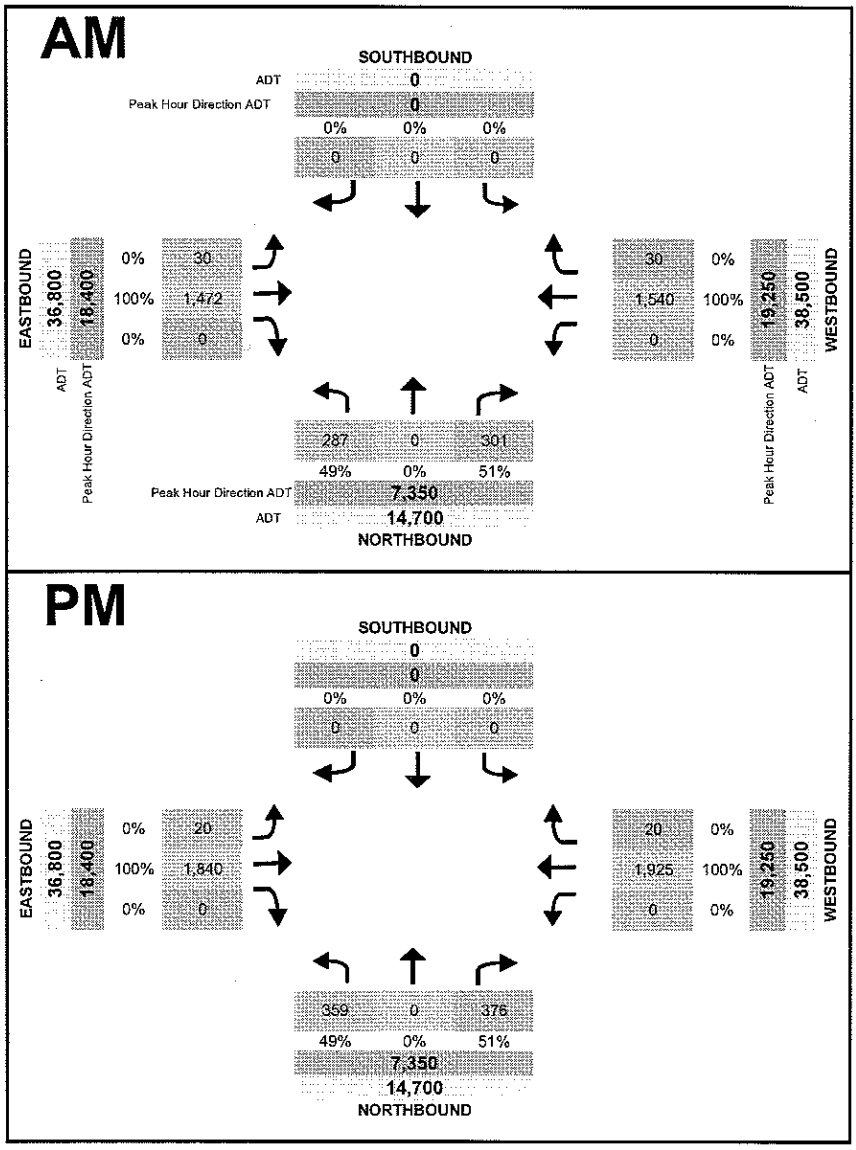
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: #DIV/0!

INTERSECTION: Otay Valley Road & SR125 Northbound Ramps #25



AM Totals		
	Approach	Departure
NB	588	60
SB	0	0
EB	1,502	1,773
WB	1,570	1,827

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	735	40
SB	0	0
EB	1,860	2,216
WB	1,945	2,284

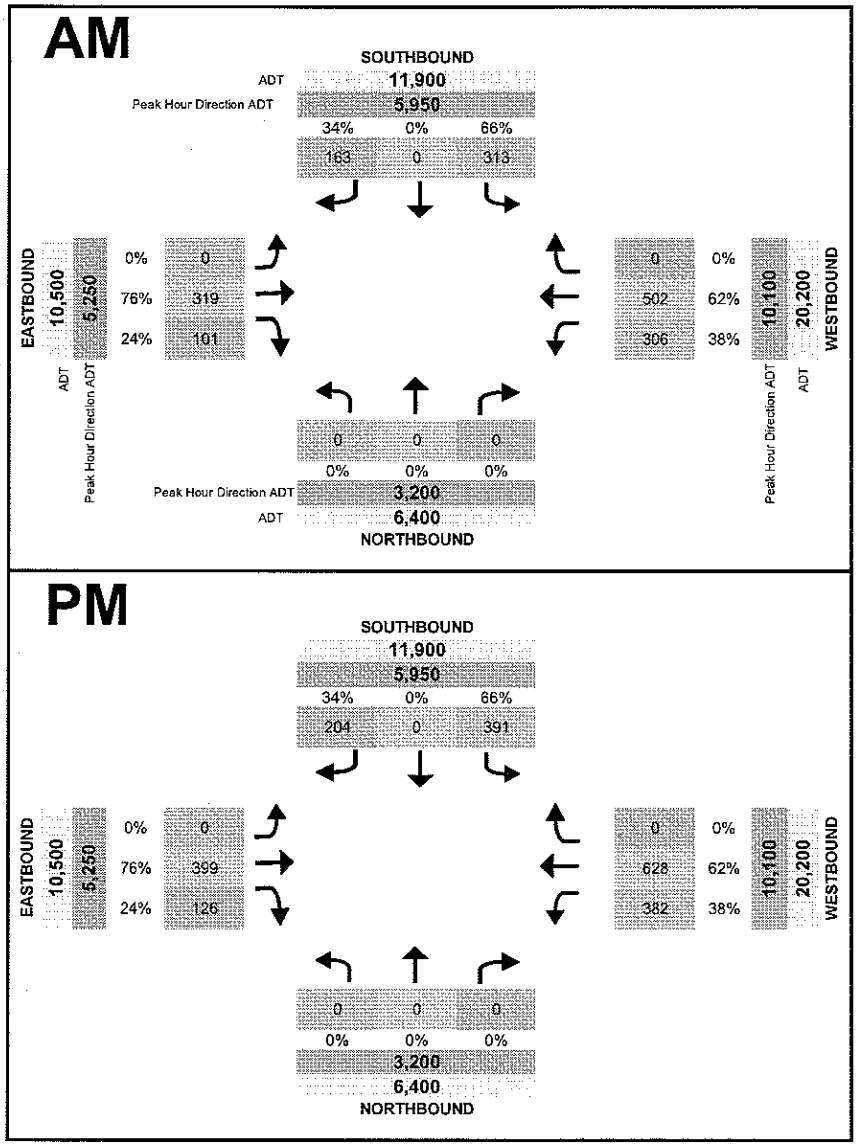
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: La Media Road & SR125 Southbound Ramps **#26**



AM Totals		
	Approach	Departure
NB	0	0
SB	476	407
EB	420	632
WB	808	665

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	595	509
EB	525	790
WB	1,010	831

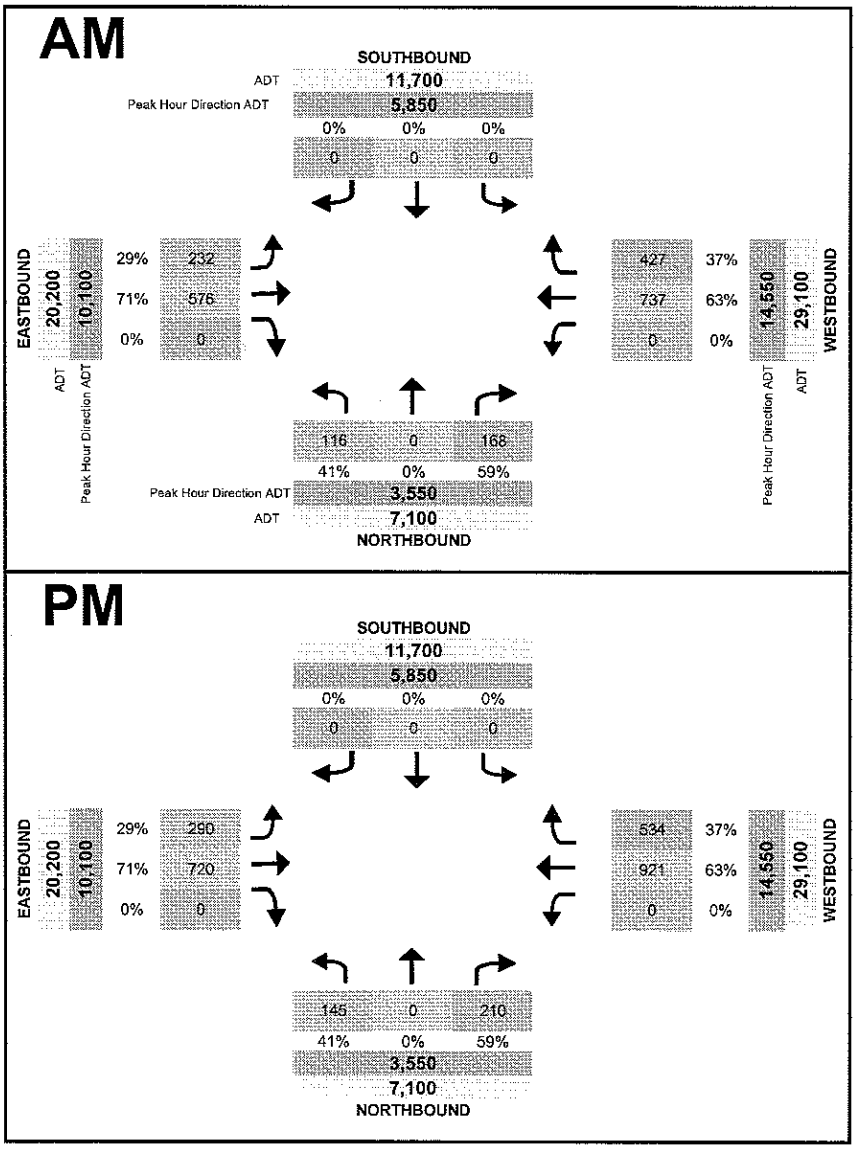
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: La Media Road & SR125 Northbound Ramps **#27**



AM Totals		
	Approach	Departure
NB	284	659
SB	0	0
EB	808	744
WB	1,164	853

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	355	823
SB	0	0
EB	1,010	930
WB	1,455	1,067

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

APPENDIX E
Internal Capture Rates and Transit Reduction Calculations

RBF CONSULTING

Revised: April 2011 JN 55-100535.001

Mr. Dave Kaplan
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

Subject: Trip Reduction and Internal Capture Summary for Otay Land Company SPA (Village 8/Village 9)

Dear Mr. Kaplan:

This letter summarizes the internal capture and transit trip reduction methodology applied to the traffic analysis for the proposed Otay Land Company (OLC) Sectional Planning Area (SPA) Plan traffic impact analysis. The OLC proposed project includes development of Village 8 West (Parcel B) and Village 9 (Parcel C) and portions of the Eastern Urban Center (EUC) of the Otay Ranch General Development Plan (GDP) in the City of Chula Vista.

PROPOSED PROJECT

The proposed land uses for Village 8 West, Village 9, and the EUC are focused around creating a village of mixed uses and a vibrant urban center to promote walkable neighborhoods and minimize vehicular trips. The project encompasses design features and amenities to promote the pedestrian experience and discourage multiple vehicle trips within the same area, as providing a variety of services and activities within a shorter distance allows patrons to walk from one use to the next instead of driving to segregated locations. The OLC vision for this project supports the updated Land Use and Transportation Element of the Chula Vista General Plan, which provides a Mixed Use category that encourages complementary land uses and providing a range of activities and services. Table 1 summarizes the proposed land uses for Village 8 and 9.

Table 1
Village 8 West and Village 9 Proposed Land Use

Land Use	Village 8 West Size/Unit	Village 9 Size/Unit	TOTAL Size/Unit
Active Park	17.4 Acres	-	17.4 Acres
Urban/Neighborhood Park	10.6 Acres	25.9 Acres	36.5 Acres
Single Family Residential	621 Dwelling Units	266 Dwelling Units	887 Dwelling Units
Multi-Family Residential	1,429 Dwelling Units	-	1,429 Dwelling Units
High-Density Residential	-	3,734 Dwelling Units	3,734 Dwelling Units
Elementary School	11.4 Acres	22.0 Acres	33.4 Acres
Middle School	21.0 Acres	-	21.0 Acres
Office	50,000 Square Feet	1,200,000 Square Feet	1,250,000 Square Feet
Commercial Retail	250,000 Square Feet	300,000 Square Feet	550,000 Square Feet
Community Facility	5.8 Acres	5.0 Acres	10.8 Acres

As shown in Table 1, the mix of land uses proposed for Village 8 West and Village 9/EUC include a variety of non-residential and residential uses to encourage interaction of people, community diversity, and the use of transit and walking. The land plan for Village 8 West incorporates a lower density character than Village 9/EUC. A mix of retail, service, and higher density residential uses are proposed in the Town Center within Village 8 West. The land plans for Village 9/EUC incorporates higher densities and aim to create an Urban Village. The Village core land uses within Village 9/EUC are organized to create a series of focal points that emulate a traditional downtown, with a system of blocks and design patterns with a grid system of connections, including access within walking distance to the University that will be adjacent to Village 9. The land use plans for the proposed project emphasize direct connections between land uses while promoting transit use and pedestrian circulation.

SANDAG TRIP GENERATION RATES

The City of Chula Vista traffic study guidelines require the application of trip generation rates provided in the SANDAG *(Not So) Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region* (April 2002) to forecast project trips. Typical developments in the County of San Diego and within the City of Chula Vista are predominantly suburban in character. Therefore, the basic premise behind the SANDAG trip generation rates utilized for most traffic impact analyses represent data and trip generation rates for single-use, free standing projects.

Table 2 summarizes the project trip generation rates and forecasted trip generation based on the SANDAG trip rates, where each land use is analyzed as a single-use, free standing project. Internal capture rates or trip reductions have not been applied in Table 2.

JN: 55-100535.001

Table 2
Trip Generation Rates and Forecasted Project-Generated Trips
Without Internal Capture

Land Use	Units	Trip Rate[1]	ADT	AM Peak					PM Peak				
				%	Trips	(In/Out)	In	Out	%	Trips	(In/Out)	In	Out
Village 8 West													
Active Park	17.4 acres	50 / acre	870	4	35	5 : 5	17	17	8	70	5 : 5	35	35
Urban & Neighborhood Park	10.6 acres	5 / acre	53	4	2	5 : 5	1	1	8	4	5 : 5	2	2
Single Family Residential	621 DU	10 / DU	6,210	8	497	3 : 7	149	348	10	621	7 : 3	435	186
Multi-Family Residential	1,429 DU	8 / DU	11,432	8	915	2 : 8	183	732	10	1,143	7 : 3	800	343
Elementary School	11.4 acres	100 / acre	1,140	32	365	6 : 4	219	146	9	103	4 : 6	41	62
Jr. High/Middle School	21 acres	105 / acre	2,205	32	706	6 : 4	423	282	9	198	4 : 6	79	119
Office (< 100 KSF)	50 KSF	20 / KSF	1,000	14	140	9 : 1	126	14	13	130	2 : 8	26	104
Commercial Retail	250 KSF	80 / KSF	20,000	4	800	6 : 4	480	320	10	2,000	5 : 5	1,000	1,000
Community Facility	5.8 acres	30 / acre	174	5	9	6 : 4	5	3	8	14	5 : 5	7	7
		Subtotal	**43,084**		**3,467**		**1,604**	**1,864**		**4,283**		**2,425**	**1,858**
Village 9													
Urban / Neighborhood Park	25.9 acres	5 / acre	130	4	5	5 : 5	3	3	8	10	5 : 5	5	5
Single Family Residential	266 DU	10 / DU	2,660	8	213	3 : 7	64	149	10	266	7 : 3	186	80
High Density MF Residential	3,734 DU	6 / DU	22,404	8	1,792	2 : 8	358	1,434	9	2,016	7 : 3	1,411	605
Elementary School	22.0 acres	90 / acre	1,980	32	634	6 : 4	380	253	9	178	4 : 6	71	107
Office Park (> 400 KSF)	1,200 KSF	12 / KSF	14,400	13	1,872	9 : 1	1,685	187	13	1,872	2 : 8	374	1,498
Commercial Retail	300 KSF	40 / KSF	12,000	4	480	6 : 4	288	192	10	1,200	5 : 5	600	600
Community Facility	5 acres	30 / acre	150	5	8	6 : 4	5	3	8	12	5 : 5	6	6
		Subtotal	**53,724**		**5,003**		**2,782**	**2,221**		**5,555**		**2,655**	**2,900**
TOTAL			**96,808**		**8,470**		**4,386**	**4,085**		**9,838**		**5,080**	**4,758**

[1]SANDAG (Not So) Brief Guide to Vehicular Traffic Generation Rates (2002)

As shown in Table 2, the project would be forecast to generate 96,808 daily trips if the project were analyzed as single-use, free standing projects. However, the intended development plans for the Otay Ranch Villages 8 West and 9/EUC focus on creating a walkable environment with higher densities and a greater variety of uses than typical developments in San Diego County that would allow multiple activities to occur within one vehicle trip.

Hence, applying the SANDAG trip generation rates for each proposed land use as single-use, free standing projects overestimates the forecasted project traffic. Internal capture rates were calculated for the project traffic analysis to more accurately model future traffic volumes for the proposed project.

TRIP REDUCTION METHODOLOGY

The 2002 SANDAG *(Not So) Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region* does not include trip generation rates for mixed-use projects, as obtaining similar and accurate traffic data is difficult where few local examples exist. In June 2004, the Institute of Transportation Engineers (ITE) published the second edition of the *Trip Generation Handbook*, which includes methodology for forecasting traffic of multi-use developments. As defined in the ITE handbook, a "multi-use development" is

> "...typically a single-real-estate project that consists of two or more ITE land use classifications between which trips can be made without using the off-site road system. Because of the nature of these land uses, the trip-making characteristics are interrelated, and some trips are made among the on-site uses. This capture of trips internal to the site has the net effect of reducing vehicle trip generation between the overall development site and the external street system (compared to the total number of trips generated by comparable, stand-along sites)." Source: *ITE Trip Generation Handbook, 2004*

As outlined in the ITE Trip Generation Handbook, the methodology for estimating trip generation at multi-use sites includes the following steps:

Step 1: **Document Characteristics of Multi-Use Development**
Document land uses, ITE land use codes, sizes of each land use, location, and other factors of the proposed project into a worksheet. Such characteristics for the proposed OLC project were defined previously in Table 1.

Step 2: **Select Time Period for Analysis**
Select time period for which the analysis is being conducted, including peak periods for the proposed land use that will reflect the highest traffic volumes and patterns. The peak periods for the OLC project are weekdays from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m.

Step 3: Compute Baseline Trip Generation for Individual Land Uses

Calculate the number of generated trips based on the given independent variable. For this project, the baseline is the forecasted trip generation based on rates from the SANDAG *(Not So) Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region*, as previously shown in Table 2.

Step 4: Estimate Anticipated Internal Capture Rate Between Each Pair of Land Uses

Estimate the interaction between each pair of land uses for the selected time period. Local data should be utilized if available to reflect more accurate projections. Table 3 summarizes the internal capture rates between each pair of uses for the proposed OLC project based on rates provided in the *ITE Trip Generation Handbook* (June 2004).

Table 3
Internal Capture Rates Between Land Uses by Time Period

AM Peak Period					AM Peak Period				
Trip Capture Rates for Trip Destinations (Inbound Trips) *(Based on ITE Trip Generation Handbook)*					**Trip Capture Rates for Trip Origins (Outbound Trips)** *(Based on ITE Trip Generation Handbook)*				
	Retail	**Office**	**Residential**	**Recreational**		**Retail**	**Office**	**Residential**	**Recreational**
Retail	31%	4%	5%	0%	**Retail**	29%	3%	7%	0%
Office	38%	6%	0%	60%	**Office**	20%	2%	0%	5%
Residential	37%	0%	0%	30%	**Residential**	34%	0%	0%	3%
Recreational	0%	5%	3%	0%	**Recreational**	0%	60%	30%	0%
PM Peak Period					**PM Peak Period**				
Trip Capture Rates for Trip Destinations (Inbound Trips) *(Based on ITE Trip Generation Handbook)*					**Trip Capture Rates for Trip Origins (Outbound Trips)** *(Based on ITE Trip Generation Handbook)*				
	Retail	**Office**	**Residential**	**Recreational**		**Retail**	**Office**	**Residential**	**Recreational**
Retail	20%	2%	9%	0%	**Retail**	20%	3%	12%	0%
Office	31%	6%	0%	60%	**Office**	23%	1%	2%	5%
Residential	31%	2%	0%	30%	**Residential**	53%	0%	0%	5%
Recreational	0%	5%	5%	0%	**Recreational**	0%	60%	30%	0%
DAILY					**DAILY**				
Trip Capture Rates for Trip Destinations (Inbound Trips) *(Based on ITE Trip Generation Handbook)*					**Trip Capture Rates for Trip Origins (Outbound Trips)** *(Based on ITE Trip Generation Handbook)*				
	Retail	**Office**	**Residential**	**Recreational**		**Retail**	**Office**	**Residential**	**Recreational**
Retail	28%	4%	9%	0%	**Retail**	30%	3%	11%	0%
Office	15%	2%	0%	60%	**Office**	22%	2%	2%	5%
Residential	33%	3%	0%	30%	**Residential**	38%	0%	0%	5%
Recreational	0%	5%	5%	0%	**Recreational**	0%	60%	30%	0%

Source: ITE Trip Generation Handbook (June 2004)

Step 5: **Estimate "Unconstrained Demand" Volume by Direction**
Apply the internal capture percentages by the appropriate directional trip generation value. Compute a directional value for each pair of land uses as necessary. Inbound and outbound trip capture volumes were calculated for each land use pairing and tabulated for the peak period and daily conditions.

Step 6: **Estimate "Balanced Demand" Volume by Direction**
Compare the two values in each direction for each land use pairing. The lower of the two internal trip capture volumes for each pair was selected.

Step 7: **Estimate Total Internal Trips to/from Multi-Use Development Land Uses**
Sum the internal trips to each other land use for each use. Sum the internal trips from each land use. Compute the internal percentages for each land use.

Step 8: **Estimate the Total External Trips for Each Land Use**
Subtract the estimated internal trips from the total trips of each land use to obtain the number of external trips by direction.

Step 9: **Calculate Internal Capture Rate and Total External Trip Generation for Multi-Use Site**
Sum the external volumes for each of the land uses to compute the net external trip generation. To compute the overall internal capture rate, divide the net external trip generation estimate by the original total trip generation estimate; subtract the quotient from 100 percent.

Tables 4 and 5 summarize the trip generation for Villages 8 West and 9/EUC with the applied internal capture rates for each study scenario (2015, 2020, 2025, 2030), as the proposed project will be developed in several phases.

The traffic impact analysis includes study scenarios for 2015, 2020, 2025, and 2030 based on the phased construction plans, internal capture rates, and transit trip reductions, as described below:

By **2015**, 105 single family and 246 multi-family residential dwelling units are proposed to be constructed in Village 8 West and no construction will occur in Village 9. Since the development in 2015 is limited to residential dwelling units and no construction of retail, office, or recreational uses, no internal capture rates or transit trip reductions were applied.

By **2020**, construction will occur in both villages. In Village 8 West, 354 single family residential dwelling units, 824 multi-family residential dwelling units, 5.5 acres of park, 50,000 square feet of office, and 40,000 square feet of commercial retail are proposed to be constructed. In Village 9, 114 single family residential dwelling units, 1,634 high density multi-family residential dwelling units, and 100,000 square feet of office are proposed to be constructed. The volume of trips shown in the tables reflects the cumulative number of units that are planned to be constructed at that time. Internal capture rates from the ITE Trip Generation Handbook and a 5% transit trip reduction was applied to account for local transit service based on SANDAG transit trip reduction rates.

By **2025**, construction will continue to occur in both villages. In Village 8 West, 162 single family residential dwelling units, 359 multi-family residential dwelling units, 13.1 acres of park, 150,000 square feet of commercial retail, and an elementary school are proposed for construction. In Village 9/EUC, 131 single family residential dwelling units, 1,877 multi-family residential dwelling units, 15 acres of park, 300,000 square feet of commercial retail, 475,000 additional square feet of office park, and an elementary school are proposed for construction. The volume of trips shown in the tables reflects the cumulative number of units that are planned to be constructed at that time. Internal capture rates from the ITE Trip Generation Handbook and a 5% transit trip reduction was applied to account for local transit service based on SANDAG transit trip reduction rates.

By **2030**, construction will continue to occur in both villages. In Village 8 West, 9.4 acres of park, 60,000 square feet of commercial retail, 5.8 acres of community facilities, and a middle school are proposed for construction. In Village 9, 10.9 acres of park, 21 single family residential dwelling units, 223 high density multi-family residential dwelling units, 625,000 additional square feet of office, and 5.0 acres of community purpose facilities are proposed to be constructed. The volume of trips shown in the tables reflects buildout of the project, as all construction is planned to be completed in 2030. Internal capture rates from the ITE Trip Generation Handbook and a 15% transit trip reduction were applied to account for local transit service, rapid bus service, and Bus Rapid Transit (BRT) based on SANDAG transit trip reduction rates.

Table 4
Village 8 West Trip Generation with Internal Capture and Transit Reduction

	2015					2020					2025					2030				
		AM PEAK		PM PEAK			AM PEAK		PM PEAK			AM PEAK		PM PEAK			AM PEAK		PM PEAK	
Land Use	**DAILY**	**IN**	**OUT**	**IN**	**OUT**	**DAILY**	**IN**	**OUT**	**IN**	**OUT**	**DAILY**	**IN**	**OUT**	**IN**	**OUT**	**DAILY**	**IN**	**OUT**	**IN**	**OUT**
Retail	0	0	0	0	0	3,200	77	51	160	160	15,200	365	243	760	760	20,000	480	320	1,000	1,000
Office	0	0	0	0	0	1,000	126	14	26	104	1,000	126	14	26	104	1,000	126	14	26	104
Residential	3,018	57	185	211	91	13,150	247	805	921	395	17,642	332	1,079	1,235	529	17,642	332	1,079	1,235	529
Recreational	0	0	0	0	0	28	1	1	1	1	453	9	9	18	18	1,097	24	22	44	44
Other	0	0	0	0	0	0	0	0	0	0	1,140	219	146	41	62	3,345	642	428	120	181
Total	**3,018**	**57**	**185**	**211**	**91**	**17,378**	**450**	**871**	**1,108**	**660**	**35,435**	**1,051**	**1,492**	**2,080**	**1,473**	**43,084**	**1,604**	**1,864**	**2,425**	**1,858**
Internal Capture						**Internal Capture**					**Internal Capture**					**Internal Capture**				
Retail	0	0	0	0	0	1,288	46	20	106	52	5,884	208	92	412	244	7,228	273	114	504	312
Office	0	0	0	0	0	257	2	3	2	26	240	11	4	3	30	290	12	4	3	30
Residential	0	0	0	0	0	1,064	4	29	20	50	5,152	19	138	97	241	6,929	23	185	124	294
Recreational	0	0	0	0	0	25	0	0	1	1	50	3	8	11	7	379	8	13	18	14
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transit Reduction (0%) - SANDAG						**Transit Reduction (5%) - SANDAG**					**Transit Reduction (5%) - SANDAG**					**Transit Reduction (15%) - SANDAG**				
Retail	0	0	0	0	0	160	4	3	8	8	760	18	12	38	38	1,000	24	16	50	50
Office	0	0	0	0	0	50	6	1	1	5	50	6	1	1	5	50	6	1	1	5
Residential	0	0	0	0	0	658	12	40	46	20	882	17	54	62	26	882	17	54	62	26
Recreational	0	0	0	0	0	1	0	0	0	0	23	0	0	1	1	55	1	1	2	2
Other	0	0	0	0	0	0	0	0	0	0	57	11	7	2	3	167	32	21	6	9
Final External Trip Generation						**Final External Trip Generation**					**Final External Trip Generation**					**Final External Trip Generation**				
Retail	0	0	0	0	0	1,752	27	29	46	100	8,556	138	139	310	478	11,772	183	190	446	638
Office	0	0	0	0	0	694	118	10	22	73	710	109	10	22	69	660	108	10	22	69
Residential	3,018	57	185	211	91	11,428	231	736	855	325	11,608	296	888	1,077	262	9,831	292	841	1,049	209
Recreational	0	0	0	0	0	1	0	0	0	0	380	5	0	7	10	663	15	8	23	27
Other	0	0	0	0	0	0	0	0	0	0	1,083	208	139	39	58	3,178	610	407	114	172
Total	**3,018**	**57**	**185**	**211**	**91**	**13,875**	**375**	**775**	**924**	**498**	**22,338**	**756**	**1,175**	**1,454**	**878**	**26,104**	**1,208**	**1,455**	**1,654**	**1,115**

JN: 55-100535.001

Table 5
Village 9/EUC Trip Generation with Internal Capture and Transit Reduction

	2015					2020					2025					2030				
		AM PEAK		PM PEAK			AM PEAK		PM PEAK			AM PEAK		PM PEAK			AM PEAK		PM PEAK	
Land Use	DAILY	IN	OUT	IN	OUT	DAILY	IN	OUT	IN	OUT	DAILY	IN	OUT	IN	OUT	DAILY	IN	OUT	IN	OUT
Retail	0	0	0	0	0	0	0	0	0	0	12000	288	192	600	600	12000	288	192	600	600
Office	0	0	0	0	0	1200	140	16	31	125	6900	807	90	179	718	14400	1,685	187	374	1,498
Residential	0	0	0	0	0	10944	184	691	697	299	23516	396	1,485	1,499	642	25064	422	1,583	1,598	685
Recreational	0	0	0	0	0	0					75	2	2	3	3	280	7	6	11	11
Other	0	0	0	0	0	0					1053	202	135	38	57	1980	380	253	71	107
Total	**0**	**0**	**0**	**0**	**0**	**12144**	**325**	**707**	**729**	**424**	**43544**	**1695**	**1903**	**2319**	**2020**	**53724**	**2782**	**2221**	**2655**	**2900**
Internal Capture						**Internal Capture**					**Internal Capture**					**Internal Capture**				
Retail	0	0	0	0	0	0	0	0	0	0	4956	180	75	471	196	5040	200	75	492	199
Office	0	0	0	0	0	24	0	0	1	1	1701	8	21	13	174	2256	13	45	29	208
Residential	0	0	0	0	0	0	0	0	0	0	3983	14	107	73	187	4044	15	109	75	189
Recreational	0	0	0	0	0	0	0	0	0	0	68	1	1	3	3	252	6	5	10	10
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transit Reduction (0%) - SANDAG						**Transit Reduction (5%) - SANDAG**					**Transit Reduction (5%) - SANDAG**					**Transit Reduction (15%) - SANDAG**				
Retail	0	0	0	0	0	0	0	0	0	0	600	14	10	30	30	1800	43	29	90	90
Office	0	0	0	0	0	60	7	1	2	6	345	40	4	9	36	2160	253	28	56	225
Residential	0	0	0	0	0	547	9	35	35	15	1176	20	74	75	32	3760	63	237	240	103
Recreational	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	28	1	1	1	1
Other	0	0	0	0	0	0	0	0	0	0	53	10	7	2	3	297	57	38	11	16
Final External Trip Generation						**Final External Trip Generation**					**Final External Trip Generation**					**Final External Trip Generation**				
Retail	0	0	0	0	0	0	0	0	0	0	6444	93	108	99	374	5160	45	88	18	311
Office	0	0	0	0	0	1116	133	15	28	117	4854	758	65	158	508	9984	1419	114	289	1065
Residential	0	0	0	0	0	10397	175	657	663	284	18358	362	1304	1351	423	17261	344	1237	1283	393
Recreational	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	1000	192	128	36	54	1683	323	215	61	91
Total	**0**	**0**	**0**	**0**	**0**	**11,513**	**308**	**671**	**691**	**401**	**30,660**	**1,406**	**1,604**	**1,644**	**1,360**	**34,088**	**2,131**	**1,654**	**1,650**	**1,859**

As shown in Tables 4 and 5, the total forecasted trip generations for buildout of Villages 8 West and 9/EUC with the internal capture and transit trip reductions are 26,104 and 34,088 daily trips, respectively. The sum of the forecasted project trips for both Villages 8 West and 9/EUC is 60,192 daily trips. Based on the SANDAG, single-trip per land use rates and without the application of internal capture and transit trip rates, the total forecasted trip generation for the project was 96,808, a difference of 36,616 additional daily trips (38% reduction).

The vision for the proposed project is to develop a mixed-use, walkable village that will minimize the number of vehicular trips and encourage walking and the use of transit. The existing SANDAG trip generation rates forecast single-use trips for free-standing projects and do not factor internal capture for mixed use developments. The unavailability of trip rates for shared trips between adjacent, complementary uses within walking distance significantly overestimates the volume of project traffic and may lead to roads that are too wide or unnecessary mitigation measures that compromise the walkability of the project. Therefore, internal capture and transit trip reductions were applied to prevent the overestimation of forecasted project trips.

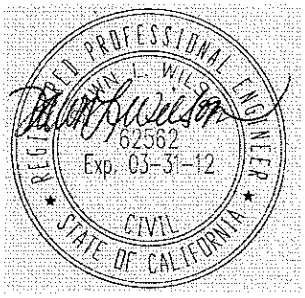
CONCLUSION

This letter summarized the methodology and approach to applying trip reduction factors to the proposed OLC project. The OLC proposed project includes development of Village 8 West and Village 9 and portions of the EUC of the Otay Ranch General Development Plan (GDP) in the City of Chula Vista. The proposed project includes a mix of retail, office, residential, community facilities, and recreational uses with higher densities to create a mixed use, walkable urban village.

Existing standards for forecasting project trips in the City of Chula Vista are based on SANDAG's *(Not So) Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region* (April 2002), which primarily assumes single-trip, free standing projects and does not include trip generation factors for mixed-use developments. Overestimating traffic may lead to overdevelopment of roads or unnecessary mitigation measures that would compromise the walkable village vision of the proposed project. Therefore, internal capture rates and transit trip reductions were calculated and applied to the project to better reflect the trips to be generated by the project.

If you have any questions or concerns regarding this letter, please give me a call at (760) 603-6246.

Sincerely,



Dawn Wilson, P.E., T.E.
Senior Associate
Transportation Services

2015

Parcel B Trip Generation

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	0	0	0	0	0
Office	0	0	0	0	0
Residential	3018	57	185	211	91
Recreational	0	0	0	0	0
Other	0	0	0	0	0
Total	**3018**	**57**	**185**	**211**	**91**

Internal Capture

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	0	0	0	0	0
Office	0	0	0	0	0
Residential	0	0	0	0	0
Recreational	0	0	0	0	0
Other	0	0	0	0	0

Transit Reduction (5%) - per SANDAG

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	0	0	0	0	0
Office	0	0	0	0	0
Residential	0	0	0	0	0
Recreational	0	0	0	0	0
Other	0	0	0	0	0

Final External Trip Generation

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	0	0	0	0	0
Office	0	0	0	0	0
Residential	3018	57	185	211	91
Recreational	0	0	0	0	0
Other	0	0	0	0	0
Total	**3018**	**57**	**185**	**211**	**91**

NOTE: No internal capture or transit reduction - residential only

2020

Parcel B Trip Generation

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	3200	77	51	160	160
Office	1000	126	14	26	104
Residential	13150	247	805	921	395
Recreational	27.5	1	1	1	1
Other	0	0	0	0	0
Total	**17378**	**450**	**871**	**1108**	**660**

Internal Capture

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	1288	46	20	106	52
Office	257	2	3	2	26
Residential	1064	4	29	20	50
Recreational	25	0	0	1	1
Other	0	0	0	0	0

Transit Reduction (5%) - per SANDAG

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	160	4	3	8	8
Office	50	6	1	1	5
Residential	658	12	40	46	20
Recreational	1	0	0	0	0
Other	0	0	0	0	0

Final External Trip Generation

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	1752	27	29	46	100
Office	694	118	10	22	73
Residential	11428	231	736	855	325
Recreational	1	0	0	0	0
Other	0	0	0	0	0
Total	**13875**	**375**	**775**	**924**	**498**
	20%	17%	11%	17%	24%

2025

Parcel B Trip Generation

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	15200	365	243	760	760
Office	1000	126	14	26	104
Residential	17642	332	1,079	1,235	529
Recreational	453	9	9	18	18
Other	1140	219	146	41	62
Total	**35435**	**1051**	**1492**	**2080**	**1473**

Internal Capture

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	5884	208	92	412	244
Office	240	11	4	3	30
Residential	5152	19	138	97	241
Recreational	50	3	8	11	7
Other	0	0	0	0	0

Transit Reduction (5%) - per SANDAG

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	760	18	12	38	38
Office	50	6	1	1	5
Residential	882	17	54	62	26
Recreational	23	0	0	1	1
Other	57	11	7	2	3

Final External Trip Generation

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	8556	138	139	310	478
Office	710	109	10	22	69
Residential	11608	296	888	1077	262
Recreational	380	5	0	7	10
Other	1083	208	139	39	58
Total	**22338**	**756**	**1175**	**1454**	**878**
	37%	28%	21%	30%	40%

2030

Parcel B Trip Generation

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	20000	480	320	1,000	1,000
Office	1000	126	14	26	104
Residential	17642	332	1,079	1,235	529
Recreational	1097	24	22	44	44
Other	3345	642	428	120	181
Total	**43084**	**1604**	**1864**	**2425**	**1858**

Internal Capture

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	7228	273	114	504	312
Office	290	12	4	3	30
Residential	6929	23	185	124	294
Recreational	379	8	13	18	14
Other	0	0	0	0	0

Transit Reduction (5%) - per SANDAG

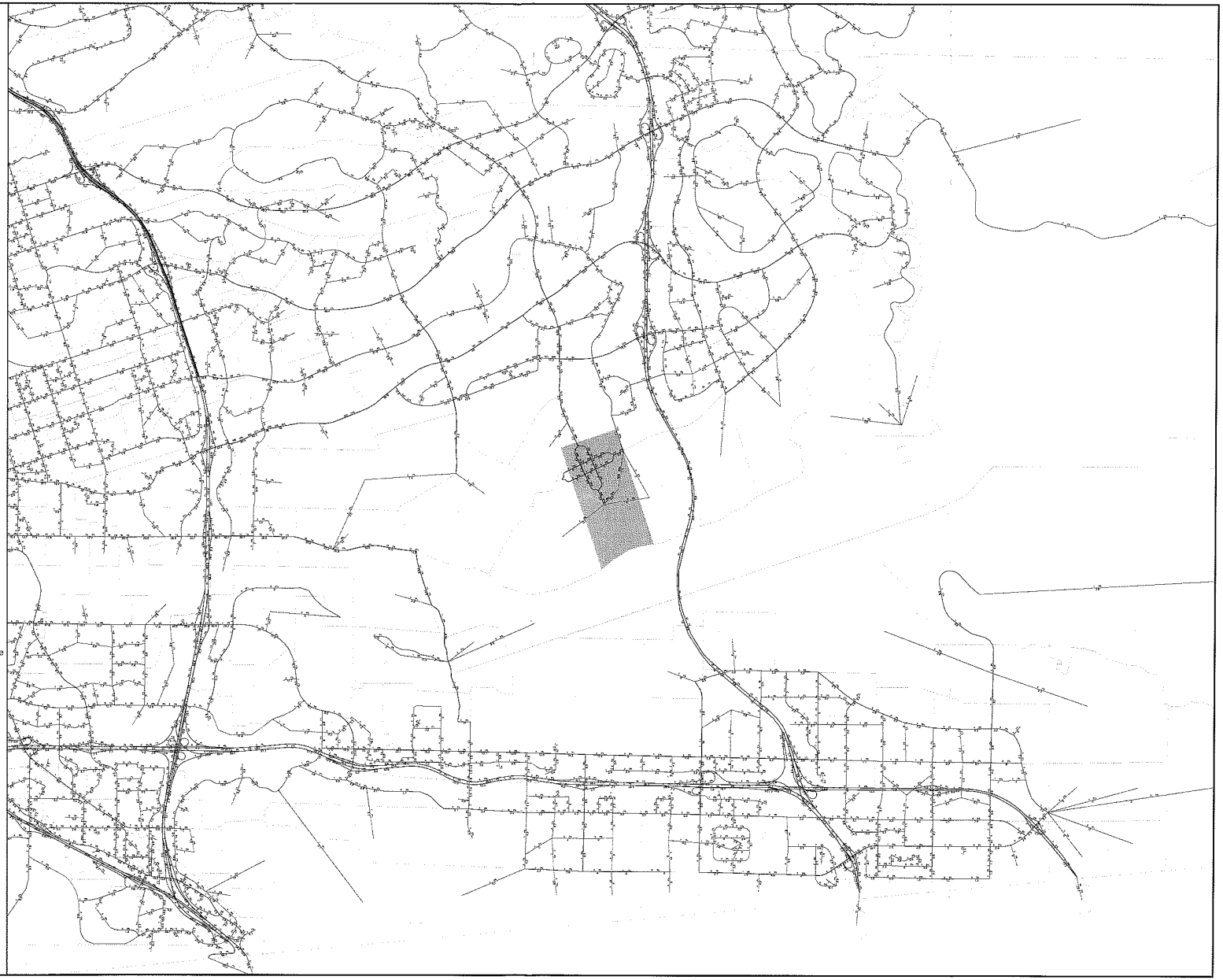
	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	1000	24	16	50	50
Office	50	6	1	1	5
Residential	882	17	54	62	26
Recreational	55	1	1	2	2
Other	167	32	21	6	9

Final External Trip Generation

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	11772	183	190	446	638
Office	660	108	10	22	69
Residential	9831	292	841	1049	209
Recreational	663	15	8	23	27
Other	3178	610	407	114	172
Total	**26104**	**1208**	**1455**	**1654**	**1115**
	39%	25%	22%	32%	40%

APPENDIX F
SANDAG Select Zone Model Plots

SANDAG Series 11 Southbay2 2015 Network



Functional Classifications

- Freeway
- Prime
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- Zone Connector

Traffic Analysis Zones

\# Selz Volumes & Percentage

\# Unadjusted ADT(x1000)

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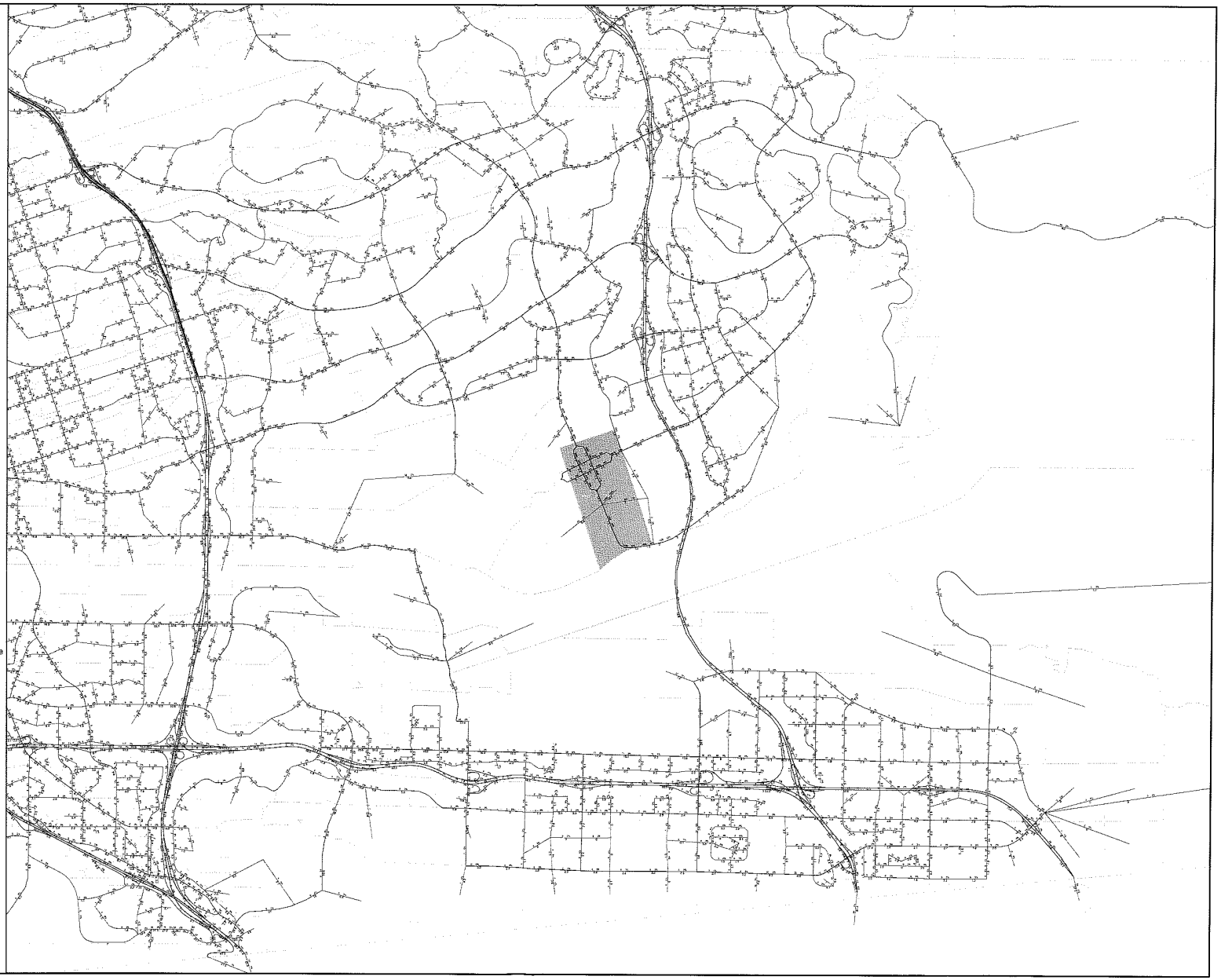
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SANDAG

servicebureau

June 4, 2010

SANDAG
Series 11
Southbay2
2020
Network



Functional Classifications

- Freeway
- Prime
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- Zone Connector

Traffic Analysis Zones

\# Selz Volumes & Percentage

\# Unadjusted ADT(x1000)

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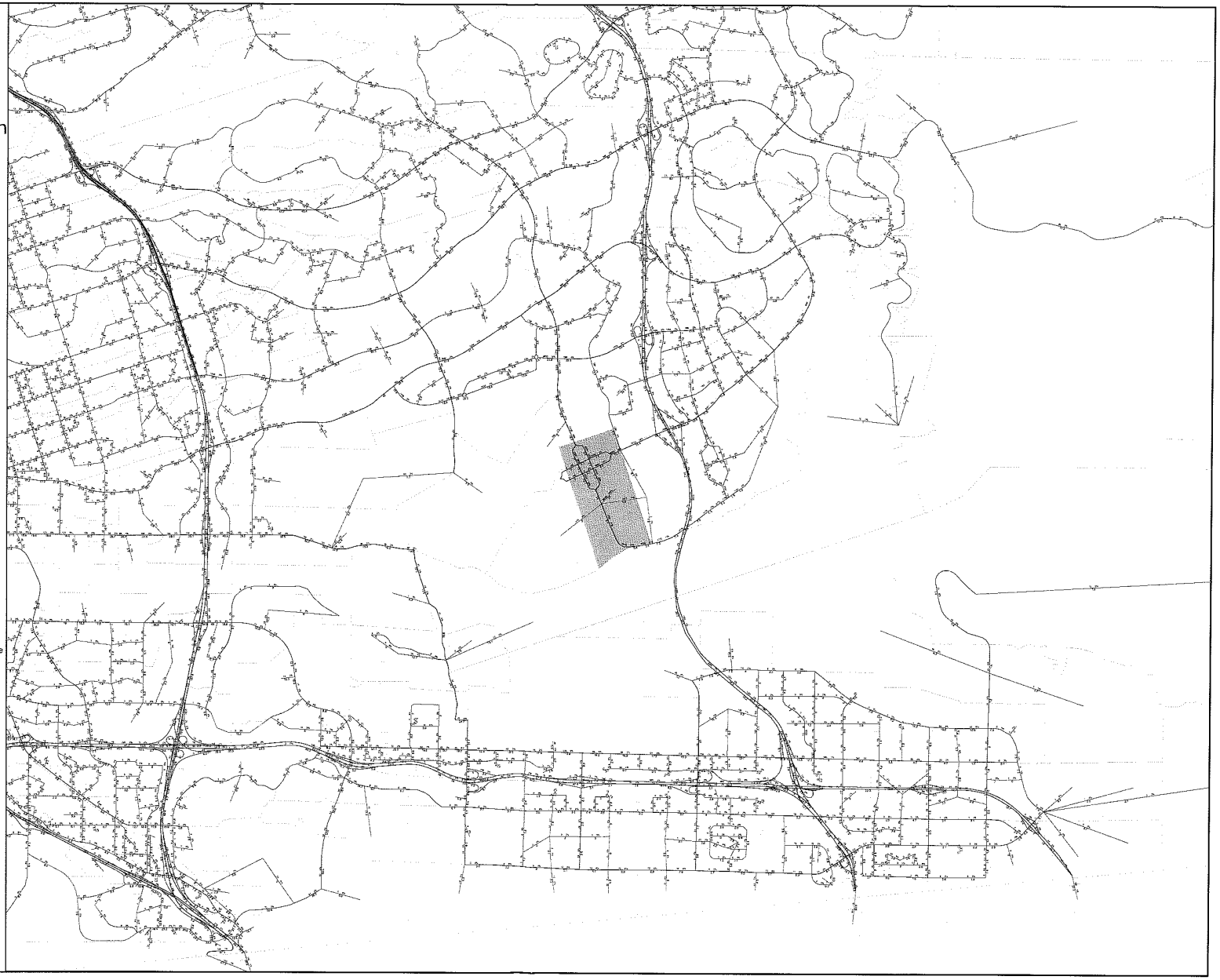
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Series 11
Southbay2
2025
Select Zone Run



Functional Classifications

- Freeway
- Prime
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- Zone Connector

Traffic Analysis Zones

\# Selz Volumes & Percentage

\# Unadjusted ADT(x1000)

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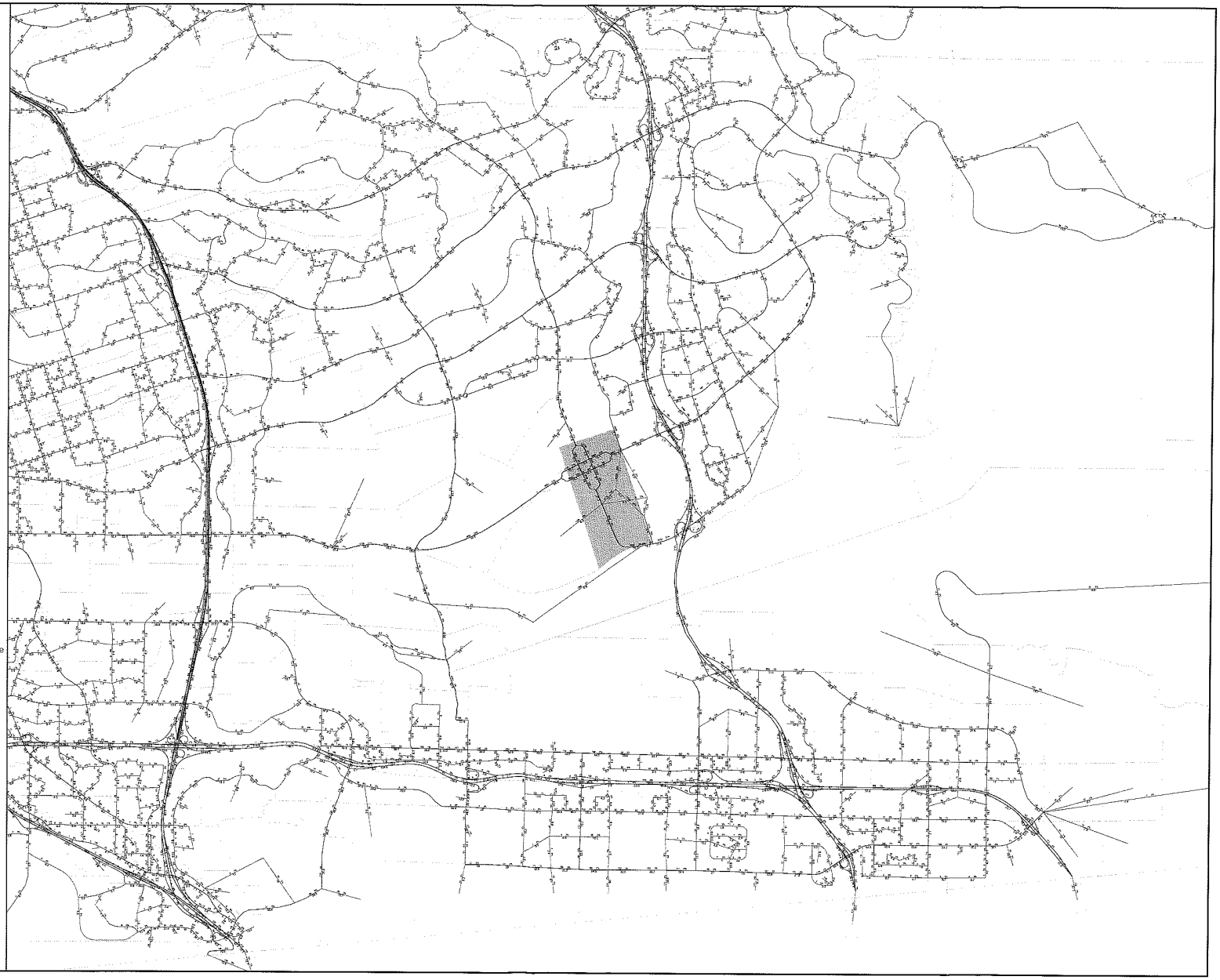
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Southbay2
2030alt7
Network

Transit: 2030 RE
Project LU: JPB plus OLC Proposed
University and RTP LU: Proposed
Network: Proposed CE
La Media Bridge: out
SD & County LU: City Alt 3B
& County Referral Proposed
SR125: Toll

File Name: 2030alt7_selz_4391 Plot.pdf



Functional Classifications

- Freeway
- Prime
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- Zone Connector

Traffic Analysis Zones

\# Selz Volumes & Percentage

\# Unadjusted ADT(x1000)

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Miles

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Feburary 11, 2010

APPENDIX G
Existing Plus Project Conditions HCM Worksheets

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OLC
Existing + Project Baseline
AM Peak Hour

Scenario Report

Scenario:	ex + pr am
Command:	ex + pr am
Volume:	ex am
Geometry:	existing plus project
Impact Fee:	Default Impact Fee
Trip Generation:	project AM
Trip Distribution:	Ex+Project
Paths:	Existing - No Main No Bridges
Routes:	Default Route
Configuration:	ex + pr am

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OLC
Existing + Project Baseline
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	39.1	0.764	D	40.4	0.819	+ 1.268 D/V
# 2 Olympic Pkwy/805 NBR	F	86.2	1.116	F	120.6	1.233	+34.430 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	28.0	0.736	C	31.6	0.870	+ 3.572 D/V
# 5 Olympic Pkwy/Heritage Rd	B	17.4	0.712	C	21.9	0.891	+ 4.551 D/V
# 6 Olympic Pkwy/La Media Rd	D	36.5	0.683	D	51.5	0.949	+15.018 D/V
# 7 Olympic Pkwy/125 SB	A	2.8	0.236	A	2.7	0.258	-0.122 D/V
# 8 Olympic Pwky/125 NB	A	1.3	0.251	A	1.3	0.273	+ 0.009 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	29.1	0.343	C	29.8	0.378	+ 0.739 D/V
# 10 Olympic Pkwy/Hunte Pkwy	C	33.0	0.431	C	33.6	0.471	+ 0.600 D/V
# 12 Birch Rd/La Media Rd	C	26.4	0.520	C	30.6	0.796	+ 4.220 D/V
# 13 Birch Rd/125SB	A	7.4	0.133	A	9.8	0.201	+ 2.404 D/V
# 14 Birch Rd/125NB	A	1.6	0.105	A	5.2	0.124	+ 3.580 D/V
# 15 Birch Rd/Eastlake Pkwy	D	35.1	0.322	D	35.8	0.377	+ 0.693 D/V
# 16 Main / 805 SBR	C	27.9	0.585	C	27.8	0.588	-0.053 D/V
# 17 Main / 805 NBR	C	27.0	0.548	C	27.0	0.548	-0.017 D/V
# 18 Main / Heritage S	A	2.8	0.219	A	2.7	0.228	-0.072 D/V
~~# 19 Main St/La Media~~		~~0.0~~	~~0.000~~	~~A~~	~~9.5~~	~~0.279~~	~~+ 9.476 D/V~~
# 20 Main St/Magdalena		0.0	0.000	E	78.8	1.208	+78.836 D/V
# 24 Main-Hunte/Eastlake Pkwy	B	13.6	0.135	B	13.6	0.135	+ 0.000 D/V
~~# 28 La Media/125SBR~~		~~0.0~~	~~0.000~~		~~0.0~~	~~0.000~~	~~+ 0.000 D/V~~
~~# 29 La Media/125 NBR~~		~~0.0~~	~~0.000~~		~~0.0~~	~~0.000~~	~~+ 0.000 D/V~~

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OLC
Existing + Project Baseline
AM Peak Hour

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

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.4
Optimal Cycle:	51	Level Of Service:	D

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module: >> Count Date: 4 May 2010 <<												
Base Vol:	0	0	0	529	0	450	0	877	328	713	500	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	529	0	450	0	877	328	713	500	0
Added Vol:	0	0	0	192	0	0	0	112	0	75	130	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	721	0	450	0	989	328	788	630	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:	0	0	0	743	0	464	0	1020	338	812	649	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	743	0	464	0	1020	338	812	649	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	743	0	464	0	1020	338	812	649	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.29	0.00	0.28	0.21	0.23	0.18	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.35	0.00	0.35	0.00	0.34	0.34	0.28	0.63	0.00
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.82	0.00	0.82	0.61	0.82	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	37.9	0.0	50.6	0.0	46.3	40.0	52.3	11.9	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:	0.0	0.0	0.0	37.9	0.0	50.6	0.0	46.3	40.0	52.3	11.9	0.0
LOS by Move:	A	A	A	D	A	D	A	D	D	D	B	A
HCM2kAvgQ:	0	0	0	13	0	20	0	23	12	19	6	0

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

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OLC
Existing + Project Baseline
AM Peak Hour

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

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	1.233
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	120.6
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	1
Volume Module:												
Base Vol:	230	0	917	0	0	0	664	817	0	0	964	1531
Growth Adj:	1.00	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	0	917	0	0	0	664	817	0	0	964	1531
Added Vol:	0	0	64	0	0	0	0	305	0	0	205	224
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	0	981	0	0	0	664	1122	0	0	1169	1755
User Adj:	1.00	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:	250	0	1066	0	0	0	722	1220	0	0	1271	1908
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	1066	0	0	0	722	1220	0	0	1271	1908
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	0	1066	0	0	0	722	1220	0	0	1271	1908
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.87	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.86	0.86
Lanes:	1.19	0.00	1.81	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.20	1.80
Final Sat.:	1969	0	2996	0	0	0	3502	3610	0	0	1970	2958
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.36	0.00	0.00	0.00	0.21	0.34	0.00	0.00	0.64	0.64
Crit Moves:			****				****				****	
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.17	0.69	0.00	0.00	0.52	0.52
Volume/Cap:	0.44	0.00	1.23	0.00	0.00	0.00	1.23	0.49	0.00	0.00	1.23	1.23
Delay/Veh:	40.7	0.0	163.1	0.0	0.0	0.0	177.7	10.3	0.0	0.0	142	142.0
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:	40.7	0.0	163.1	0.0	0.0	0.0	177.7	10.3	0.0	0.0	142	142.0
LOS by Move:	D	A	F	A	A	A	F	B	A	A	F	F
HCM2kAvgQ:	7	0	41	0	0	0	27	13	0	0	74	74

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

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AM Peak Hour

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

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 31.6
Optimal Cycle: 175 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	0 1	1	0 1	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	31	97	282	100	327	180	130	1052	20	380	1785	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	97	282	100	327	180	130	1052	20	380	1785	179
Added Vol:	0	0	32	0	0	0	0	401	0	37	466	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	97	314	100	327	180	130	1453	20	417	2251	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	35	110	357	114	372	205	148	1651	23	474	2558	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	110	357	114	372	205	148	1651	23	474	2558	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	110	357	114	372	205	148	1651	23	474	2558	203
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	0.91	0.91	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	5106	70	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.22	0.06	0.20	0.13	0.08	0.32	0.32	0.26	0.49	0.13
Crit Moves:			****	****				****		****		
Green/Cycle:	0.03	0.25	0.25	0.07	0.30	0.30	0.10	0.37	0.37	0.30	0.58	0.58
Volume/Cap:	0.66	0.23	0.87	0.87	0.66	0.43	0.85	0.87	0.87	0.87	0.85	0.22
Delay/Veh:	74.4	29.8	53.5	88.2	33.6	28.9	76.0	33.8	33.8	47.1	20.2	10.3
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:	74.4	29.8	53.5	88.2	33.6	28.9	76.0	33.8	33.8	47.1	20.2	10.3
LOS by Move:	E	C	D	F	C	C	E	C	C	D	C	B
HCM2kAvgQ:	2	3	14	6	11	5	7	21	21	17	26	3

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

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Existing + Project Baseline
AM Peak Hour

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

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 95 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 1!	0 0	2	0 1	0 2	2	0 3	0 1	2	0 3	0 2
Volume Module:												
Base Vol:	0	0	0	546	0	267	206	1410	0	0	2010	546
Growth Adj:	1.00	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	546	0	267	206	1410	0	0	2010	546
Added Vol:	0	0	0	192	0	0	0	433	0	0	503	224
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	738	0	267	206	1843	0	0	2513	770
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	0	0	802	0	290	224	2003	0	0	2732	837
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	802	0	290	224	2003	0	0	2732	837
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	802	0	290	224	2003	0	0	2732	837
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	0.75	0.92	0.91	1.00	0.97	0.91	0.75
Lanes:	0.00	1.00	0.00	2.00	1.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00
Final Sat.:	0	1900	0	3502	1900	2842	3502	5187	1900	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.10	0.06	0.39	0.00	0.00	0.53	0.29
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.07	0.66	0.00	0.00	0.59	0.59
Volume/Cap:	0.00	0.00	0.00	0.89	0.00	0.40	0.89	0.58	0.00	0.00	0.89	0.50
Delay/Veh:	0.0	0.0	0.0	46.8	0.0	31.1	76.0	9.5	0.0	0.0	21.3	12.1
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:	0.0	0.0	0.0	46.8	0.0	31.1	76.0	9.5	0.0	0.0	21.3	12.1
LOS by Move:	A	A	A	D	A	C	E	A	A	A	C	B
HCM2kAvgQ:	0	0	0	16	0	4	6	13	0	0	30	9

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

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OLC
Existing + Project Baseline
AM Peak Hour

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

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 51.5
Optimal Cycle: 150 Level Of Service: D

Street Name:	La Media						Olympic Pkwy					
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	549	384	52	69	489	319	276	677	562	60	1236	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:	549	384	52	69	489	319	276	677	562	60	1236	85
Added Vol:	503	317	0	0	273	0	0	192	433	0	224	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1052	701	52	69	762	319	276	869	995	60	1460	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	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:	1143	762	57	75	828	347	300	945	1082	65	1587	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1143	762	57	75	828	347	300	945	1082	65	1587	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1143	762	57	75	828	347	300	945	1082	65	1587	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.33	0.15	0.03	0.02	0.16	0.12	0.09	0.18	0.38	0.02	0.31	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.33	0.35	0.35	0.14	0.16	0.16	0.10	0.38	0.38	0.06	0.35	0.35
Volume/Cap:	0.99	0.42	0.10	0.15	0.99	0.76	0.89	0.47	0.99	0.32	0.89	0.17
Delay/Veh:	64.2	29.7	26.2	45.5	78.9	55.2	76.6	28.0	61.6	55.1	42.7	27.4
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:	64.2	29.7	26.2	45.5	78.9	55.2	76.6	28.0	61.6	55.1	42.7	27.4
LOS by Move:	E	C	C	D	E	E	E	C	E	E	D	C
HCM2kAvgQ:	28	8	1	1	16	9	8	10	29	2	23	2

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

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Intersection #7 Olympic Pkwy/125 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.258
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 2.7
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1!	0 1	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	38	0	57	0	953	94	0	984	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	38	0	57	0	953	94	0	984	90
Added Vol:	0	0	0	0	0	0	0	116	0	0	99	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	38	0	57	0	1069	94	0	1083	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	0	0	41	0	62	0	1162	102	0	1177	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	41	0	62	0	1162	102	0	1177	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	41	0	62	0	1162	102	0	1177	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.40	0.00	1.60	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2372	0	2711	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.00	0.22	0.06	0.00	0.23	0.06
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.87	0.87	0.00	0.87	0.87
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.23	0.00	0.26	0.07	0.00	0.26	0.07
Delay/Veh:	0.0	0.0	0.0	41.4	0.0	41.7	0.0	1.1	0.9	0.0	1.1	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.4	0.0	41.7	0.0	1.1	0.9	0.0	1.1	0.9
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	0	2	0	0	2	0

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

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Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.273
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.3
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 0	0 1	0	0 0	0 0	0	0 3	0 1	0	0 3	0 2
Volume Module:												
Base Vol:	4	0	7	0	0	0	0	705	235	0	1141	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	7	0	0	0	0	705	235	0	1141	301
Added Vol:	0	0	0	0	0	0	0	116	0	0	99	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	7	0	0	0	0	821	235	0	1240	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	4	0	8	0	0	0	0	892	255	0	1348	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	8	0	0	0	0	892	255	0	1348	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
FinalVolume:	4	0	8	0	0	0	0	892	255	0	1348	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502		0 1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.16	0.00	0.26	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.87	0.87	0.00	0.87	0.00
Volume/Cap:	0.01	0.00	0.05	0.00	0.00	0.00	0.00	0.20	0.18	0.00	0.30	0.00
Delay/Veh:	40.6	0.0	40.8	0.0	0.0	0.0	0.0	1.0	1.1	0.0	1.2	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:	40.6	0.0	40.8	0.0	0.0	0.0	0.0	1.0	1.1	0.0	1.2	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	1	0	3	0

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

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Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.8
Optimal Cycle:	42	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:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	193	140	31	52	141	186	197	314	167	77	808	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	140	31	52	141	186	197	314	167	77	808	72
Added Vol:	0	0	52	0	0	80	93	22	0	45	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	140	83	52	141	266	290	336	167	122	827	72
User Adj:	1.00	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:	210	152	90	57	153	289	315	365	182	133	899	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	152	90	57	153	289	315	365	182	133	899	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	152	90	57	153	289	315	365	182	133	899	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.06	0.02	0.03	0.10	0.09	0.07	0.11	0.04	0.17	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.14	0.38	0.10	0.08	0.32	0.24	0.46	0.46	0.24	0.46	0.46
Volume/Cap:	0.38	0.21	0.15	0.16	0.35	0.32	0.38	0.15	0.25	0.16	0.38	0.11
Delay/Veh:	45.7	45.7	24.7	49.7	52.5	31.1	38.7	19.1	20.2	36.4	21.6	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:	45.7	45.7	24.7	49.7	52.5	31.1	38.7	19.1	20.2	36.4	21.6	18.7
LOS by Move:	D	D	C	D	D	C	D	B	C	D	C	B
HCM2kAvgQ:	4	2	2	1	2	5	5	3	4	2	8	2

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

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Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.6
Optimal Cycle: 42 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	32	108	12	28	120	350	231	121	15	15	282	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	108	12	28	120	350	231	121	15	15	282	67
Added Vol:	0	0	0	0	0	32	37	19	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	108	12	28	120	382	268	140	15	15	298	67
User Adj:	1.00	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:	35	117	13	30	130	415	291	152	16	16	324	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	117	13	30	130	415	291	152	16	16	324	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	117	13	30	130	415	291	152	16	16	324	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.95	0.85	0.92	0.90	0.90	0.92	0.95	0.85
Lanes:	2.00	2.70	0.30	2.00	2.00	1.00	2.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	3502	4598	511	3502	3610	1615	3502	4615	494	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.01	0.04	0.26	0.08	0.03	0.03	0.00	0.09	0.05
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.34	0.34	0.24	0.52	0.52	0.17	0.21	0.21	0.14	0.18	0.18
Volume/Cap:	0.17	0.07	0.07	0.04	0.07	0.49	0.49	0.16	0.16	0.03	0.49	0.25
Delay/Veh:	54.1	26.7	26.7	35.0	14.2	18.8	45.8	39.1	39.1	44.1	44.6	42.4
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:	54.1	26.7	26.7	35.0	14.2	18.8	45.8	39.1	39.1	44.1	44.6	42.4
LOS by Move:	D	C	C	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	1	1	0	1	10	5	2	2	0	6	2

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

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Intersection #12 Birch Rd/La Media Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.6
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	286	9	482	385	0	0	0	0	0	0	400
Growth Adj:	1.00	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	286	9	482	385	0	0	0	0	0	0	400
Added Vol:	0	708	9	96	610	0	0	0	0	8	0	112
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	994	18	578	995	0	0	0	0	8	0	512
User Adj:	1.00	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:	0	1080	20	628	1082	0	0	0	0	9	0	557
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1080	20	628	1082	0	0	0	0	9	0	557
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1080	20	628	1082	0	0	0	0	9	0	557
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.92	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1900	5187	1615	3502	5187	1900	0	0	0	3502	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.01	0.18	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.34
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.26	0.26	0.23	0.49	0.00	0.00	0.00	0.00	0.43	0.00	0.43
Volume/Cap:	0.00	0.80	0.05	0.80	0.43	0.00	0.00	0.00	0.00	0.01	0.00	0.80
Delay/Veh:	0.0	37.8	27.6	42.2	16.7	0.0	0.0	0.0	0.0	16.1	0.0	30.9
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	37.8	27.6	42.2	16.7	0.0	0.0	0.0	0.0	16.1	0.0	30.9
LOS by Move:	A	D	C	D	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	13	0	12	8	0	0	0	0	0	0	17

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.201
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.8
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	28	0	94	0	403	32	0	452	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:	0	0	0	28	0	94	0	403	32	0	452	31
Added Vol:	0	0	0	0	0	96	0	183	112	0	157	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	190	0	586	144	0	609	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	30	0	207	0	637	157	0	662	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	207	0	637	157	0	662	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	207	0	637	157	0	662	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.86	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.13	0.00	1.87	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1852	0	3072	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.07	0.00	0.12	0.10	0.00	0.13	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.64	0.64	0.00	0.64	0.64
Volume/Cap:	0.00	0.00	0.00	0.05	0.00	0.20	0.00	0.19	0.15	0.00	0.20	0.03
Delay/Veh:	0.0	0.0	0.0	22.5	0.0	23.8	0.0	7.6	7.4	0.0	7.7	6.8
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:	0.0	0.0	0.0	22.5	0.0	23.8	0.0	7.6	7.4	0.0	7.7	6.8
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	2	0	3	2	0	3	0

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

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

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.124
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.2
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	12	0	4	0	0	0	0	375	62	0	475	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:	12	0	4	0	0	0	0	375	62	0	475	69
Added Vol:	96	0	0	0	0	0	0	71	112	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	0	4	0	0	0	0	446	174	0	536	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	117	0	4	0	0	0	0	485	189	0	583	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	4	0	0	0	0	485	189	0	583	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	0	4	0	0	0	0	485	189	0	583	75
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.12	0.00	0.11	0.05
Crit Moves:			****						****	****		
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.87	0.87	0.00	0.87	0.87
Volume/Cap:	0.65	0.00	0.03	0.00	0.00	0.00	0.00	0.11	0.13	0.00	0.13	0.05
Delay/Veh:	51.4	0.0	40.7	0.0	0.0	0.0	0.0	0.9	1.0	0.0	1.0	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	0.0	40.7	0.0	0.0	0.0	0.0	0.9	1.0	0.0	1.0	0.9
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	0	0	0	0	0	1	1	0	1	0

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

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

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.8
Optimal Cycle: 42 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	142	120	0	57	109	183	124	103	129	2	228	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	120	0	57	109	183	124	103	129	2	228	76
Added Vol:	0	0	0	0	0	45	52	19	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	120	0	57	109	228	176	122	129	2	244	76
User Adj:	1.00	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:	154	130	0	62	118	248	191	133	140	2	265	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	130	0	62	118	248	191	133	140	2	265	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	130	0	62	118	248	191	133	140	2	265	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.91	0.85	0.92	0.88	0.88	0.95	0.92	0.92
Lanes:	2.00	3.00	0.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.52	0.48
Final Sat.:	3502	5187	0	1805	5187	1615	3502	1666	1666	1805	2654	827
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.00	0.03	0.02	0.15	0.05	0.08	0.08	0.00	0.10	0.10
Crit Moves:	****					****	****				****	
Green/Cycle:	0.12	0.31	0.00	0.22	0.41	0.41	0.14	0.24	0.24	0.17	0.26	0.26
Volume/Cap:	0.38	0.08	0.00	0.16	0.06	0.38	0.38	0.33	0.35	0.01	0.38	0.38
Delay/Veh:	49.5	29.5	0.0	38.4	21.6	25.3	46.9	37.7	37.9	41.6	36.3	36.3
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:	49.5	29.5	0.0	38.4	21.6	25.3	46.9	37.7	37.9	41.6	36.3	36.3
LOS by Move:	D	C	A	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	1	0	2	1	6	4	4	5	0	6	6

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

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

Intersection #16 Main / 805 SBR

Cycle (sec): 120 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 27.8
Optimal Cycle: 30 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	1 0	0 1	0	0 2	1 0	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	469	0	391	0	638	311	315	510	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	469	0	391	0	638	311	315	510	0
Added Vol:	0	0	0	0	0	0	0	16	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	469	0	391	0	654	311	315	529	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:	0	0	0	510	0	425	0	711	338	342	575	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	510	0	425	0	711	338	342	575	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	510	0	425	0	711	338	342	575	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	0.95	1.00	0.85	1.00	0.87	0.87	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.03	0.97	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3347	1591	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.26	0.00	0.21	0.21	0.10	0.16	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.45	0.00	0.45	0.00	0.36	0.36	0.17	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.59	0.00	0.59	0.59	0.59	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	21.4	0.0	26.1	0.0	31.6	31.6	47.8	16.0	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	21.4	0.0	26.1	0.0	31.6	31.6	47.8	16.0	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	6	0	12	0	12	12	7	6	0

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

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Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.0
Optimal Cycle:	30	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	0 0	0 0	0	1 0	2 0	0	0 0	3 0	2
Volume Module:												
Base Vol:	229	0	312	0	0	0	405	719	0	0	568	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	0	312	0	0	0	405	719	0	0	568	400
Added Vol:	0	0	0	0	0	0	0	16	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	0	312	0	0	0	405	735	0	0	587	400
User Adj:	1.00	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:	249	0	339	0	0	0	440	799	0	0	638	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	0	339	0	0	0	440	799	0	0	638	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	249	0	339	0	0	0	440	799	0	0	638	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.12	0.00	0.00	0.00	0.24	0.22	0.00	0.00	0.12	0.15
Crit Moves:	****						****					****
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.44	0.72	0.00	0.00	0.28	0.28
Volume/Cap:	0.55	0.00	0.48	0.00	0.00	0.00	0.55	0.31	0.00	0.00	0.44	0.55
Delay/Veh:	40.4	0.0	38.7	0.0	0.0	0.0	25.3	5.9	0.0	0.0	35.8	37.6
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:	40.4	0.0	38.7	0.0	0.0	0.0	25.3	5.9	0.0	0.0	35.8	37.6
LOS by Move:	D	A	D	A	A	A	C	A	A	A	D	D
HCM2kAvgQ:	8	0	6	0	0	0	12	5	0	0	7	8

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.228
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.7
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	356	0	7	0	0	0	0	20	431	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:	356	0	7	0	0	0	0	20	431	0	0	0
Added Vol:	16	0	0	0	0	0	0	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	0	7	0	0	0	0	20	450	0	0	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	404	0	8	0	0	0	0	22	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	0	8	0	0	0	0	22	0	0	0	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
FinalVolume:	404	0	8	0	0	0	0	22	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****							****				
Green/Cycle:	0.90	0.00	0.90	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00
Volume/Cap:	0.25	0.00	0.01	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Delay/Veh:	0.7	0.0	0.5	0.0	0.0	0.0	0.0	40.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.7	0.0	0.5	0.0	0.0	0.0	0.0	40.7	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	D	A	A	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #19 Main St/La Media

Cycle (sec): 100 Critical Vol./Cap.(X): 0.279
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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	2	0	1	1	0	2	0	1	1	0	2	0	1	
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	0	634	112		72	561	0		0	0	0		0	0	103	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	634	112		72	561	0		0	0	0		0	0	103	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	634	112		72	561	0		0	0	0		0	0	103	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	634	112		72	561	0		0	0	0		0	0	103	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	634	112		72	561	0		0	0	0		0	0	103	
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		1.00	0.95	1.00		1.00	0.95	0.85	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1900	3610	1615		1805	3610	1900		1900	3610	1900		1900	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.07		0.04	0.16	0.00		0.00	0.00	0.00		0.00	0.00	0.06	
Crit Moves:		****			****										****	
Green/Cycle:	0.00	0.63	0.63		0.14	0.77	0.00		0.00	0.00	0.00		0.00	0.00	0.23	
Volume/Cap:	0.00	0.28	0.11		0.28	0.20	0.00		0.00	0.00	0.00		0.00	0.00	0.28	
Delay/Veh:	0.0	8.4	7.5		38.9	3.1	0.0		0.0	0.0	0.0		0.0	0.0	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:	0.0	8.4	7.5		38.9	3.1	0.0		0.0	0.0	0.0		0.0	0.0	32.2	
LOS by Move:	A	A	A		D	A	A		A	A	A		A	A	C	
HCM2kAvgQ:	0	5	1		2	2	0		0	0	0		0	0	3	

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

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Intersection #20 Main St/Magdalena

Cycle (sec): 100 Critical Vol./Cap.(X): 1.208
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 78.8
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:	0	1	0	0	0	0	0	1	0	0	0	0	1!	0	0	
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	103	1016	0		0	970	0		112	0	72		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	103	1016	0		0	970	0		112	0	72		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	103	1016	0		0	970	0		112	0	72		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	103	1016	0		0	970	0		112	0	72		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	103	1016	0		0	970	0		112	0	72		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.92	1.00	0.92		1.00	1.00	1.00	
Lanes:	0.09	0.91	0.00		0.00	1.00	0.00		0.61	0.00	0.39		0.00	0.00	0.00	
Final Sat.:	174	1716	0		0	1900	0		1062	0	683		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.59	0.59	0.00		0.00	0.51	0.00		0.11	0.00	0.11		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.49	0.91	0.00		0.00	0.42	0.00		0.09	0.00	0.09		0.00	0.00	0.00	
Volume/Cap:	1.21	0.65	0.00		0.00	1.21	0.00		1.21	0.00	1.21		0.00	0.00	0.00	
Delay/Veh:	129.2	1.8	0.0		0.0	134	0.0		185.2	0.0	185.2		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	129.2	1.8	0.0		0.0	134	0.0		185.2	0.0	185.2		0.0	0.0	0.0	
LOS by Move:	F	A	A		A	F	A		F	A	F		A	A	A	
HCM2kAvgQ:	60	8	0		0	53	0		12	0	12		0	0	0	

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

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Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.135
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0	2	0 3	0	0	0 0	0	2	0 3	0 2
Volume Module:												
Base Vol:	0	0	0	204	0	0	0	0	0	0	0	187
Growth Adj:	1.00	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	204	0	0	0	0	0	0	0	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	204	0	0	0	0	0	0	0	187
User Adj:	1.00	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:	0	0	0	222	0	0	0	0	0	0	0	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	222	0	0	0	0	0	0	0	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	222	0	0	0	0	0	0	0	203
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	0.91	1.00	1.00	1.00	1.00	0.97	0.91	0.75
Lanes:	0.00	0.00	0.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	3.00	2.00
Final Sat.:	0	0	0	3502	5187	0	0	0	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07
Crit Moves:				****								****
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13
Delay/Veh:	0.0	0.0	0.0	15.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.9
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	15.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.9
LOS by Move:	A	A	A	B	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	0	2	0	0	0	0	0	0	0	2

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

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Intersection #28 La Media/125SBR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	0	0 0	0	0	0 0	0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Scenario Report

Scenario:	ex + pr pm
Command:	ex + pr pm
Volume:	ex pm
Geometry:	existing plus project
Impact Fee:	Default Impact Fee
Trip Generation:	project PM
Trip Distribution:	Ex+Project
Paths:	Existing - No Main No Bridges
Routes:	Default Route
Configuration:	ex + pr pm

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OLC
Existing Plus Project No Build
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	41.6	0.860	D	47.9	0.934	+ 6.303 D/V
# 2 Olympic Pkwy/805 NBR	D	37.8	0.856	D	49.7	0.977	+11.913 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	31.6	0.801	D	41.5	0.982	+ 9.884 D/V
# 5 Olympic Pkwy/Heritage Rd	B	15.6	0.552	C	20.2	0.799	+ 4.562 D/V
# 6 Olympic Pkwy/La Media Rd	C	25.4	0.527	D	38.8	0.821	+13.420 D/V
# 7 Olympic Pkwy/125 SB	A	4.7	0.377	A	4.4	0.401	-0.246 D/V
# 8 Olympic Pwky/125 NB	A	2.4	0.401	A	2.4	0.426	-0.053 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	31.5	0.373	C	32.1	0.396	+ 0.556 D/V
# 10 Olympic Pkwy/Hunte Pkwy	C	34.2	0.348	C	34.7	0.404	+ 0.510 D/V
# 12 Birch Rd/La Media Rd	C	22.6	0.326	C	25.1	0.617	+ 2.447 D/V
# 13 Birch Rd/125SB	A	7.6	0.128	B	11.0	0.221	+ 3.378 D/V
# 14 Birch Rd/125NB	A	5.7	0.154	B	12.4	0.230	+ 6.636 D/V
# 15 Birch Rd/Eastlake Pkwy	C	32.7	0.256	C	33.8	0.340	+ 1.094 D/V
# 16 Main / 805 SBR	C	31.9	0.826	C	31.9	0.825	+ 0.001 D/V
# 17 Main / 805 NBR	C	28.9	0.714	C	28.9	0.714	-0.048 D/V
# 18 Main / Heritage S	A	0.9	0.292	A	0.9	0.305	+ 0.018 D/V
~~# 19 Main St/La Media~~	~~A~~	~~9.6~~	~~0.299~~	~~A~~	~~9.6~~	~~0.299~~	~~+ 9.619 D/V~~
# 20 Main St/Magdalena		0.0	0.000	F	164.1	1.489	+164.112 D/V
# 24 Main-Hunte/Eastlake Pkwy	B	12.9	0.045	B	12.9	0.045	+ 0.000 D/V
~~# 28 La Media/125SBR~~	~~0.0~~	~~0.000~~	~~0.0~~	~~0.000~~	~~+ 0.000 D/V~~		
~~# 29 La Media/125 NBR~~	~~0.0~~	~~0.000~~	~~0.0~~	~~0.000~~	~~+ 0.000 D/V~~		

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Level Of Service Computation Report
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Intersection #1 Olympic Ave/805 SBR

Cycle (sec): 140 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 47.9
Optimal Cycle: 119 Level Of Service: D

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0	1	1	0 0 1	0	0	2 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	961	0	636	0	732	244	682	611	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	961	0	636	0	732	244	682	611	0
Added Vol:	0	0	0	291	0	0	0	170	0	74	130	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1252	0	636	0	902	244	756	741	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	1332	0	677	0	960	260	804	788	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1332	0	677	0	960	260	804	788	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1332	0	677	0	960	260	804	788	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.42	0.00	0.27	0.16	0.23	0.22	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.45	0.00	0.45	0.00	0.28	0.28	0.25	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.82	0.00	0.93	0.00	0.93	0.57	0.93	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	37.2	0.0	55.9	0.0	63.7	44.3	68.6	19.9	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:	0.0	0.0	0.0	37.2	0.0	55.9	0.0	63.7	44.3	68.6	19.9	0.0
LOS by Move:	A	A	A	D	A	E	A	E	D	E	B	A
HCM2kAvgQ:	0	0	0	26	0	32	0	25	10	21	10	0

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

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

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec): 140 Critical Vol./Cap.(X): 0.977
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 49.7
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound						South 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	1! 0	1	0	0 0 0	2	0	2 0 0	0	0	1 1 1
Volume Module:												
Base Vol:	286	1	972	0	0	0	338	1364	0	0	1010	658
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	1	972	0	0	0	338	1364	0	0	1010	658
Added Vol:	0	0	97	0	0	0	0	461	0	0	204	223
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	1	1069	0	0	0	338	1825	0	0	1214	881
User Adj:	1.00	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:	295	1	1102	0	0	0	348	1881	0	0	1252	908
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	1	1102	0	0	0	348	1881	0	0	1252	908
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	1	1102	0	0	0	348	1881	0	0	1252	908
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.89	0.89
Lanes:	1.21	0.01	1.78	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.74	1.26
Final Sat.:	1964	2	2900	0	0	0	3502	3610	0	0	2940	2134
Capacity Analysis Module:												
Vol/Sat:	0.15	0.43	0.38	0.00	0.00	0.00	0.10	0.52	0.00	0.00	0.43	0.43
Crit Moves:		****					****				****	
Green/Cycle:	0.44	0.44	0.44	0.00	0.00	0.00	0.10	0.54	0.00	0.00	0.44	0.44
Volume/Cap:	0.34	0.98	0.86	0.00	0.00	0.00	0.98	0.97	0.00	0.00	0.98	0.98
Delay/Veh:	25.8	57.0	40.2	0.0	0.0	0.0	104.1	45.3	0.0	0.0	53.0	53.0
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:	25.8	57.0	40.2	0.0	0.0	0.0	104.1	45.3	0.0	0.0	53.0	53.0
LOS by Move:	C	E	D	A	A	A	F	D	A	A	D	D
HCM2kAvgQ:	7	35	26	0	0	0	11	47	0	0	38	38

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

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Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.982
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 41.5
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	42	234	381	85	181	230	364	1709	52	219	1130	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	234	381	85	181	230	364	1709	52	219	1130	101
Added Vol:	0	0	49	0	0	0	0	606	0	37	465	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	234	430	85	181	230	364	2315	52	256	1595	101
User Adj:	1.00	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:	45	252	462	91	195	247	391	2489	56	275	1715	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	252	462	91	195	247	391	2489	56	275	1715	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	252	462	91	195	247	391	2489	56	275	1715	109
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	0.91	0.91	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	5058	114	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.29	0.05	0.10	0.15	0.22	0.49	0.49	0.15	0.33	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.05	0.29	0.29	0.05	0.30	0.30	0.26	0.50	0.50	0.16	0.40	0.40
Volume/Cap:	0.52	0.45	0.98	0.98	0.35	0.52	0.83	0.98	0.98	0.98	0.83	0.17
Delay/Veh:	51.9	29.5	71.7	134.4	28.1	30.4	47.1	38.1	38.1	90.6	30.3	19.6
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:	51.9	29.5	71.7	134.4	28.1	30.4	47.1	38.1	38.1	90.6	30.3	19.6
LOS by Move:	D	C	E	F	C	C	D	D	D	F	C	B
HCM2kAvgQ:	2	7	20	6	5	7	14	35	35	13	20	2

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

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Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 65 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 1! 0	0	2	0 1	0 2	2	0 3	0 1	2	0 3	0 2
Volume Module:												
Base Vol:	0	0	0	330	0	215	353	1934	0	0	1354	279
Growth Adj:	1.00	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	330	0	215	353	1934	0	0	1354	279
Added Vol:	0	0	0	291	0	0	0	655	0	0	502	223
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	621	0	215	353	2589	0	0	1856	502
User Adj:	1.00	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:	0	0	0	675	0	234	384	2814	0	0	2017	546
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	675	0	234	384	2814	0	0	2017	546
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	675	0	234	384	2814	0	0	2017	546
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	0.75	0.92	0.91	1.00	0.97	0.91	0.75
Lanes:	0.00	1.00	0.00	2.00	1.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00
Final Sat.:	0	1900	0	3502	1900	2842	3502	5187	1900	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.08	0.11	0.54	0.00	0.00	0.39	0.19
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.15	0.68	0.00	0.00	0.53	0.53
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.34	0.73	0.80	0.00	0.00	0.73	0.36
Delay/Veh:	0.0	0.0	0.0	41.1	0.0	31.7	46.0	12.6	0.0	0.0	19.2	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:	0.0	0.0	0.0	41.1	0.0	31.7	46.0	12.6	0.0	0.0	19.2	13.8
LOS by Move:	A	A	A	D	A	C	D	B	A	A	B	B
HCM2kAvgQ:	0	0	0	12	0	4	7	24	0	0	18	6

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.8
Optimal Cycle: 74 Level Of Service: D

Street Name:	La Media						Olympic Pkwy					
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	221	175	29	163	230	200	282	1625	351	19	1012	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	175	29	163	230	200	282	1625	351	19	1012	80
Added Vol:	502	316	0	0	412	0	0	291	655	0	223	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	723	491	29	163	642	200	282	1916	1006	19	1235	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	786	534	32	177	698	217	307	2083	1093	21	1342	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	786	534	32	177	698	217	307	2083	1093	21	1342	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	786	534	32	177	698	217	307	2083	1093	21	1342	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.10	0.02	0.05	0.13	0.08	0.09	0.40	0.38	0.01	0.26	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.26	0.26	0.26	0.15	0.15	0.15	0.13	0.46	0.46	0.06	0.39	0.39
Volume/Cap:	0.87	0.39	0.07	0.34	0.87	0.49	0.67	0.87	0.83	0.10	0.67	0.14
Delay/Veh:	51.6	36.5	33.3	46.1	59.6	47.3	53.3	32.7	32.9	53.7	31.1	23.8
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:	51.6	36.5	33.3	46.1	59.6	47.3	53.3	32.7	32.9	53.7	31.1	23.8
LOS by Move:	D	D	C	D	E	D	D	C	C	D	C	C
HCM2kAvgQ:	17	6	1	3	12	5	7	28	22	0	15	2

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

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Intersection #7 Olympic Pkwy/125 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 4.4
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1!	0 1	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	153	0	77	0	1572	10	0	1038	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	153	0	77	0	1572	10	0	1038	9
Added Vol:	0	0	0	0	0	0	0	115	0	0	150	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	153	0	77	0	1687	10	0	1188	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	0	0	166	0	84	0	1834	11	0	1291	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	166	0	84	0	1834	11	0	1291	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	166	0	84	0	1834	11	0	1291	10
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	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.67	0.00	1.33	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2910	0	2332	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.04	0.00	0.35	0.01	0.00	0.25	0.01
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.87	0.87	0.00	0.87	0.87
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.36	0.00	0.41	0.01	0.00	0.29	0.01
Delay/Veh:	0.0	0.0	0.0	44.8	0.0	42.3	0.0	1.4	0.9	0.0	1.2	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.8	0.0	42.3	0.0	1.4	0.9	0.0	1.2	0.9
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	2	0	4	0	0	3	0

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

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

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.4
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0 0 1	0	0	0 0 0	0	0	3 0 1	0	0	3 0 2
Volume Module:												
Base Vol:	28	0	53	0	0	0	0	1685	38	0	1019	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	0	53	0	0	0	0	1685	38	0	1019	86
Added Vol:	0	0	0	0	0	0	0	115	0	0	150	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	0	53	0	0	0	0	1800	38	0	1169	86
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	30	0	58	0	0	0	0	1957	41	0	1271	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	58	0	0	0	0	1957	41	0	1271	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
FinalVolume:	30	0	58	0	0	0	0	1957	41	0	1271	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.00	0.00	0.00	0.00	0.38	0.03	0.00	0.24	0.00
Crit Moves:			****					****			****	
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.87	0.87	0.00	0.87	0.00
Volume/Cap:	0.09	0.00	0.36	0.00	0.00	0.00	0.00	0.43	0.03	0.00	0.28	0.00
Delay/Veh:	41.0	0.0	43.4	0.0	0.0	0.0	0.0	1.4	0.9	0.0	1.2	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:	41.0	0.0	43.4	0.0	0.0	0.0	0.0	1.4	0.9	0.0	1.2	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	2	0	0	0	0	5	0	0	3	0

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

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

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.1
Optimal Cycle:	42	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:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3 0 1	2	0	3 0 2	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	214	268	58	180	347	231	293	641	272	84	429	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	268	58	180	347	231	293	641	272	84	429	84
Added Vol:	0	0	52	0	0	121	93	22	0	68	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	268	110	180	347	352	386	663	272	152	458	84
User Adj:	1.00	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:	233	291	120	196	377	383	420	721	296	165	498	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	291	120	196	377	383	420	721	296	165	498	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
FinalVolume:	233	291	120	196	377	383	420	721	296	165	498	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.07	0.06	0.07	0.13	0.12	0.14	0.18	0.05	0.10	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.21	0.33	0.14	0.18	0.51	0.32	0.46	0.46	0.12	0.26	0.26
Volume/Cap:	0.40	0.27	0.23	0.39	0.40	0.27	0.37	0.30	0.40	0.40	0.37	0.22
Delay/Veh:	44.9	40.1	29.7	47.0	43.4	17.0	31.4	20.2	21.6	49.5	36.6	35.2
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:	44.9	40.1	29.7	47.0	43.4	17.0	31.4	20.2	21.6	49.5	36.6	35.2
LOS by Move:	D	D	C	D	D	B	C	C	C	D	D	D
HCM2kAvgQ:	4	3	3	4	5	4	6	6	7	3	6	3

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

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

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.7
Optimal Cycle: 42 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	23	46	24	69	69	235	338	318	24	15	182	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	46	24	69	69	235	338	318	24	15	182	32
Added Vol:	0	0	0	0	0	49	37	19	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	46	24	69	69	284	375	337	24	15	206	32
User Adj:	1.00	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:	25	50	26	75	75	309	408	366	26	16	224	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	50	26	75	75	309	408	366	26	16	224	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	50	26	75	75	309	408	366	26	16	224	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.92	0.95	0.85	0.92	0.90	0.90	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.80	0.20	2.00	2.00	1.00
Final Sat.:	3502	3282	1641	3502	3610	1615	3502	4794	341	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.02	0.02	0.19	0.12	0.08	0.08	0.00	0.06	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.30	0.30	0.21	0.45	0.45	0.28	0.25	0.25	0.17	0.15	0.15
Volume/Cap:	0.12	0.05	0.05	0.10	0.05	0.42	0.42	0.31	0.31	0.03	0.42	0.15
Delay/Veh:	53.9	29.8	29.8	38.3	18.4	22.6	35.9	36.8	36.8	41.2	47.1	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	29.8	29.8	38.3	18.4	22.6	35.9	36.8	36.8	41.2	47.1	44.9
LOS by Move:	D	C	C	D	B	C	D	D	D	D	D	D
HCM2kAvgQ:	1	1	1	1	1	8	6	4	4	0	4	1

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

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

Intersection #12 Birch Rd/La Media Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: 40 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	61	2	406	45	0	0	0	0	3	0	239
Growth Adj:	1.00	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	61	2	406	45	0	0	0	0	3	0	239
Added Vol:	0	706	9	146	922	0	0	0	0	12	0	111
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	767	11	552	967	0	0	0	0	15	0	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	834	12	600	1051	0	0	0	0	16	0	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	834	12	600	1051	0	0	0	0	16	0	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	834	12	600	1051	0	0	0	0	16	0	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.92	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1900	5187	1615	3502	5187	1900	0	0	0	3502	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.01	0.17	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.24
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.26	0.26	0.28	0.54	0.00	0.00	0.00	0.00	0.38	0.00	0.38
Volume/Cap:	0.00	0.62	0.03	0.62	0.38	0.00	0.00	0.00	0.00	0.01	0.00	0.62
Delay/Veh:	0.0	33.4	27.6	32.7	13.5	0.0	0.0	0.0	0.0	19.2	0.0	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:	0.0	33.4	27.6	32.7	13.5	0.0	0.0	0.0	0.0	19.2	0.0	26.9
LOS by Move:	A	C	C	C	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	9	0	9	7	0	0	0	0	0	0	10

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.221
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.0
Optimal Cycle:	23	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	100	0	56	0	468	4	0	369	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	100	0	56	0	468	4	0	369	15
Added Vol:	0	0	0	0	0	146	0	182	111	0	238	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	100	0	202	0	650	115	0	607	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	0	0	109	0	220	0	707	125	0	660	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	109	0	220	0	707	125	0	660	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	109	0	220	0	707	125	0	660	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.33	0.00	1.67	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2240	0	2808	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.08	0.00	0.14	0.08	0.00	0.13	0.01
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.35	0.00	0.35	0.00	0.62	0.62	0.00	0.62	0.62
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.22	0.00	0.22	0.13	0.00	0.21	0.02
Delay/Veh:	0.0	0.0	0.0	22.0	0.0	22.7	0.0	8.6	8.0	0.0	8.5	7.4
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	22.0	0.0	22.7	0.0	8.6	8.0	0.0	8.5	7.4
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	3	0	3	2	0	3	0

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

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

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.230
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.4
Optimal Cycle:	23	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	14	0	55	0	0	0	0	535	25	0	374	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	55	0	0	0	0	535	25	0	374	61
Added Vol:	146	0	0	0	0	0	0	71	111	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	0	55	0	0	0	0	606	136	0	466	61
User Adj:	1.00	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:	174	0	60	0	0	0	0	659	148	0	507	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	0	60	0	0	0	0	659	148	0	507	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	0	60	0	0	0	0	659	148	0	507	66
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.04	0.00	0.00	0.00	0.00	0.13	0.09	0.00	0.10	0.04
Crit Moves:	****							****			****	
Green/Cycle:	0.42	0.00	0.42	0.00	0.00	0.00	0.00	0.55	0.55	0.00	0.55	0.55
Volume/Cap:	0.23	0.00	0.09	0.00	0.00	0.00	0.00	0.23	0.17	0.00	0.18	0.07
Delay/Veh:	18.9	0.0	17.6	0.0	0.0	0.0	0.0	11.6	11.2	0.0	11.2	10.5
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:	18.9	0.0	17.6	0.0	0.0	0.0	0.0	11.6	11.2	0.0	11.2	10.5
LOS by Move:	B	A	B	A	A	A	A	B	B	A	B	B
HCM2kAvgQ:	3	0	1	0	0	0	0	4	2	0	3	1

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

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PM Peak Hour

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

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.8
Optimal Cycle: 42 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	116	130	3	146	81	159	124	257	128	2	122	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:	116	130	3	146	81	159	124	257	128	2	122	111
Added Vol:	0	0	0	0	0	68	52	19	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	130	3	146	81	227	176	276	128	2	146	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	126	141	3	159	88	247	191	300	139	2	159	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	141	3	159	88	247	191	300	139	2	159	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
FinalVolume:	126	141	3	159	88	247	191	300	139	2	159	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.91	0.85	0.92	0.90	0.90	0.95	0.89	0.89
Lanes:	2.00	2.93	0.07	1.00	3.00	1.00	2.00	1.37	0.63	1.00	1.14	0.86
Final Sat.:	3502	5055	117	1805	5187	1615	3502	2348	1089	1805	1918	1458
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.09	0.02	0.15	0.05	0.13	0.13	0.00	0.08	0.08
Crit Moves:	****					****		****		****		
Green/Cycle:	0.10	0.25	0.25	0.27	0.42	0.42	0.17	0.35	0.35	0.06	0.24	0.24
Volume/Cap:	0.36	0.11	0.11	0.33	0.04	0.36	0.32	0.36	0.36	0.02	0.34	0.34
Delay/Veh:	51.1	34.4	34.4	35.7	20.4	24.0	44.1	29.0	29.0	53.3	37.8	37.8
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:	51.1	34.4	34.4	35.7	20.4	24.0	44.1	29.0	29.0	53.3	37.8	37.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	3	1	1	5	1	6	3	6	6	0	5	5

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

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

Intersection #16 Main / 805 SBR

Cycle (sec): 120 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 31.9
Optimal Cycle: 52 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	1 0	0 1	0	0 2	1 0	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	701	0	507	0	757	486	448	725	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	701	0	507	0	757	486	448	725	0
Added Vol:	0	0	0	0	0	0	0	24	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	701	0	507	0	781	486	448	744	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:	0	0	0	762	0	551	0	849	528	487	809	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	762	0	551	0	849	528	487	809	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	762	0	551	0	849	528	487	809	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	0.95	1.00	0.85	1.00	0.86	0.86	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3257	1629	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.34	0.00	0.26	0.32	0.14	0.22	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.39	0.39	0.17	0.56	0.00
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.83	0.00	0.66	0.83	0.83	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	26.4	0.0	39.6	0.0	30.7	36.2	57.5	15.0	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	26.4	0.0	39.6	0.0	30.7	36.2	57.5	15.0	0.0
LOS by Move:	A	A	A	C	A	D	A	C	D	E	B	A
HCM2kAvgQ:	0	0	0	10	0	20	0	15	21	11	9	0

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

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

Intersection #17 Main / 805 NBR

Cycle (sec): 120 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	0	1	0	0 2	0	0	0	0 0	1	0	2	0 0	0	0	3	0 2
Volume Module:																
Base Vol:	317		0	428	0		0	0	446		1009	0	0		854	619
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	317		0	428	0		0	0	446		1009	0	0		854	619
Added Vol:	0		0	0	0		0	0	0		24	0	0		19	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	317		0	428	0		0	0	446		1033	0	0		873	619
User Adj:	1.00	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:	345		0	465	0		0	0	485		1123	0	0		949	673
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	345		0	465	0		0	0	485		1123	0	0		949	673
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	345		0	465	0		0	0	485		1123	0	0		949	673
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	1.00		0.75	1.00	1.00		1.00	0.95	0.95		1.00	1.00	0.91		0.75
Lanes:	1.00	0.00		2.00	0.00	0.00		0.00	1.00	2.00		0.00	0.00	3.00		2.00
Final Sat.:	1809		0	2842	0		0	0	1805		3610	0	0		5187	2842
Capacity Analysis Module:																
Vol/Sat:	0.19	0.00		0.16	0.00	0.00		0.00	0.27	0.31		0.00	0.00	0.18		0.24
Crit Moves:	****								****							****
Green/Cycle:	0.27	0.00		0.27	0.00	0.00		0.00	0.38	0.71		0.00	0.00	0.33		0.33
Volume/Cap:	0.71	0.00		0.61	0.00	0.00		0.00	0.71	0.44		0.00	0.00	0.55		0.71
Delay/Veh:	44.8	0.0		40.0	0.0	0.0		0.0	35.5	7.5		0.0	0.0	33.2		37.7
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:	44.8	0.0		40.0	0.0	0.0		0.0	35.5	7.5		0.0	0.0	33.2		37.7
LOS by Move:	D	A		D	A	A		A	D	A		A	A	C		D
HCM2kAvgQ:	13		0	9	0		0	0	16		9	0	0		11	13

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

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

Intersection #18 Main / Heritage S

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	3	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	526		0	1	0		0	0	0		1	356	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:	526		0	1	0		0	0	0		1	356	0		0	0
Added Vol:	24		0	0	0		0	0	0		0	19	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	550		0	1	0		0	0	0		1	375	0		0	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:	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 Volume:	550		0	1	0		0	0	0		1	0	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	550		0	1	0		0	0	0		1	0	0		0	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
FinalVolume:	550		0	1	0		0	0	0		1	0	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	1.00		0.85	1.00	1.00		1.00	1.00	0.91		1.00	1.00	1.00		1.00
Lanes:	1.00	0.00		1.00	0.00	0.00		0.00	0.00	3.00		1.00	0.00	0.00		0.00
Final Sat.:	1805		0	1615	0		0	0	0		5187	1900	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.30	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
Crit Moves:	****									****						
Green/Cycle:	0.90	0.00		0.90	0.00	0.00		0.00	0.00	0.10		0.00	0.00	0.00		0.00
Volume/Cap:	0.34	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
Delay/Veh:	0.8	0.0		0.5	0.0	0.0		0.0	0.0	40.5		0.0	0.0	0.0		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	0.8	0.0		0.5	0.0	0.0		0.0	0.0	40.5		0.0	0.0	0.0		0.0
LOS by Move:	A	A		A	A	A		A	A	D		A	A	A		A
HCM2kAvgQ:	3		0	0	0		0	0	0		0	0	0		0	0

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

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

Intersection #19 Main St/La Media

Cycle (sec): 100 Critical Vol./Cap.(X): 0.299
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	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	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	0		0	0	0		0	0	0		0	0	0		0
Added Vol:	0	632		111	109	849		0	0	0		0	0	0		102
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	632		111	109	849		0	0	0		0	0	0		102
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	632		111	109	849		0	0	0		0	0	0		102
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	0	632		111	109	849		0	0	0		0	0	0		102
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	0	632		111	109	849		0	0	0		0	0	0		102
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	1.00	0.95		1.00	1.00	0.95		0.85
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1900	3610		1615	1805	3610		1900	1900	3610		1900	1900	3610		1615
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18		0.07	0.06	0.24		0.00	0.00	0.00		0.00	0.00	0.00		0.06
Crit Moves:		****			****											****
Green/Cycle:	0.00	0.59		0.59	0.20	0.79		0.00	0.00	0.00		0.00	0.00	0.00		0.21
Volume/Cap:	0.00	0.30		0.12	0.30	0.30		0.00	0.00	0.00		0.00	0.00	0.00		0.30
Delay/Veh:	0.0	10.5		9.2	34.3	3.0		0.0	0.0	0.0		0.0	0.0	0.0		33.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	0.0	10.5		9.2	34.3	3.0		0.0	0.0	0.0		0.0	0.0	0.0		33.7
LOS by Move:	A	B		A	C	A		A	A	A		A	A	A		C
HCM2kAvgQ:	0	5		2	3	4		0	0	0		0	0	0		3

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

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OLC
Existing Plus Project No Build
PM Peak Hour

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

Intersection #20 Main St/Magdalena

Cycle (sec): 100 Critical Vol./Cap.(X): 1.489
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 164.1
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:	0	1	0	0 0	0	0	1	0 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	0		0	0	0		0	0	0		0	0	0		0
Added Vol:	102	1013		0	0	1467		0	111	0		109	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	102	1013		0	0	1467		0	111	0		109	0	0		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	102	1013		0	0	1467		0	111	0		109	0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	102	1013		0	0	1467		0	111	0		109	0	0		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	102	1013		0	0	1467		0	111	0		109	0	0		0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	0.91	1.00		0.91	1.00	1.00		1.00
Lanes:	0.09	0.91		0.00	0.00	1.00		0.00	0.50	0.00		0.50	0.00	0.00		0.00
Final Sat.:	173	1718		0	0	1900		0	872	0		856	0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.59	0.59		0.00	0.00	0.77		0.00	0.13	0.00		0.13	0.00	0.00		0.00
Crit Moves:	****					****			****							
Green/Cycle:	0.40	0.91		0.00	0.00	0.52		0.00	0.09	0.00		0.09	0.00	0.00		0.00
Volume/Cap:	1.49	0.64		0.00	0.00	1.49		0.00	1.49	0.00		1.49	0.00	0.00		0.00
Delay/Veh:	257.4	1.7		0.0	0.0	250		0.0	298.2	0.0		298.2	0.0	0.0		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	257.4	1.7		0.0	0.0	250		0.0	298.2	0.0		298.2	0.0	0.0		0.0
LOS by Move:	F	A		A	A	F		A	F	A		F	A	A		A
HCM2kAvgQ:	80	8		0	0	104		0	18	0		18	0	0		0

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

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OLC
Existing Plus Project No Build
PM Peak Hour

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

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.045
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.9
Optimal Cycle:	24	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	2	0 3	0 0	0	0 0	0 0 0	2	0 3	0 2
Volume Module:												
Base Vol:	0	0	0	76	0	0	0	0	0	0	0	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	76	0	0	0	0	0	0	0	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	76	0	0	0	0	0	0	0	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	76	0	0	0	0	0	0	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	76	0	0	0	0	0	0	0	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	76	0	0	0	0	0	0	0	66
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	0.91	1.00	1.00	1.00	1.00	0.97	0.91	0.75
Lanes:	0.00	0.00	0.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	3.00	2.00
Final Sat.:	0	0	0	3502	5187	0	0	0	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Crit Moves:				****								****
Green/Cycle:	0.00	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Delay/Veh:	0.0	0.0	0.0	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0
LOS by Move:	A	A	A	B	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	0	1	0	0	0	0	0	0	0	1

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

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OLC
Existing Plus Project No Build
PM Peak Hour

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

Intersection #28 La Media/125SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0	0 0	0 0	0	0 0	0 0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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APPENDIX H
2015 Conditions HCM Worksheets

OLC Parcels B & C
2015 With Project
AM Peak Hour

Scenario Report

Scenario:	2015 am - No Bridges
Command:	2015 am (Baseline with Project)
Volume:	2015 am - incl. project vol
Geometry:	No Main - No Bridges (2015, 2020)
Impact Fee:	Default Impact Fee
Trip Generation:	2015 am
Trip Distribution:	2015
Paths:	Existing - No Main No Bridges
Routes:	Default Route
Configuration:	2015 nb+ pr am

OLC Parcels B & C
2015 With Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	48.1	0.929	D	48.4	0.932	+ 0.261 D/V
# 2 Olympic Pkwy/805 NBR	F	113.0	1.209	F	116.2	1.219	+ 3.225 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	23.2	0.577	C	23.1	0.588	-0.041 D/V
# 5 Olympic Pkwy/Heritage Rd	C	32.5	0.843	C	33.1	0.857	+ 0.548 D/V
# 6 Olympic Pkwy/La Media Rd	D	40.6	0.880	D	42.3	0.907	+ 1.684 D/V
# 7 Olympic Pkwy/125 SB	A	5.2	0.327	A	5.2	0.328	-0.017 D/V
# 8 Olympic Pwky/125 NB	A	2.2	0.346	A	2.2	0.346	-0.004 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	31.5	0.406	C	31.5	0.410	+ 0.064 D/V
# 10 Olympic Pkwy/Hunte Pkwy	C	34.5	0.470	C	34.6	0.473	+ 0.055 D/V
# 12 Birch Rd/La Media Rd	C	33.0	0.714	C	33.0	0.722	+ 0.034 D/V
# 13 Birch Rd/125SB	A	7.4	0.180	A	7.2	0.190	-0.183 D/V
# 14 Birch Rd/125NB	B	16.0	0.302	B	16.0	0.302	-0.008 D/V
# 15 Birch Rd/Eastlake Pkwy	D	35.3	0.379	D	35.3	0.380	+ 0.053 D/V
# 16 Main / 805 SBR	C	30.2	0.721	C	30.2	0.721	-0.003 D/V
# 17 Main / 805 NBR	C	29.6	0.664	C	29.6	0.664	+ 0.009 D/V
# 18 Main / Heritage S	A	4.1	0.357	A	4.1	0.358	-0.002 D/V
# 20 Main St/Magdalena	B	13.8	0.118	B	13.5	0.209	-0.334 D/V
~~# 23 Main/Street "A" V9~~		~~0.0~~	~~0.000~~		~~0.0~~	~~0.000~~	~~+ 0.000 D/V~~
# 24 Main-Hunte/Eastlake Pkwy	B	14.0	0.163	B	14.0	0.163	+ 0.000 D/V
~~#263 Main / V8W St A~~	~~C~~	~~20.6~~	~~0.192~~	~~C~~	~~20.9~~	~~0.288~~	~~+ 0.264 D/V~~

OLC Parcels B & C
2015 With Project
AM Peak Hour

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

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.932
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	48.4
Optimal Cycle:	116	Level Of Service:	D

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	641	0	512	0	1022	365	826	619	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	641	0	512	0	1022	365	826	619	0
Added Vol:	0	0	0	7	0	0	0	4	0	7	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	648	0	512	0	1026	365	833	632	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:	0	0	0	704	0	557	0	1115	397	905	687	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	704	0	557	0	1115	397	905	687	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	704	0	557	0	1115	397	905	687	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.34	0.00	0.31	0.25	0.26	0.19	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.37	0.00	0.33	0.33	0.28	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.93	0.00	0.93	0.74	0.93	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	34.9	0.0	64.0	0.0	58.2	47.0	64.4	13.3	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	34.9	0.0	64.0	0.0	58.2	47.0	64.4	13.3	0.0
LOS by Move:	A	A	A	C	A	E	A	E	D	E	B	A
HCM2kAvgQ:	0	0	0	12	0	27	0	28	16	23	7	0

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

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OLC Parcels B & C
2015 With Project
AM Peak Hour

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

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	1.219
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	116.2
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	1
Volume Module:												
Base Vol:	395	0	964	0	0	0	688	976	0	0	1051	1678
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	395	0	964	0	0	0	688	976	0	0	1051	1678
Added Vol:	0	0	2	0	0	0	0	11	0	0	20	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	395	0	966	0	0	0	688	987	0	0	1071	1700
User Adj:	1.00	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:	429	0	1050	0	0	0	748	1073	0	0	1164	1848
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	0	1050	0	0	0	748	1073	0	0	1164	1848
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	429	0	1050	0	0	0	748	1073	0	0	1164	1848
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.86	0.86
Lanes:	1.29	0.00	1.71	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.16	1.84
Final Sat.:	2161	0	2864	0	0	0	3502	3610	0	0	1900	3016
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.37	0.00	0.00	0.00	0.21	0.30	0.00	0.00	0.61	0.61
Crit Moves:			****				****				****	
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.18	0.68	0.00	0.00	0.50	0.50
Volume/Cap:	0.66	0.00	1.22	0.00	0.00	0.00	1.22	0.44	0.00	0.00	1.22	1.22
Delay/Veh:	43.4	0.0	155.1	0.0	0.0	0.0	170.5	10.5	0.0	0.0	137	137.2
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:	43.4	0.0	155.1	0.0	0.0	0.0	170.5	10.5	0.0	0.0	137	137.2
LOS by Move:	D	A	F	A	A	A	F	B	A	A	F	F
HCM2kAvgQ:	13	0	42	0	0	0	27	11	0	0	69	69

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

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

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.1
Optimal Cycle:	42	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	43	6	46	164	19	154	135	970	115	192	1526	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	6	46	164	19	154	135	970	115	192	1526	225
Added Vol:	0	0	1	0	0	0	0	14	0	4	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	6	47	164	19	154	135	984	115	196	1572	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	47	7	51	178	21	167	147	1070	125	213	1709	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	7	51	178	21	167	147	1070	125	213	1709	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	7	51	178	21	167	147	1070	125	213	1709	245
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	0.90	0.90	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.69	0.31	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4570	534	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.10	0.01	0.10	0.08	0.23	0.23	0.12	0.33	0.15
Crit Moves:			****	****			****				****	
Green/Cycle:	0.10	0.10	0.10	0.16	0.15	0.15	0.13	0.44	0.44	0.22	0.53	0.53
Volume/Cap:	0.25	0.03	0.32	0.62	0.07	0.67	0.62	0.53	0.53	0.53	0.62	0.29
Delay/Veh:	41.9	40.7	43.0	43.4	36.2	46.8	46.1	20.8	20.8	35.7	16.9	13.2
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:	41.9	40.7	43.0	43.4	36.2	46.8	46.1	20.8	20.8	35.7	16.9	13.2
LOS by Move:	D	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	2	0	2	6	1	6	5	10	10	6	14	4

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.1
Optimal Cycle:	86	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 2	0 2	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	42	31	53	543	112	398	360	1569	94	197	2248	757
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	31	53	543	112	398	360	1569	94	197	2248	757
Added Vol:	0	0	0	7	0	0	0	15	0	0	50	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	31	53	550	112	398	360	1584	94	197	2298	779
User Adj:	1.00	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:	46	34	58	598	122	433	391	1722	102	214	2498	847
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	34	58	598	122	433	391	1722	102	214	2498	847
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	34	58	598	122	433	391	1722	102	214	2498	847
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	2.00	2.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	3610	2842	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.04	0.17	0.03	0.15	0.11	0.33	0.04	0.06	0.48	0.30
Crit Moves:			****	****			****				****	
Green/Cycle:	0.08	0.08	0.08	0.19	0.20	0.20	0.12	0.56	0.56	0.10	0.54	0.54
Volume/Cap:	0.17	0.08	0.43	0.90	0.17	0.77	0.90	0.60	0.06	0.60	0.90	0.56
Delay/Veh:	52.2	50.8	54.5	62.6	40.1	52.0	72.9	17.9	12.2	54.2	29.3	18.9
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:	52.2	50.8	54.5	62.6	40.1	52.0	72.9	17.9	12.2	54.2	29.3	18.9
LOS by Move:	D	D	D	E	D	D	E	B	B	D	C	B
HCM2kAvgQ:	1	0	3	14	2	10	10	15	1	5	33	12

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

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Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.3
Optimal Cycle: 112 Level Of Service: D

Street Name:	La Media						Olympic Pkwy					
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3 0 1	2	0	3 0 2	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	567	463	235	127	541	344	279	751	637	273	1318	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	567	463	235	127	541	344	279	751	637	273	1318	146
Added Vol:	50	31	0	0	10	0	0	7	15	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	617	494	235	127	551	344	279	758	652	273	1340	146
User Adj:	1.00	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:	671	537	255	138	599	374	303	824	709	297	1457	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	671	537	255	138	599	374	303	824	709	297	1457	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	671	537	255	138	599	374	303	824	709	297	1457	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.10	0.16	0.04	0.12	0.13	0.09	0.16	0.44	0.08	0.28	0.10
Crit Moves:	****					****			****	****		
Green/Cycle:	0.21	0.26	0.26	0.10	0.15	0.15	0.14	0.48	0.48	0.09	0.44	0.44
Volume/Cap:	0.91	0.40	0.61	0.41	0.80	0.91	0.64	0.33	0.91	0.91	0.64	0.22
Delay/Veh:	61.1	36.8	41.6	51.9	55.5	73.8	51.9	19.1	42.8	81.4	26.7	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:	61.1	36.8	41.6	51.9	55.5	73.8	51.9	19.1	42.8	81.4	26.7	20.9
LOS by Move:	E	D	D	D	E	E	D	B	D	F	C	C
HCM2kAvgQ:	16	6	9	3	10	11	6	7	28	9	15	4

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

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Intersection #7 Olympic Pkwy/125 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.328
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 5.2
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0 0	1	0	1! 0 1	0	0	3 0 1	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	166	0	96	0	1265	77	0	1305	97
Growth Adj:	1.00	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	166	0	96	0	1265	77	0	1305	97
Added Vol:	0	0	0	0	0	0	0	11	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	166	0	96	0	1276	77	0	1309	97
User Adj:	1.00	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:	0	0	0	180	0	104	0	1387	84	0	1423	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	104	0	1387	84	0	1423	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	180	0	104	0	1387	84	0	1423	105
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	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.63	0.00	1.37	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2842	0	2377	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.04	0.00	0.27	0.05	0.00	0.27	0.07
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.13	0.00	0.84	0.84	0.00	0.84	0.84
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.33	0.00	0.32	0.06	0.00	0.33	0.08
Delay/Veh:	0.0	0.0	0.0	40.7	0.0	39.5	0.0	1.9	1.4	0.0	1.9	1.5
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:	0.0	0.0	0.0	40.7	0.0	39.5	0.0	1.9	1.4	0.0	1.9	1.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	2	0	4	0	0	4	1

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

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Intersection #8 Olympic Pwky/125 NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.346
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 2.2
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0	1	0 0	0	0	0 0	3	1	0 0	3	0 2
Volume Module:												
Base Vol:	35	0	37	0	0	0	0	970	462	0	1367	418
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	37	0	0	0	0	970	462	0	1367	418
Added Vol:	0	0	0	0	0	0	0	11	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	37	0	0	0	0	981	462	0	1371	418
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	38	0	40	0	0	0	0	1066	502	0	1490	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	40	0	0	0	0	1066	502	0	1490	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
FinalVolume:	38	0	40	0	0	0	0	1066	502	0	1490	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.21	0.31	0.00	0.29	0.00
Crit Moves:			****						****	****		
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.87	0.87	0.00	0.87	0.00
Volume/Cap:	0.11	0.00	0.25	0.00	0.00	0.00	0.00	0.24	0.36	0.00	0.33	0.00
Delay/Veh:	41.1	0.0	42.3	0.0	0.0	0.0	0.0	1.1	1.4	0.0	1.2	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:	41.1	0.0	42.3	0.0	0.0	0.0	0.0	1.1	1.4	0.0	1.2	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	2	3	0	3	0

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.5
Optimal Cycle: 42 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:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3	0 1	2 0	3	0 2	2 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	269	213	94	127	182	208	235	346	193	160	881	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	213	94	127	182	208	235	346	193	160	881	140
Added Vol:	0	0	5	0	0	3	9	2	0	2	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	213	99	127	182	211	244	348	193	162	882	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	292	232	108	138	198	229	265	378	210	176	959	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	232	108	138	198	229	265	378	210	176	959	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	232	108	138	198	229	265	378	210	176	959	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.07	0.04	0.04	0.08	0.08	0.07	0.13	0.05	0.18	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.20	0.17	0.37	0.12	0.09	0.28	0.18	0.44	0.44	0.20	0.45	0.45
Volume/Cap:	0.41	0.26	0.18	0.32	0.41	0.29	0.41	0.17	0.30	0.26	0.41	0.21
Delay/Veh:	41.9	42.9	25.5	48.6	51.9	34.2	43.5	20.4	21.9	40.9	22.3	20.1
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:	41.9	42.9	25.5	48.6	51.9	34.2	43.5	20.4	21.9	40.9	22.3	20.1
LOS by Move:	D	D	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	5	3	3	3	3	4	5	3	5	3	9	3

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.6
Optimal Cycle:	42	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	58	135	37	74	152	373	245	221	68	36	312	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	135	37	74	152	373	245	221	68	36	312	127
Added Vol:	0	0	0	0	0	1	4	2	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	135	37	74	152	374	249	223	68	36	313	127
User Adj:	1.00	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:	63	147	40	80	165	407	271	242	74	39	340	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	147	40	80	165	407	271	242	74	39	340	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	147	40	80	165	407	271	242	74	39	340	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.92	0.95	0.85	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	2.35	0.65	2.00	2.00	1.00	2.00	2.30	0.70	2.00	2.00	1.00
Final Sat.:	3502	3941	1080	3502	3610	1615	3502	3836	1170	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.02	0.05	0.25	0.08	0.06	0.06	0.01	0.09	0.09
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.34	0.34	0.24	0.52	0.52	0.16	0.21	0.21	0.15	0.19	0.19
Volume/Cap:	0.31	0.11	0.11	0.10	0.09	0.48	0.48	0.30	0.30	0.08	0.48	0.44
Delay/Veh:	55.0	27.1	27.1	35.7	14.5	18.9	46.6	40.3	40.3	44.3	43.5	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	27.1	27.1	35.7	14.5	18.9	46.6	40.3	40.3	44.3	43.5	43.5
LOS by Move:	E	C	C	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	2	2	1	2	10	5	4	4	1	6	5

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.0
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:	Protected			Protected			Protected				Protected			
Rights:		Include			Include			Include				Include		
Min. Green:	7	10	10	7	10	10	7	10	10		7	10	10	
Lanes:	1	0 3	0 1	2	0 3	0 1	1	0 1	1 0		2	0 2	0 1	
Volume Module:														
Base Vol:	24	15	24	383	54	373	300	691	69		73	499	313	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	24	15	24	383	54	373	300	691	69		73	499	313	
Added Vol:	0	70	1	3	22	0	0	0	0		0	0	11	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	24	85	25	386	76	373	300	691	69		73	499	324	
User Adj:	1.00	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:	26	92	27	420	83	405	326	751	75		79	542	352	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	26	92	27	420	83	405	326	751	75		79	542	352	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	26	92	27	420	83	405	326	751	75		79	542	352	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.94	0.94		0.92	0.95	0.85	
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.82	0.18		2.00	2.00	1.00	
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	3236	323		3502	3610	1615	
Capacity Analysis Module:														
Vol/Sat:	0.01	0.02	0.02	0.12	0.02	0.25	0.18	0.23	0.23		0.02	0.15	0.22	
Crit Moves:	****					****	****						****	
Green/Cycle:	0.07	0.18	0.18	0.22	0.33	0.33	0.24	0.40	0.40		0.12	0.29	0.29	
Volume/Cap:	0.21	0.10	0.09	0.55	0.05	0.76	0.76	0.58	0.58		0.19	0.53	0.76	
Delay/Veh:	44.7	34.2	34.2	35.7	22.9	36.6	43.6	24.0	24.0		39.8	30.6	40.1	
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:	44.7	34.2	34.2	35.7	22.9	36.6	43.6	24.0	24.0		39.8	30.6	40.1	
LOS by Move:	D	C	C	D	C	D	D	C	C		D	C	D	
HCM2kAvgQ:	1	1	1	7	1	13	11	11	11		1	8	12	

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

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

Intersection #13 Birch Rd/125SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.190
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	0	0	0	0	1	0	1!	0 1	0	0	3	0 1	0	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		51	0	124		0	633	139		0	608	113	
Growth Adj:	1.00	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		51	0	124		0	633	139		0	608	113	
Added Vol:	0	0	0		0	0	3		0	18	11		0	6	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		51	0	127		0	651	150		0	614	113	
User Adj:	1.00	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:	0	0	0		55	0	138		0	708	163		0	667	123	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		55	0	138		0	708	163		0	667	123	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		55	0	138		0	708	163		0	667	123	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.88	1.00	0.88		1.00	0.91	0.85		1.00	0.91	0.85	
Lanes:	0.00	0.00	0.00		1.29	0.00	1.71		0.00	3.00	1.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		2152	0	2867		0	5187	1615		0	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.05		0.00	0.14	0.10		0.00	0.13	0.08	
Crit Moves:							****			****			****			
Green/Cycle:	0.00	0.00	0.00		0.25	0.00	0.25		0.00	0.72	0.72		0.00	0.72	0.72	
Volume/Cap:	0.00	0.00	0.00		0.10	0.00	0.19		0.00	0.19	0.14		0.00	0.18	0.11	
Delay/Veh:	0.0	0.0	0.0		28.7	0.0	29.4		0.0	4.7	4.5		0.0	4.6	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		28.7	0.0	29.4		0.0	4.7	4.5		0.0	4.6	4.4	
LOS by Move:	A	A	A		C	A	C		A	A	A		A	A	A	
HCM2kAvgQ:	0	0	0		1	0	2		0	3	2		0	2	1	

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

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

Intersection #14 Birch Rd/125NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	3	0 1	0	0	3	0 1
Volume Module:																
Base Vol:	213	0	227		0	0	0		0	609	74		0	668	109	
Growth Adj:	1.00	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	0	227		0	0	0		0	609	74		0	668	109	
Added Vol:	3	0	0		0	0	0		0	7	11		0	2	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	216	0	227		0	0	0		0	616	85		0	670	109	
User Adj:	1.00	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:	235	0	247		0	0	0		0	670	92		0	728	118	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	235	0	247		0	0	0		0	670	92		0	728	118	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	235	0	247		0	0	0		0	670	92		0	728	118	
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	0.85		1.00	0.91	0.85	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		0.00	3.00	1.00	
Final Sat.:	1805	0	1615		0	0	0		0	5187	1615		0	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.15		0.00	0.00	0.00		0.00	0.13	0.06		0.00	0.14	0.07	
Crit Moves:			****											****		
Green/Cycle:	0.51	0.00	0.51		0.00	0.00	0.00		0.00	0.46	0.46		0.00	0.46	0.46	
Volume/Cap:	0.26	0.00	0.30		0.00	0.00	0.00		0.00	0.28	0.12		0.00	0.30	0.16	
Delay/Veh:	14.2	0.0	14.6		0.0	0.0	0.0		0.0	16.5	15.3		0.0	16.7	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:	14.2	0.0	14.6		0.0	0.0	0.0		0.0	16.5	15.3		0.0	16.7	15.6	
LOS by Move:	B	A	B		A	A	A		A	B	B		A	B	B	
HCM2kAvgQ:	4	0	4		0	0	0		0	5	2		0	5	2	

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.380
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.3
Optimal Cycle:	42	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	223	177	33	73	191	216	165	153	177	38	261	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	177	33	73	191	216	165	153	177	38	261	78
Added Vol:	0	0	0	0	0	2	5	2	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	177	33	73	191	218	170	155	177	38	262	78
User Adj:	1.00	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:	242	192	36	79	208	237	185	168	192	41	285	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	192	36	79	208	237	185	168	192	41	285	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	192	36	79	208	237	185	168	192	41	285	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.95	0.91	0.85	0.92	0.87	0.87	0.95	0.92	0.92
Lanes:	2.00	2.53	0.47	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.54	0.46
Final Sat.:	3502	4267	796	1805	5187	1615	3502	1661	1661	1805	2687	800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.05	0.04	0.04	0.15	0.05	0.10	0.12	0.02	0.11	0.11
Crit Moves:	****					****			****	****		
Green/Cycle:	0.18	0.33	0.33	0.23	0.39	0.39	0.13	0.30	0.30	0.06	0.24	0.24
Volume/Cap:	0.38	0.13	0.13	0.19	0.10	0.38	0.41	0.33	0.38	0.38	0.45	0.45
Delay/Veh:	43.5	27.9	27.9	37.0	23.6	26.9	48.6	32.4	33.0	56.4	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:	43.5	27.9	27.9	37.0	23.6	26.9	48.6	32.4	33.0	56.4	39.6	39.6
LOS by Move:	D	C	C	D	C	C	D	C	C	E	D	D
HCM2kAvgQ:	4	2	2	2	2	6	4	5	6	2	6	6

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.2
Optimal Cycle:	34	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	1 0	0 1	0	0 2	1 0	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	528	0	480	0	882	316	381	697	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	528	0	480	0	882	316	381	697	0
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	528	0	480	0	883	316	381	699	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:	0	0	0	574	0	522	0	960	343	414	760	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	574	0	522	0	960	343	414	760	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	574	0	522	0	960	343	414	760	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	0.95	1.00	0.85	1.00	0.87	0.87	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.21	0.79	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3667	1312	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.32	0.00	0.26	0.26	0.12	0.21	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.45	0.00	0.45	0.00	0.36	0.36	0.16	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.72	0.00	0.72	0.72	0.72	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	21.9	0.0	30.6	0.0	34.4	34.4	52.0	17.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.9	0.0	30.6	0.0	34.4	34.4	52.0	17.1	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	7	0	17	0	16	16	9	9	0

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.6
Optimal Cycle:	30	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	1	0 0	2	0 0	0 0	0	1	0 2	0 0	0	0 3	0 2
Volume Module:												
Base Vol:	366	0	378	0	0	0	435	978	0	0	712	432
Growth Adj:	1.00	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	0	378	0	0	0	435	978	0	0	712	432
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	366	0	378	0	0	0	435	979	0	0	714	432
User Adj:	1.00	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:	398	0	411	0	0	0	473	1064	0	0	776	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	0	411	0	0	0	473	1064	0	0	776	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	398	0	411	0	0	0	473	1064	0	0	776	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.14	0.00	0.00	0.00	0.26	0.29	0.00	0.00	0.15	0.17
Crit Moves:	****						****					****
Green/Cycle:	0.33	0.00	0.33	0.00	0.00	0.00	0.39	0.64	0.00	0.00	0.25	0.25
Volume/Cap:	0.66	0.00	0.44	0.00	0.00	0.00	0.66	0.46	0.00	0.00	0.60	0.66
Delay/Veh:	37.2	0.0	31.7	0.0	0.0	0.0	32.2	11.0	0.0	0.0	40.6	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	0.0	31.7	0.0	0.0	0.0	32.2	11.0	0.0	0.0	40.6	42.9
LOS by Move:	D	A	C	A	A	A	C	B	A	A	D	D
HCM2kAvgQ:	13	0	7	0	0	0	15	10	0	0	10	10

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.1
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0 0	1	0	0 0	0	1	0 1	0 0	1	0	1 0	0
Volume Module:												
Base Vol:	529	0	10	0	0	0	0	30	647	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:	529	0	10	0	0	0	0	30	647	0	0	0
Added Vol:	1	0	0	0	0	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	0	10	0	0	0	0	30	649	0	0	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	576	0	11	0	0	0	0	33	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	576	0	11	0	0	0	0	33	0	0	0	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
FinalVolume:	576	0	11	0	0	0	0	33	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1900	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.00	0.01	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Crit Moves:	****							****				
Green/Cycle:	0.84	0.00	0.84	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00
Volume/Cap:	0.38	0.00	0.01	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.00
Delay/Veh:	2.0	0.0	1.3	0.0	0.0	0.0	0.0	41.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.0	0.0	1.3	0.0	0.0	0.0	0.0	41.6	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	D	A	A	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	1	0	0	0	0

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Main St/La Media

Cycle (sec):	61	Critical Vol./Cap.(X):	0.101
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.4
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	14	7	50	50	0	0	0	0	11	0	22
Growth Adj:	1.00	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	14	7	50	50	0	0	0	0	11	0	22
Added Vol:	0	63	11	3	20	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	77	18	53	70	0	0	0	0	11	0	32
User Adj:	1.00	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:	0	84	20	58	76	0	0	0	0	12	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	84	20	58	76	0	0	0	0	12	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	84	20	58	76	0	0	0	0	12	0	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.01	0.03	0.04	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.44	0.44	0.32	0.75	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.10	0.03	0.10	0.05	0.00	0.00	0.00	0.00	0.03	0.00	0.10
Delay/Veh:	0.0	10.2	9.8	14.8	1.9	0.0	0.0	0.0	0.0	19.0	0.0	19.4
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	10.2	9.8	14.8	1.9	0.0	0.0	0.0	0.0	19.0	0.0	19.4
LOS by Move:	A	B	A	B	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	1	0	1	0	0	0	0	0	0	0	1

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

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

Intersection #20 Main St/Magdalena

Cycle (sec): 100 Critical Vol./Cap.(X): 0.209
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	0 1	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	10	0	40	140	0	0	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	40	140	0	0	0	0	10
Added Vol:	0	0	0	0	0	34	112	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	74	252	0	0	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	11	0	80	274	0	0	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	11	0	80	274	0	0	0	0	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
FinalVolume:	0	0	0	11	0	80	274	0	0	0	0	11
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	0.95	0.95	1.00	1.00	0.95	0.81
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	3610	0	0	1805	1534
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.05	0.15	0.00	0.00	0.00	0.00	0.01
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.68	0.00	0.00	0.00	0.00	0.10
Volume/Cap:	0.00	0.00	0.00	0.03	0.00	0.22	0.22	0.00	0.00	0.00	0.00	0.07
Delay/Veh:	0.0	0.0	0.0	30.4	0.0	32.1	6.2	0.0	0.0	0.0	0.0	41.0
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	30.4	0.0	32.1	6.2	0.0	0.0	0.0	0.0	41.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	D
HCM2kAvgQ:	0	0	0	0	0	2	3	0	0	0	0	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Main/Street "A" v9

Cycle (sec): 120 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	0.163
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.0
Optimal Cycle:	23	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0	2	0 2	0 0	0	0 0	0 0	2	0 3	0 2
Volume Module:												
Base Vol:	0	0	0	219	0	0	0	0	0	0	0	219
Growth Adj:	1.00	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	219	0	0	0	0	0	0	0	219
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	219	0	0	0	0	0	0	0	219
User Adj:	1.00	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:	0	0	0	238	0	0	0	0	0	0	0	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	238	0	0	0	0	0	0	0	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	238	0	0	0	0	0	0	0	238
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	0.95	1.00	1.00	1.00	1.00	0.97	0.91	0.75
Lanes:	0.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	3.00	2.00
Final Sat.:	0	0	0	3502	3610	0	0	0	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08
Crit Moves:				****								****
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16
Delay/Veh:	0.0	0.0	0.0	16.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.6
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:	0.0	0.0	0.0	16.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.6
LOS by Move:	A	A	A	B	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	0	2	0	0	0	0	0	0	0	2

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #263 Main / V8W St A

Cycle (sec):	100	Critical Vol./Cap.(X):	0.288
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.9
Optimal Cycle:	31	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	20	0	120	0	0	0	0	20	20	150	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:	20	0	120	0	0	0	0	20	20	150	0	0
Added Vol:	10	0	101	0	0	0	0	11	3	34	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	221	0	0	0	0	31	23	184	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	33	0	240	0	0	0	0	34	25	200	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	0	240	0	0	0	0	34	25	200	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	0	240	0	0	0	0	34	25	200	0	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	0.89	0.89	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.15	0.85	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1940	1439	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.15	0.00	0.00	0.00	0.00	0.02	0.02	0.11	0.00	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.10	0.10	0.37	0.00	0.00
Volume/Cap:	0.04	0.00	0.30	0.00	0.00	0.00	0.00	0.17	0.17	0.30	0.00	0.00
Delay/Veh:	13.1	0.0	15.3	0.0	0.0	0.0	0.0	41.5	41.5	22.8	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	0.0	15.3	0.0	0.0	0.0	0.0	41.5	41.5	22.8	0.0	0.0
LOS by Move:	B	A	B	A	A	A	A	D	D	C	A	A
HCM2kAvgQ:	1	0	4	0	0	0	0	1	1	4	0	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Parcels B & C
2015 With Project
PM Peak Hour

Scenario Report

Scenario:	2015 pm - No Bridges
Command:	2015 pm (Baseline with Project)
Volume:	2015 pm - incl. project vol
Geometry:	No Main - No Bridges (2015, 2020)
Impact Fee:	Default Impact Fee
Trip Generation:	2015 pm
Trip Distribution:	2015
Paths:	NO Main - NO Bridges
Routes:	Default Route
Configuration:	2015 nb + pr pm

2015 pm - No Bridges Fri Aug 19, 2011 13:01:32 Page 2-1

OLC Parcels B & C
2015 With Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	48.4	0.948	D	49.0	0.954	+ 0.643 D/V
# 2 Olympic Pkwy/805 NBR	D	41.9	0.921	D	42.7	0.928	+ 0.722 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	29.2	0.803	C	29.6	0.819	+ 0.418 D/V
# 5 Olympic Pkwy/Heritage Rd	D	40.8	0.884	D	41.9	0.897	+ 1.059 D/V
# 6 Olympic Pkwy/La Media Rd	C	32.5	0.706	C	32.8	0.711	+ 0.270 D/V
# 7 Olympic Pkwy/125 SB	A	4.8	0.409	A	4.8	0.410	-0.014 D/V
# 8 Olympic Pwky/125 NB	A	4.0	0.439	A	4.0	0.440	-0.013 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	32.5	0.410	C	32.6	0.412	+ 0.039 D/V
# 10 Olympic Pkwy/Hunte Pkwy	C	34.7	0.423	C	34.7	0.427	+ 0.043 D/V
# 12 Birch Rd/La Media Rd	C	32.1	0.642	C	31.8	0.646	-0.240 D/V
# 13 Birch Rd/125SB	A	7.8	0.171	A	8.2	0.178	+ 0.380 D/V
# 14 Birch Rd/125NB	B	15.8	0.314	B	15.8	0.314	-0.014 D/V
# 15 Birch Rd/Eastlake Pkwy	C	34.8	0.375	C	34.9	0.413	+ 0.085 D/V
# 16 Main / 805 SBR	D	40.5	0.962	D	40.5	0.962	+ 0.015 D/V
# 17 Main / 805 NBR	C	30.7	0.774	C	30.7	0.774	-0.006 D/V
# 18 Main / Heritage S	A	4.8	0.583	A	4.8	0.585	+ 0.014 D/V
# 20 Main St/Magdalena	B	17.3	0.186	B	17.5	0.305	+ 0.220 D/V
~~# 23 Main/Street "A" v9~~	~~0.0~~	~~0.000~~		~~0.0~~	~~0.000~~		~~+ 0.000 D/V~~
# 24 Main-Hunte/Eastlake Pkwy	B	13.6	0.108	B	13.6	0.108	+ 0.000 D/V
~~#263 Main / V8W St A~~	~~B~~	~~19.3~~	~~0.185~~	~~B~~	~~19.9~~	~~0.303~~	~~+ 0.614 D/V~~

2015 pm - No Bridges Fri Aug 19, 2011 13:01:32 Page 3-1

OLC Parcels B & C
2015 With Project
PM Peak Hour

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

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.954
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	49.0
Optimal Cycle:	153	Level Of Service:	D

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1	1 0	0 1	0	0 2	0 1	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	1017	0	658	0	869	286	718	758	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	1017	0	658	0	869	286	718	758	0
Added Vol:	0	0	0	25	0	0	0	15	0	4	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1042	0	658	0	884	286	722	764	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:	0	0	0	1133	0	715	0	961	311	785	830	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1133	0	715	0	961	311	785	830	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1133	0	715	0	961	311	785	830	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.44	0.00	0.27	0.19	0.22	0.23	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.46	0.00	0.28	0.28	0.24	0.51	0.00
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.95	0.00	0.95	0.69	0.95	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	30.3	0.0	58.2	0.0	67.7	49.5	73.6	21.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.3	0.0	58.2	0.0	67.7	49.5	73.6	21.6	0.0
LOS by Move:	A	A	A	C	A	E	A	E	D	E	C	A
HCM2kAvgQ:	0	0	0	19	0	34	0	26	13	21	12	0

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

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OLC Parcels B & C
2015 With Project
PM Peak Hour

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

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.928
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.7
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:	Split Phase			Split Phase			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	7	10	10	7	10	10	7	10	10		7	10	10	
Lanes:	1 0	1! 0	1	0	0 0	0 0	2	0 2	0 0		0	0 1	1 1	
Volume Module:														
Base Vol:	319	0	1019	0	0	0	410	1477	0		0	1157	704	
Growth Adj:	1.00	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	0	1019	0	0	0	410	1477	0		0	1157	704	
Added Vol:	0	0	8	0	0	0	0	40	0		0	10	11	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	319	0	1027	0	0	0	410	1517	0		0	1167	715	
User Adj:	1.00	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:	347	0	1116	0	0	0	446	1649	0		0	1268	777	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	347	0	1116	0	0	0	446	1649	0		0	1268	777	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	347	0	1116	0	0	0	446	1649	0		0	1268	777	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	0.92	0.95	1.00		1.00	0.90	0.90	
Lanes:	1.24	0.00	1.76	0.00	0.00	0.00	2.00	2.00	0.00		0.00	1.86	1.14	
Final Sat.:	2057	0	2932	0	0	0	3502	3610	0		0	3166	1940	
Capacity Analysis Module:														
Vol/Sat:	0.17	0.00	0.38	0.00	0.00	0.00	0.13	0.46	0.00		0.00	0.40	0.40	
Crit Moves:			****				****					****		
Green/Cycle:	0.41	0.00	0.41	0.00	0.00	0.00	0.14	0.57	0.00		0.00	0.43	0.43	
Volume/Cap:	0.41	0.00	0.93	0.00	0.00	0.00	0.93	0.80	0.00		0.00	0.93	0.93	
Delay/Veh:	29.4	0.0	49.4	0.0	0.0	0.0	84.2	26.4	0.0		0.0	45.3	45.3	
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:	29.4	0.0	49.4	0.0	0.0	0.0	84.2	26.4	0.0		0.0	45.3	45.3	
LOS by Move:	C	A	D	A	A	A	F	C	A		A	D	D	
HCM2kAvgQ:	8	0	30	0	0	0	13	30	0		0	33	33	

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.6
Optimal Cycle: 70 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	58	9	62	219	26	206	269	1939	230	171	1357	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	9	62	219	26	206	269	1939	230	171	1357	200
Added Vol:	0	0	4	0	0	0	0	53	0	2	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	9	66	219	26	206	269	1992	230	173	1380	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	63	10	72	238	28	224	292	2165	250	188	1500	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	10	72	238	28	224	292	2165	250	188	1500	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
FinalVolume:	63	10	72	238	28	224	292	2165	250	188	1500	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	1.00	0.85	0.95	0.90	0.90	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.69	0.31	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4576	528	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.04	0.13	0.01	0.14	0.16	0.47	0.47	0.10	0.29	0.13
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.10	0.10	0.15	0.17	0.17	0.24	0.55	0.55	0.12	0.43	0.43
Volume/Cap:	0.41	0.05	0.44	0.86	0.09	0.83	0.68	0.86	0.86	0.86	0.68	0.31
Delay/Veh:	45.2	40.8	44.3	65.0	35.3	58.7	38.7	22.6	22.6	71.5	23.9	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	40.8	44.3	65.0	35.3	58.7	38.7	22.6	22.6	71.5	23.9	19.2
LOS by Move:	D	D	D	E	D	E	D	C	C	E	C	B
HCM2kAvgQ:	2	0	3	10	1	9	9	26	26	8	14	4

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

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

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.9
Optimal Cycle: 106 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 2	0 2	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	57	41	70	841	300	797	400	2139	187	175	1431	673
Growth Adj:	1.00	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	41	70	841	300	797	400	2139	187	175	1431	673
Added Vol:	0	0	0	25	0	0	0	57	0	0	25	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	41	70	866	300	797	400	2196	187	175	1456	684
User Adj:	1.00	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:	62	45	76	941	326	866	435	2387	203	190	1583	743
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	45	76	941	326	866	435	2387	203	190	1583	743
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	45	76	941	326	866	435	2387	203	190	1583	743
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	2.00	2.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	3610	2842	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.05	0.27	0.09	0.30	0.12	0.46	0.07	0.05	0.31	0.26
Crit Moves:	****					****		****		****		
Green/Cycle:	0.06	0.09	0.09	0.29	0.33	0.33	0.16	0.49	0.49	0.06	0.39	0.39
Volume/Cap:	0.30	0.09	0.52	0.92	0.28	0.94	0.78	0.94	0.15	0.93	0.78	0.67
Delay/Veh:	55.0	50.1	55.3	53.7	30.1	55.7	55.5	36.2	16.8	100.2	34.1	31.8
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:	55.0	50.1	55.3	53.7	30.1	55.7	55.5	36.2	16.8	100.2	34.1	31.8
LOS by Move:	E	D	E	D	C	E	E	D	B	F	C	C
HCM2kAvgQ:	1	1	3	21	5	22	10	35	2	6	20	14

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

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

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.8
Optimal Cycle: 51 Level Of Service: C

Street Name:	La Media						Olympic Pkwy					
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	238	256	209	254	300	289	322	1772	430	219	1124	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	256	209	254	300	289	322	1772	430	219	1124	181
Added Vol:	25	15	0	0	36	0	0	25	57	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	271	209	254	336	289	322	1797	487	219	1135	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	286	295	227	276	365	314	350	1953	529	238	1234	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	295	227	276	365	314	350	1953	529	238	1234	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	295	227	276	365	314	350	1953	529	238	1234	197
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.06	0.14	0.08	0.07	0.11	0.10	0.38	0.33	0.07	0.24	0.12
Crit Moves:			****	****				****		****		
Green/Cycle:	0.13	0.20	0.20	0.11	0.18	0.18	0.18	0.53	0.53	0.10	0.44	0.44
Volume/Cap:	0.62	0.29	0.71	0.71	0.40	0.62	0.54	0.71	0.62	0.71	0.54	0.28
Delay/Veh:	52.0	41.1	52.3	57.6	44.0	48.1	45.2	22.2	21.2	59.7	25.0	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	41.1	52.3	57.6	44.0	48.1	45.2	22.2	21.2	59.7	25.0	21.6
LOS by Move:	D	D	D	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	6	3	9	7	5	7	7	20	14	6	12	5

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

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

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 4.8
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Lanes:	0	0	0	0	0		1	0	1!	0	1		0	0	3	0	1		0	0	3	0	1	
Volume Module:																								
Base Vol:	0		0		0		189		0		87		0		1698		125		0		1269		155	
Growth Adj:	1.00		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		189		0		87		0		1698		125		0		1269		155	
Added Vol:	0		0		0		0		0		0		0		6		0		0		13		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		0		0		189		0		87		0		1704		125		0		1282		155	
User Adj:	1.00		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:	0		0		0		205		0		95		0		1852		136		0		1393		168	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		0		0		205		0		95		0		1852		136		0		1393		168	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	0		0		0		205		0		95		0		1852		136		0		1393		168	
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		1.00		0.91		0.85		1.00		0.91		0.85	
Lanes:	0.00		0.00		0.00		1.68		0.00		1.32		0.00		3.00		1.00		0.00		3.00		1.00	
Final Sat.:	0		0		0		2950		0		2303		0		5187		1615		0		5187		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.07		0.00		0.04		0.00		0.36		0.08		0.00		0.27		0.10	
Crit Moves:											****				****				****					
Green/Cycle:	0.00		0.00		0.00		0.10		0.00		0.10		0.00		0.87		0.87		0.00		0.87		0.87	
Volume/Cap:	0.00		0.00		0.00		0.70		0.00		0.41		0.00		0.41		0.10		0.00		0.31		0.12	
Delay/Veh:	0.0		0.0		0.0		48.5		0.0		42.6		0.0		1.4		1.0		0.0		1.2		1.0	
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		48.5		0.0		42.6		0.0		1.4		1.0		0.0		1.2		1.0	
LOS by Move:	A		A		A		D		A		D		A		A		A		A		A		A	
HCM2kAvgQ:	0		0		0		5		0		3		0		5		1		0		3		1	

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

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Level Of Service Computation Report
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Intersection #8 Olympic Pwky/125 NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 4.0
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0 1	0	0	0 0	0	0	3 0 1	0	0	3 0 2
Volume Module:												
Base Vol:	83	0	89	0	0	0	0	1744	143	0	1341	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	0	89	0	0	0	0	1744	143	0	1341	129
Added Vol:	0	0	0	0	0	0	0	6	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	0	89	0	0	0	0	1750	143	0	1354	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	90	0	97	0	0	0	0	1902	155	0	1472	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	97	0	0	0	0	1902	155	0	1472	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
FinalVolume:	90	0	97	0	0	0	0	1902	155	0	1472	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.06	0.00	0.00	0.00	0.00	0.37	0.10	0.00	0.28	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.83	0.83	0.00	0.83	0.00
Volume/Cap:	0.19	0.00	0.44	0.00	0.00	0.00	0.00	0.44	0.12	0.00	0.34	0.00
Delay/Veh:	38.5	0.0	41.1	0.0	0.0	0.0	0.0	2.3	1.6	0.0	2.0	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:	38.5	0.0	41.1	0.0	0.0	0.0	0.0	2.3	1.6	0.0	2.0	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	6	1	0	4	0

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

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

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.6
Optimal Cycle: 42 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:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3 0 1	2	0	3 0 2	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	225	178	75	303	375	270	330	708	290	180	474	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	178	75	303	375	270	330	708	290	180	474	153
Added Vol:	0	0	3	0	0	11	5	1	0	6	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	178	78	303	375	281	335	709	290	186	477	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	245	193	85	329	408	305	364	771	315	202	518	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	193	85	329	408	305	364	771	315	202	518	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	193	85	329	408	305	364	771	315	202	518	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.05	0.09	0.08	0.11	0.10	0.15	0.20	0.06	0.10	0.10
Crit Moves:		****		****					****	****		
Green/Cycle:	0.15	0.09	0.23	0.23	0.17	0.48	0.31	0.47	0.47	0.14	0.31	0.31
Volume/Cap:	0.48	0.41	0.23	0.41	0.45	0.22	0.34	0.31	0.41	0.41	0.33	0.34
Delay/Veh:	47.8	52.1	37.8	39.8	44.8	18.1	32.2	19.6	21.0	47.6	32.3	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	52.1	37.8	39.8	44.8	18.1	32.2	19.6	21.0	47.6	32.3	32.7
LOS by Move:	D	D	D	D	D	B	C	B	C	D	C	C
HCM2kAvgQ:	5	3	3	6	5	4	5	6	8	4	5	5

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.7
Optimal Cycle: 42 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	44	67	48	117	100	282	420	447	87	41	201	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	67	48	117	100	282	420	447	87	41	201	72
Added Vol:	0	0	0	0	0	4	2	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	67	48	117	100	286	422	448	87	41	203	72
User Adj:	1.00	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:	48	73	52	127	109	311	459	487	95	45	221	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	73	52	127	109	311	459	487	95	45	221	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	73	52	127	109	311	459	487	95	45	221	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.85	0.85	0.92	0.95	0.85	0.92	0.89	0.89	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.51	0.49	2.00	2.00	1.00
Final Sat.:	3502	3240	1620	3502	3610	1615	3502	4239	823	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.03	0.04	0.03	0.19	0.13	0.11	0.11	0.01	0.06	0.05
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.29	0.29	0.20	0.44	0.44	0.30	0.29	0.29	0.15	0.14	0.14
Volume/Cap:	0.23	0.08	0.11	0.18	0.07	0.44	0.44	0.40	0.40	0.09	0.44	0.35
Delay/Veh:	54.5	30.8	31.1	39.5	19.6	23.9	34.3	34.4	34.4	44.3	48.0	47.7
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:	54.5	30.8	31.1	39.5	19.6	23.9	34.3	34.4	34.4	44.3	48.0	47.7
LOS by Move:	D	C	C	D	B	C	C	C	C	D	D	D
HCM2kAvgQ:	1	1	2	2	1	8	7	6	6	1	4	3

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.8
Optimal Cycle: 42 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	21	13	22	345	49	335	270	442	62	65	449	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	13	22	345	49	335	270	442	62	65	449	282
Added Vol:	0	35	0	13	80	0	0	0	0	1	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	48	22	358	129	335	270	442	62	66	449	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	23	52	24	389	140	364	293	480	67	72	488	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	52	24	389	140	364	293	480	67	72	488	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	52	24	389	140	364	293	480	67	72	488	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.93	0.93	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.75	0.25	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	3109	436	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.11	0.03	0.23	0.16	0.15	0.15	0.02	0.14	0.19
Crit Moves:	****					****	****					****
Green/Cycle:	0.07	0.19	0.19	0.21	0.33	0.33	0.24	0.36	0.36	0.16	0.28	0.28
Volume/Cap:	0.18	0.05	0.08	0.53	0.08	0.68	0.68	0.43	0.43	0.13	0.48	0.68
Delay/Veh:	44.5	33.2	33.5	35.8	23.1	32.7	39.2	24.6	24.6	35.9	30.1	36.2
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:	44.5	33.2	33.5	35.8	23.1	32.7	39.2	24.6	24.6	35.9	30.1	36.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	D
HCM2kAvgQ:	1	0	1	6	1	11	9	7	7	1	7	10

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.178
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.2
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	146	0	84	0	609	153	0	521	64
Growth Adj:	1.00	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	146	0	84	0	609	153	0	521	64
Added Vol:	0	0	0	0	0	13	0	9	5	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	146	0	97	0	618	158	0	542	64
User Adj:	1.00	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:	0	0	0	159	0	105	0	672	172	0	589	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	159	0	105	0	672	172	0	589	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	159	0	105	0	672	172	0	589	70
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	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.60	0.00	1.40	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2776	0	2426	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.04	0.00	0.13	0.11	0.00	0.11	0.04
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.73	0.73	0.00	0.73	0.73
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.18	0.00	0.18	0.15	0.00	0.16	0.06
Delay/Veh:	0.0	0.0	0.0	30.4	0.0	30.0	0.0	4.3	4.2	0.0	4.2	3.9
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	30.4	0.0	30.0	0.0	4.3	4.2	0.0	4.2	3.9
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	2	0	2	2	0	2	1

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.8
Optimal Cycle:	23	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	192	0	234	0	0	0	0	700	77	0	530	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	0	234	0	0	0	0	700	77	0	530	75
Added Vol:	13	0	0	0	0	0	0	3	5	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	234	0	0	0	0	703	82	0	538	75
User Adj:	1.00	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:	223	0	254	0	0	0	0	764	89	0	585	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	0	254	0	0	0	0	764	89	0	585	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	0	254	0	0	0	0	764	89	0	585	82
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.16	0.00	0.00	0.00	0.00	0.15	0.06	0.00	0.11	0.05
Crit Moves:			****					****		****		
Green/Cycle:	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.47	0.47	0.00	0.47	0.47
Volume/Cap:	0.25	0.00	0.31	0.00	0.00	0.00	0.00	0.31	0.12	0.00	0.24	0.11
Delay/Veh:	14.3	0.0	15.0	0.0	0.0	0.0	0.0	16.6	15.0	0.0	16.0	14.9
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:	14.3	0.0	15.0	0.0	0.0	0.0	0.0	16.6	15.0	0.0	16.0	14.9
LOS by Move:	B	A	B	A	A	A	A	B	B	A	B	B
HCM2kAvgQ:	4	0	5	0	0	0	0	5	2	0	4	1

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

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

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.9
Optimal Cycle: 42 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	179	172	48	179	139	195	182	285	227	49	130	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	172	48	179	139	195	182	285	227	49	130	124
Added Vol:	0	0	0	0	0	6	3	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	172	48	179	139	201	185	286	227	49	132	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	195	187	52	195	151	218	201	311	247	53	143	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	187	52	195	151	218	201	311	247	53	143	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
FinalVolume:	195	187	52	195	151	218	201	311	247	53	143	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.95	0.91	0.85	0.92	0.89	0.89	0.95	0.88	0.88
Lanes:	2.00	2.35	0.65	1.00	3.00	1.00	2.00	1.12	0.88	1.00	1.03	0.97
Final Sat.:	3502	3921	1094	1805	5187	1615	3502	1880	1492	1805	1726	1621
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.11	0.03	0.14	0.06	0.17	0.17	0.03	0.08	0.08
Crit Moves:	****					****		****		****		
Green/Cycle:	0.13	0.20	0.20	0.26	0.33	0.33	0.19	0.40	0.40	0.07	0.28	0.28
Volume/Cap:	0.41	0.24	0.24	0.41	0.09	0.41	0.30	0.41	0.41	0.41	0.30	0.30
Delay/Veh:	48.2	40.3	40.3	37.4	28.0	31.9	41.6	26.1	26.1	55.5	34.4	34.4
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:	48.2	40.3	40.3	37.4	28.0	31.9	41.6	26.1	26.1	55.5	34.4	34.4
LOS by Move:	D	D	D	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	4	3	3	6	1	6	3	8	8	2	4	4

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

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

Intersection #16 Main / 805 SBR

Cycle (sec): 120 Critical Vol./Cap.(X): 0.962
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 40.5
Optimal Cycle: 165 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	1 0	0 1	0	0 2	1 0	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	699	0	600	0	986	559	525	935	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	699	0	600	0	986	559	525	935	0
Added Vol:	0	0	0	0	0	0	0	2	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	699	0	600	0	988	559	525	936	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:	0	0	0	760	0	652	0	1074	608	571	1017	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	760	0	652	0	1074	608	571	1017	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	760	0	652	0	1074	608	571	1017	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	0.95	1.00	0.85	1.00	0.86	0.86	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3271	1636	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.40	0.00	0.33	0.37	0.16	0.28	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.42	0.00	0.39	0.39	0.17	0.56	0.00
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.96	0.00	0.85	0.96	0.96	0.51	0.00
Delay/Veh:	0.0	0.0	0.0	25.8	0.0	59.4	0.0	37.4	49.7	77.1	16.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.8	0.0	59.4	0.0	37.4	49.7	77.1	16.7	0.0
LOS by Move:	A	A	A	C	A	E	A	D	D	E	B	A
HCM2kAvgQ:	0	0	0	10	0	29	0	22	29	15	12	0

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

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

Intersection #17 Main / 805 NBR

Cycle (sec): 120 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 30.7
Optimal Cycle: 42 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:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	0	1 0	0	2	0	0 0	0	0	1	0 2	0	0	0	0 3	0	2
Volume Module:																
Base Vol:	356	0	397		0	0	0		513	1172	0		0	1104		461
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	356	0	397		0	0	0		513	1172	0		0	1104		461
Added Vol:	0	0	0		0	0	0		0	2	0		0	1		0
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0		0
Initial Fut:	356	0	397		0	0	0		513	1174	0		0	1105		461
User Adj:	1.00	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:	387	0	432		0	0	0		558	1276	0		0	1201		501
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	387	0	432		0	0	0		558	1276	0		0	1201		501
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	387	0	432		0	0	0		558	1276	0		0	1201		501
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900		1900
Adjustment:	0.95	1.00	0.75		1.00	1.00	1.00		0.95	0.95	1.00		1.00	0.91		0.75
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		1.00	2.00	0.00		0.00	3.00		2.00
Final Sat.:	1809	0	2842		0	0	0		1805	3610	0		0	5187		2842
Capacity Analysis Module:																
Vol/Sat:	0.21	0.00	0.15		0.00	0.00	0.00		0.31	0.35	0.00		0.00	0.23		0.18
Crit Moves:	****								****					****		
Green/Cycle:	0.28	0.00	0.28		0.00	0.00	0.00		0.40	0.70	0.00		0.00	0.30		0.30
Volume/Cap:	0.77	0.00	0.55		0.00	0.00	0.00		0.77	0.51	0.00		0.00	0.77		0.59
Delay/Veh:	47.3	0.0	37.9		0.0	0.0	0.0		36.6	8.6	0.0		0.0	40.8		36.9
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:	47.3	0.0	37.9		0.0	0.0	0.0		36.6	8.6	0.0		0.0	40.8		36.9
LOS by Move:	D	A	D		A	A	A		D	A	A		A	D		D
HCM2kAvgQ:	15	0	8		0	0	0		19	11	0		0	16		9

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

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

Intersection #18 Main / Heritage S

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.8
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1	0 0	0	1	0	0 0	0	0	0	0 1	0	1	1	0 1	0	0
Volume Module:																
Base Vol:	882	0	10		0	0	0		0	30	588		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:	882	0	10		0	0	0		0	30	588		0	0		0
Added Vol:	2	0	0		0	0	0		0	0	1		0	0		0
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0		0
Initial Fut:	884	0	10		0	0	0		0	30	589		0	0		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:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92		0.92
PHF Volume:	961	0	11		0	0	0		0	33	0		0	0		0
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	961	0	11		0	0	0		0	33	0		0	0		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
FinalVolume:	961	0	11		0	0	0		0	33	0		0	0		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900		1900
Adjustment:	0.95	1.00	0.85		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00		0.00
Final Sat.:	1805	0	1615		0	0	0		0	1900	1900		1900	1900		0
Capacity Analysis Module:																
Vol/Sat:	0.53	0.00	0.01		0.00	0.00	0.00		0.00	0.02	0.00		0.00	0.00		0.00
Crit Moves:	****									****						
Green/Cycle:	0.84	0.00	0.84		0.00	0.00	0.00		0.00	0.10	0.00		0.00	0.00		0.00
Volume/Cap:	0.63	0.00	0.01		0.00	0.00	0.00		0.00	0.17	0.00		0.00	0.00		0.00
Delay/Veh:	3.6	0.0	1.3		0.0	0.0	0.0		0.0	41.6	0.0		0.0	0.0		0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:	3.6	0.0	1.3		0.0	0.0	0.0		0.0	41.6	0.0		0.0	0.0		0.0
LOS by Move:	A	A	A		A	A	A		A	D	A		A	A		A
HCM2kAvgQ:	11	0	0		0	0	0		0	1	0		0	0		0

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

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

Intersection #19 Main St/La Media

Cycle (sec):	61	Critical Vol./Cap.(X):	0.096
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.0
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1	0 1	1 0	1	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	18	9	63	63	0	0	0	0	14	0	27
Growth Adj:	1.00	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	18	9	63	63	0	0	0	0	14	0	27
Added Vol:	0	31	5	9	74	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	49	14	72	137	0	0	0	0	14	0	32
User Adj:	1.00	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:	0	53	15	78	149	0	0	0	0	15	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	53	15	78	149	0	0	0	0	15	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	53	15	78	149	0	0	0	0	15	0	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.01	0.04	0.08	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.29	0.29	0.45	0.74	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.00	0.10	0.03	0.10	0.11	0.00	0.00	0.00	0.00	0.04	0.00	0.10
Delay/Veh:	0.0	15.8	15.5	9.7	2.2	0.0	0.0	0.0	0.0	18.6	0.0	18.9
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	15.8	15.5	9.7	2.2	0.0	0.0	0.0	0.0	18.6	0.0	18.9
LOS by Move:	A	B	B	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	1	0	1	1	0	0	0	0	0	0	1

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

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

Intersection #20 Main St/Magdalena

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	0 1	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	10	0	150	130	0	0	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	150	130	0	0	0	0	10
Added Vol:	0	0	0	0	0	127	55	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	277	185	0	0	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	11	0	301	201	0	0	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	11	0	301	201	0	0	0	0	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
FinalVolume:	0	0	0	11	0	301	201	0	0	0	0	11
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	0.95	0.95	1.00	1.00	0.95	0.81
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	3610	0	0	1805	1534
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.19	0.11	0.00	0.00	0.00	0.00	0.01
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.56	0.00	0.56	0.34	0.00	0.00	0.00	0.00	0.10
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.33	0.33	0.00	0.00	0.00	0.00	0.07
Delay/Veh:	0.0	0.0	0.0	9.6	0.0	11.9	25.1	0.0	0.0	0.0	0.0	41.0
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	9.6	0.0	11.9	25.1	0.0	0.0	0.0	0.0	41.0
LOS by Move:	A	A	A	A	A	B	C	A	A	A	A	D
HCM2kAvgQ:	0	0	0	0	0	5	5	0	0	0	0	0

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

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OLC Parcels B & C
2015 With Project
PM Peak Hour

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

Intersection #23 Main/Street "A" v9

Cycle (sec): 120 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
2015 With Project
PM Peak Hour

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

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	0.108
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.6
Optimal Cycle:	23	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	2	0 2	0 0	0	0 0	0 0	2	0 3	0 2
Volume Module:												
Base Vol:	0	0	0	146	0	0	0	0	0	0	0	146
Growth Adj:	1.00	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	146	0	0	0	0	0	0	0	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	146	0	0	0	0	0	0	0	146
User Adj:	1.00	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:	0	0	0	159	0	0	0	0	0	0	0	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	159	0	0	0	0	0	0	0	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	159	0	0	0	0	0	0	0	159
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	0.95	1.00	1.00	1.00	1.00	0.97	0.91	0.75
Lanes:	0.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	3.00	2.00
Final Sat.:	0	0	0	3502	3610	0	0	0	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06
Crit Moves:				****								****
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11
Delay/Veh:	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.2
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	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.2
LOS by Move:	A	A	A	B	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	0	1	0	0	0	0	0	0	0	1

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

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OLC Parcels B & C
2015 With Project
PM Peak Hour

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

Intersection #263 Main / V8W St A

Cycle (sec):	100	Critical Vol./Cap.(X):	0.303
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.9
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	10	0	120	0	0	0	0	10	10	150	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	120	0	0	0	0	10	10	150	0	0
Added Vol:	5	0	50	0	0	0	0	5	9	127	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	170	0	0	0	0	15	19	277	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	16	0	185	0	0	0	0	16	21	301	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	185	0	0	0	0	16	21	301	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	0	185	0	0	0	0	16	21	301	0	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	0.87	0.87	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1653	1653	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.11	0.00	0.00	0.00	0.00	0.01	0.01	0.17	0.00	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.10	0.10	0.51	0.00	0.00
Volume/Cap:	0.03	0.00	0.33	0.00	0.00	0.00	0.00	0.10	0.12	0.33	0.00	0.00
Delay/Veh:	21.3	0.0	24.2	0.0	0.0	0.0	0.0	41.0	41.2	14.6	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:	21.3	0.0	24.2	0.0	0.0	0.0	0.0	41.0	41.2	14.6	0.0	0.0
LOS by Move:	C	A	C	A	A	A	A	D	D	B	A	A
HCM2kAvgQ:	0	0	4	0	0	0	0	1	1	5	0	0

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

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APPENDIX I
2015 Conditions HCM Mitigated Worksheets

OLC Parcels B & C
2015 Mitigated
AM Peak Hour

Scenario Report

Scenario:	2015 am - Mitigated
Command:	2015 am (Baseline with Project)
Volume:	2015 am - incl. project vol
Geometry:	No Main - No Bridges (2015, 2020)
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	2015
Paths:	Existing - No Main No Bridges
Routes:	Default Route
Configuration:	2015 nb+ pr am

OLC Parcels B & C
2015 Mitigated
AM Peak Hour

Trip Distribution Report

Percent Of Trips 2015 project

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	12.0	6.0	6.0	17.0	6.0	2.0	1.0	1.0	4.0	1.0	7.0
2	4.0	6.0	1.0	5.0	3.0	5.0	2.0	0.0	3.0	0.0	1.0

	To Gates										
Zone	12	13	14	15	16	17	18	19	20	23	24
1	6.0	2.0	0.0	5.0	1.0	1.0	3.0	2.0	0.0	0.0	0.0
2	3.0	1.0	1.0	6.0	0.0	9.0	7.0	18.0	10.0	2.0	1.0

	To Gates				
Zone	25	26	28	29	270
1	0.0	0.0	15.0	1.0	1.0
2	0.0	6.0	5.0	0.0	1.0

OLC Parcels B & C
2015 Mitigated
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	48.1	0.929	D	48.1	0.929	+ 0.000 D/V
# 2 Olympic Pkwy/805 NBR	D	39.9	0.995	D	39.9	0.995	+ 0.000 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	23.2	0.577	C	23.2	0.577	+ 0.000 D/V
# 4 Olympic/Santa Victoria	B	14.1	0.670	B	14.1	0.670	+ 0.000 D/V
# 5 Olympic Pkwy/Heritage Rd	C	32.5	0.843	C	32.5	0.843	+ 0.000 D/V
# 6 Olympic Pkwy/La Media Rd	D	40.6	0.880	D	40.6	0.880	+ 0.000 D/V
# 7 Olympic Pkwy/125 SB	A	5.2	0.327	A	5.2	0.327	+ 0.000 D/V
# 8 Olympic Pwky/125 NB	A	2.2	0.346	A	2.2	0.346	+ 0.000 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	31.5	0.406	C	31.5	0.406	+ 0.000 D/V
# 10 Olympic Pkwy/Hunte Pkwy	C	34.5	0.470	C	34.5	0.470	+ 0.000 D/V
# 11 Heritage/Santa Victoria	C	26.0	0.422	C	26.0	0.422	+ 0.000 D/V
# 12 Birch Rd/La Media Rd	C	33.0	0.714	C	33.0	0.714	+ 0.000 D/V
# 13 Birch Rd/125SB	A	7.4	0.180	A	7.4	0.180	+ 0.000 D/V
# 14 Birch Rd/125NB	B	16.0	0.302	B	16.0	0.302	+ 0.000 D/V
# 15 Birch Rd/Eastlake Pkwy	D	35.3	0.379	D	35.3	0.379	+ 0.000 D/V
# 16 Main / 805 SBR	C	30.2	0.721	C	30.2	0.721	+ 0.000 D/V
# 17 Main / 805 NBR	C	29.6	0.664	C	29.6	0.664	+ 0.000 D/V
# 18 Main / Heritage S	A	4.1	0.357	A	4.1	0.357	+ 0.000 D/V
# 19 Main St/La Media	A	9.6	0.055	A	9.6	0.055	+ 0.000 D/V
# 20 Main St/Magdalena	B	10.4	0.042	B	10.4	0.042	+ 0.000 D/V
# 21 Main St/125 SB		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 22 Main St/125 NB		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 23 Main/Street "A"		0.0	0.000		0.0	0.000	+ 0.000 D/V

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OLC Parcels B & C
2015 Mitigated
AM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Main-Hunte/Eastlake Pkwy	B	14.0	0.163	B	14.0	0.163	+ 0.000 D/V
# 25 OVR/125 SBR		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 26 OVR/125NBR		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 27 OVR/Village9		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 28 La Media/125SBR	A	0.0	0.064	A	0.0	0.064	+ 0.000 D/V
# 29 La Media/125 NBR	A	0.0	0.064	A	0.0	0.064	+ 0.000 D/V

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OLC Parcels B & C
2015 Mitigated
AM Peak Hour

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

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	48.1
Optimal Cycle:	112	Level Of Service:	D

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0	0	1	1 0	0 1	0	0 2	0 1	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	641	0	512	0	1022	365	826	619	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	641	0	512	0	1022	365	826	619	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	641	0	512	0	1022	365	826	619	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:	0	0	0	697	0	557	0	1111	397	898	673	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	697	0	557	0	1111	397	898	673	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	697	0	557	0	1111	397	898	673	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.34	0.00	0.31	0.25	0.26	0.19	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.37	0.00	0.33	0.33	0.28	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.93	0.00	0.93	0.74	0.93	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	34.7	0.0	63.2	0.0	57.7	47.0	64.0	13.3	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	34.7	0.0	63.2	0.0	57.7	47.0	64.0	13.3	0.0
LOS by Move:	A	A	A	C	A	E	A	E	D	E	B	A
HCM2kAvgQ:	0	0	0	12	0	27	0	28	16	23	7	0

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

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Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.995
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.9
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:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0 0	2 0	2 0	0	0 0	2 0	2
Volume Module:												
Base Vol:	395	0	964	0	0	0	688	976	0	0	1051	1678
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	395	0	964	0	0	0	688	976	0	0	1051	1678
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	395	0	964	0	0	0	688	976	0	0	1051	1678
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:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	429	0	0	0	0	0	748	1061	0	0	1142	1824
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	0	0	0	0	0	748	1061	0	0	1142	1824
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
FinalVolume:	429	0	0	0	0	0	748	1061	0	0	1142	1824
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.95	0.75
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	3618	0	1900	0	0	0	3502	3610	0	0	3610	2842
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.00	0.00	0.00	0.00	0.21	0.29	0.00	0.00	0.32	0.64
Crit Moves:	****						****					****
Green/Cycle:	0.12	0.00	0.00	0.00	0.00	0.00	0.21	0.86	0.00	0.00	0.64	0.64
Volume/Cap:	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.34	0.00	0.00	0.49	1.00
Delay/Veh:	103.6	0.0	0.0	0.0	0.0	0.0	86.5	2.0	0.0	0.0	13.1	44.5
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:	103.6	0.0	0.0	0.0	0.0	0.0	86.5	2.0	0.0	0.0	13.1	44.5
LOS by Move:	F	A	A	A	A	A	F	A	A	A	B	D
HCM2kAvgQ:	13	0	0	0	0	0	22	5	0	0	13	51

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

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Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.2
Optimal Cycle:	42	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	43	6	46	164	19	154	135	970	115	192	1526	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	6	46	164	19	154	135	970	115	192	1526	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	6	46	164	19	154	135	970	115	192	1526	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	47	7	50	178	21	167	147	1054	125	209	1659	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	7	50	178	21	167	147	1054	125	209	1659	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	7	50	178	21	167	147	1054	125	209	1659	245
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	0.90	0.90	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.68	0.32	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4563	541	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.10	0.01	0.10	0.08	0.23	0.23	0.12	0.32	0.15
Crit Moves:			****	****			****				****	
Green/Cycle:	0.11	0.10	0.10	0.16	0.16	0.16	0.13	0.44	0.44	0.22	0.52	0.52
Volume/Cap:	0.25	0.03	0.31	0.61	0.07	0.66	0.61	0.53	0.53	0.53	0.61	0.29
Delay/Veh:	41.7	40.7	42.9	42.7	36.1	46.2	45.4	20.7	20.7	35.8	17.0	13.5
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:	41.7	40.7	42.9	42.7	36.1	46.2	45.4	20.7	20.7	35.8	17.0	13.5
LOS by Move:	D	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	2	0	2	6	1	6	5	10	10	6	13	4

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

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Intersection #4 Olympic/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.1
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 3	0 1	1	0 3	0 0
Volume Module:												
Base Vol:	109	0	90	0	0	0	0	1833	397	318	2371	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:	109	0	90	0	0	0	0	1833	397	318	2371	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	0	90	0	0	0	0	1833	397	318	2371	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:	118	0	98	0	0	0	0	1992	432	346	2577	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	0	98	0	0	0	0	1992	432	346	2577	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	0	98	0	0	0	0	1992	432	346	2577	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	0.85	0.95	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.06	0.00	0.00	0.00	0.00	0.38	0.27	0.19	0.50	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.57	0.57	0.29	0.86	0.00
Volume/Cap:	0.73	0.00	0.67	0.00	0.00	0.00	0.00	0.67	0.47	0.67	0.58	0.00
Delay/Veh:	68.1	0.0	64.2	0.0	0.0	0.0	0.0	18.3	15.3	41.2	2.5	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:	68.1	0.0	64.2	0.0	0.0	0.0	0.0	18.3	15.3	41.2	2.5	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	6	0	5	0	0	0	0	19	9	12	10	0

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

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Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.5
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	2 0	2	2 0	3 0	2	2 0	3 0	2
Volume Module:												
Base Vol:	42	31	53	543	112	398	360	1569	94	197	2248	757
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	31	53	543	112	398	360	1569	94	197	2248	757
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	31	53	543	112	398	360	1569	94	197	2248	757
User Adj:	1.00	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:	46	34	58	590	122	433	391	1705	102	214	2443	823
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	34	58	590	122	433	391	1705	102	214	2443	823
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	34	58	590	122	433	391	1705	102	214	2443	823
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	2.00	2.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	3610	2842	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.04	0.17	0.03	0.15	0.11	0.33	0.04	0.06	0.47	0.29
Crit Moves:			****	****			****				****	
Green/Cycle:	0.08	0.08	0.08	0.19	0.20	0.20	0.13	0.56	0.56	0.10	0.53	0.53
Volume/Cap:	0.17	0.08	0.43	0.88	0.17	0.77	0.88	0.59	0.06	0.59	0.88	0.54
Delay/Veh:	52.2	50.8	54.5	60.6	40.0	51.9	70.2	18.0	12.3	54.0	28.5	18.8
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:	52.2	50.8	54.5	60.6	40.0	51.9	70.2	18.0	12.3	54.0	28.5	18.8
LOS by Move:	D	D	D	E	D	D	E	B	B	D	C	B
HCM2kAvgQ:	1	0	3	14	2	10	10	15	1	5	32	11

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

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Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: 96 Level Of Service: D

Street Name:	La Media						Olympic Pkwy					
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 0	2	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	567	463	235	127	541	344	279	751	637	273	1318	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	567	463	235	127	541	344	279	751	637	273	1318	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	567	463	235	127	541	344	279	751	637	273	1318	146
User Adj:	1.00	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:	616	503	255	138	588	374	303	816	692	297	1433	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	616	503	255	138	588	374	303	816	692	297	1433	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	616	503	255	138	588	374	303	816	692	297	1433	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.10	0.16	0.04	0.11	0.13	0.09	0.16	0.43	0.08	0.28	0.10
Crit Moves:	****					****			****	****		
Green/Cycle:	0.20	0.26	0.26	0.09	0.15	0.15	0.14	0.49	0.49	0.10	0.44	0.44
Volume/Cap:	0.88	0.38	0.62	0.42	0.76	0.88	0.62	0.32	0.88	0.88	0.62	0.22
Delay/Veh:	58.9	37.0	42.4	52.1	53.3	68.6	51.1	18.8	38.8	75.8	26.1	20.7
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:	58.9	37.0	42.4	52.1	53.3	68.6	51.1	18.8	38.8	75.8	26.1	20.7
LOS by Move:	E	D	D	D	D	E	D	B	D	E	C	C
HCM2kAvgQ:	14	6	9	3	9	11	6	7	26	8	15	4

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.327
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.2
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	166	0	96	0	1265	77	0	1305	97
Growth Adj:	1.00	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	166	0	96	0	1265	77	0	1305	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	166	0	96	0	1265	77	0	1305	97
User Adj:	1.00	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:	0	0	0	180	0	104	0	1375	84	0	1418	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	104	0	1375	84	0	1418	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	180	0	104	0	1375	84	0	1418	105
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	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.63	0.00	1.37	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2842	0	2377	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.04	0.00	0.27	0.05	0.00	0.27	0.07
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.13	0.00	0.84	0.84	0.00	0.84	0.84
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.33	0.00	0.32	0.06	0.00	0.33	0.08
Delay/Veh:	0.0	0.0	0.0	40.6	0.0	39.4	0.0	1.9	1.4	0.0	1.9	1.5
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:	0.0	0.0	0.0	40.6	0.0	39.4	0.0	1.9	1.4	0.0	1.9	1.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	2	0	4	0	0	4	1

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

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

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.346
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.2
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	2
Volume Module:												
Base Vol:	35	0	37	0	0	0	0	970	462	0	1367	418
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	37	0	0	0	0	970	462	0	1367	418
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	37	0	0	0	0	970	462	0	1367	418
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	38	0	40	0	0	0	0	1054	502	0	1486	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	40	0	0	0	0	1054	502	0	1486	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
FinalVolume:	38	0	40	0	0	0	0	1054	502	0	1486	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.20	0.31	0.00	0.29	0.00
Crit Moves:			****						****	****		
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.87	0.87	0.00	0.87	0.00
Volume/Cap:	0.11	0.00	0.25	0.00	0.00	0.00	0.00	0.23	0.36	0.00	0.33	0.00
Delay/Veh:	41.1	0.0	42.3	0.0	0.0	0.0	0.0	1.1	1.4	0.0	1.2	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:	41.1	0.0	42.3	0.0	0.0	0.0	0.0	1.1	1.4	0.0	1.2	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	2	3	0	3	0

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

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

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.5
Optimal Cycle:	42	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:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	269	213	94	127	182	208	235	346	193	160	881	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	213	94	127	182	208	235	346	193	160	881	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	213	94	127	182	208	235	346	193	160	881	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	292	232	102	138	198	226	255	376	210	174	958	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	232	102	138	198	226	255	376	210	174	958	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	232	102	138	198	226	255	376	210	174	958	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.06	0.04	0.04	0.08	0.07	0.07	0.13	0.05	0.18	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.21	0.18	0.37	0.12	0.09	0.27	0.18	0.44	0.44	0.20	0.45	0.45
Volume/Cap:	0.41	0.25	0.17	0.32	0.41	0.29	0.41	0.17	0.30	0.25	0.41	0.21
Delay/Veh:	41.7	42.8	25.3	48.4	51.8	34.6	44.0	20.5	22.1	41.0	22.0	19.9
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:	41.7	42.8	25.3	48.4	51.8	34.6	44.0	20.5	22.1	41.0	22.0	19.9
LOS by Move:	D	D	C	D	D	C	D	C	C	D	C	B
HCM2kAvgQ:	5	3	2	3	3	4	5	3	5	3	9	3

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

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

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.5
Optimal Cycle:	42	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	58	135	37	74	152	373	245	221	68	36	312	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	135	37	74	152	373	245	221	68	36	312	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	135	37	74	152	373	245	221	68	36	312	127
User Adj:	1.00	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:	63	147	40	80	165	405	266	240	74	39	339	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	147	40	80	165	405	266	240	74	39	339	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	147	40	80	165	405	266	240	74	39	339	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.92	0.95	0.85	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	2.35	0.65	2.00	2.00	1.00	2.00	2.29	0.71	2.00	2.00	1.00
Final Sat.:	3502	3941	1080	3502	3610	1615	3502	3828	1178	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.02	0.05	0.25	0.08	0.06	0.06	0.01	0.09	0.09
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.34	0.34	0.24	0.52	0.52	0.16	0.21	0.21	0.15	0.20	0.20
Volume/Cap:	0.31	0.11	0.11	0.10	0.09	0.48	0.48	0.30	0.30	0.08	0.48	0.44
Delay/Veh:	55.0	27.1	27.1	35.6	14.4	18.8	46.7	40.3	40.3	44.4	43.4	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	27.1	27.1	35.6	14.4	18.8	46.7	40.3	40.3	44.4	43.4	43.5
LOS by Move:	E	C	C	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	2	2	1	2	10	5	4	4	1	6	5

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

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

Intersection #11 Heritage/Santa Victoria

Cycle (sec): 120 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 42 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			Ignore			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	76	46	38	134	155	116	49	413	118	127	519	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	46	38	134	155	116	49	413	118	127	519	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	46	38	134	155	116	49	413	118	127	519	95
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	83	50	41	146	168	0	53	449	128	138	564	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	50	41	146	168	0	53	449	128	138	564	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	83	50	41	146	168	0	53	449	128	138	564	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1900	1805	1900	1615	1805	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.03	0.04	0.03	0.00	0.03	0.24	0.08	0.08	0.30	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.07	0.08	0.08	0.10	0.11	0.00	0.07	0.57	0.57	0.18	0.69	0.00
Volume/Cap:	0.32	0.12	0.31	0.43	0.31	0.00	0.43	0.41	0.14	0.41	0.43	0.00
Delay/Veh:	53.4	51.0	53.0	52.0	49.9	0.0	56.1	14.8	12.1	44.1	8.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	51.0	53.0	52.0	49.9	0.0	56.1	14.8	12.1	44.1	8.7	0.0
LOS by Move:	D	D	D	D	D	A	E	B	B	D	A	A
HCM2kAvgQ:	2	1	2	3	2	0	2	9	2	5	9	0

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

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

Intersection #12 Birch Rd/La Media Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.0
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	24	15	24	383	54	373	300	691	69	73	499	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	15	24	383	54	373	300	691	69	73	499	313
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	15	24	383	54	373	300	691	69	73	499	313
User Adj:	1.00	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:	26	16	26	416	59	405	326	751	75	79	542	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	16	26	416	59	405	326	751	75	79	542	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	16	26	416	59	405	326	751	75	79	542	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.94	0.94	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.82	0.18	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	3236	323	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.12	0.01	0.25	0.18	0.23	0.23	0.02	0.15	0.21
Crit Moves:	****					****	****					****
Green/Cycle:	0.07	0.18	0.18	0.22	0.33	0.33	0.24	0.40	0.40	0.12	0.28	0.28
Volume/Cap:	0.21	0.02	0.09	0.54	0.03	0.76	0.76	0.58	0.58	0.19	0.54	0.76
Delay/Veh:	44.7	33.4	34.0	35.5	22.6	35.9	42.8	24.2	24.2	39.8	31.2	40.1
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:	44.7	33.4	34.0	35.5	22.6	35.9	42.8	24.2	24.2	39.8	31.2	40.1
LOS by Move:	D	C	C	D	C	D	D	C	C	D	C	D
HCM2kAvgQ:	1	0	1	6	0	13	11	11	11	1	8	11

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

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

Intersection #13 Birch Rd/125SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.180
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	51	0	124	0	633	139	0	608	113
Growth Adj:	1.00	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	51	0	124	0	633	139	0	608	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	51	0	124	0	633	139	0	608	113
User Adj:	1.00	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:	0	0	0	55	0	135	0	688	151	0	661	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	135	0	688	151	0	661	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	135	0	688	151	0	661	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	1.00	0.88	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.29	0.00	1.71	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2163	0	2862	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.00	0.13	0.09	0.00	0.13	0.08
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.00	0.71	0.71	0.00	0.71	0.71
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.18	0.00	0.19	0.13	0.00	0.18	0.11
Delay/Veh:	0.0	0.0	0.0	28.0	0.0	28.7	0.0	4.9	4.7	0.0	4.9	4.6
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:	0.0	0.0	0.0	28.0	0.0	28.7	0.0	4.9	4.7	0.0	4.9	4.6
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	2	0	3	2	0	2	1

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

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

Intersection #14 Birch Rd/125NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	213	0	227	0	0	0	0	609	74	0	668	109
Growth Adj:	1.00	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	0	227	0	0	0	0	609	74	0	668	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	0	227	0	0	0	0	609	74	0	668	109
User Adj:	1.00	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:	232	0	247	0	0	0	0	662	80	0	726	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	0	247	0	0	0	0	662	80	0	726	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	0	247	0	0	0	0	662	80	0	726	118
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.15	0.00	0.00	0.00	0.00	0.13	0.05	0.00	0.14	0.07
Crit Moves:			****				****				****	
Green/Cycle:	0.51	0.00	0.51	0.00	0.00	0.00	0.00	0.46	0.46	0.00	0.46	0.46
Volume/Cap:	0.25	0.00	0.30	0.00	0.00	0.00	0.00	0.28	0.11	0.00	0.30	0.16
Delay/Veh:	14.1	0.0	14.6	0.0	0.0	0.0	0.0	16.5	15.2	0.0	16.8	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:	14.1	0.0	14.6	0.0	0.0	0.0	0.0	16.5	15.2	0.0	16.8	15.6
LOS by Move:	B	A	B	A	A	A	A	B	B	A	B	B
HCM2kAvgQ:	4	0	4	0	0	0	0	5	1	0	5	2

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.3
Optimal Cycle:	42	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	223	177	33	73	191	216	165	153	177	38	261	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	177	33	73	191	216	165	153	177	38	261	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	177	33	73	191	216	165	153	177	38	261	78
User Adj:	1.00	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:	242	192	36	79	208	235	179	166	192	41	284	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	192	36	79	208	235	179	166	192	41	284	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	192	36	79	208	235	179	166	192	41	284	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.95	0.91	0.85	0.92	0.87	0.87	0.95	0.92	0.92
Lanes:	2.00	2.53	0.47	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.54	0.46
Final Sat.:	3502	4267	796	1805	5187	1615	3502	1661	1661	1805	2685	802
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.05	0.04	0.04	0.15	0.05	0.10	0.12	0.02	0.11	0.11
Crit Moves:	****					****			****	****		
Green/Cycle:	0.18	0.33	0.33	0.23	0.38	0.38	0.13	0.31	0.31	0.06	0.24	0.24
Volume/Cap:	0.38	0.14	0.14	0.19	0.10	0.38	0.39	0.33	0.38	0.38	0.45	0.45
Delay/Veh:	43.4	28.0	28.0	37.1	23.7	27.0	48.4	32.3	32.9	56.4	39.5	39.5
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:	43.4	28.0	28.0	37.1	23.7	27.0	48.4	32.3	32.9	56.4	39.5	39.5
LOS by Move:	D	C	C	D	C	C	D	C	C	E	D	D
HCM2kAvgQ:	4	2	2	2	2	6	3	5	6	2	6	6

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.2
Optimal Cycle:	34	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	1 0	0 1	0	0 2	1 0	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	528	0	480	0	882	316	381	697	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	528	0	480	0	882	316	381	697	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	528	0	480	0	882	316	381	697	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:	0	0	0	574	0	522	0	959	343	414	758	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	574	0	522	0	959	343	414	758	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	574	0	522	0	959	343	414	758	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	0.95	1.00	0.85	1.00	0.87	0.87	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.21	0.79	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3666	1313	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.32	0.00	0.26	0.26	0.12	0.21	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.45	0.00	0.45	0.00	0.36	0.36	0.16	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.72	0.00	0.72	0.72	0.72	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	21.9	0.0	30.5	0.0	34.4	34.4	52.0	17.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.9	0.0	30.5	0.0	34.4	34.4	52.0	17.1	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	7	0	17	0	16	16	9	9	0

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.6
Optimal Cycle:	30	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:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	0	1	0	0 2	0	0	0	0 0	1	0	2	0 0	0	0	3	0 2
Volume Module:																
Base Vol:	366		0	378	0		0	0	435		978	0	0		712	432
Growth Adj:	1.00	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		0	378	0		0	0	435		978	0	0		712	432
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	366		0	378	0		0	0	435		978	0	0		712	432
User Adj:	1.00	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:	398		0	411	0		0	0	473		1063	0	0		774	470
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	398		0	411	0		0	0	473		1063	0	0		774	470
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	398		0	411	0		0	0	473		1063	0	0		774	470
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	1.00		0.75	1.00	1.00		1.00	0.95	0.95		1.00	1.00	0.91		0.75
Lanes:	1.00	0.00		2.00	0.00	0.00		0.00	1.00	2.00		0.00	0.00	3.00		2.00
Final Sat.:	1809		0	2842	0		0	0	1805		3610	0	0		5187	2842
Capacity Analysis Module:																
Vol/Sat:	0.22	0.00		0.14	0.00	0.00		0.00	0.26	0.29		0.00	0.00	0.15		0.17
Crit Moves:	****								****							****
Green/Cycle:	0.33	0.00		0.33	0.00	0.00		0.00	0.39	0.64		0.00	0.00	0.25		0.25
Volume/Cap:	0.66	0.00		0.44	0.00	0.00		0.00	0.66	0.46		0.00	0.00	0.60		0.66
Delay/Veh:	37.2	0.0		31.7	0.0	0.0		0.0	32.2	10.9		0.0	0.0	40.6		42.9
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	37.2	0.0		31.7	0.0	0.0		0.0	32.2	10.9		0.0	0.0	40.6		42.9
LOS by Move:	D		A	C	A		A	A	C		B	A	A		D	D
HCM2kAvgQ:	13		0	7	0		0	0	15		10	0	0		10	10

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

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

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.357
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.1
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	529		0	10	0		0	0	0		30	647	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:	529		0	10	0		0	0	0		30	647	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	529		0	10	0		0	0	0		30	647	0		0	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:	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.00	0.92	0.92		0.92
PHF Volume:	575		0	11	0		0	0	0		33	0	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	575		0	11	0		0	0	0		33	0	0		0	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
FinalVolume:	575		0	11	0		0	0	0		33	0	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	1.00		0.85	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.00		1.00	0.00	0.00		0.00	0.00	1.00		1.00	1.00	1.00		0.00
Final Sat.:	1805		0	1615	0		0	0	0		1900	1900	1900		1900	0
Capacity Analysis Module:																
Vol/Sat:	0.32	0.00		0.01	0.00	0.00		0.00	0.00	0.02		0.00	0.00	0.00		0.00
Crit Moves:	****									****						
Green/Cycle:	0.84	0.00		0.84	0.00	0.00		0.00	0.00	0.10		0.00	0.00	0.00		0.00
Volume/Cap:	0.38	0.00		0.01	0.00	0.00		0.00	0.00	0.17		0.00	0.00	0.00		0.00
Delay/Veh:	2.0	0.0		1.3	0.0	0.0		0.0	0.0	41.6		0.0	0.0	0.0		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	2.0	0.0		1.3	0.0	0.0		0.0	0.0	41.6		0.0	0.0	0.0		0.0
LOS by Move:	A		A	A	A		A	A	A		D	A	A		A	A
HCM2kAvgQ:	4		0	0	0		0	0	0		1	0	0		0	0

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

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

Intersection #19 Main St/La Media

Cycle (sec):	61	Critical Vol./Cap.(X):	0.055
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.6
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	14	7	50	50	0	0	0	0	11	0	22
Growth Adj:	1.00	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	14	7	50	50	0	0	0	0	11	0	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	14	7	50	50	0	0	0	0	11	0	22
User Adj:	1.00	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:	0	15	8	54	54	0	0	0	0	12	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	15	8	54	54	0	0	0	0	12	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	15	8	54	54	0	0	0	0	12	0	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.03	0.03	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.16	0.16	0.54	0.70	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.05	0.03	0.06	0.04	0.00	0.00	0.00	0.00	0.03	0.00	0.06
Delay/Veh:	0.0	21.6	21.5	6.7	2.8	0.0	0.0	0.0	0.0	16.6	0.0	16.8
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:	0.0	21.6	21.5	6.7	2.8	0.0	0.0	0.0	0.0	16.6	0.0	16.8
LOS by Move:	A	C	C	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.042
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.4
Optimal Cycle:	27	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	20	120	0	0	40	0	20	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	120	0	0	40	0	20	0	10	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	120	0	0	40	0	20	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	22	130	0	0	43	0	22	0	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	130	0	0	43	0	22	0	11	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	130	0	0	43	0	22	0	11	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.81	1.00	0.95	0.95
Lanes:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	1900	0	1900	1900	0	1805	1805	1534	1900	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.00	0.00	0.02	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.29	0.83	0.00	0.00	0.54	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.04	0.08	0.00	0.00	0.04	0.00	0.07	0.00	0.04	0.00	0.00	0.00
Delay/Veh:	25.8	1.5	0.0	0.0	10.6	0.0	35.1	0.0	34.9	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:	25.8	1.5	0.0	0.0	10.6	0.0	35.1	0.0	34.9	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	A	D	A	C	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	1	0	0	0	0	0

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

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

Intersection #21 Main St/125 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #22 Main St/125 NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #23 Main/Street "A"

Cycle (sec): 120 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	2	0	0	0	1
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	0	0		0	0	0		0	0	0	
User Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
PHF Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
PHF Volume:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PCE Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
MLF Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
FinalVolume:	0	0	0		0	0	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	0	0	0		0	0	0		0	0	0		0	0	0	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		0	0	0		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:																
Green/Cycle:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:																
HCM2kAvgQ:	0	0	0		0	0	0		0	0	0		0	0	0	

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

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

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec): 90 Critical Vol./Cap.(X): 0.163
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2	0	3	0	2
Volume Module:																
Base Vol:	0	0	0		219	0	0		0	0	0		0	0	219	
Growth Adj:	1.00	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		219	0	0		0	0	0		0	0	219	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		219	0	0		0	0	0		0	0	219	
User Adj:	1.00	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:	0	0	0		238	0	0		0	0	0		0	0	238	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		238	0	0		0	0	0		0	0	238	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		238	0	0		0	0	0		0	0	238	
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	0.95	1.00		1.00	1.00	1.00		0.97	0.91	0.75	
Lanes:	0.00	0.00	0.00		2.00	2.00	0.00		0.00	0.00	0.00		2.00	3.00	2.00	
Final Sat.:	0	0	0		3502	3610	0		0	0	0		3686	5187	2842	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.07	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.08	
Crit Moves:					****										****	
Green/Cycle:	0.00	0.00	0.00		0.42	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.52	
Volume/Cap:	0.00	0.00	0.00		0.16	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.16	
Delay/Veh:	0.0	0.0	0.0		16.4	0.0	0.0		0.0	0.0	0.0		0.0	0.0	11.6	
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:	0.0	0.0	0.0		16.4	0.0	0.0		0.0	0.0	0.0		0.0	0.0	11.6	
LOS by Move:	A	A	A		B	A	A		A	A	A		A	A	B	
HCM2kAvgQ:	0	0	0		2	0	0		0	0	0		0	0	2	

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 OVR/125 SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Intersection #26 OVR/125NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Intersection #27 OVR/Village9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 La Media/125SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.064
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	112	0	0	112	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	112	0	0	112	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	112	0	0	112	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:	0	0	0	0	0	0	0	122	0	0	122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	122	0	0	122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	122	0	0	122	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.06	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.06	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #29 La Media/125 NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.064
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	112	0	0	112	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	112	0	0	112	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	112	0	0	112	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:	0	0	0	0	0	0	0	122	0	0	122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	122	0	0	122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	122	0	0	122	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.06	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.06	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
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Scenario Report

Scenario:	2015 pm - No Bridges
Command:	2015 pm (Baseline with Project)
Volume:	2015 pm - incl. project vol
Geometry:	No Main - No Bridges (2015, 2020)
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	2015
Paths:	NO Main - NO Bridges
Routes:	Default Route
Configuration:	2015 nb + pr pm

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Trip Distribution Report

Percent Of Trips 2015 project

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	12.0	6.0	6.0	17.0	6.0	2.0	1.0	1.0	4.0	1.0	7.0
2	4.0	6.0	1.0	5.0	3.0	5.0	2.0	0.0	3.0	0.0	1.0

	To Gates										
Zone	12	13	14	15	16	17	18	19	20	23	24
1	6.0	2.0	0.0	5.0	1.0	1.0	3.0	2.0	0.0	0.0	0.0
2	3.0	1.0	1.0	6.0	0.0	9.0	7.0	18.0	10.0	2.0	1.0

	To Gates				
Zone	25	26	28	29	270
1	0.0	0.0	15.0	1.0	1.0
2	0.0	6.0	5.0	0.0	1.0

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	48.4	0.948	D	48.4	0.948	+ 0.000 D/V
# 2 Olympic Pkwy/805 NBR	B	18.9	0.584	B	18.9	0.584	+ 0.000 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	29.2	0.803	C	29.2	0.803	+ 0.000 D/V
# 4 Olympic/Santa Victoria	B	16.0	0.713	B	16.0	0.713	+ 0.000 D/V
# 5 Olympic Pkwy/Heritage Rd	D	40.8	0.884	D	40.8	0.884	+ 0.000 D/V
# 6 Olympic Pkwy/La Media Rd	C	32.5	0.706	C	32.5	0.706	+ 0.000 D/V
# 7 Olympic Pkwy/125 SB	A	4.8	0.409	A	4.8	0.409	+ 0.000 D/V
# 8 Olympic Pwky/125 NB	A	4.0	0.439	A	4.0	0.439	+ 0.000 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	32.5	0.410	C	32.5	0.410	+ 0.000 D/V
# 10 Olympic Pkwy/Hunte Pkwy	C	34.7	0.423	C	34.7	0.423	+ 0.000 D/V
# 11 Heritage/Santa Victoria	C	31.2	0.462	C	31.2	0.462	+ 0.000 D/V
# 12 Birch Rd/La Media Rd	C	32.1	0.642	C	32.1	0.642	+ 0.000 D/V
# 13 Birch Rd/125SB	A	7.8	0.171	A	7.8	0.171	+ 0.000 D/V
# 14 Birch Rd/125NB	B	15.8	0.314	B	15.8	0.314	+ 0.000 D/V
# 15 Birch Rd/Eastlake Pkwy	C	34.8	0.375	C	34.8	0.375	+ 0.000 D/V
# 16 Main / 805 SBR	D	40.5	0.962	D	40.5	0.962	+ 0.000 D/V
# 17 Main / 805 NBR	C	30.7	0.774	C	30.7	0.774	+ 0.000 D/V
# 18 Main / Heritage S	A	4.8	0.583	A	4.8	0.583	+ 0.000 D/V
# 19 Main St/La Media	A	9.6	0.069	A	9.6	0.069	+ 0.000 D/V
# 20 Main St/Magdalena	B	11.5	0.106	B	11.5	0.106	+ 0.000 D/V
# 21 Main St/125 SB		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 22 Main St/125 NB		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 23 Main/Street "A"		0.0	0.000		0.0	0.000	+ 0.000 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Main-Hunte/Eastlake Pkwy	B	13.6	0.108	B	13.6	0.108	+ 0.000 D/V
# 25 OVR/125 SBR		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 26 OVR/125NBR		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 27 OVR/Village9		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 28 La Media/125SBR	A	0.0	0.080	A	0.0	0.080	+ 0.000 D/V
# 29 La Media/125 NBR	A	0.0	0.080	A	0.0	0.080	+ 0.000 D/V

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Olympic Ave/805 SBR

Cycle (sec): 140 Critical Vol./Cap.(X): 0.948
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 48.4
Optimal Cycle: 140 Level Of Service: D

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	1017	0	658	0	869	286	718	758	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	1017	0	658	0	869	286	718	758	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1017	0	658	0	869	286	718	758	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:	0	0	0	1105	0	715	0	945	311	780	824	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1105	0	715	0	945	311	780	824	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1105	0	715	0	945	311	780	824	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.44	0.00	0.26	0.19	0.22	0.23	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.47	0.00	0.28	0.28	0.24	0.51	0.00
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.95	0.00	0.95	0.70	0.95	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	29.5	0.0	56.6	0.0	67.0	50.2	72.4	21.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.5	0.0	56.6	0.0	67.0	50.2	72.4	21.8	0.0
LOS by Move:	A	A	A	C	A	E	A	E	D	E	C	A
HCM2kAvgQ:	0	0	0	18	0	34	0	25	13	21	11	0

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

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

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec): 140 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0	2 0	2 0	0	0 0	2 0	2
Volume Module:												
Base Vol:	319	0	1019	0	0	0	410	1477	0	0	1157	704
Growth Adj:	1.00	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	0	1019	0	0	0	410	1477	0	0	1157	704
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	319	0	1019	0	0	0	410	1477	0	0	1157	704
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:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	347	0	0	0	0	0	446	1605	0	0	1258	765
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	0	0	0	0	0	446	1605	0	0	1258	765
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
FinalVolume:	347	0	0	0	0	0	446	1605	0	0	1258	765
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.95	0.75
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	3618	0	1900	0	0	0	3502	3610	0	0	3610	2842
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.00	0.00	0.00	0.00	0.13	0.44	0.00	0.00	0.35	0.27
Crit Moves:	****						****				****	
Green/Cycle:	0.16	0.00	0.00	0.00	0.00	0.00	0.22	0.81	0.00	0.00	0.60	0.60
Volume/Cap:	0.58	0.00	0.00	0.00	0.00	0.00	0.58	0.55	0.00	0.00	0.58	0.45
Delay/Veh:	55.6	0.0	0.0	0.0	0.0	0.0	50.2	4.6	0.0	0.0	17.9	15.8
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:	55.6	0.0	0.0	0.0	0.0	0.0	50.2	4.6	0.0	0.0	17.9	15.8
LOS by Move:	E	A	A	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	8	0	0	0	0	0	9	12	0	0	17	10

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

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

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100		Critical Vol./Cap.(X):	0.803			
Loss Time (sec):	8	(Y+R=4.0 sec)	Average Delay (sec/veh):	29.2			
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:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	58	9	62	219	26	206	269	1939	230	171	1357	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	9	62	219	26	206	269	1939	230	171	1357	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	9	62	219	26	206	269	1939	230	171	1357	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	63	10	67	238	28	224	292	2108	250	186	1475	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	10	67	238	28	224	292	2108	250	186	1475	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
FinalVolume:	63	10	67	238	28	224	292	2108	250	186	1475	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	1.00	0.85	0.95	0.90	0.90	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.68	0.32	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4563	541	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.04	0.13	0.01	0.14	0.16	0.46	0.46	0.10	0.28	0.13
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.10	0.10	0.16	0.17	0.17	0.24	0.54	0.54	0.12	0.42	0.42
Volume/Cap:	0.41	0.05	0.42	0.85	0.09	0.82	0.67	0.85	0.85	0.85	0.67	0.32
Delay/Veh:	45.1	40.8	44.0	62.1	35.1	57.3	38.4	22.0	22.0	68.7	24.0	19.5
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:	45.1	40.8	44.0	62.1	35.1	57.3	38.4	22.0	22.0	68.7	24.0	19.5
LOS by Move:	D	D	D	E	D	E	D	C	C	E	C	B
HCM2kAvgQ:	2	0	2	10	1	9	9	25	25	8	14	4

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

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

Intersection #4 Olympic/Santa Victoria

Cycle (sec):	120		Critical Vol./Cap.(X):	0.713			
Loss Time (sec):	6	(Y+R=4.0 sec)	Average Delay (sec/veh):	16.0			
Optimal Cycle:	45		Level Of Service:	B			

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 3	0 1	1	0 3	0 0
Volume Module:												
Base Vol:	146	0	120	0	0	0	0	1998	594	283	2148	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:	146	0	120	0	0	0	0	1998	594	283	2148	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	0	120	0	0	0	0	1998	594	283	2148	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:	159	0	130	0	0	0	0	2172	646	308	2335	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	0	130	0	0	0	0	2172	646	308	2335	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	0	130	0	0	0	0	2172	646	308	2335	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	0.85	0.95	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.08	0.00	0.00	0.00	0.00	0.42	0.40	0.17	0.45	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.59	0.59	0.24	0.83	0.00
Volume/Cap:	0.71	0.00	0.65	0.00	0.00	0.00	0.00	0.71	0.68	0.71	0.54	0.00
Delay/Veh:	60.9	0.0	57.8	0.0	0.0	0.0	0.0	18.4	19.0	47.4	3.4	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:	60.9	0.0	57.8	0.0	0.0	0.0	0.0	18.4	19.0	47.4	3.4	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	7	0	6	0	0	0	0	21	17	12	10	0

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

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

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.8
Optimal Cycle: 98 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	2 0	2	2 0	3 0	2	2 0	3 0	2
Volume Module:												
Base Vol:	57	41	70	841	300	797	400	2139	187	175	1431	673
Growth Adj:	1.00	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	41	70	841	300	797	400	2139	187	175	1431	673
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	41	70	841	300	797	400	2139	187	175	1431	673
User Adj:	1.00	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:	62	45	76	914	326	866	435	2325	203	190	1555	732
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	45	76	914	326	866	435	2325	203	190	1555	732
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	45	76	914	326	866	435	2325	203	190	1555	732
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	2.00	2.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	3610	2842	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.05	0.26	0.09	0.30	0.12	0.45	0.07	0.05	0.30	0.26
Crit Moves:	****					****		****		****		
Green/Cycle:	0.06	0.09	0.09	0.29	0.33	0.33	0.16	0.49	0.49	0.06	0.39	0.39
Volume/Cap:	0.30	0.09	0.50	0.89	0.27	0.92	0.78	0.92	0.15	0.92	0.78	0.67
Delay/Veh:	55.0	49.8	54.3	49.8	29.7	52.9	55.3	35.1	17.1	97.8	34.4	32.1
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:	55.0	49.8	54.3	49.8	29.7	52.9	55.3	35.1	17.1	97.8	34.4	32.1
LOS by Move:	E	D	D	D	C	D	E	D	B	F	C	C
HCM2kAvgQ:	1	1	3	20	5	21	10	33	2	6	20	13

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

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

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.5
Optimal Cycle: 50 Level Of Service: C

Street Name:	La Media						Olympic Pkwy					
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 0	2	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	238	256	209	254	300	289	322	1772	430	219	1124	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	256	209	254	300	289	322	1772	430	219	1124	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	256	209	254	300	289	322	1772	430	219	1124	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	259	278	227	276	326	314	350	1926	467	238	1222	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	278	227	276	326	314	350	1926	467	238	1222	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	278	227	276	326	314	350	1926	467	238	1222	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.14	0.08	0.06	0.11	0.10	0.37	0.29	0.07	0.24	0.12
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.20	0.20	0.11	0.19	0.19	0.19	0.53	0.53	0.10	0.44	0.44
Volume/Cap:	0.59	0.27	0.71	0.71	0.34	0.59	0.54	0.71	0.55	0.71	0.54	0.28
Delay/Veh:	51.8	40.8	51.8	57.2	42.6	46.5	45.1	22.3	19.7	59.3	25.1	21.9
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:	51.8	40.8	51.8	57.2	42.6	46.5	45.1	22.3	19.7	59.3	25.1	21.9
LOS by Move:	D	D	D	E	D	D	D	C	B	E	C	C
HCM2kAvgQ:	6	3	9	6	4	7	7	20	12	6	12	5

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

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

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.8
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	189	0	87	0	1698	125	0	1269	155
Growth Adj:	1.00	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	189	0	87	0	1698	125	0	1269	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	189	0	87	0	1698	125	0	1269	155
User Adj:	1.00	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:	0	0	0	205	0	95	0	1846	136	0	1379	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	205	0	95	0	1846	136	0	1379	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	205	0	95	0	1846	136	0	1379	168
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	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.68	0.00	1.32	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2950	0	2303	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.04	0.00	0.36	0.08	0.00	0.27	0.10
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.87	0.87	0.00	0.87	0.87
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.41	0.00	0.41	0.10	0.00	0.31	0.12
Delay/Veh:	0.0	0.0	0.0	48.3	0.0	42.6	0.0	1.4	1.0	0.0	1.2	1.0
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	48.3	0.0	42.6	0.0	1.4	1.0	0.0	1.2	1.0
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	3	0	4	1	0	3	1

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

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

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.0
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	2
Volume Module:												
Base Vol:	83	0	89	0	0	0	0	1744	143	0	1341	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	0	89	0	0	0	0	1744	143	0	1341	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	0	89	0	0	0	0	1744	143	0	1341	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	90	0	97	0	0	0	0	1896	155	0	1458	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	97	0	0	0	0	1896	155	0	1458	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
FinalVolume:	90	0	97	0	0	0	0	1896	155	0	1458	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.06	0.00	0.00	0.00	0.00	0.37	0.10	0.00	0.28	0.00
Crit Moves:			****					****			****	
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.83	0.83	0.00	0.83	0.00
Volume/Cap:	0.19	0.00	0.44	0.00	0.00	0.00	0.00	0.44	0.12	0.00	0.34	0.00
Delay/Veh:	38.5	0.0	41.0	0.0	0.0	0.0	0.0	2.3	1.6	0.0	2.0	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:	38.5	0.0	41.0	0.0	0.0	0.0	0.0	2.3	1.6	0.0	2.0	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	6	1	0	4	0

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

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Level Of Service Computation Report
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Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.5
Optimal Cycle:	42	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:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	225	178	75	303	375	270	330	708	290	180	474	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	178	75	303	375	270	330	708	290	180	474	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	178	75	303	375	270	330	708	290	180	474	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	245	193	82	329	408	293	359	770	315	196	515	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	193	82	329	408	293	359	770	315	196	515	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	193	82	329	408	293	359	770	315	196	515	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.05	0.09	0.08	0.10	0.10	0.15	0.20	0.06	0.10	0.10
Crit Moves:		****		****					****	****		
Green/Cycle:	0.15	0.09	0.23	0.23	0.17	0.48	0.31	0.48	0.48	0.14	0.31	0.31
Volume/Cap:	0.48	0.41	0.22	0.41	0.45	0.22	0.34	0.31	0.41	0.41	0.32	0.34
Delay/Veh:	47.7	52.1	38.0	39.7	44.7	18.2	32.4	19.4	20.8	48.0	32.1	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	52.1	38.0	39.7	44.7	18.2	32.4	19.4	20.8	48.0	32.1	32.5
LOS by Move:	D	D	D	D	D	B	C	B	C	D	C	C
HCM2kAvgQ:	5	3	2	5	5	3	5	6	8	4	5	5

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.7
Optimal Cycle:	42	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	44	67	48	117	100	282	420	447	87	41	201	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	67	48	117	100	282	420	447	87	41	201	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	67	48	117	100	282	420	447	87	41	201	72
User Adj:	1.00	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:	48	73	52	127	109	307	457	486	95	45	218	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	73	52	127	109	307	457	486	95	45	218	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	73	52	127	109	307	457	486	95	45	218	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.85	0.85	0.92	0.95	0.85	0.92	0.89	0.89	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.51	0.49	2.00	2.00	1.00
Final Sat.:	3502	3240	1620	3502	3610	1615	3502	4238	825	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.03	0.04	0.03	0.19	0.13	0.11	0.11	0.01	0.06	0.05
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.29	0.29	0.20	0.44	0.44	0.30	0.29	0.29	0.15	0.14	0.14
Volume/Cap:	0.23	0.08	0.11	0.18	0.07	0.44	0.44	0.39	0.39	0.09	0.44	0.35
Delay/Veh:	54.5	30.9	31.2	39.6	19.7	24.0	34.1	34.3	34.3	44.2	47.9	47.7
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:	54.5	30.9	31.2	39.6	19.7	24.0	34.1	34.3	34.3	44.2	47.9	47.7
LOS by Move:	D	C	C	D	B	C	C	C	C	D	D	D
HCM2kAvgQ:	1	1	2	2	1	8	7	6	6	1	4	3

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

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

Intersection #11 Heritage/Santa Victoria

Cycle (sec): 120 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.2
Optimal Cycle: 42 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			Ignore			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	73	45	54	301	200	203	57	371	61	114	467	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	45	54	301	200	203	57	371	61	114	467	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	45	54	301	200	203	57	371	61	114	467	117
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	79	49	59	327	217	0	62	403	66	124	508	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	49	59	327	217	0	62	403	66	124	508	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	79	49	59	327	217	0	62	403	66	124	508	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1900	1805	1900	1615	1805	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.04	0.09	0.04	0.00	0.03	0.21	0.04	0.07	0.27	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.12	0.08	0.08	0.20	0.17	0.00	0.07	0.49	0.49	0.16	0.58	0.00
Volume/Cap:	0.19	0.11	0.44	0.46	0.25	0.00	0.46	0.43	0.08	0.43	0.46	0.00
Delay/Veh:	48.1	51.0	54.6	42.7	43.6	0.0	55.8	20.1	16.3	46.7	15.1	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:	48.1	51.0	54.6	42.7	43.6	0.0	55.8	20.1	16.3	46.7	15.1	0.0
LOS by Move:	D	D	D	D	D	A	E	C	B	D	B	A
HCM2kAvgQ:	1	1	3	6	3	0	3	9	1	4	11	0

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

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

Intersection #12 Birch Rd/La Media Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.1
Optimal Cycle: 42 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	21	13	22	345	49	335	270	442	62	65	449	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	13	22	345	49	335	270	442	62	65	449	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	13	22	345	49	335	270	442	62	65	449	282
User Adj:	1.00	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:	23	14	24	375	53	364	293	480	67	71	488	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	14	24	375	53	364	293	480	67	71	488	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	14	24	375	53	364	293	480	67	71	488	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.93	0.93	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.75	0.25	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	3109	436	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.11	0.01	0.23	0.16	0.15	0.15	0.02	0.14	0.19
Crit Moves:	****					****	****					****
Green/Cycle:	0.07	0.19	0.19	0.21	0.33	0.33	0.24	0.36	0.36	0.16	0.28	0.28
Volume/Cap:	0.18	0.01	0.08	0.52	0.03	0.68	0.68	0.43	0.43	0.12	0.48	0.68
Delay/Veh:	44.5	32.6	33.1	35.8	22.6	32.4	38.9	24.7	24.7	36.0	30.4	36.2
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:	44.5	32.6	33.1	35.8	22.6	32.4	38.9	24.7	24.7	36.0	30.4	36.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	D
HCM2kAvgQ:	1	0	1	6	0	11	9	7	7	1	7	9

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

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

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.171
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.8
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	146	0	84	0	609	153	0	521	64
Growth Adj:	1.00	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	146	0	84	0	609	153	0	521	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	146	0	84	0	609	153	0	521	64
User Adj:	1.00	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:	0	0	0	159	0	91	0	662	166	0	566	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	159	0	91	0	662	166	0	566	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	159	0	91	0	662	166	0	566	70
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	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.63	0.00	1.37	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2844	0	2375	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.04	0.00	0.13	0.10	0.00	0.11	0.04
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.75	0.75	0.00	0.75	0.75
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.17	0.00	0.17	0.14	0.00	0.15	0.06
Delay/Veh:	0.0	0.0	0.0	32.0	0.0	31.3	0.0	3.7	3.7	0.0	3.7	3.4
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	32.0	0.0	31.3	0.0	3.7	3.7	0.0	3.7	3.4
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	2	0	2	1	0	2	1

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

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

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.8
Optimal Cycle:	23	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	192	0	234	0	0	0	0	700	77	0	530	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	0	234	0	0	0	0	700	77	0	530	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	0	234	0	0	0	0	700	77	0	530	75
User Adj:	1.00	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:	209	0	254	0	0	0	0	761	84	0	576	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	0	254	0	0	0	0	761	84	0	576	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	0	254	0	0	0	0	761	84	0	576	82
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.16	0.00	0.00	0.00	0.00	0.15	0.05	0.00	0.11	0.05
Crit Moves:			****					****		****		
Green/Cycle:	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.47	0.47	0.00	0.47	0.47
Volume/Cap:	0.23	0.00	0.31	0.00	0.00	0.00	0.00	0.31	0.11	0.00	0.24	0.11
Delay/Veh:	14.1	0.0	14.9	0.0	0.0	0.0	0.0	16.7	15.0	0.0	16.0	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	0.0	14.9	0.0	0.0	0.0	0.0	16.7	15.0	0.0	16.0	15.0
LOS by Move:	B	A	B	A	A	A	A	B	B	A	B	B
HCM2kAvgQ:	4	0	5	0	0	0	0	5	1	0	4	1

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

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

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.375
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.8
Optimal Cycle:	42	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2	1 0	1 0	3	0 1	2 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	179	172	48	179	139	195	182	285	227	49	130	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	172	48	179	139	195	182	285	227	49	130	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	172	48	179	139	195	182	285	227	49	130	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	195	187	52	195	151	212	198	310	247	53	141	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	187	52	195	151	212	198	310	247	53	141	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
FinalVolume:	195	187	52	195	151	212	198	310	247	53	141	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.95	0.91	0.85	0.92	0.89	0.89	0.95	0.88	0.88
Lanes:	2.00	2.35	0.65	1.00	3.00	1.00	2.00	1.11	0.89	1.00	1.02	0.98
Final Sat.:	3502	3921	1094	1805	5187	1615	3502	1877	1495	1805	1713	1634
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.11	0.03	0.13	0.06	0.17	0.17	0.03	0.08	0.08
Crit Moves:			****	****				****		****		
Green/Cycle:	0.13	0.13	0.13	0.29	0.29	0.29	0.21	0.44	0.44	0.08	0.31	0.31
Volume/Cap:	0.44	0.38	0.38	0.38	0.10	0.46	0.26	0.38	0.38	0.38	0.27	0.27
Delay/Veh:	49.0	48.4	48.4	34.6	31.4	35.8	39.5	22.7	22.7	54.1	31.7	31.7
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:	49.0	48.4	48.4	34.6	31.4	35.8	39.5	22.7	22.7	54.1	31.7	31.7
LOS by Move:	D	D	D	C	C	D	D	C	C	D	C	C
HCM2kAvgQ:	4	3	3	6	1	7	3	7	7	2	4	4

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.962
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.5
Optimal Cycle:	165	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0	0 0	1 1	0	0 1	0 0	2	1 0	2 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	699	0	600	0	986	559	525	935	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	699	0	600	0	986	559	525	935	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	699	0	600	0	986	559	525	935	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:	0	0	0	760	0	652	0	1072	608	571	1016	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	760	0	652	0	1072	608	571	1016	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	760	0	652	0	1072	608	571	1016	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	0.95	1.00	0.85	1.00	0.86	0.86	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3271	1636	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.40	0.00	0.33	0.37	0.16	0.28	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.42	0.00	0.39	0.39	0.17	0.56	0.00
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.96	0.00	0.85	0.96	0.96	0.51	0.00
Delay/Veh:	0.0	0.0	0.0	25.8	0.0	59.4	0.0	37.3	49.7	77.1	16.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.8	0.0	59.4	0.0	37.3	49.7	77.1	16.7	0.0
LOS by Move:	A	A	A	C	A	E	A	D	D	E	B	A
HCM2kAvgQ:	0	0	0	10	0	29	0	22	29	15	12	0

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

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

Intersection #17 Main / 805 NBR

Cycle (sec): 120 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 30.7
Optimal Cycle: 41 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:	7		10		10		7		10		10		7		10		10		7		10		10	
Lanes:	0	1	0	0	2		0	0	0	0	0		1	0	2	0	0		0	0	3	0	2	
Volume Module:																								
Base Vol:	356		0		397		0		0		0		513		1172		0		0		1104		461	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	356		0		397		0		0		0		513		1172		0		0		1104		461	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	356		0		397		0		0		0		513		1172		0		0		1104		461	
User Adj:	1.00		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:	387		0		432		0		0		0		558		1274		0		0		1200		501	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	387		0		432		0		0		0		558		1274		0		0		1200		501	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	387		0		432		0		0		0		558		1274		0		0		1200		501	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		0.75		1.00		1.00		1.00		0.95		0.95		1.00		1.00		0.91		0.75	
Lanes:	1.00		0.00		2.00		0.00		0.00		0.00		1.00		2.00		0.00		0.00		3.00		2.00	
Final Sat.:	1809		0		2842		0		0		0		1805		3610		0		0		5187		2842	
Capacity Analysis Module:																								
Vol/Sat:	0.21		0.00		0.15		0.00		0.00		0.00		0.31		0.35		0.00		0.00		0.23		0.18	
Crit Moves:	****												****								****			
Green/Cycle:	0.28		0.00		0.28		0.00		0.00		0.00		0.40		0.70		0.00		0.00		0.30		0.30	
Volume/Cap:	0.77		0.00		0.55		0.00		0.00		0.00		0.77		0.51		0.00		0.00		0.77		0.59	
Delay/Veh:	47.3		0.0		37.9		0.0		0.0		0.0		36.5		8.6		0.0		0.0		40.8		36.9	
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:	47.3		0.0		37.9		0.0		0.0		0.0		36.5		8.6		0.0		0.0		40.8		36.9	
LOS by Move:	D		A		D		A		A		A		D		A		A		A		D		D	
HCM2kAvgQ:	15		0		8		0		0		0		19		11		0		0		16		9	

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

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

Intersection #18 Main / Heritage S

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.8
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Ignore						Include					
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	1		1	0	1	0	0	
Volume Module:																								
Base Vol:	882		0		10		0		0		0		0		30		588		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:	882		0		10		0		0		0		0		30		588		0		0		0	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	882		0		10		0		0		0		0		30		588		0		0		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:	0.92		0.92		0.92		0.92		0.92		0.92		0.92		0.92		0.00		0.92		0.92		0.92	
PHF Volume:	959		0		11		0		0		0		0		33		0		0		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	959		0		11		0		0		0		0		33		0		0		0		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	
FinalVolume:	959		0		11		0		0		0		0		33		0		0		0		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		0.85		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		0.00		1.00		0.00		0.00		0.00		0.00		1.00		1.00		1.00		1.00		0.00	
Final Sat.:	1805		0		1615		0		0		0		0		1900		1900		1900		1900		0	
Capacity Analysis Module:																								
Vol/Sat:	0.53		0.00		0.01		0.00		0.00		0.00		0.00		0.02		0.00		0.00		0.00		0.00	
Crit Moves:	****														****									
Green/Cycle:	0.84		0.00		0.84		0.00		0.00		0.00		0.00		0.10		0.00		0.00		0.00		0.00	
Volume/Cap:	0.63		0.00		0.01		0.00		0.00		0.00		0.00		0.17		0.00		0.00		0.00		0.00	
Delay/Veh:	3.6		0.0		1.3		0.0		0.0		0.0		0.0		41.6		0.0		0.0		0.0		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	3.6		0.0		1.3		0.0		0.0		0.0		0.0		41.6		0.0		0.0		0.0		0.0	
LOS by Move:	A		A		A		A		A		A		A		D		A		A		A		A	
HCM2kAvgQ:	11		0		0		0		0		0		0		1		0		0		0		0	

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

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

Intersection #19 Main St/La Media

Cycle (sec): 61 Critical Vol./Cap.(X): 0.069
Loss Time (sec): 2 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	18	9	63	63	0	0	0	0	14	0	27
Growth Adj:	1.00	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	18	9	63	63	0	0	0	0	14	0	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	18	9	63	63	0	0	0	0	14	0	27
User Adj:	1.00	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:	0	20	10	68	68	0	0	0	0	15	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	20	10	68	68	0	0	0	0	15	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	20	10	68	68	0	0	0	0	15	0	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.04	0.04	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.16	0.16	0.54	0.71	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.06	0.04	0.07	0.05	0.00	0.00	0.00	0.00	0.03	0.00	0.07
Delay/Veh:	0.0	21.6	21.5	6.6	2.7	0.0	0.0	0.0	0.0	16.9	0.0	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:	0.0	21.6	21.5	6.6	2.7	0.0	0.0	0.0	0.0	16.9	0.0	17.1
LOS by Move:	A	C	C	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	0	0	1	0	0	0	0	0	0	0	0

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

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

Intersection #20 Main St/Magdalena

Cycle (sec): 100 Critical Vol./Cap.(X): 0.106
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	10	120	0	10	150	0	10	0	20	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	120	0	10	150	0	10	0	20	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	120	0	10	150	0	10	0	20	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	11	130	0	11	163	0	11	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	130	0	11	163	0	11	0	22	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	130	0	11	163	0	11	0	22	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.81	1.00	0.95	0.95
Lanes:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	1900	0	1805	1900	0	1805	1805	1534	1900	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.00	0.01	0.09	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.07	0.51	0.00	0.36	0.80	0.00	0.13	0.00	0.13	0.00	0.00	0.00
Volume/Cap:	0.09	0.13	0.00	0.02	0.11	0.00	0.05	0.00	0.11	0.00	0.00	0.00
Delay/Veh:	43.8	12.9	0.0	20.8	2.3	0.0	38.0	0.0	38.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	12.9	0.0	20.8	2.3	0.0	38.0	0.0	38.5	0.0	0.0	0.0
LOS by Move:	D	B	A	C	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	2	0	0	1	0	0	0	1	0	0	0

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

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

Intersection #21 Main St/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Main St/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #23 Main/Street "A"

Cycle (sec): 120 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	2	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec): 90 Critical Vol./Cap.(X): 0.108
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	0	3	0	2
Volume Module:												
Base Vol:	0	0	0	146	0	0	0	0	0	0	0	146
Growth Adj:	1.00	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	146	0	0	0	0	0	0	0	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	146	0	0	0	0	0	0	0	146
User Adj:	1.00	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:	0	0	0	159	0	0	0	0	0	0	0	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	159	0	0	0	0	0	0	0	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	159	0	0	0	0	0	0	0	159
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	0.95	1.00	1.00	1.00	1.00	0.97	0.91	0.75
Lanes:	0.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	3.00	2.00
Final Sat.:	0	0	0	3502	3610	0	0	0	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06
Crit Moves:				****								****
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11
Delay/Veh:	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.2
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	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.2
LOS by Move:	A	A	A	B	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	0	1	0	0	0	0	0	0	0	1

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

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

Intersection #25 OVR/125 SBR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Parcels B & C
2015 Mitigated
PM Peak Hour

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

Intersection #26 OVR/125NBR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
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PM Peak Hour

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

Intersection #27 OVR/Village9

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	1	1	0	2	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
2015 Mitigated
PM Peak Hour

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

Intersection #28 La Media/125SBR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.080
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	140	0	0	140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	140	0	0	140	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	140	0	0	140	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:	0	0	0	0	0	0	0	152	0	0	152	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	152	0	0	152	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	152	0	0	152	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.08	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.08	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
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PM Peak Hour

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

Intersection #29 La Media/125 NBR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.080
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	140	0	0	140	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	140	0	0	140	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	0	0	140	0	0	140	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:	0	0	0	0	0	0	152	0	0	152	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	152	0	0	152	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	152	0	0	152	0	
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.08	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.08	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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APPENDIX J
2020 Conditions HCM Worksheets

2020 am - No Bridges Fri Aug 19, 2011 13:39:46 Page 1-1

OLC Parcels B & C
2020 With Project
AM Peak Hour

Scenario Report

Scenario:	2020 am - No Bridges
Command:	2020 am (Baseline - No Bridges)
Volume:	2020 am NB
Geometry:	No Main - No Bridges (2015, 2020)
Impact Fee:	Default Impact Fee
Trip Generation:	+2020 am
Trip Distribution:	2020
Paths:	NO Main - NO Bridges
Routes:	Default Route
Configuration:	2020 nb + pr am

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2020 am - No Bridges Fri Aug 19, 2011 13:39:47 Page 2-1

OLC Parcels B & C
2020 With Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	48.9	0.937	D	51.9	0.961	+ 3.040 D/V
# 2 Olympic Pkwy/805 NBR	F	102.9	1.185	F	117.7	1.232	+14.721 D/V
# 3 Olympic Pkwy/Brandywine Ave	D	39.3	0.915	D	42.9	0.957	+ 3.602 D/V
# 5 Olympic Pkwy/Heritage Rd	D	38.2	0.903	D	46.7	0.973	+ 8.561 D/V
# 6 Olympic Pkwy/La Media Rd	D	37.1	0.702	D	40.0	0.807	+ 2.919 D/V
# 7 Olympic Pkwy/125 SB	A	5.6	0.345	A	5.3	0.372	-0.261 D/V
# 8 Olympic Pwky/125 NB	A	4.6	0.363	A	4.3	0.391	-0.296 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	31.8	0.419	C	33.5	0.470	+ 1.721 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	35.6	0.504	D	35.4	0.507	-0.208 D/V
# 12 Birch Rd/La Media Rd	C	33.2	0.749	D	45.9	0.958	+12.694 D/V
# 13 Birch Rd/125SB	A	7.0	0.213	A	5.1	0.324	-1.903 D/V
# 14 Birch Rd/125NB	B	16.2	0.321	B	13.4	0.447	-2.801 D/V
# 15 Birch Rd/Eastlake Pkwy	D	35.7	0.408	D	40.4	0.806	+ 4.732 D/V
# 16 Main / 805 SBR	C	30.6	0.738	C	30.6	0.738	-0.009 D/V
# 17 Main / 805 NBR	C	29.8	0.680	C	29.8	0.680	+ 0.036 D/V
# 18 Main / Heritage S	A	4.0	0.398	A	4.0	0.401	-0.003 D/V
# 20 Main St/Magdalena	B	19.8	0.078	C	22.5	0.520	+ 2.710 D/V
~~# 23 Main/Street "A"~~	~~C~~	~~32.6~~	~~0.284~~	~~C~~	~~21.9~~	~~0.567~~	~~-10.709 D/V~~
# 24 Main-Hunte/Eastlake Pkwy	B	15.6	0.083	C	22.5	0.368	+ 6.858 D/V
~~#263 Main/View St A~~	~~A~~	~~6.6~~	~~0.158~~	~~C~~	~~25.9~~	~~0.575~~	~~+19.289 D/V~~

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2020 am - No Bridges Fri Aug 19, 2011 13:39:47 Page 3-1

OLC Parcels B & C
2020 With Project
AM Peak Hour

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

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.961
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	51.9
Optimal Cycle:	172	Level Of Service:	D

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	622	0	533	0	1044	375	785	627	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	622	0	533	0	1044	375	785	627	0
Added Vol:	0	0	0	35	0	0	0	11	0	67	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	657	0	533	0	1055	375	852	649	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:	0	0	0	714	0	579	0	1147	408	926	705	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	714	0	579	0	1147	408	926	705	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	714	0	579	0	1147	408	926	705	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.36	0.00	0.32	0.25	0.26	0.20	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.37	0.00	0.33	0.33	0.28	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.96	0.00	0.96	0.76	0.96	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	34.7	0.0	70.1	0.0	63.6	48.5	70.2	13.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.7	0.0	70.1	0.0	63.6	48.5	70.2	13.6	0.0
LOS by Move:	A	A	A	C	A	E	A	E	D	E	B	A
HCM2kAvgQ:	0	0	0	12	0	29	0	30	17	25	8	0

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

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

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	1.232
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	117.7
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	1
Volume Module:												
Base Vol:	327	0	993	0	0	0	698	1188	0	0	986	1603
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	327	0	993	0	0	0	698	1188	0	0	986	1603
Added Vol:	0	0	32	0	0	0	0	45	0	0	89	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	327	0	1025	0	0	0	698	1233	0	0	1075	1676
User Adj:	1.00	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:	355	0	1114	0	0	0	759	1340	0	0	1168	1822
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	0	1114	0	0	0	759	1340	0	0	1168	1822
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	355	0	1114	0	0	0	759	1340	0	0	1168	1822
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.86	0.86
Lanes:	1.24	0.00	1.76	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.17	1.83
Final Sat.:	2065	0	2924	0	0	0	3502	3610	0	0	1923	2999
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.38	0.00	0.00	0.00	0.22	0.37	0.00	0.00	0.61	0.61
Crit Moves:			****				****				****	
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.18	0.67	0.00	0.00	0.49	0.49
Volume/Cap:	0.56	0.00	1.23	0.00	0.00	0.00	1.23	0.55	0.00	0.00	1.23	1.23
Delay/Veh:	40.6	0.0	160.0	0.0	0.0	0.0	175.6	12.5	0.0	0.0	143	143.5
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:	40.6	0.0	160.0	0.0	0.0	0.0	175.6	12.5	0.0	0.0	143	143.5
LOS by Move:	D	A	F	A	A	A	F	B	A	A	F	F
HCM2kAvgQ:	10	0	44	0	0	0	28	16	0	0	70	70

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

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

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.9
Optimal Cycle: 144 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:	7	10	10	7	10	10	7	10	10		7	10	10	
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0		1	0 3	0 1	
Volume Module:														
Base Vol:	48	117	319	188	362	201	138	1142	124		406	1751	247	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	48	117	319	188	362	201	138	1142	124		406	1751	247	
Added Vol:	0	0	11	0	0	0	0	85	0		22	178	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	48	117	330	188	362	201	138	1227	124		428	1929	247	
User Adj:	1.00	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:	52	127	359	204	393	218	150	1334	135		465	2097	268	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	52	127	359	204	393	218	150	1334	135		465	2097	268	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	52	127	359	204	393	218	150	1334	135		465	2097	268	
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	0.90	0.90		0.95	0.91	0.85	
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.72	0.28		1.00	3.00	1.00	
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4645	469		1805	5187	1615	
Capacity Analysis Module:														
Vol/Sat:	0.03	0.07	0.22	0.11	0.21	0.14	0.08	0.29	0.29		0.26	0.40	0.17	
Crit Moves:			****	****				****			****			
Green/Cycle:	0.09	0.23	0.23	0.12	0.26	0.26	0.10	0.30	0.30		0.27	0.47	0.47	
Volume/Cap:	0.33	0.29	0.96	0.96	0.79	0.52	0.86	0.96	0.96		0.96	0.86	0.35	
Delay/Veh:	44.0	32.0	73.1	93.0	42.7	32.6	76.0	48.4	48.4		65.9	26.6	17.0	
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:	44.0	32.0	73.1	93.0	42.7	32.6	76.0	48.4	48.4		65.9	26.6	17.0	
LOS by Move:	D	C	E	F	D	C	E	D	D		E	C	B	
HCM2kAvgQ:	2	3	16	10	13	6	7	21	21		19	24	5	

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.973
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 46.7
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			Include				Include			
Min. Green:	7	10	10	7	10	10	7	10	10		7	10	10	
Lanes:	2	0 3	0 1	2	0 2	0 2	2	0 3	0 2		2	0 3	0 2	
Volume Module:														
Base Vol:	51	0	59	608	106	486	447	1649	115		211	2270	759	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	51	0	59	608	106	486	447	1649	115		211	2270	759	
Added Vol:	0	0	0	74	0	0	0	95	0		0	200	155	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	51	0	59	682	106	486	447	1744	115		211	2470	914	
User Adj:	1.00	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:	55	0	64	741	115	528	486	1896	125		229	2685	993	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	55	0	64	741	115	528	486	1896	125		229	2685	993	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	55	0	64	741	115	528	486	1896	125		229	2685	993	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.91	0.75		0.92	0.91	0.75	
Lanes:	2.00	3.00	1.00	2.00	2.00	2.00	2.00	3.00	2.00		2.00	3.00	2.00	
Final Sat.:	3502	5187	1615	3502	3610	2842	3502	5187	2842		3502	5187	2842	
Capacity Analysis Module:														
Vol/Sat:	0.02	0.00	0.04	0.21	0.03	0.19	0.14	0.37	0.04		0.07	0.52	0.35	
Crit Moves:			****	****			****					****		
Green/Cycle:	0.07	0.00	0.08	0.21	0.22	0.22	0.14	0.55	0.55		0.10	0.51	0.51	
Volume/Cap:	0.23	0.00	0.48	1.02	0.14	0.84	1.02	0.67	0.08		0.67	1.02	0.69	
Delay/Veh:	53.3	0.0	55.2	86.4	37.7	54.6	98.6	20.2	13.0		57.4	52.7	23.9	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.3	0.0	55.2	86.4	37.7	54.6	98.6	20.2	13.0		57.4	52.7	23.9	
LOS by Move:	D	A	E	F	D	D	F	C	B		E	D	C	
HCM2kAvgQ:	1	0	3	20	2	13	14	19	1		5	45	16	

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

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Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.0
Optimal Cycle:	70	Level Of Service:	D

Street Name:	La Media						Olympic Pkwy					
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	427	456	303	141	625	371	295	800	606	286	1382	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	427	456	303	141	625	371	295	800	606	286	1382	165
Added Vol:	202	133	0	8	64	0	0	72	98	0	154	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	629	589	303	149	689	371	295	872	704	286	1536	182
User Adj:	1.00	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:	684	640	329	162	749	403	321	948	765	311	1670	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	684	640	329	162	749	403	321	948	765	311	1670	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	684	640	329	162	749	403	321	948	765	311	1670	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.12	0.20	0.05	0.14	0.14	0.09	0.18	0.27	0.09	0.32	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.24	0.33	0.33	0.09	0.18	0.18	0.11	0.39	0.39	0.13	0.40	0.40
Volume/Cap:	0.81	0.38	0.62	0.49	0.81	0.79	0.81	0.47	0.70	0.70	0.81	0.31
Delay/Veh:	48.6	31.1	36.4	52.9	52.6	55.5	63.4	27.9	33.0	55.0	34.4	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:	48.6	31.1	36.4	52.9	52.6	55.5	63.4	27.9	33.0	55.0	34.4	25.0
LOS by Move:	D	C	D	D	D	E	E	C	C	E	C	C
HCM2kAvgQ:	14	7	11	4	12	10	8	10	14	7	22	5

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

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Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.3
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	197	0	105	0	1364	94	0	1356	121
Growth Adj:	1.00	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	197	0	105	0	1364	94	0	1356	121
Added Vol:	0	0	0	0	0	0	0	76	0	0	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	197	0	105	0	1440	94	0	1489	121
User Adj:	1.00	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:	0	0	0	214	0	114	0	1565	102	0	1618	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	214	0	114	0	1565	102	0	1618	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
FinalVolume:	0	0	0	214	0	114	0	1565	102	0	1618	132
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	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.65	0.00	1.35	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2881	0	2350	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.05	0.00	0.30	0.06	0.00	0.31	0.08
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.13	0.00	0.84	0.84	0.00	0.84	0.84
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.37	0.00	0.36	0.08	0.00	0.37	0.10
Delay/Veh:	0.0	0.0	0.0	42.2	0.0	40.0	0.0	1.9	1.4	0.0	1.9	1.4
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	42.2	0.0	40.0	0.0	1.9	1.4	0.0	1.9	1.4
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	3	0	4	1	0	4	1

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

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

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.3
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0	0	1	0	0	0	0	0	0	3	0	1	0	0	3	0	2
Volume Module:																			
Base Vol:	85	0	89	0	0	0	0	1045	417	0	1393	426
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	0	89	0	0	0	0	1045	417	0	1393	426
Added Vol:	0	0	0	0	0	0	0	76	0	0	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	0	89	0	0	0	0	1121	417	0	1526	426
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	92	0	97	0	0	0	0	1218	453	0	1659	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	0	97	0	0	0	0	1218	453	0	1659	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
FinalVolume:	92	0	97	0	0	0	0	1218	453	0	1659	0
Saturation Flow Module:																			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:																			
Vol/Sat:	0.03	0.00	0.06	0.00	0.00	0.00	0.00	0.23	0.28	0.00	0.32	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.82	0.82	0.00	0.82	0.00
Volume/Cap:	0.17	0.00	0.39	0.00	0.00	0.00	0.00	0.29	0.34	0.00	0.39	0.00
Delay/Veh:	37.0	0.0	39.2	0.0	0.0	0.0	0.0	2.2	2.5	0.0	2.5	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:	37.0	0.0	39.2	0.0	0.0	0.0	0.0	2.2	2.5	0.0	2.5	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	3	4	0	5	0

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

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

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.5
Optimal Cycle:	42	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:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	3	0	1	2	0	3	0	1
Volume Module:																			
Base Vol:	277	198	116	175	197	205	246	357	216	187	895	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	198	116	175	197	205	246	357	216	187	895	208
Added Vol:	124	40	20	0	18	8	16	3	57	10	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	238	136	175	215	213	262	360	273	197	897	208
User Adj:	1.00	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:	436	259	148	190	234	232	285	391	297	214	975	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	259	148	190	234	232	285	391	297	214	975	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	436	259	148	190	234	232	285	391	297	214	975	226
Saturation Flow Module:																			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:																			
Vol/Sat:	0.12	0.05	0.09	0.05	0.05	0.08	0.08	0.08	0.18	0.06	0.19	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.26	0.21	0.36	0.15	0.10	0.27	0.17	0.43	0.43	0.14	0.40	0.40
Volume/Cap:	0.47	0.24	0.26	0.37	0.47	0.30	0.47	0.18	0.43	0.43	0.47	0.35
Delay/Veh:	37.4	39.3	27.7	46.4	52.1	35.1	45.3	21.1	24.3	47.5	26.8	25.5
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:	37.4	39.3	27.7	46.4	52.1	35.1	45.3	21.1	24.3	47.5	26.8	25.5
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	7	3	4	4	4	4	5	3	8	4	10	6

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

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

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.4
Optimal Cycle:	42	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	90	120	45	122	152	394	219	238	180	113	364	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	120	45	122	152	394	219	238	180	113	364	152
Added Vol:	0	34	13	0	15	0	0	16	0	6	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	154	58	122	167	394	219	254	180	119	372	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	98	167	63	133	182	428	238	276	196	129	404	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	167	63	133	182	428	238	276	196	129	404	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
FinalVolume:	98	167	63	133	182	428	238	276	196	129	404	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.92	0.95	0.85	0.92	0.85	0.85	0.92	0.95	0.85
Lanes:	2.00	2.18	0.82	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3613	1361	3502	3610	1615	3502	3244	1622	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.04	0.05	0.27	0.07	0.09	0.12	0.04	0.11	0.10
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.34	0.34	0.24	0.52	0.52	0.13	0.24	0.24	0.12	0.22	0.22
Volume/Cap:	0.48	0.14	0.14	0.16	0.10	0.51	0.51	0.36	0.51	0.32	0.51	0.46
Delay/Veh:	56.5	27.4	27.4	36.2	14.5	19.2	49.3	38.2	40.0	49.2	41.6	41.6
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:	56.5	27.4	27.4	36.2	14.5	19.2	49.3	38.2	40.0	49.2	41.6	41.6
LOS by Move:	E	C	C	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	2	2	2	2	10	5	5	7	3	7	6

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

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

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.958
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	45.9
Optimal Cycle:	145	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	69	0	102	396	309	410	316	683	122	70	513	270
Growth Adj:	1.00	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	0	102	396	309	410	316	683	122	70	513	270
Added Vol:	0	225	77	53	109	0	0	3	0	68	7	110
NB Volume A:	-40	-27	164	100	-100	0	0	70	-70	84	60	51
Initial Fut:	29	198	343	549	318	410	316	756	52	222	580	431
User Adj:	1.00	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:	32	215	373	597	346	446	343	822	57	241	630	468
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	215	373	597	346	446	343	822	57	241	630	468
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	215	373	597	346	446	343	822	57	241	630	468
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.94	0.94	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.87	0.13	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	3344	230	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.23	0.17	0.07	0.28	0.19	0.25	0.25	0.07	0.17	0.29
Crit Moves:			****	****			****					****
Green/Cycle:	0.08	0.24	0.24	0.18	0.33	0.33	0.20	0.39	0.39	0.11	0.30	0.30
Volume/Cap:	0.21	0.17	0.96	0.96	0.20	0.83	0.96	0.63	0.63	0.62	0.58	0.96
Delay/Veh:	43.3	30.1	72.2	66.7	23.8	40.8	76.2	25.6	25.6	45.5	30.2	64.5
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:	43.3	30.1	72.2	66.7	23.8	40.8	76.2	25.6	25.6	45.5	30.2	64.5
LOS by Move:	D	C	E	E	C	D	E	C	C	D	C	E
HCM2kAvgQ:	1	2	16	14	3	15	15	12	12	5	9	19

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

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Level Of Service Computation Report
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Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.324
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.1
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	59	0	137	0	719	133	0	736	172
Growth Adj:	1.00	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	59	0	137	0	719	133	0	736	172
Added Vol:	0	0	0	9	0	8	0	169	47	0	178	40
NB Volume A:	0	0	0	0	0	0	0	346	0	0	216	0
Initial Fut:	0	0	0	68	0	145	0	1234	180	0	1130	212
User Adj:	1.00	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:	0	0	0	74	0	158	0	1341	196	0	1228	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	74	0	158	0	1341	196	0	1228	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	74	0	158	0	1341	196	0	1228	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	1.00	0.88	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.32	0.00	1.68	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2215	0	2822	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.06	0.00	0.26	0.12	0.00	0.24	0.14
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.80	0.80	0.00	0.80	0.80
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.32	0.00	0.32	0.15	0.00	0.30	0.18
Delay/Veh:	0.0	0.0	0.0	35.5	0.0	36.5	0.0	2.8	2.4	0.0	2.7	2.5
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:	0.0	0.0	0.0	35.5	0.0	36.5	0.0	2.8	2.4	0.0	2.7	2.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	3	0	4	1	0	4	2

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.4
Optimal Cycle:	23	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	247	0	239	0	0	0	0	735	151	0	720	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	0	239	0	0	0	0	735	151	0	720	114
Added Vol:	23	0	18	0	0	0	0	162	16	0	195	20
NB Volume A:	0	0	0	0	0	0	0	346	0	0	216	0
Initial Fut:	270	0	257	0	0	0	0	1243	167	0	1131	134
User Adj:	1.00	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:	293	0	279	0	0	0	0	1351	182	0	1229	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	0	279	0	0	0	0	1351	182	0	1229	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	0	279	0	0	0	0	1351	182	0	1229	146
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.17	0.00	0.00	0.00	0.00	0.26	0.11	0.00	0.24	0.09
Crit Moves:			****					****		****		
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.58	0.58	0.00	0.58	0.58
Volume/Cap:	0.42	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.19	0.00	0.41	0.15
Delay/Veh:	22.8	0.0	23.2	0.0	0.0	0.0	0.0	11.9	9.9	0.0	11.5	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:	22.8	0.0	23.2	0.0	0.0	0.0	0.0	11.9	9.9	0.0	11.5	9.6
LOS by Move:	C	A	C	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	7	0	7	0	0	0	0	9	3	0	8	2

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.4
Optimal Cycle:	69	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	2 1 0	1	0	3 0 1	2	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	179	166	2	97	202	248	177	170	148	30	267	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	166	2	97	202	248	177	170	148	30	267	67
Added Vol:	202	164	60	0	75	10	20	8	153	28	4	0
NB Volume A:	93	0	0	0	-19	19	0	30	266	0	50	0
Initial Fut:	474	330	62	97	258	277	197	208	567	58	321	67
User Adj:	1.00	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:	515	359	67	105	280	301	214	226	616	63	349	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	515	359	67	105	280	301	214	226	616	63	349	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	515	359	67	105	280	301	214	226	616	63	349	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.95	0.91	0.85	0.92	0.85	0.85	0.95	0.93	0.93
Lanes:	2.00	2.53	0.47	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	3502	4262	801	1805	5187	1615	3502	1606	1606	1805	2909	607
Capacity Analysis Module:												
Vol/Sat:	0.15	0.08	0.08	0.06	0.05	0.19	0.06	0.14	0.38	0.03	0.12	0.12
Crit Moves:	****					****			****	****		
Green/Cycle:	0.18	0.24	0.24	0.17	0.23	0.23	0.18	0.47	0.47	0.06	0.35	0.35
Volume/Cap:	0.82	0.35	0.35	0.35	0.24	0.82	0.34	0.30	0.82	0.60	0.34	0.34
Delay/Veh:	55.8	38.0	38.0	45.0	38.0	57.6	43.5	19.8	32.9	64.3	29.1	29.1
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:	55.8	38.0	38.0	45.0	38.0	57.6	43.5	19.8	32.9	64.3	29.1	29.1
LOS by Move:	E	D	D	D	D	E	D	B	C	E	C	C
HCM2kAvgQ:	12	5	5	4	3	13	4	5	22	3	6	6

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.6
Optimal Cycle:	36	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0 0	1	1	0 0 1	0	0	2 1 0	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	543	0	489	0	908	318	395	713	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	543	0	489	0	908	318	395	713	0
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	543	0	489	0	912	318	395	721	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:	0	0	0	590	0	532	0	991	346	429	784	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	590	0	532	0	991	346	429	784	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	590	0	532	0	991	346	429	784	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	0.95	1.00	0.85	1.00	0.87	0.87	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.22	0.78	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3696	1289	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.33	0.00	0.27	0.27	0.12	0.22	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.45	0.00	0.45	0.00	0.36	0.36	0.17	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.74	0.00	0.74	0.74	0.74	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	22.2	0.0	31.5	0.0	34.9	34.9	52.5	17.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.2	0.0	31.5	0.0	34.9	34.9	52.5	17.1	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	7	0	17	0	17	17	9	9	0

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

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

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.8
Optimal Cycle:	30	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:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	0	1	0	0 2	0	0	0	0 0	1	0	2	0 0	0	0	3	0 2
Volume Module:																
Base Vol:	372		0	380	0		0	0	444		1007	0	0		735	451
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	372		0	380	0		0	0	444		1007	0	0		735	451
Added Vol:	0		0	0	0		0	0	0		4	0	0		8	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	372		0	380	0		0	0	444		1011	0	0		743	451
User Adj:	1.00		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:	404		0	413	0		0	0	483		1099	0	0		808	490
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	404		0	413	0		0	0	483		1099	0	0		808	490
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	404		0	413	0		0	0	483		1099	0	0		808	490
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		1.00	0.75	1.00		1.00	1.00	0.95		0.95	1.00	1.00		0.91	0.75
Lanes:	1.00		0.00	2.00	0.00		0.00	0.00	1.00		2.00	0.00	0.00		3.00	2.00
Final Sat.:	1809		0	2842	0		0	0	1805		3610	0	0		5187	2842
Capacity Analysis Module:																
Vol/Sat:	0.22	0.00		0.15	0.00	0.00		0.00	0.27	0.30		0.00	0.00	0.16		0.17
Crit Moves:	****								****							****
Green/Cycle:	0.33	0.00		0.33	0.00	0.00		0.00	0.39	0.65		0.00	0.00	0.25		0.25
Volume/Cap:	0.68	0.00		0.44	0.00	0.00		0.00	0.68	0.47		0.00	0.00	0.61		0.68
Delay/Veh:	38.0	0.0		32.0	0.0	0.0		0.0	32.9	10.9		0.0	0.0	40.5		43.1
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:	38.0	0.0		32.0	0.0	0.0		0.0	32.9	10.9		0.0	0.0	40.5		43.1
LOS by Move:	D	A		C	A	A		A	C	B		A	A	D		D
HCM2kAvgQ:	14	0		7	0	0		0	15	11		0	0	10		10

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

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

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.401
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.0
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	593		0	10	0		0	0	0		30	710	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:	593		0	10	0		0	0	0		30	710	0		0	0
Added Vol:	4		0	0	0		0	0	0		0	8	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	597		0	10	0		0	0	0		30	718	0		0	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:	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.00	0.92		0.92	0.92
PHF Volume:	649		0	11	0		0	0	0		33	0	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	649		0	11	0		0	0	0		33	0	0		0	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
FinalVolume:	649		0	11	0		0	0	0		33	0	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		1.00	0.85	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00		0.00	1.00	0.00		0.00	0.00	0.00		1.00	1.00	1.00		1.00	0.00
Final Sat.:	1805		0	1615	0		0	0	0		1900	1900	1900		1900	0
Capacity Analysis Module:																
Vol/Sat:	0.36	0.00		0.01	0.00	0.00		0.00	0.00	0.02		0.00	0.00	0.00		0.00
Crit Moves:	****									****						
Green/Cycle:	0.84	0.00		0.84	0.00	0.00		0.00	0.00	0.10		0.00	0.00	0.00		0.00
Volume/Cap:	0.43	0.00		0.01	0.00	0.00		0.00	0.00	0.17		0.00	0.00	0.00		0.00
Delay/Veh:	2.2	0.0		1.3	0.0	0.0		0.0	0.0	41.6		0.0	0.0	0.0		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	2.2	0.0		1.3	0.0	0.0		0.0	0.0	41.6		0.0	0.0	0.0		0.0
LOS by Move:	A	A		A	A	A		A	A	D		A	A	A		A
HCM2kAvgQ:	5	0		0	0	0		0	0	1		0	0	0		0

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

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

Intersection #19 Main St/La Media

Cycle (sec):	61	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.5
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	34	109	267	449	0	0	0	0	139	0	74
Growth Adj:	1.00	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	34	109	267	449	0	0	0	0	139	0	74
Added Vol:	0	252	16	9	128	0	0	0	0	0	0	31
NB Volume A:	0	164	-100	160	84	0	0	0	0	-84	0	-67
Initial Fut:	0	450	25	436	661	0	0	0	0	55	0	38
User Adj:	1.00	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:	0	489	27	474	718	0	0	0	0	60	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	489	27	474	718	0	0	0	0	60	0	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	489	27	474	718	0	0	0	0	60	0	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	1.00	0.95	0.05	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1900	1786	99	1805	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.26	0.38	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.41	0.41	0.39	0.80	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Volume/Cap:	0.00	0.67	0.67	0.67	0.47	0.00	0.00	0.00	0.00	0.20	0.00	0.16
Delay/Veh:	0.0	16.9	16.9	17.7	2.1	0.0	0.0	0.0	0.0	22.4	0.0	22.2
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	16.9	16.9	17.7	2.1	0.0	0.0	0.0	0.0	22.4	0.0	22.2
LOS by Move:	A	B	B	B	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	9	9	8	5	0	0	0	0	1	0	1

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.5
Optimal Cycle:	35	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0	1	0	0 0 1	1	0	1 0 0	0	0	0 0 1
Volume Module:												
Base Vol:	0	0	0	10	0	50	53	0	0	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	50	53	0	0	0	0	10
Added Vol:	0	0	0	0	0	212	438	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	262	491	0	0	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	11	0	285	534	0	0	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	11	0	285	534	0	0	0	0	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
FinalVolume:	0	0	0	11	0	285	534	0	0	0	0	11
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	0.95	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.18	0.30	0.00	0.00	0.00	0.00	0.01
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.31	0.51	0.00	0.00	0.00	0.00	0.10
Volume/Cap:	0.00	0.00	0.00	0.02	0.00	0.58	0.58	0.00	0.00	0.00	0.00	0.07
Delay/Veh:	0.0	0.0	0.0	24.2	0.0	30.9	17.7	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	24.2	0.0	30.9	17.7	0.0	0.0	0.0	0.0	40.9
LOS by Move:	A	A	A	C	A	C	B	A	A	A	A	D
HCM2kAvgQ:	0	0	0	0	0	8	12	0	0	0	0	0

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Main/Street "A"

Cycle (sec):	120	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.9
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1 0	1	1	0 1	1	0	1 0	0	0	1! 0 0
Volume Module:												
Base Vol:	9	17	26	60	89	54	50	131	102	110	119	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	17	26	60	89	54	50	131	102	110	119	49
Added Vol:	0	168	503	0	77	0	0	0	0	231	0	0
NB Volume A:	-9	0	20	0	0	-54	-50	-131	-102	165	-119	0
Initial Fut:	0	185	549	60	166	0	0	0	0	506	0	49
User Adj:	1.00	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:	0	201	597	65	180	0	0	0	0	550	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	201	597	65	180	0	0	0	0	550	0	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	201	597	65	180	0	0	0	0	550	0	53
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	0.95	0.95	1.00	1.00	1.00	0.90	0.95	0.90
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	1900	0	3406	0	1703
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.37	0.04	0.05	0.00	0.00	0.00	0.00	0.16	0.00	0.03
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.65	0.65	0.06	0.72	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.09	0.57	0.57	0.07	0.00	0.00	0.00	0.00	0.57	0.00	0.11
Delay/Veh:	0.0	7.7	12.3	61.1	5.1	0.0	0.0	0.0	0.0	37.3	0.0	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	12.3	61.1	5.1	0.0	0.0	0.0	0.0	37.3	0.0	31.7
LOS by Move:	A	A	B	E	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	1	12	3	1	0	0	0	0	9	0	2

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.5
Optimal Cycle:	40	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1 0	0	1 1	0 1	1	2 0	2 0	0	2 0	3 0	2
Volume Module:												
Base Vol:	0	0	0	107	0	6	126	198	0	0	171	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	107	0	6	126	198	0	0	171	93
Added Vol:	0	26	0	23	54	179	389	114	0	0	52	11
NB Volume A:	0	0	0	101	0	146	20	-131	0	0	-100	73
Initial Fut:	0	26	0	231	54	331	535	181	0	0	123	177
User Adj:	1.00	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:	0	28	0	251	59	360	582	197	0	0	134	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	28	0	251	59	360	582	197	0	0	134	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	28	0	251	59	360	582	197	0	0	134	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	0.86	0.86	0.92	0.95	1.00	0.97	0.91	0.75
Lanes:	0.00	1.00	0.00	1.62	0.38	2.00	2.00	2.00	0.00	2.00	3.00	2.00
Final Sat.:	0	1900	0	2641	617	3258	3502	3610	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.10	0.10	0.11	0.17	0.05	0.00	0.00	0.03	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.00	0.11	0.00	0.24	0.35	0.35	0.42	0.58	0.00	0.00	0.17	0.17
Volume/Cap:	0.00	0.13	0.00	0.40	0.27	0.32	0.40	0.09	0.00	0.00	0.15	0.40
Delay/Veh:	0.0	36.4	0.0	29.1	21.1	21.5	18.6	8.2	0.0	0.0	32.0	33.9
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	36.4	0.0	29.1	21.1	21.5	18.6	8.2	0.0	0.0	32.0	33.9
LOS by Move:	A	D	A	C	C	C	B	A	A	A	C	C
HCM2kAvgQ:	0	1	0	4	3	4	6	1	0	0	1	3

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #263 Main/V8w St A

Cycle (sec):	100	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.9
Optimal Cycle:	31	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0 0	0 0	1	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	22	0	30	0	0	0	0	296	50	10	191	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:	22	0	30	0	0	0	0	296	50	10	191	0
Added Vol:	31	0	422	0	0	0	0	16	9	212	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	0	452	0	0	0	0	312	59	222	191	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:	58	0	491	0	0	0	0	339	64	241	208	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	491	0	0	0	0	339	64	241	208	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	0	491	0	0	0	0	339	64	241	208	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	0.93	0.93	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.68	0.32	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	2963	560	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.30	0.00	0.00	0.00	0.00	0.11	0.11	0.13	0.06	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.53	0.00	0.53	0.00	0.00	0.00	0.00	0.20	0.20	0.23	0.43	0.00
Volume/Cap:	0.06	0.00	0.58	0.00	0.00	0.00	0.00	0.58	0.58	0.58	0.13	0.00
Delay/Veh:	11.5	0.0	16.9	0.0	0.0	0.0	0.0	37.4	37.4	36.0	17.2	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:	11.5	0.0	16.9	0.0	0.0	0.0	0.0	37.4	37.4	36.0	17.2	0.0
LOS by Move:	B	A	B	A	A	A	A	D	D	D	B	A
HCM2kAvgQ:	1	0	11	0	0	0	0	7	7	7	2	0

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

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OLC Parcels B & C
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PM Peak Hour

Scenario Report

Scenario:	2020 pm - No Bridges
Command:	2020 pm (Baseline - No Bridges)
Volume:	2020 pm NB
Geometry:	No Main - No Bridges (2015, 2020)
Impact Fee:	Default Impact Fee
Trip Generation:	+2020 pm
Trip Distribution:	2020
Paths:	NO Main - NO Bridges
Routes:	Default Route
Configuration:	2020 nb + pr pm

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OLC Parcels B & C
2020 With Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	51.0	0.972	D	54.0	0.993	+ 2.983 D/V
# 2 Olympic Pkwy/805 NBR	D	43.5	0.941	D	50.5	0.990	+ 6.993 D/V
# 3 Olympic Pkwy/Brandywine Ave	E	64.5	1.073	F	80.4	1.147	+15.983 D/V
# 5 Olympic Pkwy/Heritage Rd	D	44.1	0.911	D	54.6	0.990	+10.466 D/V
# 6 Olympic Pkwy/La Media Rd	C	34.0	0.762	D	35.1	0.805	+ 1.109 D/V
# 7 Olympic Pkwy/125 SB	A	5.7	0.458	A	5.6	0.488	-0.154 D/V
# 8 Olympic Pwky/125 NB	A	5.2	0.471	A	5.0	0.502	-0.239 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	31.7	0.416	C	32.6	0.481	+ 0.972 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	36.2	0.472	D	35.9	0.478	-0.298 D/V
# 12 Birch Rd/La Media Rd	C	33.7	0.722	D	51.1	0.985	+17.358 D/V
# 13 Birch Rd/125SB	A	6.9	0.197	A	5.2	0.329	-1.725 D/V
# 14 Birch Rd/125NB	B	15.8	0.344	B	14.3	0.493	-1.537 D/V
# 15 Birch Rd/Eastlake Pkwy	C	34.7	0.421	D	47.3	0.898	+12.628 D/V
# 16 Main / 805 SBR	D	43.5	0.998	D	43.6	0.998	+ 0.071 D/V
# 17 Main / 805 NBR	D	35.7	0.885	D	35.7	0.886	+ 0.010 D/V
# 18 Main / Heritage S	A	5.7	0.646	A	5.8	0.652	+ 0.100 D/V
# 20 Main St/Magdalena	C	21.3	0.034	C	24.3	0.600	+ 2.976 D/V
~~# 23 Main/Street "A"~~	~~C~~	~~34.1~~	~~0.443~~	~~C~~	~~24.5~~	~~0.531~~	~~-9.650 D/V~~
# 24 Main-Hunte/Eastlake Pkwy	B	16.8	0.119	C	24.1	0.389	+ 7.341 D/V
~~#263 Main/V8w St A~~	~~A~~	~~3.0~~	~~0.112~~	~~C~~	~~24.4~~	~~0.641~~	~~+30.537 D/V~~

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

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.993
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	54.0
Optimal Cycle:	180	Level Of Service:	D

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	984	0	678	0	872	294	749	899	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	984	0	678	0	872	294	749	899	0
Added Vol:	0	0	0	83	0	0	0	25	0	42	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1067	0	678	0	897	294	791	913	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:	0	0	0	1160	0	737	0	975	320	860	992	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1160	0	737	0	975	320	860	992	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1160	0	737	0	975	320	860	992	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.46	0.00	0.27	0.20	0.25	0.27	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.46	0.00	0.27	0.27	0.25	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.99	0.00	0.99	0.73	0.99	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	31.4	0.0	68.9	0.0	77.8	52.3	81.4	22.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.4	0.0	68.9	0.0	77.8	52.3	81.4	22.6	0.0
LOS by Move:	A	A	A	C	A	E	A	E	D	F	C	A
HCM2kAvgQ:	0	0	0	20	0	38	0	28	14	24	15	0

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

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Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.990
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	50.5
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:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	1
Volume Module:												
Base Vol:	502	0	1008	0	0	0	423	1433	0	0	1146	725
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	502	0	1008	0	0	0	423	1433	0	0	1146	725
Added Vol:	0	0	76	0	0	0	0	108	0	0	56	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	502	0	1084	0	0	0	423	1541	0	0	1202	771
User Adj:	1.00	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:	546	0	1178	0	0	0	460	1675	0	0	1307	838
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	546	0	1178	0	0	0	460	1675	0	0	1307	838
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	546	0	1178	0	0	0	460	1675	0	0	1307	838
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.89	0.89
Lanes:	1.32	0.00	1.68	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.83	1.17
Final Sat.:	2210	0	2826	0	0	0	3502	3610	0	0	3104	1991
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.42	0.00	0.00	0.00	0.13	0.46	0.00	0.00	0.42	0.42
Crit Moves:			****				****				****	
Green/Cycle:	0.42	0.00	0.42	0.00	0.00	0.00	0.13	0.56	0.00	0.00	0.43	0.43
Volume/Cap:	0.59	0.00	0.99	0.00	0.00	0.00	0.99	0.83	0.00	0.00	0.99	0.99
Delay/Veh:	31.5	0.0	59.5	0.0	0.0	0.0	99.7	28.7	0.0	0.0	57.0	57.0
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:	31.5	0.0	59.5	0.0	0.0	0.0	99.7	28.7	0.0	0.0	57.0	57.0
LOS by Move:	C	A	E	A	A	A	F	C	A	A	E	E
HCM2kAvgQ:	14	0	36	0	0	0	15	32	0	0	38	38

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.147
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 80.4
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	64	260	402	187	229	274	396	1866	168	287	1366	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	260	402	187	229	274	396	1866	168	287	1366	200
Added Vol:	0	0	25	0	0	0	0	203	0	14	112	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	260	427	187	229	274	396	2069	168	301	1478	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	70	283	464	203	249	298	430	2249	183	327	1607	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	283	464	203	249	298	430	2249	183	327	1607	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
FinalVolume:	70	283	464	203	249	298	430	2249	183	327	1607	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	1.00	0.85	0.95	0.90	0.90	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.77	0.23	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4745	385	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.29	0.11	0.13	0.18	0.24	0.47	0.47	0.18	0.31	0.13
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.25	0.25	0.10	0.25	0.25	0.25	0.41	0.41	0.16	0.32	0.32
Volume/Cap:	0.40	0.59	1.15	1.15	0.52	0.73	0.96	1.15	1.15	1.15	0.96	0.42
Delay/Veh:	44.0	35.0	128.8	157.8	33.1	40.8	69.3	102	101.6	141.1	46.9	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:	44.0	35.0	128.8	157.8	33.1	40.8	69.3	102	101.6	141.1	46.9	27.0
LOS by Move:	D	D	F	F	C	D	E	F	F	F	D	C
HCM2kAvgQ:	2	8	25	13	7	10	18	45	45	19	23	5

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.990
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 54.6
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 2	0 2	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	69	9	78	813	432	818	543	2182	230	188	1435	689
Growth Adj:	1.00	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	9	78	813	432	818	543	2182	230	188	1435	689
Added Vol:	0	0	0	178	0	0	0	229	0	0	126	98
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	9	78	991	432	818	543	2411	230	188	1561	787
User Adj:	1.00	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:	75	10	85	1077	470	889	590	2621	250	204	1697	855
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	10	85	1077	470	889	590	2621	250	204	1697	855
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	10	85	1077	470	889	590	2621	250	204	1697	855
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	2.00	2.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	3610	2842	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.31	0.13	0.31	0.17	0.51	0.09	0.06	0.33	0.30
Crit Moves:			****	****				****		****		
Green/Cycle:	0.06	0.08	0.08	0.30	0.32	0.32	0.19	0.49	0.49	0.06	0.36	0.36
Volume/Cap:	0.36	0.02	0.63	1.03	0.40	0.97	0.90	1.03	0.18	1.00	0.90	0.83
Delay/Veh:	55.2	50.5	62.4	76.8	31.9	62.5	63.2	55.5	17.0	119.6	42.5	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	50.5	62.4	76.8	31.9	62.5	63.2	55.5	17.0	119.6	42.5	40.5
LOS by Move:	E	D	E	E	C	E	E	E	B	F	D	D
HCM2kAvgQ:	2	0	4	28	7	24	14	45	3	7	25	18

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

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Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.1
Optimal Cycle: 69 Level Of Service: D

Street Name:	La Media						Olympic Pkwy					
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3 0 1	2	0	3 0 2	2	0	3 0 2	2	0	3 0 1
Volume Module:												
Base Vol:	230	250	269	242	254	303	420	1880	445	197	1203	182
Growth Adj:	1.00	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	250	269	242	254	303	420	1880	445	197	1203	182
Added Vol:	129	85	0	17	156	0	0	166	240	0	94	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	359	335	269	259	410	303	420	2046	685	197	1297	192
User Adj:	1.00	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:	390	364	292	282	446	329	457	2224	745	214	1410	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	364	292	282	446	329	457	2224	745	214	1410	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	390	364	292	282	446	329	457	2224	745	214	1410	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.18	0.08	0.09	0.12	0.13	0.43	0.26	0.06	0.27	0.13
Crit Moves:			****	****				****		****		
Green/Cycle:	0.16	0.22	0.22	0.10	0.17	0.17	0.20	0.53	0.53	0.08	0.41	0.41
Volume/Cap:	0.70	0.31	0.81	0.81	0.52	0.70	0.66	0.81	0.49	0.81	0.66	0.31
Delay/Veh:	51.7	38.9	56.4	65.6	46.3	51.9	46.8	24.8	18.0	70.8	29.3	24.2
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:	51.7	38.9	56.4	65.6	46.3	51.9	46.8	24.8	18.0	70.8	29.3	24.2
LOS by Move:	D	D	E	E	D	D	D	C	B	E	C	C
HCM2kAvgQ:	8	4	12	7	6	8	9	26	10	6	16	5

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

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Intersection #7 Olympic Pkwy/125 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0 0	1	0	1! 0 1	0	0	3 0 1	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	230	0	126	0	1842	154	0	1367	172
Growth Adj:	1.00	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	230	0	126	0	1842	154	0	1367	172
Added Vol:	0	0	0	0	0	0	0	140	0	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	230	0	126	0	1982	154	0	1463	172
User Adj:	1.00	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:	0	0	0	250	0	137	0	2154	167	0	1590	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	250	0	137	0	2154	167	0	1590	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	250	0	137	0	2154	167	0	1590	187
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	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.65	0.00	1.35	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2870	0	2361	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.06	0.00	0.42	0.10	0.00	0.31	0.12
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.00	0.85	0.85	0.00	0.85	0.85
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.49	0.00	0.49	0.12	0.00	0.36	0.14
Delay/Veh:	0.0	0.0	0.0	47.8	0.0	41.7	0.0	2.0	1.3	0.0	1.6	1.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.8	0.0	41.7	0.0	2.0	1.3	0.0	1.6	1.3
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	4	0	7	1	0	4	1

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

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

Intersection #8 Olympic Pwky/125 NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0	0 1	0	0	0	0	3	0 1	0	0	3	0 2
Volume Module:												
Base Vol:	114	0	118	0	0	0	0	1803	170	0	1427	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	0	118	0	0	0	0	1803	170	0	1427	137
Added Vol:	0	0	0	0	0	0	0	140	0	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	0	118	0	0	0	0	1943	170	0	1523	137
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	124	0	128	0	0	0	0	2112	185	0	1655	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	0	128	0	0	0	0	2112	185	0	1655	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
FinalVolume:	124	0	128	0	0	0	0	2112	185	0	1655	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.08	0.00	0.00	0.00	0.00	0.41	0.11	0.00	0.32	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.81	0.81	0.00	0.81	0.00
Volume/Cap:	0.22	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.14	0.00	0.39	0.00
Delay/Veh:	36.9	0.0	40.0	0.0	0.0	0.0	0.0	3.1	2.1	0.0	2.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	0.0	40.0	0.0	0.0	0.0	0.0	3.1	2.1	0.0	2.7	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	4	0	0	0	0	8	1	0	5	0

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

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

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.6
Optimal Cycle: 42 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:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0 1	2	0	3	0 2	2	0	3	0 1	2	0	3	0 1
Volume Module:												
Base Vol:	280	214	116	175	174	198	250	357	212	187	895	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	214	116	175	174	198	250	357	212	187	895	208
Added Vol:	74	24	13	0	41	18	10	2	128	24	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	238	129	175	215	216	260	359	340	211	899	208
User Adj:	1.00	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:	385	259	140	190	234	235	283	390	370	229	977	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	259	140	190	234	235	283	390	370	229	977	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	259	140	190	234	235	283	390	370	229	977	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.09	0.05	0.05	0.08	0.08	0.08	0.23	0.07	0.19	0.14
Crit Moves:	****				****				****	****		
Green/Cycle:	0.23	0.19	0.33	0.13	0.09	0.28	0.18	0.48	0.48	0.14	0.43	0.43
Volume/Cap:	0.48	0.26	0.27	0.41	0.48	0.30	0.44	0.16	0.48	0.48	0.44	0.33
Delay/Veh:	40.6	41.6	30.2	48.3	52.4	34.4	44.0	17.9	21.9	48.7	24.3	23.1
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:	40.6	41.6	30.2	48.3	52.4	34.4	44.0	17.9	21.9	48.7	24.3	23.1
LOS by Move:	D	D	C	D	D	C	D	B	C	D	C	C
HCM2kAvgQ:	7	3	4	4	4	4	5	3	9	5	9	5

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

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

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.9
Optimal Cycle: 42 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:	7		10		10	7		10		10	7		10		10	7		10		10
Lanes:	2	0	2	1	0	2	0	2	0	1	2	0	2	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	68		59		38	170		84		351	376		508		129	45		222		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:	68		59		38	170		84		351	376		508		129	45		222		87
Added Vol:	0		20		8	0		35		0	0		10		0	14		18		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	68		79		46	170		119		351	376		518		129	59		240		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:	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	74		86		50	185		129		382	409		563		140	64		261		95
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	74		86		50	185		129		382	409		563		140	64		261		95
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	74		86		50	185		129		382	409		563		140	64		261		95
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		0.86		0.86	0.92		0.95		0.85	0.92		0.88		0.88	0.92		0.95		0.85
Lanes:	2.00		2.00		1.00	2.00		2.00		1.00	2.00		2.40		0.60	2.00		2.00		1.00
Final Sat.:	3502		3268		1634	3502		3610		1615	3502		4028		1003	3502		3610		1615
Capacity Analysis Module:																				
Vol/Sat:	0.02		0.03		0.03	0.05		0.04		0.24	0.12		0.14		0.14	0.02		0.07		0.06
Crit Moves:	****									****	****							****		
Green/Cycle:	0.06		0.32		0.32	0.22		0.49		0.49	0.24		0.27		0.27	0.11		0.15		0.15
Volume/Cap:	0.36		0.08		0.10	0.24		0.07		0.49	0.49		0.51		0.51	0.16		0.49		0.39
Delay/Veh:	55.4		28.5		28.6	38.3		16.5		21.2	39.7		37.0		37.0	48.1		47.6		47.3
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:	55.4		28.5		28.6	38.3		16.5		21.2	39.7		37.0		37.0	48.1		47.6		47.3
LOS by Move:	E		C		C	D		B		C	D		D		D	D		D		D
HCM2kAvgQ:	2		1		1	3		1		9	7		8		8	1		5		3

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

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

Intersection #12 Birch Rd/La Media Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 51.1
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					Include					Include				
Min. Green:	7		10		10	7		10		10	7		10		10	7		10		10
Lanes:	1	0	3	0	1	2	0	3	0	1	1	0	1	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	78		0		125	356		122		399	299		469		115	74		435		251
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	78		0		125	356		122		399	299		469		115	74		435		251
Added Vol:	0		144		79	128		268		0	0		7		0	93		4		70
NB Volume A:	-73		-100		185	100		-100		0	0		60		-60	261		73		100
Initial Fut:	5		44		389	584		290		399	299		536		55	428		512		421
User Adj:	1.00		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:	5		48		423	635		315		434	325		583		60	465		557		458
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	5		48		423	635		315		434	325		583		60	465		557		458
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	5		48		423	635		315		434	325		583		60	465		557		458
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.95		0.91		0.85	0.92		0.91		0.85	0.95		0.94		0.94	0.92		0.95		0.85
Lanes:	1.00		3.00		1.00	2.00		3.00		1.00	1.00		1.81		0.19	2.00		2.00		1.00
Final Sat.:	1805		5187		1615	3502		5187		1615	1805		3228		331	3502		3610		1615
Capacity Analysis Module:																				
Vol/Sat:	0.00		0.01		0.26	0.18		0.06		0.27	0.18		0.18		0.18	0.13		0.15		0.28
Crit Moves:						****		****			****									****
Green/Cycle:	0.09		0.27		0.27	0.18		0.36		0.36	0.18		0.27		0.27	0.20		0.29		0.29
Volume/Cap:	0.03		0.03		0.99	0.99		0.17		0.75	0.99		0.67		0.67	0.67		0.54		0.99
Delay/Veh:	41.3		27.2		76.0	72.3		22.1		33.9	86.1		34.2		34.2	39.4		30.6		73.2
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:	41.3		27.2		76.0	72.3		22.1		33.9	86.1		34.2		34.2	39.4		30.6		73.2
LOS by Move:	D		C		E	E		C		C	F		C		C	D		C		E
HCM2kAvgQ:	0		0		19	15		2		13	15		10		10	8		8		20

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

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

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.329
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.2
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	140	0	89	0	720	155	0	572	185
Growth Adj:	1.00	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	140	0	89	0	720	155	0	572	185
Added Vol:	0	0	0	21	0	18	0	185	30	0	243	24
NB Volume A:	0	0	0	0	0	0	0	361	0	0	481	0
Initial Fut:	0	0	0	161	0	107	0	1266	185	0	1296	209
User Adj:	1.00	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:	0	0	0	175	0	116	0	1376	201	0	1409	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	175	0	116	0	1376	201	0	1409	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	175	0	116	0	1376	201	0	1409	227
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	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.60	0.00	1.40	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2776	0	2427	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.05	0.00	0.27	0.12	0.00	0.27	0.14
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.82	0.82	0.00	0.82	0.82
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.33	0.00	0.32	0.15	0.00	0.33	0.17
Delay/Veh:	0.0	0.0	0.0	39.4	0.0	38.6	0.0	2.1	1.8	0.0	2.2	1.9
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	39.4	0.0	38.6	0.0	2.1	1.8	0.0	2.2	1.9
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	3	0	4	1	0	4	1

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

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

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.3
Optimal Cycle:	23	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	200	0	253	0	0	0	0	782	86	0	550	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:	200	0	253	0	0	0	0	782	86	0	550	85
Added Vol:	55	0	41	0	0	0	0	196	10	0	212	12
NB Vol Adj.:	0	0	0	0	0	0	0	361	0	0	481	0
Initial Fut:	255	0	294	0	0	0	0	1339	96	0	1243	97
User Adj:	1.00	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:	277	0	320	0	0	0	0	1455	104	0	1351	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	0	320	0	0	0	0	1455	104	0	1351	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	0	320	0	0	0	0	1455	104	0	1351	105
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.20	0.00	0.00	0.00	0.00	0.28	0.06	0.00	0.26	0.07
Crit Moves:			****					****		****		
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.57	0.57	0.00	0.57	0.57
Volume/Cap:	0.38	0.00	0.49	0.00	0.00	0.00	0.00	0.49	0.11	0.00	0.46	0.11
Delay/Veh:	21.5	0.0	22.9	0.0	0.0	0.0	0.0	13.1	10.0	0.0	12.7	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	0.0	22.9	0.0	0.0	0.0	0.0	13.1	10.0	0.0	12.7	10.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	6	0	8	0	0	0	0	10	1	0	9	1

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

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

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	47.3
Optimal Cycle:	106	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	200	178	47	172	114	230	199	307	237	2	143	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	178	47	172	114	230	199	307	237	2	143	136
Added Vol:	191	98	36	0	169	24	13	5	219	62	9	0
NB Volume A:	131	0	-25	0	-45	45	0	25	231	-40	40	0
Initial Fut:	522	276	58	172	238	299	212	337	687	24	192	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	567	300	63	187	259	325	230	366	747	26	209	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	300	63	187	259	325	230	366	747	26	209	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
FinalVolume:	567	300	63	187	259	325	230	366	747	26	209	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.95	0.91	0.85	0.92	0.85	0.85	0.95	0.89	0.89
Lanes:	2.00	2.48	0.52	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.17	0.83
Final Sat.:	3502	4175	877	1805	5187	1615	3502	1623	1623	1805	1982	1404
Capacity Analysis Module:												
Vol/Sat:	0.16	0.07	0.07	0.10	0.05	0.20	0.07	0.23	0.46	0.01	0.11	0.11
Crit Moves:	****					****			****	****		
Green/Cycle:	0.17	0.17	0.17	0.21	0.21	0.21	0.21	0.49	0.49	0.06	0.34	0.34
Volume/Cap:	0.94	0.42	0.42	0.48	0.23	0.94	0.31	0.46	0.94	0.25	0.31	0.31
Delay/Veh:	72.2	44.6	44.6	42.3	39.1	79.8	40.3	20.4	43.3	55.2	29.7	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:	72.2	44.6	44.6	42.3	39.1	79.8	40.3	20.4	43.3	55.2	29.7	29.7
LOS by Move:	E	D	D	D	D	E	D	C	D	E	C	C
HCM2kAvgQ:	15	5	5	6	3	16	4	9	32	1	5	5

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

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

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.998
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.6
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	1 0	0 1	0	0 2	1 0	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	719	0	611	0	1009	585	556	1180	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	719	0	611	0	1009	585	556	1180	0
Added Vol:	0	0	0	0	0	0	0	9	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	719	0	611	0	1018	585	556	1185	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:	0	0	0	782	0	664	0	1107	636	604	1288	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	782	0	664	0	1107	636	604	1288	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	782	0	664	0	1107	636	604	1288	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	0.95	1.00	0.85	1.00	0.86	0.86	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3268	1634	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.41	0.00	0.34	0.39	0.17	0.36	0.00
Crit Moves:						****				****	****	
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.39	0.39	0.17	0.56	0.00
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	1.00	0.00	0.87	1.00	1.00	0.63	0.00
Delay/Veh:	0.0	0.0	0.0	26.8	0.0	69.6	0.0	38.1	57.6	85.6	18.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.8	0.0	69.6	0.0	38.1	57.6	85.6	18.5	0.0
LOS by Move:	A	A	A	C	A	E	A	D	E	F	B	A
HCM2kAvgQ:	0	0	0	11	0	31	0	23	33	17	17	0

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

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

Intersection #17 Main / 805 NBR

Cycle (sec): 120 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: 75 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:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	0	1	0	0 2	0	0	0	0 0	1	0	2	0 0	0	0	3	0 2
Volume Module:																
Base Vol:	465		0	425	0		0	0	525		1207	0	0		1274	477
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	465		0	425	0		0	0	525		1207	0	0		1274	477
Added Vol:	0		0	0	0		0	0	0		9	0	0		5	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	465		0	425	0		0	0	525		1216	0	0		1279	477
User Adj:	1.00		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:	505		0	462	0		0	0	571		1322	0	0		1390	518
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	505		0	462	0		0	0	571		1322	0	0		1390	518
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	505		0	462	0		0	0	571		1322	0	0		1390	518
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		1.00	0.75	1.00		1.00	1.00	0.95		0.95	1.00	1.00		0.91	0.75
Lanes:	1.00		0.00	2.00	0.00		0.00	0.00	1.00		2.00	0.00	0.00		3.00	2.00
Final Sat.:	1809		0	2842	0		0	0	1805		3610	0	0		5187	2842
Capacity Analysis Module:																
Vol/Sat:	0.28		0.00	0.16	0.00		0.00	0.00	0.32		0.37	0.00	0.00		0.27	0.18
Crit Moves:	****								****						****	
Green/Cycle:	0.32		0.00	0.32	0.00		0.00	0.00	0.36		0.66	0.00	0.00		0.30	0.30
Volume/Cap:	0.89		0.00	0.52	0.00		0.00	0.00	0.89		0.56	0.00	0.00		0.89	0.60
Delay/Veh:	54.4		0.0	34.1	0.0		0.0	0.0	50.2		11.3	0.0	0.0		46.3	36.9
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:	54.4		0.0	34.1	0.0		0.0	0.0	50.2		11.3	0.0	0.0		46.3	36.9
LOS by Move:	D		A	C	A		A	A	D		B	A	A		D	D
HCM2kAvgQ:	21		0	8	0		0	0	23		14	0	0		21	10

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

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

Intersection #18 Main / Heritage S

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.8
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	980		0	10	0		0	0	0		30	0	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	980		0	10	0		0	0	0		30	0	0		0	0
Added Vol:	9		0	0	0		0	0	0		0	5	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	989		0	10	0		0	0	0		30	5	0		0	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:	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.00	0.92		0.92	0.92
PHF Volume:	1075		0	11	0		0	0	0		33	0	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	1075		0	11	0		0	0	0		33	0	0		0	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
FinalVolume:	1075		0	11	0		0	0	0		33	0	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		1.00	0.85	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00		0.00	1.00	0.00		0.00	0.00	0.00		1.00	1.00	1.00		1.00	0.00
Final Sat.:	1805		0	1615	0		0	0	0		1900	1900	1900		1900	0
Capacity Analysis Module:																
Vol/Sat:	0.60		0.00	0.01	0.00		0.00	0.00	0.00		0.02	0.00	0.00		0.00	0.00
Crit Moves:	****										****					
Green/Cycle:	0.84		0.00	0.84	0.00		0.00	0.00	0.00		0.10	0.00	0.00		0.00	0.00
Volume/Cap:	0.71		0.00	0.01	0.00		0.00	0.00	0.00		0.17	0.00	0.00		0.00	0.00
Delay/Veh:	4.7		0.0	1.3	0.0		0.0	0.0	0.0		41.6	0.0	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	4.7		0.0	1.3	0.0		0.0	0.0	0.0		41.6	0.0	0.0		0.0	0.0
LOS by Move:	A		A	A	A		A	A	A		D	A	A		A	A
HCM2kAvgQ:	14		0	0	0		0	0	0		1	0	0		0	0

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Main St/La Media

Cycle (sec):	61	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.2
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	158	143	284	482	0	0	0	0	177	0	192
Growth Adj:	1.00	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	158	143	284	482	0	0	0	0	177	0	192
Added Vol:	0	162	10	23	314	0	0	0	0	0	0	20
NB Volume A:	0	185	-130	33	228	0	0	0	0	-150	0	-173
Initial Fut:	0	505	23	340	1024	0	0	0	0	27	0	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	549	25	370	1113	0	0	0	0	29	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	549	25	370	1113	0	0	0	0	29	0	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	549	25	370	1113	0	0	0	0	29	0	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	1.00	0.96	0.04	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1900	1805	82	1805	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.20	0.59	0.00	0.00	0.00	0.00	0.02	0.00	0.03
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.48	0.48	0.32	0.80	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Volume/Cap:	0.00	0.63	0.63	0.63	0.73	0.00	0.00	0.00	0.00	0.10	0.00	0.16
Delay/Veh:	0.0	13.3	13.3	19.9	4.7	0.0	0.0	0.0	0.0	21.8	0.0	22.2
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	13.3	13.3	19.9	4.7	0.0	0.0	0.0	0.0	21.8	0.0	22.2
LOS by Move:	A	B	B	B	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	9	9	7	12	0	0	0	0	1	0	1

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

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

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.3
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	0	0	10	0	23	16	0	0	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	23	16	0	0	0	0	10
Added Vol:	0	0	0	0	0	522	281	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	545	297	0	0	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	11	0	592	323	0	0	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	11	0	592	323	0	0	0	0	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
FinalVolume:	0	0	0	11	0	592	323	0	0	0	0	11
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	0.95	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.37	0.18	0.00	0.00	0.00	0.00	0.01
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.55	0.00	0.55	0.27	0.00	0.00	0.00	0.00	0.10
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.67	0.67	0.00	0.00	0.00	0.00	0.07
Delay/Veh:	0.0	0.0	0.0	10.1	0.0	17.8	36.1	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	10.1	0.0	17.8	36.1	0.0	0.0	0.0	0.0	40.9
LOS by Move:	A	A	A	B	A	B	D	A	A	A	A	D
HCM2kAvgQ:	0	0	0	0	0	14	10	0	0	0	0	0

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

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

Intersection #13 Main/Street "A"

Cycle (sec):	120	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.5
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	1	1 0	1 1	0	0 0	1! 0	0	1 1	0 1	0
Volume Module:												
Base Vol:	31	163	50	113	27	189	50	195	61	10	132	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	163	50	113	27	189	50	195	61	10	132	92
Added Vol:	0	100	301	0	173	0	0	0	0	518	0	0
NB Volume A:	-31	0	31	0	0	-189	-50	-195	-61	116	-184	0
Initial Fut:	0	263	382	113	200	0	0	0	0	644	-52	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92
PHF Volume:	0	286	415	123	217	0	0	0	0	700	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	286	415	123	217	0	0	0	0	700	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
FinalVolume:	0	286	415	123	217	0	0	0	0	700	0	100
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	0.95	0.95	1.00	1.00	1.00	0.89	0.95	0.89
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	1900	0	3393	0	1696
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.26	0.07	0.06	0.00	0.00	0.00	0.00	0.21	0.00	0.06
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.48	0.48	0.13	0.61	0.00	0.00	0.00	0.00	0.39	0.00	0.39
Volume/Cap:	0.00	0.16	0.53	0.53	0.10	0.00	0.00	0.00	0.00	0.53	0.00	0.15
Delay/Veh:	0.0	17.4	22.2	51.3	9.6	0.0	0.0	0.0	0.0	28.7	0.0	23.9
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	17.4	22.2	51.3	9.6	0.0	0.0	0.0	0.0	28.7	0.0	23.9
LOS by Move:	A	B	C	D	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	3	11	5	2	0	0	0	0	11	0	2

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

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PM Peak Hour

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

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	0.389
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.1
Optimal Cycle:	40	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1 0	0	1 1	0 1	1	2 0	2 0	0	2 0	3 0	2
Volume Module:												
Base Vol:	0	0	0	112	0	51	146	212	0	0	183	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:	0	0	0	112	0	51	146	212	0	0	183	120
Added Vol:	0	65	0	15	35	401	233	68	0	0	117	28
NB Volume A:	0	0	0	170	0	32	6	-170	0	0	-100	100
Initial Fut:	0	65	0	297	35	484	385	110	0	0	200	248
User Adj:	1.00	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:	0	71	0	323	38	526	418	120	0	0	217	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	71	0	323	38	526	418	120	0	0	217	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	71	0	323	38	526	418	120	0	0	217	270
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	0.92	0.95	1.00	0.97	0.91	0.75
Lanes:	0.00	1.00	0.00	1.79	0.21	2.00	2.00	2.00	0.00	2.00	3.00	2.00
Final Sat.:	0	1900	0	2889	340	3230	3502	3610	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.11	0.11	0.16	0.12	0.03	0.00	0.00	0.04	0.09
Crit Moves:		****		****			****					****
Green/Cycle:	0.00	0.11	0.00	0.28	0.39	0.39	0.30	0.54	0.00	0.00	0.24	0.24
Volume/Cap:	0.00	0.33	0.00	0.40	0.28	0.41	0.40	0.06	0.00	0.00	0.18	0.40
Delay/Veh:	0.0	37.9	0.0	26.3	18.7	19.9	25.2	9.8	0.0	0.0	27.3	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.9	0.0	26.3	18.7	19.9	25.2	9.8	0.0	0.0	27.3	29.2
LOS by Move:	A	D	A	C	B	B	C	A	A	A	C	C
HCM2kAvgQ:	0	2	0	4	4	6	5	1	0	0	2	4

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #263 Main/V8w St A

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.4
Optimal Cycle:	31	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0 0	0	0 0	0	0 0	1 1	0	1 0	2 0 0
Volume Module:												
Base Vol:	10	0	12	0	0	0	0	296	8	13	333	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	12	0	0	0	0	296	8	13	333	0
Added Vol:	20	0	271	0	0	0	0	10	23	522	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	283	0	0	0	0	306	31	535	333	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:	33	0	308	0	0	0	0	333	34	582	362	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	0	308	0	0	0	0	333	34	582	362	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	0	308	0	0	0	0	333	34	582	362	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	3232	327	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.19	0.00	0.00	0.00	0.00	0.10	0.10	0.32	0.10	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.16	0.16	0.50	0.66	0.00
Volume/Cap:	0.06	0.00	0.64	0.00	0.00	0.00	0.00	0.64	0.64	0.64	0.15	0.00
Delay/Veh:	25.2	0.0	33.5	0.0	0.0	0.0	0.0	41.8	41.8	19.8	6.3	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:	25.2	0.0	33.5	0.0	0.0	0.0	0.0	41.8	41.8	19.8	6.3	0.0
LOS by Move:	C	A	C	A	A	A	A	D	D	B	A	A
HCM2kAvgQ:	1	0	9	0	0	0	0	7	7	14	2	0

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

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APPENDIX K

2020 Conditions HCM Mitigated Worksheets

OLC Parcels B & C
2020 Mitigated
AM Peak Hour

Scenario Report

Scenario:	2020 am - Mitigated
Command:	2020 am (Baseline - No Bridges)
Volume:	2020 am NB
Geometry:	No Main - No Bridges (2015, 2020)
Impact Fee:	Default Impact Fee
Trip Generation:	+2020 am
Trip Distribution:	2020
Paths:	NO Main - NO Bridges
Routes:	Default Route
Configuration:	2020 nb + pr am

OLC Parcels B & C
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Trip Generation Report

Forecast for +2020 am

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	V8W-Parcel B	1.00	2020	375.00	775.00	375	775	1150	54.0
	Zone 1 Subtotal					375	775	1150	54.0
2	V9-Parcel C	1.00	2020	308.00	671.00	308	671	979	46.0
2	V9-Parcel C	1.00	2025	0.00	0.00	0	0	0	0.0
	Zone 2 Subtotal					308	671	979	46.0
TOTAL						683	1446	2129	100.0

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Trip Distribution Report

Percent Of Trips 2020 project

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11
1	6.0	2.0	12.0	15.0	2.0	0.0	2.0	1.0	6.0	1.0	2.0
2	4.0	6.0	1.0	5.0	3.0	5.0	2.0	0.0	3.0	0.0	1.0

Zone	To Gates 12	13	14	15	16	17	18	19	20	21	22
1	6.0	2.0	0.0	2.0	1.0	1.0	1.0	11.0	3.0	0.0	0.0
2	3.0	1.0	1.0	6.0	0.0	9.0	7.0	18.0	10.0	0.0	0.0

Zone	To Gates 23	24	25	26	28	29	30	270
1	0.0	0.0	0.0	7.0	7.0	0.0	7.0	3.0
2	2.0	1.0	0.0	6.0	5.0	0.0	0.0	1.0

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Olympic Ave/805 SBR	D	38.9	0.779	D	40.4	0.803	+ 1.435 D/V
# 2 Olympic Pkwy/805 NBR	C	31.9	0.952	C	34.6	0.980	+ 2.664 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	28.0	0.702	C	28.3	0.742	+ 0.247 D/V
# 4 Olympic/Santa Victoria	B	18.0	0.756	B	17.8	0.777	-0.206 D/V
# 5 Olympic Pkwy/Heritage Rd	C	34.3	0.874	D	37.1	0.919	+ 2.846 D/V
# 6 Olympic Pkwy/La Media Rd	D	37.1	0.702	D	40.0	0.807	+ 2.919 D/V
# 7 Olympic Pkwy/125 SB	A	5.6	0.345	A	5.3	0.372	-0.261 D/V
# 8 Olympic Pwky/125 NB	A	4.6	0.363	A	4.3	0.391	-0.296 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	31.8	0.419	C	33.5	0.470	+ 1.721 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	35.6	0.504	D	35.4	0.507	-0.208 D/V
# 11 Heritage/Santa Victoria	C	27.4	0.547	C	27.4	0.547	+ 0.000 D/V
# 12 Birch Rd/La Media Rd	C	33.2	0.749	D	45.9	0.958	+12.694 D/V
# 13 Birch Rd/125SB	A	7.0	0.213	A	5.1	0.324	-1.903 D/V
# 14 Birch Rd/125NB	B	16.2	0.321	B	13.4	0.447	-2.801 D/V
# 15 Birch Rd/Eastlake Pkwy	D	35.7	0.408	D	40.4	0.806	+ 4.732 D/V
# 16 Main / 805 SBR	C	30.6	0.738	C	30.6	0.738	-0.009 D/V
# 17 Main / 805 NBR	C	29.8	0.680	C	29.8	0.680	+ 0.036 D/V
# 18 Main / Heritage S	A	4.0	0.398	A	4.0	0.401	-0.003 D/V
# 19 Main St/La Media	A	9.7	0.294	A	9.7	0.444	-0.034 D/V
# 20 Main St/Magdalena	B	17.3	0.145	B	12.6	0.296	-4.734 D/V
# 21 Main St/125 SB	A	0.0	0.162	A	0.0	0.000	-0.034 D/V
# 22 Main St/125 NB	A	0.0	0.162	A	0.0	0.000	-0.034 D/V
# 23 Main/Street "A"	C	32.6	0.284	C	21.9	0.567	-10.709 D/V

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Main-Hunte/Eastlake Pkwy	B	15.6	0.085	C	24.8	0.489	+ 9.192 D/V
# 25 OVR/125 SBR	A	0.0	0.036	A	0.0	0.000	-0.007 D/V
# 26 OVR/125NBR	A	0.0	0.036	A	0.0	0.000	-0.007 D/V
# 27 OVR/Village9	B	16.4	0.037	B	11.6	0.038	-4.805 D/V
# 28 La Media/125SBR	A	0.0	0.174	A	0.0	0.174	+ 0.000 D/V
# 29 La Media/125 NBR	A	0.0	0.174	A	0.0	0.174	+ 0.000 D/V

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

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):		0.803
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):		40.4
Optimal Cycle:	48	Level Of Service:		D

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	2 0	0 0	2	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	622	0	533	0	1044	375	785	627	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	622	0	533	0	1044	375	785	627	0
Added Vol:	0	0	0	35	0	0	0	11	0	67	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	657	0	533	0	1055	375	852	649	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:	0	0	0	714	0	579	0	1147	408	926	705	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	714	0	579	0	1147	408	926	705	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	714	0	579	0	1147	408	926	705	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	0.92	1.00	0.75	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3502	0	2842	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.32	0.25	0.26	0.20	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.40	0.40	0.33	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.80	0.00	0.80	0.64	0.80	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	54.3	0.0	55.4	0.0	40.9	36.4	47.0	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	54.3	0.0	55.4	0.0	40.9	36.4	47.0	6.7	0.0
LOS by Move:	A	A	A	D	A	E	A	D	D	D	A	A
HCM2kAvgQ:	0	0	0	17	0	15	0	24	14	20	5	0

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

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

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.6
Optimal Cycle:	180	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:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0	0 1	0	0 0	0 0	2 0	2	0 0	0	0 2	0 2
Volume Module:												
Base Vol:	327	0	993	0	0	0	698	1188	0	0	986	1603
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	327	0	993	0	0	0	698	1188	0	0	986	1603
Added Vol:	0	0	32	0	0	0	0	45	0	0	89	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	327	0	1025	0	0	0	698	1233	0	0	1075	1676
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:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	355	0	0	0	0	0	759	1340	0	0	1168	1822
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	0	0	0	0	0	759	1340	0	0	1168	1822
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
FinalVolume:	355	0	0	0	0	0	759	1340	0	0	1168	1822
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.95	0.75
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	3502	0	1900	0	0	0	3502	3610	0	0	3610	2842
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.00	0.00	0.00	0.00	0.22	0.37	0.00	0.00	0.32	0.64
Crit Moves:	****						****					****
Green/Cycle:	0.10	0.00	0.00	0.00	0.00	0.00	0.22	0.88	0.00	0.00	0.65	0.65
Volume/Cap:	0.98	0.00	0.00	0.00	0.00	0.00	0.98	0.42	0.00	0.00	0.49	0.98
Delay/Veh:	104.4	0.0	0.0	0.0	0.0	0.0	81.6	1.8	0.0	0.0	12.6	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:	104.4	0.0	0.0	0.0	0.0	0.0	81.6	1.8	0.0	0.0	12.6	39.7
LOS by Move:	F	A	A	A	A	A	F	A	A	A	B	D
HCM2kAvgQ:	12	0	0	0	0	0	22	6	0	0	13	49

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

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

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.3
Optimal Cycle:	54	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:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1	0 1	1	0 1	0 1	2 0	2	1 0	2	0 3	0 1
Volume Module:												
Base Vol:	48	117	319	188	362	201	138	1142	124	406	1751	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	117	319	188	362	201	138	1142	124	406	1751	247
Added Vol:	0	0	11	0	0	0	0	85	0	22	178	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	117	330	188	362	201	138	1227	124	428	1929	247
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:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	52	127	0	204	393	218	150	1334	135	465	2097	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	127	0	204	393	218	150	1334	135	465	2097	268
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
FinalVolume:	52	127	0	204	393	218	150	1334	135	465	2097	268
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	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.72	0.28	2.00	3.00	1.00
Final Sat.:	1805	1900	1900	1805	1900	1615	3502	4645	469	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.00	0.11	0.21	0.14	0.04	0.29	0.29	0.13	0.40	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.16	0.00	0.18	0.26	0.26	0.07	0.40	0.40	0.19	0.52	0.52
Volume/Cap:	0.41	0.43	0.00	0.64	0.78	0.51	0.61	0.72	0.72	0.72	0.78	0.32
Delay/Veh:	46.7	39.1	0.0	42.4	42.0	32.4	49.7	26.5	26.5	42.1	21.3	14.3
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:	46.7	39.1	0.0	42.4	42.0	32.4	49.7	26.5	26.5	42.1	21.3	14.3
LOS by Move:	D	D	A	D	D	C	D	C	C	D	C	B
HCM2kAvgQ:	2	4	0	7	13	6	3	15	15	8	21	5

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

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

Intersection #4 Olympic/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.8
Optimal Cycle:	55	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 3	0 1	1	0 3	0 0
Volume Module:												
Base Vol:	119	0	124	0	0	0	0	1853	406	409	2281	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:	119	0	124	0	0	0	0	1853	406	409	2281	0
Added Vol:	0	0	0	0	0	0	0	95	0	0	200	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	0	124	0	0	0	0	1948	406	409	2481	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:	129	0	135	0	0	0	0	2117	441	445	2697	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	0	135	0	0	0	0	2117	441	445	2697	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	0	135	0	0	0	0	2117	441	445	2697	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	0.85	0.95	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.08	0.00	0.00	0.00	0.00	0.41	0.27	0.25	0.52	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.53	0.53	0.32	0.84	0.00
Volume/Cap:	0.67	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.52	0.78	0.62	0.00
Delay/Veh:	60.1	0.0	71.7	0.0	0.0	0.0	0.0	24.3	19.2	43.8	3.4	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:	60.1	0.0	71.7	0.0	0.0	0.0	0.0	24.3	19.2	43.8	3.4	0.0
LOS by Move:	E	A	E	A	A	A	A	C	B	D	A	A
HCM2kAvgQ:	6	0	7	0	0	0	0	24	11	16	12	0

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

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

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.1
Optimal Cycle:	121	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	3	0 1	0 2	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	51	0	59	608	106	486	447	1649	115	211	2270	759
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	0	59	608	106	486	447	1649	115	211	2270	759
Added Vol:	0	0	0	74	0	0	0	95	0	0	200	155
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	0	59	682	106	486	447	1744	115	211	2470	914
User Adj:	1.00	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:	55	0	64	741	115	528	486	1896	125	229	2685	993
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	0	64	741	115	528	486	1896	125	229	2685	993
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	0	64	741	115	528	486	1896	125	229	2685	993
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	1.00	0.75	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	3.00	1.00	2.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	5253	1900	2842	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.04	0.14	0.06	0.19	0.14	0.37	0.04	0.07	0.52	0.35
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.00	0.06	0.20	0.19	0.19	0.14	0.58	0.58	0.10	0.54	0.54
Volume/Cap:	0.27	0.00	0.72	0.72	0.31	0.96	0.96	0.63	0.08	0.63	0.96	0.65
Delay/Veh:	54.8	0.0	80.3	47.6	42.1	77.1	81.6	17.3	11.2	55.2	36.4	20.7
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:	54.8	0.0	80.3	47.6	42.1	77.1	81.6	17.3	11.2	55.2	36.4	20.7
LOS by Move:	D	A	F	D	D	E	F	B	B	E	D	C
HCM2kAvgQ:	1	0	4	10	4	15	13	17	1	5	40	15

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

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

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.0
Optimal Cycle:	70	Level Of Service:	D

Street Name:	La Media						Olympic Pkwy					
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	427	456	303	141	625	371	295	800	606	286	1382	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	427	456	303	141	625	371	295	800	606	286	1382	165
Added Vol:	202	133	0	8	64	0	0	72	98	0	154	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	629	589	303	149	689	371	295	872	704	286	1536	182
User Adj:	1.00	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:	684	640	329	162	749	403	321	948	765	311	1670	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	684	640	329	162	749	403	321	948	765	311	1670	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	684	640	329	162	749	403	321	948	765	311	1670	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.12	0.20	0.05	0.14	0.14	0.09	0.18	0.27	0.09	0.32	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.24	0.33	0.33	0.09	0.18	0.18	0.11	0.39	0.39	0.13	0.40	0.40
Volume/Cap:	0.81	0.38	0.62	0.49	0.81	0.79	0.81	0.47	0.70	0.70	0.81	0.31
Delay/Veh:	48.6	31.1	36.4	52.9	52.6	55.5	63.4	27.9	33.0	55.0	34.4	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:	48.6	31.1	36.4	52.9	52.6	55.5	63.4	27.9	33.0	55.0	34.4	25.0
LOS by Move:	D	C	D	D	D	E	E	C	C	E	C	C
HCM2kAvgQ:	14	7	11	4	12	10	8	10	14	7	22	5

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.3
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0	1	0 1!	0 1	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	197	0	105	0	1364	94	0	1356	121
Growth Adj:	1.00	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	197	0	105	0	1364	94	0	1356	121
Added Vol:	0	0	0	0	0	0	0	76	0	0	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	197	0	105	0	1440	94	0	1489	121
User Adj:	1.00	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:	0	0	0	214	0	114	0	1565	102	0	1618	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	214	0	114	0	1565	102	0	1618	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
FinalVolume:	0	0	0	214	0	114	0	1565	102	0	1618	132
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	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.65	0.00	1.35	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2881	0	2350	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.05	0.00	0.30	0.06	0.00	0.31	0.08
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.13	0.00	0.84	0.84	0.00	0.84	0.84
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.37	0.00	0.36	0.08	0.00	0.37	0.10
Delay/Veh:	0.0	0.0	0.0	42.2	0.0	40.0	0.0	1.9	1.4	0.0	1.9	1.4
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	42.2	0.0	40.0	0.0	1.9	1.4	0.0	1.9	1.4
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	3	0	4	1	0	4	1

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.3
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	2
Volume Module:												
Base Vol:	85	0	89	0	0	0	0	1045	417	0	1393	426
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	0	89	0	0	0	0	1045	417	0	1393	426
Added Vol:	0	0	0	0	0	0	0	76	0	0	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	0	89	0	0	0	0	1121	417	0	1526	426
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	92	0	97	0	0	0	0	1218	453	0	1659	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	0	97	0	0	0	0	1218	453	0	1659	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
FinalVolume:	92	0	97	0	0	0	0	1218	453	0	1659	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.06	0.00	0.00	0.00	0.00	0.23	0.28	0.00	0.32	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.82	0.82	0.00	0.82	0.00
Volume/Cap:	0.17	0.00	0.39	0.00	0.00	0.00	0.00	0.29	0.34	0.00	0.39	0.00
Delay/Veh:	37.0	0.0	39.2	0.0	0.0	0.0	0.0	2.2	2.5	0.0	2.5	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:	37.0	0.0	39.2	0.0	0.0	0.0	0.0	2.2	2.5	0.0	2.5	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	3	4	0	5	0

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.5
Optimal Cycle:	42	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:	Ovl				Ovl				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2 0	3	0	1	2 0	3	0	2	2 0	3	0	1	2 0	3	0	1
Volume Module:																
Base Vol:	277	198	116		175	197	205		246	357	216		187	895	208	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	277	198	116		175	197	205		246	357	216		187	895	208	
Added Vol:	124	40	20		0	18	8		16	3	57		10	2	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	401	238	136		175	215	213		262	360	273		197	897	208	
User Adj:	1.00	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:	436	259	148		190	234	232		285	391	297		214	975	226	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	436	259	148		190	234	232		285	391	297		214	975	226	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	436	259	148		190	234	232		285	391	297		214	975	226	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.85		0.92	0.91	0.75		0.92	0.91	0.85		0.92	0.91	0.85	
Lanes:	2.00	3.00	1.00		2.00	3.00	2.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3502	5187	1615		3502	5187	2842		3502	5187	1615		3502	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.05	0.09		0.05	0.05	0.08		0.08	0.08	0.18		0.06	0.19	0.14	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.26	0.21	0.36		0.15	0.10	0.27		0.17	0.43	0.43		0.14	0.40	0.40	
Volume/Cap:	0.47	0.24	0.26		0.37	0.47	0.30		0.47	0.18	0.43		0.43	0.47	0.35	
Delay/Veh:	37.4	39.3	27.7		46.4	52.1	35.1		45.3	21.1	24.3		47.5	26.8	25.5	
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:	37.4	39.3	27.7		46.4	52.1	35.1		45.3	21.1	24.3		47.5	26.8	25.5	
LOS by Move:	D	D	C		D	D	D		D	C	C		D	C	C	
HCM2kAvgQ:	7	3	4		4	4	4		5	3	8		4	10	6	

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

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Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.4
Optimal Cycle: 42 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	90	120	45	122	152	394	219	238	180	113	364	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	120	45	122	152	394	219	238	180	113	364	152
Added Vol:	0	34	13	0	15	0	0	16	0	6	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	154	58	122	167	394	219	254	180	119	372	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	98	167	63	133	182	428	238	276	196	129	404	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	167	63	133	182	428	238	276	196	129	404	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
FinalVolume:	98	167	63	133	182	428	238	276	196	129	404	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.92	0.95	0.85	0.92	0.85	0.85	0.92	0.95	0.85
Lanes:	2.00	2.18	0.82	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3613	1361	3502	3610	1615	3502	3244	1622	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.04	0.05	0.27	0.07	0.09	0.12	0.04	0.11	0.10
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.34	0.34	0.24	0.52	0.52	0.13	0.24	0.24	0.12	0.22	0.22
Volume/Cap:	0.48	0.14	0.14	0.16	0.10	0.51	0.51	0.36	0.51	0.32	0.51	0.46
Delay/Veh:	56.5	27.4	27.4	36.2	14.5	19.2	49.3	38.2	40.0	49.2	41.6	41.6
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:	56.5	27.4	27.4	36.2	14.5	19.2	49.3	38.2	40.0	49.2	41.6	41.6
LOS by Move:	E	C	C	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	2	2	2	2	10	5	5	7	3	7	6

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Heritage/Santa Victoria

Cycle (sec): 120 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 42 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			Ignore			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	91	54	62	132	160	0	60	542	123	195	628	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:	91	54	62	132	160	0	60	542	123	195	628	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	54	62	132	160	0	60	542	123	195	628	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	99	59	67	143	174	0	65	589	134	212	683	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	59	67	143	174	0	65	589	134	212	683	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	99	59	67	143	174	0	65	589	134	212	683	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1900	1805	1900	1615	1805	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.04	0.04	0.03	0.00	0.04	0.31	0.08	0.12	0.36	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.06	0.08	0.08	0.07	0.09	0.00	0.11	0.56	0.56	0.21	0.67	0.00
Volume/Cap:	0.44	0.14	0.50	0.55	0.36	0.00	0.33	0.55	0.15	0.55	0.54	0.00
Delay/Veh:	55.3	51.1	55.5	56.1	51.6	0.0	50.5	17.3	12.6	43.8	10.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	51.1	55.5	56.1	51.6	0.0	50.5	17.3	12.6	43.8	10.8	0.0
LOS by Move:	E	D	E	E	D	A	D	B	B	D	B	A
HCM2kAvgQ:	2	1	3	3	3	0	2	14	2	7	13	0

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 45.9
Optimal Cycle: 145 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	69	0	102	396	309	410	316	683	122	70	513	270
Growth Adj:	1.00	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	0	102	396	309	410	316	683	122	70	513	270
Added Vol:	0	225	77	53	109	0	0	3	0	68	7	110
NB Volume A:	-40	-27	164	100	-100	0	0	70	-70	84	60	51
Initial Fut:	29	198	343	549	318	410	316	756	52	222	580	431
User Adj:	1.00	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:	32	215	373	597	346	446	343	822	57	241	630	468
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	215	373	597	346	446	343	822	57	241	630	468
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	215	373	597	346	446	343	822	57	241	630	468
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.94	0.94	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.87	0.13	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	3344	230	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.23	0.17	0.07	0.28	0.19	0.25	0.25	0.07	0.17	0.29
Crit Moves:			****	****			****					****
Green/Cycle:	0.08	0.24	0.24	0.18	0.33	0.33	0.20	0.39	0.39	0.11	0.30	0.30
Volume/Cap:	0.21	0.17	0.96	0.96	0.20	0.83	0.96	0.63	0.63	0.62	0.58	0.96
Delay/Veh:	43.3	30.1	72.2	66.7	23.8	40.8	76.2	25.6	25.6	45.5	30.2	64.5
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:	43.3	30.1	72.2	66.7	23.8	40.8	76.2	25.6	25.6	45.5	30.2	64.5
LOS by Move:	D	C	E	E	C	D	E	C	C	D	C	E
HCM2kAvgQ:	1	2	16	14	3	15	15	12	12	5	9	19

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Birch Rd/125SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.324
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 5.1
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1!	0 1	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	59	0	137	0	719	133	0	736	172
Growth Adj:	1.00	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	59	0	137	0	719	133	0	736	172
Added Vol:	0	0	0	9	0	8	0	169	47	0	178	40
NB Volume A:	0	0	0	0	0	0	0	346	0	0	216	0
Initial Fut:	0	0	0	68	0	145	0	1234	180	0	1130	212
User Adj:	1.00	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:	0	0	0	74	0	158	0	1341	196	0	1228	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	74	0	158	0	1341	196	0	1228	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	74	0	158	0	1341	196	0	1228	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	1.00	0.88	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.32	0.00	1.68	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2215	0	2822	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.06	0.00	0.26	0.12	0.00	0.24	0.14
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.80	0.80	0.00	0.80	0.80
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.32	0.00	0.32	0.15	0.00	0.30	0.18
Delay/Veh:	0.0	0.0	0.0	35.5	0.0	36.5	0.0	2.8	2.4	0.0	2.7	2.5
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:	0.0	0.0	0.0	35.5	0.0	36.5	0.0	2.8	2.4	0.0	2.7	2.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	3	0	4	1	0	4	2

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

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

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.4
Optimal Cycle:	23	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	247	0	239	0	0	0	0	735	151	0	720	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	0	239	0	0	0	0	735	151	0	720	114
Added Vol:	23	0	18	0	0	0	0	162	16	0	195	20
NB Volume A:	0	0	0	0	0	0	0	346	0	0	216	0
Initial Fut:	270	0	257	0	0	0	0	1243	167	0	1131	134
User Adj:	1.00	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:	293	0	279	0	0	0	0	1351	182	0	1229	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	0	279	0	0	0	0	1351	182	0	1229	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	0	279	0	0	0	0	1351	182	0	1229	146
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.17	0.00	0.00	0.00	0.00	0.26	0.11	0.00	0.24	0.09
Crit Moves:			****					****		****		
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.58	0.58	0.00	0.58	0.58
Volume/Cap:	0.42	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.19	0.00	0.41	0.15
Delay/Veh:	22.8	0.0	23.2	0.0	0.0	0.0	0.0	11.9	9.9	0.0	11.5	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:	22.8	0.0	23.2	0.0	0.0	0.0	0.0	11.9	9.9	0.0	11.5	9.6
LOS by Move:	C	A	C	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	7	0	7	0	0	0	0	9	3	0	8	2

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

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

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.4
Optimal Cycle:	69	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	179	166	2	97	202	248	177	170	148	30	267	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	166	2	97	202	248	177	170	148	30	267	67
Added Vol:	202	164	60	0	75	10	20	8	153	28	4	0
NB Volume A:	93	0	0	0	-19	19	0	30	266	0	50	0
Initial Fut:	474	330	62	97	258	277	197	208	567	58	321	67
User Adj:	1.00	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:	515	359	67	105	280	301	214	226	616	63	349	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	515	359	67	105	280	301	214	226	616	63	349	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	515	359	67	105	280	301	214	226	616	63	349	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.95	0.91	0.85	0.92	0.85	0.85	0.95	0.93	0.93
Lanes:	2.00	2.53	0.47	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	3502	4262	801	1805	5187	1615	3502	1606	1606	1805	2909	607
Capacity Analysis Module:												
Vol/Sat:	0.15	0.08	0.08	0.06	0.05	0.19	0.06	0.14	0.38	0.03	0.12	0.12
Crit Moves:	****					****			****	****		
Green/Cycle:	0.18	0.24	0.24	0.17	0.23	0.23	0.18	0.47	0.47	0.06	0.35	0.35
Volume/Cap:	0.82	0.35	0.35	0.35	0.24	0.82	0.34	0.30	0.82	0.60	0.34	0.34
Delay/Veh:	55.8	38.0	38.0	45.0	38.0	57.6	43.5	19.8	32.9	64.3	29.1	29.1
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:	55.8	38.0	38.0	45.0	38.0	57.6	43.5	19.8	32.9	64.3	29.1	29.1
LOS by Move:	E	D	D	D	D	E	D	B	C	E	C	C
HCM2kAvgQ:	12	5	5	4	3	13	4	5	22	3	6	6

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.6
Optimal Cycle:	36	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	543	0	489	0	908	318	395	713	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	543	0	489	0	908	318	395	713	0
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	543	0	489	0	912	318	395	721	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:	0	0	0	590	0	532	0	991	346	429	784	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	590	0	532	0	991	346	429	784	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	590	0	532	0	991	346	429	784	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	0.95	1.00	0.85	1.00	0.87	0.87	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.22	0.78	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3696	1289	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.33	0.00	0.27	0.27	0.12	0.22	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.45	0.00	0.45	0.00	0.36	0.36	0.17	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.74	0.00	0.74	0.74	0.74	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	22.2	0.0	31.5	0.0	34.9	34.9	52.5	17.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.2	0.0	31.5	0.0	34.9	34.9	52.5	17.1	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	7	0	17	0	17	17	9	9	0

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.8
Optimal Cycle:	30	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	0 0	0 0	0	1 0	2 0	0	0 0	3 0	2
Volume Module:												
Base Vol:	372	0	380	0	0	0	444	1007	0	0	735	451
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	0	380	0	0	0	444	1007	0	0	735	451
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	0	380	0	0	0	444	1011	0	0	743	451
User Adj:	1.00	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:	404	0	413	0	0	0	483	1099	0	0	808	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	0	413	0	0	0	483	1099	0	0	808	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	0	413	0	0	0	483	1099	0	0	808	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.15	0.00	0.00	0.00	0.27	0.30	0.00	0.00	0.16	0.17
Crit Moves:	****						****					****
Green/Cycle:	0.33	0.00	0.33	0.00	0.00	0.00	0.39	0.65	0.00	0.00	0.25	0.25
Volume/Cap:	0.68	0.00	0.44	0.00	0.00	0.00	0.68	0.47	0.00	0.00	0.61	0.68
Delay/Veh:	38.0	0.0	32.0	0.0	0.0	0.0	32.9	10.9	0.0	0.0	40.5	43.1
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:	38.0	0.0	32.0	0.0	0.0	0.0	32.9	10.9	0.0	0.0	40.5	43.1
LOS by Move:	D	A	C	A	A	A	C	B	A	A	D	D
HCM2kAvgQ:	14	0	7	0	0	0	15	11	0	0	10	10

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

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

Intersection #18 Main / Heritage S

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.0
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 1	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	593	0	10	0	0	0	0	30	710	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:	593	0	10	0	0	0	0	30	710	0	0	0
Added Vol:	4	0	0	0	0	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	597	0	10	0	0	0	0	30	718	0	0	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	649	0	11	0	0	0	0	33	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	649	0	11	0	0	0	0	33	0	0	0	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
FinalVolume:	649	0	11	0	0	0	0	33	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1900	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.36	0.00	0.01	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Crit Moves:	****							****				
Green/Cycle:	0.84	0.00	0.84	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00
Volume/Cap:	0.43	0.00	0.01	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.00
Delay/Veh:	2.2	0.0	1.3	0.0	0.0	0.0	0.0	41.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.2	0.0	1.3	0.0	0.0	0.0	0.0	41.6	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	D	A	A	A	A
HCM2kAvgQ:	5	0	0	0	0	0	0	1	0	0	0	0

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Main St/La Media

Cycle (sec): 61 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 2 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	34	109	267	449	0	0	0	0	139	0	74
Growth Adj:	1.00	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	34	109	267	449	0	0	0	0	139	0	74
Added Vol:	0	270	16	9	168	0	0	0	0	0	0	31
NB Volume A:	0	164	-100	160	84	0	0	0	0	-84	0	-67
Initial Fut:	0	468	25	436	701	0	0	0	0	55	0	38
User Adj:	1.00	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:	0	509	27	474	762	0	0	0	0	60	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	509	27	474	762	0	0	0	0	60	0	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	509	27	474	762	0	0	0	0	60	0	41
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	1.00	0.95	1.00	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3610	1615	1805	3610	1900	1900	3610	1900	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.02	0.26	0.21	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.28	0.28	0.52	0.80	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Volume/Cap:	0.00	0.50	0.06	0.50	0.26	0.00	0.00	0.00	0.00	0.20	0.00	0.16
Delay/Veh:	0.0	18.8	16.1	9.9	1.5	0.0	0.0	0.0	0.0	22.4	0.0	22.2
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	18.8	16.1	9.9	1.5	0.0	0.0	0.0	0.0	22.4	0.0	22.2
LOS by Move:	A	B	B	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	0	6	2	0	0	0	0	1	0	1

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

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

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.296
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.6
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0 1	0	1	0 1	0	1	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	22	10	20	10	10	40	43	253	50	10	151	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:	22	10	20	10	10	40	43	253	50	10	151	21
Added Vol:	31	422	0	0	212	0	16	0	9	0	0	0
NB Volume A:	0	0	-20	-10	0	0	0	-253	10	-10	-151	-21
Initial Fut:	53	432	0	0	222	40	59	0	69	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	58	470	0	0	241	43	64	0	75	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	470	0	0	241	43	64	0	75	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	470	0	0	241	43	64	0	75	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.98	0.98	0.95	0.95	0.81	1.00	0.95	0.95
Lanes:	1.00	1.00	0.00	1.00	0.85	0.15	1.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	1900	0	1900	1573	283	1805	1805	1534	1900	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.00	0.00	0.15	0.15	0.04	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.27	0.78	0.00	0.00	0.58	0.58	0.09	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.12	0.32	0.00	0.00	0.26	0.26	0.39	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	28.0	3.4	0.0	0.0	10.5	10.5	44.2	0.0	38.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	3.4	0.0	0.0	10.5	10.5	44.2	0.0	38.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	1	4	0	0	4	4	2	0	2	0	0	0

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

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

Intersection #21 Main St/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 0 0	0	0	0 0 0	0	0	1 0 0	0	0	1 0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	283	0	0	182	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	283	0	0	182	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
NB Volume A:	0	0	0	0	0	0	0	-283	0	0	-182	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #22 Main St/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	283	0	0	182	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	283	0	0	182	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
NB Volume A:	0	0	0	0	0	0	0	-283	0	0	-182	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #23 Main/Street "A"

Cycle (sec):	120	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.9
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	1	1	0	1	1	0	0	0	1!	0	0	1	1	0	1	0
Volume Module:												
Base Vol:	9	17	26	60	89	54	50	131	102	110	119	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	17	26	60	89	54	50	131	102	110	119	49
Added Vol:	0	168	503	0	77	0	0	0	0	231	0	0
NB Volume A:	-9	0	20	0	0	-54	-50	-131	-102	165	-119	0
Initial Fut:	0	185	549	60	166	0	0	0	0	506	0	49
User Adj:	1.00	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:	0	201	597	65	180	0	0	0	0	550	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	201	597	65	180	0	0	0	0	550	0	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	201	597	65	180	0	0	0	0	550	0	53
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	0.95	0.95	1.00	1.00	1.00	0.90	0.95	0.90
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	1900	0	3406	0	1703
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.37	0.04	0.05	0.00	0.00	0.00	0.00	0.16	0.00	0.03
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.65	0.65	0.06	0.72	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.09	0.57	0.57	0.07	0.00	0.00	0.00	0.00	0.57	0.00	0.11
Delay/Veh:	0.0	7.7	12.3	61.1	5.1	0.0	0.0	0.0	0.0	37.3	0.0	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	12.3	61.1	5.1	0.0	0.0	0.0	0.0	37.3	0.0	31.7
LOS by Move:	A	A	B	E	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	1	12	3	1	0	0	0	0	9	0	2

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

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

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.8
Optimal Cycle:	40	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1 0	0	2 0	2 0	1	2 0	2 0	0	2 0	3 0	2
Volume Module:												
Base Vol:	0	0	0	107	0	6	126	198	0	0	171	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	107	0	6	126	198	0	0	171	93
Added Vol:	0	26	0	23	54	179	389	114	0	0	52	11
NB Volume A:	0	-26	0	101	-54	146	20	-131	0	0	-100	73
Initial Fut:	0	0	0	231	0	331	535	181	0	0	123	177
User Adj:	1.00	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:	0	0	0	251	0	360	582	197	0	0	134	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	251	0	360	582	197	0	0	134	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	251	0	360	582	197	0	0	134	192
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	0.95	0.85	0.92	0.95	1.00	0.97	0.91	0.75
Lanes:	0.00	1.00	0.00	2.00	2.00	1.00	2.00	2.00	0.00	2.00	3.00	2.00
Final Sat.:	0	1900	0	3502	3610	1615	3502	3610	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.22	0.17	0.05	0.00	0.00	0.03	0.07
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.46	0.34	0.48	0.00	0.00	0.14	0.14
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.49	0.49	0.11	0.00	0.00	0.19	0.49
Delay/Veh:	0.0	0.0	0.0	32.4	0.0	17.7	23.9	13.0	0.0	0.0	34.4	36.8
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:	0.0	0.0	0.0	32.4	0.0	17.7	23.9	13.0	0.0	0.0	34.4	36.8
LOS by Move:	A	A	A	C	A	B	C	B	A	A	C	D
HCM2kAvgQ:	0	0	0	3	0	7	7	2	0	0	1	3

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

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

Intersection #25 OVR/125 SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	63	0	0	34	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	63	0	0	34	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
NB Volume A:	0	0	0	0	0	0	0	-63	0	0	-34	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Intersection #26 OVR/125NBR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	63	0	0	34	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	63	0	0	34	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
NB Volume A:	0	0	0	0	0	0	0	-63	0	0	-34	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 OVR/Village9

Cycle (sec): 100 Critical Vol./Cap.(X): 0.038
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	13	0	11	25	38	0	0	42	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:	0	0	0	13	0	11	25	38	0	0	42	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
NB Volume A:	0	0	0	38	0	-11	-25	-38	0	0	-23	0
Initial Fut:	0	0	0	51	0	0	0	0	0	0	19	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	55	0	0	0	0	0	0	21	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	0	0	0	0	0	21	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	0	0	0	0	0	21	4
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	1.00	1.00	0.95	1.00	1.00	0.93	0.93
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.65	0.35
Final Sat.:	0	0	0	1805	0	1900	1900	3610	0	0	2905	612
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04
Delay/Veh:	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	33.2	33.2
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	1.8	0.0	0.0	0.0	0.0	0.0	0.0	33.2	33.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	C	C
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 La Media/125SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.174
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	304	0	0	304	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	304	0	0	304	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	0	0	304	0	0	304	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:	0	0	0	0	0	0	330	0	0	330	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	330	0	0	330	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	330	0	0	330	0	
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.17	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.17	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #29 La Media/125 NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.174
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	304	0	0	304	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	304	0	0	304	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	0	0	304	0	0	304	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:	0	0	0	0	0	0	330	0	0	330	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	330	0	0	330	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	330	0	0	330	0	
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.17	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.17	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Scenario Report

Scenario:	2020 pm - Mitigated
Command:	2020 pm (Baseline - No Bridges)
Volume:	2020 pm NB
Geometry:	No Main - No Bridges (2015, 2020)
Impact Fee:	Default Impact Fee
Trip Generation:	+2020 pm
Trip Distribution:	2020
Paths:	NO Main - NO Bridges
Routes:	Default Route
Configuration:	2020 nb + pr pm

OLC Parcels B & C
2020 Mitigated
PM Peak Hour

Trip Generation Report

Forecast for +2020 pm

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	V8W-Parcel B	1.00	2020	924.00	498.00	924	498	1422	56.6
	Zone 1 Subtotal					924	498	1422	56.6
2	V9-Parcel C	1.00	2020	691.00	401.00	691	401	1092	43.4
2	V9-Parcel C	1.00	2025	0.00	0.00	0	0	0	0.0
	Zone 2 Subtotal					691	401	1092	43.4
TOTAL						1615	899	2514	100.0

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Trip Distribution Report

Percent Of Trips 2020 project

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	6.0	2.0	12.0	15.0	2.0	0.0	2.0	1.0	6.0	1.0	2.0
2	4.0	6.0	1.0	5.0	3.0	5.0	2.0	0.0	3.0	0.0	1.0

	To Gates										
Zone	12	13	14	15	16	17	18	19	20	21	22
1	6.0	2.0	0.0	2.0	1.0	1.0	1.0	11.0	3.0	0.0	0.0
2	3.0	1.0	1.0	6.0	0.0	9.0	7.0	18.0	10.0	0.0	0.0

	To Gates							
Zone	23	24	25	26	28	29	30	270
1	0.0	0.0	0.0	7.0	7.0	0.0	7.0	3.0
2	2.0	1.0	0.0	6.0	5.0	0.0	0.0	1.0

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OLC Parcels B & C
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Olympic Ave/805 SBR	D	39.5	0.818	D	41.7	0.865	+ 2.140 D/V
# 2 Olympic Pkwy/805 NBR	C	24.3	0.646	C	24.0	0.663	-0.321 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	32.5	0.850	C	34.3	0.901	+ 1.825 D/V
# 4 Olympic/Santa Victoria	C	21.2	0.876	C	21.6	0.876	+ 0.388 D/V
# 5 Olympic Pkwy/Heritage Rd	D	43.8	0.911	D	49.0	0.962	+ 5.159 D/V
# 6 Olympic Pkwy/La Media Rd	C	34.0	0.762	D	35.1	0.805	+ 1.109 D/V
# 7 Olympic Pkwy/125 SB	A	5.7	0.458	A	5.6	0.488	-0.154 D/V
# 8 Olympic Pwky/125 NB	A	5.2	0.471	A	5.0	0.502	-0.239 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	31.7	0.416	C	32.6	0.481	+ 0.972 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	36.2	0.472	D	35.9	0.478	-0.298 D/V
# 11 Heritage/Santa Victoria	C	32.1	0.542	C	32.1	0.542	+ 0.000 D/V
# 12 Birch Rd/La Media Rd	C	33.7	0.722	D	51.1	0.985	+17.358 D/V
# 13 Birch Rd/125SB	A	6.9	0.197	A	5.2	0.329	-1.725 D/V
# 14 Birch Rd/125NB	B	15.8	0.344	B	14.3	0.493	-1.537 D/V
# 15 Birch Rd/Eastlake Pkwy	C	34.7	0.421	D	47.3	0.898	+12.628 D/V
# 16 Main / 805 SBR	D	43.5	0.998	D	43.6	0.998	+ 0.071 D/V
# 17 Main / 805 NBR	D	35.7	0.885	D	35.7	0.886	+ 0.010 D/V
# 18 Main / Heritage S	A	5.7	0.646	A	5.8	0.652	+ 0.100 D/V
# 19 Main St/La Media	B	12.4	0.410	A	8.0	0.409	-4.422 D/V
# 20 Main St/Magdalena	B	10.1	0.126	A	8.2	0.355	-1.922 D/V
# 21 Main St/125 SB	A	0.1	0.231	A	0.0	0.000	-0.055 D/V
# 22 Main St/125 NB	A	0.1	0.231	A	0.0	0.000	-0.055 D/V
# 23 Main/Street "A"	C	34.1	0.443	C	24.5	0.531	-9.650 D/V

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Main-Hunte/Eastlake Pkwy	B	17.6	0.135	C	26.3	0.579	+ 8.730 D/V
# 25 OVR/125 SBR	A	0.0	0.045	A	0.0	0.000	-0.009 D/V
# 26 OVR/125NBR	A	0.0	0.045	A	0.0	0.000	-0.009 D/V
# 27 OVR/Village9	C	20.2	0.050	B	19.9	0.100	-0.347 D/V
# 28 La Media/125SBR	A	0.1	0.217	A	0.1	0.217	+ 0.000 D/V
# 29 La Media/125 NBR	A	0.1	0.217	A	0.1	0.217	+ 0.000 D/V

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140			Critical Vol./Cap.(X):			0.865						
Loss Time (sec):	3 (Y+R=4.0 sec)			Average Delay (sec/veh):			41.7						
Optimal Cycle:	67			Level Of Service:			D						
Street Name:	805 SBR						Olympic Ave						
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:	7	10	10	7	10	10	7	10	10	7	10	10	
Lanes:	0 0	0	0	2 0	0	0 2	0 0	2	0 1	2 0	2	0 0	
Volume Module:													
Base Vol:	0	0	0	984	0	678	0	872	294	749	899	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	984	0	678	0	872	294	749	899	0	
Added Vol:	0	0	0	83	0	0	0	25	0	42	14	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	1067	0	678	0	897	294	791	913	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:	0	0	0	1160	0	737	0	975	320	860	992	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	1160	0	737	0	975	320	860	992	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	1160	0	737	0	975	320	860	992	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	0.92	1.00	0.75	1.00	0.95	0.85	0.92	0.95	1.00	
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	2.00	1.00	2.00	2.00	0.00	
Final Sat.:	0	0	0	3502	0	2842	0	3610	1615	3502	3610	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.33	0.00	0.26	0.00	0.27	0.20	0.25	0.27	0.00	
Crit Moves:				****				****		****			
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.00	0.31	0.31	0.28	0.60	0.00	
Volume/Cap:	0.00	0.00	0.00	0.87	0.00	0.68	0.00	0.87	0.63	0.87	0.46	0.00	
Delay/Veh:	0.0	0.0	0.0	46.0	0.0	37.7	0.0	52.6	43.9	55.7	15.9	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:	0.0	0.0	0.0	46.0	0.0	37.7	0.0	52.6	43.9	55.7	15.9	0.0	
LOS by Move:	A	A	A	D	A	D	A	D	D	E	B	A	
HCM2kAvgQ:	0	0	0	26	0	16	0	23	12	21	12	0	

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

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

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec): 140 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 29 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:	Ignore				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	0	0 1	0	0	0	0 0	2	0	2	0 0	0	0	2	0 2
Volume Module:																
Base Vol:	502		0	1008	0		0	0	423		1433	0	0		1146	725
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	502		0	1008	0		0	0	423		1433	0	0		1146	725
Added Vol:	0		0	76	0		0	0	0		108	0	0		56	46
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	502		0	1084	0		0	0	423		1541	0	0		1202	771
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:	0.92	0.92		0.00	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92
PHF Volume:	546		0	0	0		0	0	460		1675	0	0		1307	838
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	546		0	0	0		0	0	460		1675	0	0		1307	838
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
FinalVolume:	546		0	0	0		0	0	460		1675	0	0		1307	838
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		1.00	1.00	1.00		1.00	0.92	0.95		1.00	1.00	0.95		0.75
Lanes:	2.00	0.00		1.00	0.00	0.00		0.00	2.00	2.00		0.00	0.00	2.00		2.00
Final Sat.:	3502		0	1900	0		0	0	3502		3610	0	0		3610	2842
Capacity Analysis Module:																
Vol/Sat:	0.16	0.00		0.00	0.00	0.00		0.00	0.13	0.46		0.00	0.00	0.36		0.29
Crit Moves:	****								****					****		
Green/Cycle:	0.23	0.00		0.00	0.00	0.00		0.00	0.20	0.74		0.00	0.00	0.55		0.55
Volume/Cap:	0.66	0.00		0.00	0.00	0.00		0.00	0.66	0.62		0.00	0.00	0.66		0.54
Delay/Veh:	50.6	0.0		0.0	0.0	0.0		0.0	54.3	9.0		0.0	0.0	23.5		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:	50.6	0.0		0.0	0.0	0.0		0.0	54.3	9.0		0.0	0.0	23.5		20.9
LOS by Move:	D	A		A	A	A		A	D	A		A	A	C		C
HCM2kAvgQ:	12	0		0	0	0		0	10	18		0	0	21		13

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

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

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.901
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.3
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:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1	0	1	0 1	1	0	1	0 1	2	0	2	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	64	260		402	187	229		274	396	1866		168	287	1366		200
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	64	260		402	187	229		274	396	1866		168	287	1366		200
Added Vol:	0	0		25	0	0		0	0	203		0	14	112		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	64	260		427	187	229		274	396	2069		168	301	1478		200
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:	0.92	0.92		0.00	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92
PHF Volume:	70	283		0	203	249		298	430	2249		183	327	1607		217
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	70	283		0	203	249		298	430	2249		183	327	1607		217
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
FinalVolume:	70	283		0	203	249		298	430	2249		183	327	1607		217
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	0.92	0.90		0.90	0.92	0.91		0.85
Lanes:	1.00	1.00		1.00	1.00	1.00		1.00	2.00	2.77		0.23	2.00	3.00		1.00
Final Sat.:	1805	1900		1900	1805	1900		1615	3502	4745		385	3502	5187		1615
Capacity Analysis Module:																
Vol/Sat:	0.04	0.15		0.00	0.11	0.13		0.18	0.12	0.47		0.47	0.09	0.31		0.13
Crit Moves:		****			****					****			****			
Green/Cycle:	0.08	0.17		0.00	0.13	0.21		0.21	0.18	0.53		0.53	0.10	0.45		0.45
Volume/Cap:	0.48	0.90		0.00	0.90	0.62		0.88	0.69	0.90		0.90	0.90	0.69		0.30
Delay/Veh:	46.6	68.2		0.0	77.6	38.9		60.0	41.6	26.0		26.0	68.8	22.7		17.7
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:	46.6	68.2		0.0	77.6	38.9		60.0	41.6	26.0		26.0	68.8	22.7		17.7
LOS by Move:	D	E		A	E	D		E	D	C		C	E	C		B
HCM2kAvgQ:	3	12		0	9	8		12	8	28		28	8	15		4

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

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

Intersection #4 Olympic/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.6
Optimal Cycle:	86	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	1 0	3 0	0
Volume Module:												
Base Vol:	182	0	165	0	0	0	0	1891	748	364	2178	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:	182	0	165	0	0	0	0	1891	748	364	2178	0
Added Vol:	0	0	0	0	0	0	0	229	0	0	126	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	0	165	0	0	0	0	2120	748	364	2304	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:	198	0	179	0	0	0	0	2304	813	396	2504	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	0	179	0	0	0	0	2304	813	396	2504	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	0	179	0	0	0	0	2304	813	396	2504	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	0.85	0.95	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.44	0.50	0.22	0.48	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.57	0.57	0.25	0.82	0.00
Volume/Cap:	0.88	0.00	0.89	0.00	0.00	0.00	0.00	0.77	0.88	0.88	0.59	0.00
Delay/Veh:	81.1	0.0	86.0	0.0	0.0	0.0	0.0	20.8	31.3	60.4	3.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.1	0.0	86.0	0.0	0.0	0.0	0.0	20.8	31.3	60.4	3.8	0.0
LOS by Move:	F	A	F	A	A	A	A	C	C	E	A	A
HCM2kAvgQ:	10	0	9	0	0	0	0	25	28	17	12	0

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.962
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	49.0
Optimal Cycle:	168	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	3 0	1 0	2	2 0	3 0	2	2 0	3 0	2
Volume Module:												
Base Vol:	69	9	78	813	432	818	543	2182	230	188	1435	689
Growth Adj:	1.00	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	9	78	813	432	818	543	2182	230	188	1435	689
Added Vol:	0	0	0	178	0	0	0	229	0	0	126	98
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	9	78	991	432	818	543	2411	230	188	1561	787
User Adj:	1.00	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:	75	10	85	1077	470	889	590	2621	250	204	1697	855
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	10	85	1077	470	889	590	2621	250	204	1697	855
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	10	85	1077	470	889	590	2621	250	204	1697	855
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	1.00	0.75	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	3.00	1.00	2.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	5253	1900	2842	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.21	0.25	0.31	0.17	0.51	0.09	0.06	0.33	0.30
Crit Moves:	****					****		****		****		
Green/Cycle:	0.06	0.11	0.11	0.26	0.31	0.31	0.19	0.50	0.50	0.06	0.37	0.37
Volume/Cap:	0.37	0.02	0.49	0.78	0.79	1.00	0.88	1.00	0.17	1.00	0.88	0.81
Delay/Veh:	55.5	47.9	52.7	43.8	44.8	71.9	60.1	47.7	16.2	119.6	40.3	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	47.9	52.7	43.8	44.8	71.9	60.1	47.7	16.2	119.6	40.3	38.7
LOS by Move:	E	D	D	D	D	E	E	D	B	F	D	D
HCM2kAvgQ:	2	0	4	14	17	25	14	43	3	7	24	18

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.1
Optimal Cycle: 69 Level Of Service: D

Street Name:	La Media									Olympic Pkwy					
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10			
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	3	0	2	2	0	3	0	1
Volume Module:															
Base Vol:	230	250	269	242	254	303	420	1880	445	197	1203	182			
Growth Adj:	1.00	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	250	269	242	254	303	420	1880	445	197	1203	182			
Added Vol:	129	85	0	17	156	0	0	166	240	0	94	10			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	359	335	269	259	410	303	420	2046	685	197	1297	192			
User Adj:	1.00	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:	390	364	292	282	446	329	457	2224	745	214	1410	209			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	390	364	292	282	446	329	457	2224	745	214	1410	209			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	390	364	292	282	446	329	457	2224	745	214	1410	209			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85			
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00			
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.07	0.18	0.08	0.09	0.12	0.13	0.43	0.26	0.06	0.27	0.13			
Crit Moves:			****	****				****		****					
Green/Cycle:	0.16	0.22	0.22	0.10	0.17	0.17	0.20	0.53	0.53	0.08	0.41	0.41			
Volume/Cap:	0.70	0.31	0.81	0.81	0.52	0.70	0.66	0.81	0.49	0.81	0.66	0.31			
Delay/Veh:	51.7	38.9	56.4	65.6	46.3	51.9	46.8	24.8	18.0	70.8	29.3	24.2			
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:	51.7	38.9	56.4	65.6	46.3	51.9	46.8	24.8	18.0	70.8	29.3	24.2			
LOS by Move:	D	D	E	E	D	D	D	C	B	E	C	C			
HCM2kAvgQ:	8	4	12	7	6	8	9	26	10	6	16	5			

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

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Intersection #7 Olympic Pkwy/125 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
Lanes:	0	0	0	0	0	1	0	1!	0	1	0	0	3	0	1	0	0	3	0	1
Volume Module:															
Base Vol:	0	0	0	230	0	126	0	1842	154	0	1367	172			
Growth Adj:	1.00	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	230	0	126	0	1842	154	0	1367	172			
Added Vol:	0	0	0	0	0	0	0	140	0	0	96	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	230	0	126	0	1982	154	0	1463	172			
User Adj:	1.00	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:	0	0	0	250	0	137	0	2154	167	0	1590	187			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	250	0	137	0	2154	167	0	1590	187			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	250	0	137	0	2154	167	0	1590	187			
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	1.00	0.91	0.85	1.00	0.91	0.85			
Lanes:	0.00	0.00	0.00	1.65	0.00	1.35	0.00	3.00	1.00	0.00	3.00	1.00			
Final Sat.:	0	0	0	2870	0	2361	0	5187	1615	0	5187	1615			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.06	0.00	0.42	0.10	0.00	0.31	0.12			
Crit Moves:						****		****		****					
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.00	0.85	0.85	0.00	0.85	0.85			
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.49	0.00	0.49	0.12	0.00	0.36	0.14			
Delay/Veh:	0.0	0.0	0.0	47.8	0.0	41.7	0.0	2.0	1.3	0.0	1.6	1.3			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0	47.8	0.0	41.7	0.0	2.0	1.3	0.0	1.6	1.3			
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A			
HCM2kAvgQ:	0	0	0	6	0	4	0	7	1	0	4	1			

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.0
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0	1	0	0 0	0	0	0 3	0 1	0	0 3	0 2
Volume Module:												
Base Vol:	114	0	118	0	0	0	0	1803	170	0	1427	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	0	118	0	0	0	0	1803	170	0	1427	137
Added Vol:	0	0	0	0	0	0	0	140	0	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	0	118	0	0	0	0	1943	170	0	1523	137
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	124	0	128	0	0	0	0	2112	185	0	1655	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	0	128	0	0	0	0	2112	185	0	1655	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
FinalVolume:	124	0	128	0	0	0	0	2112	185	0	1655	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.08	0.00	0.00	0.00	0.00	0.41	0.11	0.00	0.32	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.81	0.81	0.00	0.81	0.00
Volume/Cap:	0.22	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.14	0.00	0.39	0.00
Delay/Veh:	36.9	0.0	40.0	0.0	0.0	0.0	0.0	3.1	2.1	0.0	2.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	0.0	40.0	0.0	0.0	0.0	0.0	3.1	2.1	0.0	2.7	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	4	0	0	0	0	8	1	0	5	0

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.6
Optimal Cycle:	42	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:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3	0 1	2	0 3	0 2	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	280	214	116	175	174	198	250	357	212	187	895	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	214	116	175	174	198	250	357	212	187	895	208
Added Vol:	74	24	13	0	41	18	10	2	128	24	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	238	129	175	215	216	260	359	340	211	899	208
User Adj:	1.00	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:	385	259	140	190	234	235	283	390	370	229	977	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	259	140	190	234	235	283	390	370	229	977	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	259	140	190	234	235	283	390	370	229	977	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.09	0.05	0.05	0.08	0.08	0.08	0.23	0.07	0.19	0.14
Crit Moves:	****				****				****	****		
Green/Cycle:	0.23	0.19	0.33	0.13	0.09	0.28	0.18	0.48	0.48	0.14	0.43	0.43
Volume/Cap:	0.48	0.26	0.27	0.41	0.48	0.30	0.44	0.16	0.48	0.48	0.44	0.33
Delay/Veh:	40.6	41.6	30.2	48.3	52.4	34.4	44.0	17.9	21.9	48.7	24.3	23.1
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:	40.6	41.6	30.2	48.3	52.4	34.4	44.0	17.9	21.9	48.7	24.3	23.1
LOS by Move:	D	D	C	D	D	C	D	B	C	D	C	C
HCM2kAvgQ:	7	3	4	4	4	4	5	3	9	5	9	5

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.9
Optimal Cycle: 42 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	68	59	38	170	84	351	376	508	129	45	222	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:	68	59	38	170	84	351	376	508	129	45	222	87
Added Vol:	0	20	8	0	35	0	0	10	0	14	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	79	46	170	119	351	376	518	129	59	240	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	74	86	50	185	129	382	409	563	140	64	261	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	86	50	185	129	382	409	563	140	64	261	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	86	50	185	129	382	409	563	140	64	261	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.92	0.95	0.85	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.40	0.60	2.00	2.00	1.00
Final Sat.:	3502	3268	1634	3502	3610	1615	3502	4028	1003	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.05	0.04	0.24	0.12	0.14	0.14	0.02	0.07	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.32	0.32	0.22	0.49	0.49	0.24	0.27	0.27	0.11	0.15	0.15
Volume/Cap:	0.36	0.08	0.10	0.24	0.07	0.49	0.49	0.51	0.51	0.16	0.49	0.39
Delay/Veh:	55.4	28.5	28.6	38.3	16.5	21.2	39.7	37.0	37.0	48.1	47.6	47.3
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:	55.4	28.5	28.6	38.3	16.5	21.2	39.7	37.0	37.0	48.1	47.6	47.3
LOS by Move:	E	C	C	D	B	C	D	D	D	D	D	D
HCM2kAvgQ:	2	1	1	3	1	9	7	8	8	1	5	3

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

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

Intersection #11 Heritage/Santa Victoria

Cycle (sec): 120 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.1
Optimal Cycle: 42 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			Ignore			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	82	62	66	258	272	0	88	466	110	175	574	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:	82	62	66	258	272	0	88	466	110	175	574	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	62	66	258	272	0	88	466	110	175	574	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	89	67	72	280	296	0	96	507	120	190	624	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	67	72	280	296	0	96	507	120	190	624	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	89	67	72	280	296	0	96	507	120	190	624	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1900	1805	1900	1615	1805	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.04	0.08	0.06	0.00	0.05	0.27	0.07	0.11	0.33	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.10	0.08	0.08	0.15	0.14	0.00	0.10	0.50	0.50	0.20	0.60	0.00
Volume/Cap:	0.27	0.16	0.53	0.54	0.42	0.00	0.54	0.53	0.15	0.53	0.54	0.00
Delay/Veh:	50.9	51.2	56.8	48.6	47.9	0.0	55.0	20.7	16.1	44.5	14.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	51.2	56.8	48.6	47.9	0.0	55.0	20.7	16.1	44.5	14.5	0.0
LOS by Move:	D	D	E	D	D	A	E	C	B	D	B	A
HCM2kAvgQ:	2	1	3	6	4	0	4	13	2	7	13	0

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

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

Intersection #12 Birch Rd/La Media Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 51.1
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						Include						Include					
Min. Green:	7	10	10				7	10	10				7	10	10				7	10	10			
Lanes:	1	0	3	0	1		2	0	3	0	1		1	0	1	1	0		2	0	2	0	1	
Volume Module:																								
Base Vol:	78	0	125				356	122	399				299	469	115				74	435	251			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	78	0	125				356	122	399				299	469	115				74	435	251			
Added Vol:	0	144	79				128	268	0				0	7	0				93	4	70			
NB Volume A:	-73	-100	185				100	-100	0				0	60	-60				261	73	100			
Initial Fut:	5	44	389				584	290	399				299	536	55				428	512	421			
User Adj:	1.00	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:	5	48	423				635	315	434				325	583	60				465	557	458			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	5	48	423				635	315	434				325	583	60				465	557	458			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	5	48	423				635	315	434				325	583	60				465	557	458			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.91	0.85				0.92	0.91	0.85				0.95	0.94	0.94				0.92	0.95	0.85			
Lanes:	1.00	3.00	1.00				2.00	3.00	1.00				1.00	1.81	0.19				2.00	2.00	1.00			
Final Sat.:	1805	5187	1615				3502	5187	1615				1805	3228	331				3502	3610	1615			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.01	0.26				0.18	0.06	0.27				0.18	0.18	0.18				0.13	0.15	0.28			
Crit Moves:			****				****						****								****			
Green/Cycle:	0.09	0.27	0.27				0.18	0.36	0.36				0.18	0.27	0.27				0.20	0.29	0.29			
Volume/Cap:	0.03	0.03	0.99				0.99	0.17	0.75				0.99	0.67	0.67				0.67	0.54	0.99			
Delay/Veh:	41.3	27.2	76.0				72.3	22.1	33.9				86.1	34.2	34.2				39.4	30.6	73.2			
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:	41.3	27.2	76.0				72.3	22.1	33.9				86.1	34.2	34.2				39.4	30.6	73.2			
LOS by Move:	D		C		E		E		C		C		F		C		C		D		C		E	
HCM2kAvgQ:	0		0		19		15		2		13		15		10		10		8		8		20	

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Birch Rd/125SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.329
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 5.2
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7	10	10				7	10	10				7	10	10				7	10	10			
Lanes:	0	0	0	0	0		1	0	1!	0	1		0	0	3	0	1		0	0	3	0	1	
Volume Module:																								
Base Vol:	0	0	0				140	0	89				0	720	155				0	572	185			
Growth Adj:	1.00	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				140	0	89				0	720	155				0	572	185			
Added Vol:	0	0	0				21	0	18				0	185	30				0	243	24			
NB Volume A:	0	0	0				0	0	0				0	361	0				0	481	0			
Initial Fut:	0	0	0				161	0	107				0	1266	185				0	1296	209			
User Adj:	1.00	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:	0	0	0				175	0	116				0	1376	201				0	1409	227			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	0	0				175	0	116				0	1376	201				0	1409	227			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	0	0	0				175	0	116				0	1376	201				0	1409	227			
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				1.00	0.91	0.85				1.00	0.91	0.85			
Lanes:	0.00	0.00	0.00				1.60	0.00	1.40				0.00	3.00	1.00				0.00	3.00	1.00			
Final Sat.:	0	0	0				2776	0	2427				0	5187	1615				0	5187	1615			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00				0.06	0.00	0.05				0.00	0.27	0.12				0.00	0.27	0.14			
Crit Moves:									****				****							****				
Green/Cycle:	0.00	0.00	0.00				0.15	0.00	0.15				0.00	0.82	0.82				0.00	0.82	0.82			
Volume/Cap:	0.00	0.00	0.00				0.43	0.00	0.33				0.00	0.32	0.15				0.00	0.33	0.17			
Delay/Veh:	0.0	0.0	0.0				39.4	0.0	38.6				0.0	2.1	1.8				0.0	2.2	1.9			
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				39.4	0.0	38.6				0.0	2.1	1.8				0.0	2.2	1.9			
LOS by Move:	A		A		A		D		A		D		A		A		A		A		A		A	
HCM2kAvgQ:	0		0		0		4		0		3		0		4		1		0		4		1	

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

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

Intersection #14 Birch Rd/125NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	200	0	253	0	0	0	0	782	86	0	550	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:	200	0	253	0	0	0	0	782	86	0	550	85
Added Vol:	55	0	41	0	0	0	0	196	10	0	212	12
NB Vol Adj.:	0	0	0	0	0	0	0	361	0	0	481	0
Initial Fut:	255	0	294	0	0	0	0	1339	96	0	1243	97
User Adj:	1.00	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:	277	0	320	0	0	0	0	1455	104	0	1351	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	0	320	0	0	0	0	1455	104	0	1351	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	0	320	0	0	0	0	1455	104	0	1351	105
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.20	0.00	0.00	0.00	0.00	0.28	0.06	0.00	0.26	0.07
Crit Moves:			****					****		****		
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.57	0.57	0.00	0.57	0.57
Volume/Cap:	0.38	0.00	0.49	0.00	0.00	0.00	0.00	0.49	0.11	0.00	0.46	0.11
Delay/Veh:	21.5	0.0	22.9	0.0	0.0	0.0	0.0	13.1	10.0	0.0	12.7	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	0.0	22.9	0.0	0.0	0.0	0.0	13.1	10.0	0.0	12.7	10.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	6	0	8	0	0	0	0	10	1	0	9	1

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

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

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 47.3
Optimal Cycle: 106 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	200	178	47	172	114	230	199	307	237	2	143	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	178	47	172	114	230	199	307	237	2	143	136
Added Vol:	191	98	36	0	169	24	13	5	219	62	9	0
NB Volume A:	131	0	-25	0	-45	45	0	25	231	-40	40	0
Initial Fut:	522	276	58	172	238	299	212	337	687	24	192	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	567	300	63	187	259	325	230	366	747	26	209	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	300	63	187	259	325	230	366	747	26	209	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
FinalVolume:	567	300	63	187	259	325	230	366	747	26	209	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.95	0.91	0.85	0.92	0.85	0.85	0.95	0.89	0.89
Lanes:	2.00	2.48	0.52	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.17	0.83
Final Sat.:	3502	4175	877	1805	5187	1615	3502	1623	1623	1805	1982	1404
Capacity Analysis Module:												
Vol/Sat:	0.16	0.07	0.07	0.10	0.05	0.20	0.07	0.23	0.46	0.01	0.11	0.11
Crit Moves:	****					****			****	****		
Green/Cycle:	0.17	0.17	0.17	0.21	0.21	0.21	0.21	0.49	0.49	0.06	0.34	0.34
Volume/Cap:	0.94	0.42	0.42	0.48	0.23	0.94	0.31	0.46	0.94	0.25	0.31	0.31
Delay/Veh:	72.2	44.6	44.6	42.3	39.1	79.8	40.3	20.4	43.3	55.2	29.7	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:	72.2	44.6	44.6	42.3	39.1	79.8	40.3	20.4	43.3	55.2	29.7	29.7
LOS by Move:	E	D	D	D	D	E	D	C	D	E	C	C
HCM2kAvgQ:	15	5	5	6	3	16	4	9	32	1	5	5

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / 805 SBR

Cycle (sec): 120 Critical Vol./Cap.(X): 0.998
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 43.6
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 1	0	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	719	0	611	0	1009	585	556	1180	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	719	0	611	0	1009	585	556	1180	0
Added Vol:	0	0	0	0	0	0	0	9	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	719	0	611	0	1018	585	556	1185	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:	0	0	0	782	0	664	0	1107	636	604	1288	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	782	0	664	0	1107	636	604	1288	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	782	0	664	0	1107	636	604	1288	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	0.95	1.00	0.85	1.00	0.86	0.86	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3268	1634	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.41	0.00	0.34	0.39	0.17	0.36	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.39	0.39	0.17	0.56	0.00
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	1.00	0.00	0.87	1.00	1.00	0.63	0.00
Delay/Veh:	0.0	0.0	0.0	26.8	0.0	69.6	0.0	38.1	57.6	85.6	18.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.8	0.0	69.6	0.0	38.1	57.6	85.6	18.5	0.0
LOS by Move:	A	A	A	C	A	E	A	D	E	F	B	A
HCM2kAvgQ:	0	0	0	11	0	31	0	23	33	17	17	0

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

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

Intersection #17 Main / 805 NBR

Cycle (sec): 120 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: 75 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	0 0	0 0	0	1 0	2 0	0	0 0	3 0	2
Volume Module:												
Base Vol:	465	0	425	0	0	0	525	1207	0	0	1274	477
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	0	425	0	0	0	525	1207	0	0	1274	477
Added Vol:	0	0	0	0	0	0	0	9	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	0	425	0	0	0	525	1216	0	0	1279	477
User Adj:	1.00	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:	505	0	462	0	0	0	571	1322	0	0	1390	518
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	0	462	0	0	0	571	1322	0	0	1390	518
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	505	0	462	0	0	0	571	1322	0	0	1390	518
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.16	0.00	0.00	0.00	0.32	0.37	0.00	0.00	0.27	0.18
Crit Moves:	****						****				****	
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.36	0.66	0.00	0.00	0.30	0.30
Volume/Cap:	0.89	0.00	0.52	0.00	0.00	0.00	0.89	0.56	0.00	0.00	0.89	0.60
Delay/Veh:	54.4	0.0	34.1	0.0	0.0	0.0	50.2	11.3	0.0	0.0	46.3	36.9
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:	54.4	0.0	34.1	0.0	0.0	0.0	50.2	11.3	0.0	0.0	46.3	36.9
LOS by Move:	D	A	C	A	A	A	D	B	A	A	D	D
HCM2kAvgQ:	21	0	8	0	0	0	23	14	0	0	21	10

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.8
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 1	0	0	0 0	0	0	0 1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	980	0	10	0	0	0	0	30	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	980	0	10	0	0	0	0	30	0	0	0	0
Added Vol:	9	0	0	0	0	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	989	0	10	0	0	0	0	30	5	0	0	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	1075	0	11	0	0	0	0	33	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1075	0	11	0	0	0	0	33	0	0	0	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
FinalVolume:	1075	0	11	0	0	0	0	33	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1900	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.60	0.00	0.01	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Crit Moves:	****							****				
Green/Cycle:	0.84	0.00	0.84	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00
Volume/Cap:	0.71	0.00	0.01	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.00
Delay/Veh:	4.7	0.0	1.3	0.0	0.0	0.0	0.0	41.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.7	0.0	1.3	0.0	0.0	0.0	0.0	41.6	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	D	A	A	A	A
HCM2kAvgQ:	14	0	0	0	0	0	0	1	0	0	0	0

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

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Main St/La Media

Cycle (sec):	61	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.0
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	158	143	284	482	0	0	0	0	177	0	192
Growth Adj:	1.00	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	158	143	284	482	0	0	0	0	177	0	192
Added Vol:	0	203	10	23	338	0	0	0	0	0	0	20
NB Volume A:	0	185	-130	33	228	0	0	0	0	-150	0	-173
Initial Fut:	0	546	23	340	1048	0	0	0	0	27	0	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	593	25	370	1139	0	0	0	0	29	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	593	25	370	1139	0	0	0	0	29	0	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	593	25	370	1139	0	0	0	0	29	0	42
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	1.00	0.95	1.00	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3610	1615	1805	3610	1900	1900	3610	1900	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.02	0.20	0.32	0.00	0.00	0.00	0.00	0.02	0.00	0.03
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.36	0.36	0.45	0.80	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Volume/Cap:	0.00	0.46	0.04	0.46	0.39	0.00	0.00	0.00	0.00	0.10	0.00	0.16
Delay/Veh:	0.0	15.3	12.8	12.2	1.8	0.0	0.0	0.0	0.0	21.8	0.0	22.2
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	15.3	12.8	12.2	1.8	0.0	0.0	0.0	0.0	21.8	0.0	22.2
LOS by Move:	A	B	B	B	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	0	5	4	0	0	0	0	1	0	1

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

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

Intersection #20 Main St/Magdalena

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	2	13	3	10	6	290	8	20	323	47
Growth Adj:	1.00	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	2	13	3	10	6	290	8	20	323	47
Added Vol:	20	271	0	0	522	0	10	0	23	0	0	0
NB Volume A:	0	2	-2	-13	0	0	0	-290	20	-20	-323	-47
Initial Fut:	20	273	0	0	525	10	16	0	51	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	22	297	0	0	571	11	17	0	55	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	297	0	0	571	11	17	0	55	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	297	0	0	571	11	17	0	55	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.81	1.00	0.95	0.95
Lanes:	1.00	1.00	0.00	1.00	0.98	0.02	1.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	1900	0	1900	1859	35	1805	1805	1534	1900	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.00	0.00	0.31	0.31	0.01	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.07	0.62	0.00	0.00	0.83	0.83	0.07	0.00	0.10	0.00	0.00	0.00
Volume/Cap:	0.17	0.25	0.00	0.00	0.37	0.37	0.14	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	44.4	8.6	0.0	0.0	2.2	2.2	44.2	0.0	43.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	8.6	0.0	0.0	2.2	2.2	44.2	0.0	43.5	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	1	4	0	0	5	5	1	0	2	0	0	0

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

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

Intersection #21 Main St/125 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	305	0	0	404	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	305	0	0	404	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	-305	0	0	-404	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #22 Main St/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	1	0	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	305	0	0	404	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	305	0	0	404	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
NB Volume A:	0	0	0	0	0	0	0	-305	0	0	-404	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #23 Main/Street "A"

Cycle (sec):	120	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.5
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	1	1	0	1	1	0	0	1!	0	0	1	1	0	1	0
Volume Module:												
Base Vol:	31	163	50	113	27	189	50	195	61	10	132	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	163	50	113	27	189	50	195	61	10	132	92
Added Vol:	0	100	301	0	173	0	0	0	0	518	0	0
NB Volume A:	-31	0	31	0	0	-189	-50	-195	-61	116	-184	0
Initial Fut:	0	263	382	113	200	0	0	0	0	644	-52	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92
PHF Volume:	0	286	415	123	217	0	0	0	0	700	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	286	415	123	217	0	0	0	0	700	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
FinalVolume:	0	286	415	123	217	0	0	0	0	700	0	100
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	0.95	0.95	1.00	1.00	1.00	0.89	0.95	0.89
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	1900	0	3393	0	1696
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.26	0.07	0.06	0.00	0.00	0.00	0.00	0.21	0.00	0.06
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.48	0.48	0.13	0.61	0.00	0.00	0.00	0.00	0.39	0.00	0.39
Volume/Cap:	0.00	0.16	0.53	0.53	0.10	0.00	0.00	0.00	0.00	0.53	0.00	0.15
Delay/Veh:	0.0	17.4	22.2	51.3	9.6	0.0	0.0	0.0	0.0	28.7	0.0	23.9
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	17.4	22.2	51.3	9.6	0.0	0.0	0.0	0.0	28.7	0.0	23.9
LOS by Move:	A	B	C	D	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	3	11	5	2	0	0	0	0	11	0	2

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

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Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.3
Optimal Cycle:	40	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1 0	0	2 0	2 0	1	2 0	2 0	0	2 0	3 0	2
Volume Module:												
Base Vol:	0	0	0	112	0	51	146	212	0	0	183	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:	0	0	0	112	0	51	146	212	0	0	183	120
Added Vol:	0	65	0	15	35	401	233	68	0	0	117	28
NB Volume A:	0	-65	0	170	-35	32	6	-170	0	0	-100	100
Initial Fut:	0	0	0	297	0	484	385	110	0	0	200	248
User Adj:	1.00	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:	0	0	0	323	0	526	418	120	0	0	217	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	323	0	526	418	120	0	0	217	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	323	0	526	418	120	0	0	217	270
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	0.95	0.85	0.92	0.95	1.00	0.97	0.91	0.75
Lanes:	0.00	1.00	0.00	2.00	2.00	1.00	2.00	2.00	0.00	2.00	3.00	2.00
Final Sat.:	0	1900	0	3502	3610	1615	3502	3610	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.33	0.12	0.03	0.00	0.00	0.04	0.09
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.56	0.21	0.37	0.00	0.00	0.16	0.16
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.58	0.58	0.09	0.00	0.00	0.26	0.58
Delay/Veh:	0.0	0.0	0.0	27.7	0.0	13.7	33.4	18.5	0.0	0.0	33.0	36.6
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:	0.0	0.0	0.0	27.7	0.0	13.7	33.4	18.5	0.0	0.0	33.0	36.6
LOS by Move:	A	A	A	C	A	B	C	B	A	A	C	D
HCM2kAvgQ:	0	0	0	4	0	10	6	1	0	0	2	5

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 OVR/125 SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	55	0	0	78	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	55	0	0	78	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
NB Vol. Adj:	0	0	0	0	0	0	0	-55	0	0	-78	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #26 OVR/125NBR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	55	0	0	78	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	55	0	0	78	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	-55	0	0	-78	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #27 OVR/Village9

Cycle (sec): 100 Critical Vol./Cap.(X): 0.100
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	40	20	35	0	0	38	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	40	20	35	0	0	38	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
NB Volume A:	0	0	0	55	0	0	0	-55	0	0	-78	78
Initial Fut:	0	0	0	55	0	40	20	-20	0	0	-40	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.00	0.92
PHF Volume:	0	0	0	60	0	43	22	0	0	0	0	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	43	22	0	0	0	0	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
FinalVolume:	0	0	0	60	0	43	22	0	0	0	0	85
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	0.95	0.95	1.00	1.00	0.95	0.81
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	3610	0	0	1805	1534
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.06
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.12	0.00	0.00	0.00	0.00	0.55
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.08	0.10	0.00	0.00	0.00	0.00	0.10
Delay/Veh:	0.0	0.0	0.0	23.3	0.0	23.1	39.4	0.0	0.0	0.0	0.0	10.8
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:	0.0	0.0	0.0	23.3	0.0	23.1	39.4	0.0	0.0	0.0	0.0	10.8
LOS by Move:	A	A	A	C	A	C	D	A	A	A	A	B
HCM2kAvgQ:	0	0	0	1	0	1	1	0	0	0	0	1

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

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Intersection #28 La Media/125SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.217
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	380	0	0	380	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	380	0	0	380	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	0	0	380	0	0	380	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:	0	0	0	0	0	0	413	0	0	413	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	413	0	0	413	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	413	0	0	413	0	
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.22	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #29 La Media/125 NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.217
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	380	0	0	380	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	380	0	0	380	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	0	0	380	0	0	380	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:	0	0	0	0	0	0	413	0	0	413	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	413	0	0	413	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	413	0	0	413	0	
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.22	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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APPENDIX L
2025 Conditions HCM Worksheets

2025 am - NO BRIDGES Fri Aug 19, 2011 14:52:11 Page 1-1

OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

Scenario Report

Scenario:	2025 am - NO BRIDGES
Command:	2025 am - NO BRIDGES
Volume:	2025 AM BASELINE
Geometry:	No Main - No Bridges (2025)
Impact Fee:	Default Impact Fee
Trip Generation:	+2025 am
Trip Distribution:	2025
Paths:	NO Main - NO Bridges
Routes:	Default Route
Configuration:	2025 AM - NO BRIDGES

2025 am - NO BRIDGES Fri Aug 19, 2011 14:52:12 Page 2-1

OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	42.9	0.876	D	43.3	0.888	+ 0.396 D/V
# 2 Olympic Pkwy/805 NBR	D	41.0	0.888	D	43.5	0.933	+ 2.483 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	29.8	0.649	C	30.0	0.688	+ 0.224 D/V
# 4 Olympic/Santa Victoria	C	20.4	0.855	C	26.6	0.934	+ 6.157 D/V
# 5 Olympic Pkwy/Heritage Rd	D	43.8	0.939	D	49.2	0.967	+ 5.404 D/V
# 6 Olympic Pkwy/La Media Rd	D	42.8	0.856	D	45.7	0.903	+ 2.849 D/V
# 7 Olympic Pkwy/125 SB	A	5.8	0.354	A	5.4	0.402	-0.468 D/V
# 8 Olympic Pwky/125 NB	A	4.5	0.378	A	4.1	0.423	-0.439 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	32.6	0.449	C	34.9	0.591	+ 2.249 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	36.9	0.604	D	36.9	0.627	+ 0.006 D/V
# 11 Heritage/Santa Victoria	C	33.1	0.622	D	37.5	0.766	+ 4.426 D/V
# 12 Birch Rd/La Media Rd	E	61.4	1.082	F	234.8	1.848	+173.376 D/V
# 13 Birch Rd/125SB	B	10.2	0.533	B	10.6	0.752	+ 0.398 D/V
# 14 Birch Rd/125NB	C	20.3	0.702	D	46.7	1.036	+26.399 D/V
# 15 Birch Rd/Eastlake Pkwy	D	40.1	0.762	F	443.0	2.283	+402.887 D/V
# 16 Main / 805 SBR	C	34.6	0.828	D	35.1	0.839	+ 0.464 D/V
# 17 Main / 805 NBR	D	38.5	0.937	D	39.0	0.943	+ 0.487 D/V
# 18 Main / Heritage S	C	20.7	0.705	C	21.2	0.721	+ 0.472 D/V
# 20 Main St/Magdalena	B	16.4	0.136	C	29.2	0.726	+12.850 D/V
# 23 Main/Street "A"	D	36.8	0.471	C	26.6	0.912	-10.233 D/V
# 24 Main-Hunte/Eastlake Pkwy	C	21.9	0.397	F	274.4	1.727	+252.533 D/V
#263 Main/V8W St A		0.0	0.000	C	25.3	0.607	+25.278 D/V

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2025 am - NO BRIDGES Fri Aug 19, 2011 14:52:12 Page 3-1

OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.3
Optimal Cycle:	78	Level Of Service:	D

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	474	0	539	0	1044	379	580	610	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	474	0	539	0	1044	379	580	610	0
Added Vol:	0	0	0	101	0	0	0	22	0	16	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	575	0	539	0	1066	379	596	638	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:	0	0	0	625	0	586	0	1159	412	648	693	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	625	0	586	0	1159	412	648	693	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	625	0	586	0	1159	412	648	693	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.36	0.00	0.32	0.26	0.19	0.19	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.36	0.36	0.21	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.89	0.00	0.89	0.71	0.89	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	29.8	0.0	52.3	0.0	49.8	42.2	66.6	16.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.8	0.0	52.3	0.0	49.8	42.2	66.6	16.1	0.0
LOS by Move:	A	A	A	C	A	D	A	D	D	E	B	A
HCM2kAvgQ:	0	0	0	9	0	26	0	27	16	17	8	0

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

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2025 am - NO BRIDGES Fri Aug 19, 2011 14:52:12 Page 4-1

OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.933
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.5
Optimal Cycle:	117	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	1
Volume Module:												
Base Vol:	436	0	691	0	0	0	708	873	0	0	983	760
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	0	691	0	0	0	708	873	0	0	983	760
Added Vol:	0	0	14	0	0	0	0	122	0	0	44	127
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	0	705	0	0	0	708	995	0	0	1027	887
User Adj:	1.00	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:	474	0	766	0	0	0	770	1082	0	0	1116	964
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	0	766	0	0	0	770	1082	0	0	1116	964
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	474	0	766	0	0	0	770	1082	0	0	1116	964
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.88	0.88
Lanes:	1.38	0.00	1.62	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.61	1.39
Final Sat.:	2337	0	2735	0	0	0	3502	3610	0	0	2705	2336
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.28	0.00	0.00	0.00	0.22	0.30	0.00	0.00	0.41	0.41
Crit Moves:			****				****				****	
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.24	0.68	0.00	0.00	0.44	0.44
Volume/Cap:	0.68	0.00	0.93	0.00	0.00	0.00	0.93	0.44	0.00	0.00	0.93	0.93
Delay/Veh:	44.0	0.0	59.6	0.0	0.0	0.0	69.6	10.5	0.0	0.0	44.9	44.9
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:	44.0	0.0	59.6	0.0	0.0	0.0	69.6	10.5	0.0	0.0	44.9	44.9
LOS by Move:	D	A	E	A	A	A	E	B	A	A	D	D
HCM2kAvgQ:	14	0	24	0	0	0	21	11	0	0	34	34

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

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2025 am - NO BRIDGES Fri Aug 19, 2011 14:52:12 Page 5-1

OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.0
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 2	1	0	1	0 3	0	1
Volume Module:																
Base Vol:	53	128	140		206	374	220		150	741	133		160	1247	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	53	128	140		206	374	220		150	741	133		160	1247	180	
Added Vol:	0	0	14		15	0	0		0	136	0		16	171	24	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	53	128	154		221	374	220		150	877	133		176	1418	204	
User Adj:	1.00	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:	58	139	167		240	407	239		163	953	145		191	1541	222	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	58	139	167		240	407	239		163	953	145		191	1541	222	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	58	139	167		240	407	239		163	953	145		191	1541	222	
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	0.89	0.89		0.95	0.91	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.60	0.40		1.00	3.00	1.00	
Final Sat.:	1805	1900	1615		1805	1900	1615		1805	4414	669		1805	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.07	0.10		0.13	0.21	0.15		0.09	0.22	0.22		0.11	0.30	0.14	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.07	0.16	0.16		0.21	0.30	0.30		0.13	0.37	0.37		0.18	0.42	0.42	
Volume/Cap:	0.46	0.45	0.64		0.64	0.71	0.49		0.71	0.59	0.59		0.59	0.71	0.33	
Delay/Veh:	47.3	38.8	44.1		39.6	35.0	29.3		51.5	26.0	26.0		40.4	25.0	19.8	
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:	47.3	38.8	44.1		39.6	35.0	29.3		51.5	26.0	26.0		40.4	25.0	19.8	
LOS by Move:	D	D	D		D	D	C		D	C	C		D	C	B	
HCM2kAvgQ:	2	4	6		8	12	6		6	10	10		6	15	5	

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #4 Olympic/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.934
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.6
Optimal Cycle:	127	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:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1	0 0	0	1	0	0 0	0	0	0	0 3	0	1	1	0 3	0	0
Volume Module:																
Base Vol:	179	0	132		0	0	0		0	2170	420		414	2699	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:	179	0	132		0	0	0		0	2170	420		414	2699	0	
Added Vol:	92	0	0		0	0	0		0	94	71		0	118	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	271	0	132		0	0	0		0	2264	491		414	2817	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:	295	0	143		0	0	0		0	2461	534		450	3062	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	295	0	143		0	0	0		0	2461	534		450	3062	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	295	0	143		0	0	0		0	2461	534		450	3062	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	0.85		0.95	0.91	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		1.00	3.00	0.00	
Final Sat.:	1805	0	1615		0	0	0		0	5187	1615		1805	5187	0	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.00	0.09		0.00	0.00	0.00		0.00	0.47	0.33		0.25	0.59	0.00	
Crit Moves:	****									****			****			
Green/Cycle:	0.17	0.00	0.17		0.00	0.00	0.00		0.00	0.51	0.51		0.27	0.78	0.00	
Volume/Cap:	0.93	0.00	0.51		0.00	0.00	0.00		0.00	0.93	0.65		0.93	0.76	0.00	
Delay/Veh:	82.5	0.0	46.4		0.0	0.0	0.0		0.0	34.6	23.5		68.3	8.3	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	82.5	0.0	46.4		0.0	0.0	0.0		0.0	34.6	23.5		68.3	8.3	0.0	
LOS by Move:	F	A	D		A	A	A		A	C	C		E	A	A	
HCM2kAvgQ:	15	0	5		0	0	0		0	35	15		20	24	0	

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.8
Optimal Cycle:	79	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 3	0	1	2 0 3	0	1	2 0 3	0	2	2 0 3	0	2
Volume Module:												
Base Vol:	150	1020	165	95	1450	150	250	987	180	350	1507	397
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1020	165	95	1450	150	250	987	180	350	1507	397
Added Vol:	0	83	0	80	65	0	0	94	0	0	118	107
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1103	165	175	1515	150	250	1081	180	350	1625	504
User Adj:	1.00	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:	163	1199	179	190	1647	163	272	1175	196	380	1766	548
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1199	179	190	1647	163	272	1175	196	380	1766	548
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	1199	179	190	1647	163	272	1175	196	380	1766	548
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.11	0.05	0.32	0.10	0.08	0.23	0.07	0.11	0.34	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.35	0.35	0.09	0.38	0.38	0.09	0.34	0.34	0.16	0.41	0.41
Volume/Cap:	0.80	0.66	0.32	0.62	0.84	0.27	0.84	0.67	0.20	0.67	0.84	0.48
Delay/Veh:	75.2	34.1	29.0	56.6	37.5	26.1	71.2	35.2	28.5	50.6	35.4	26.6
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:	75.2	34.1	29.0	56.6	37.5	26.1	71.2	35.2	28.5	50.6	35.4	26.6
LOS by Move:	E	C	C	E	D	C	E	D	C	D	D	C
HCM2kAvgQ:	5	14	5	5	22	4	7	14	3	8	24	9

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.987
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 49.2
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	2 0	2	2 0	3 0	2	2 0	3 0	2
Volume Module:												
Base Vol:	150	1020	165	95	1450	150	250	987	180	350	1507	397
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1020	165	95	1450	150	250	987	180	350	1507	397
Added Vol:	0	83	0	80	65	0	0	94	0	0	118	107
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1103	165	175	1515	150	250	1081	180	350	1625	504
User Adj:	1.00	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:	163	1199	179	190	1647	163	272	1175	196	380	1766	548
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1199	179	190	1647	163	272	1175	196	380	1766	548
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	1199	179	190	1647	163	272	1175	196	380	1766	548
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	2.00	2.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	3610	2842	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.11	0.05	0.46	0.06	0.08	0.23	0.07	0.11	0.34	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.41	0.41	0.10	0.46	0.46	0.08	0.28	0.28	0.14	0.34	0.34
Volume/Cap:	0.80	0.56	0.27	0.52	1.00	0.13	1.00	0.80	0.24	0.80	1.00	0.57
Delay/Veh:	75.2	27.4	23.6	52.4	54.5	18.8	109.7	43.1	33.3	59.7	60.7	33.1
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:	75.2	27.4	23.6	52.4	54.5	18.8	109.7	43.1	33.3	59.7	60.7	33.1
LOS by Move:	E	C	C	D	D	B	F	D	C	E	E	C
HCM2kAvgQ:	5	12	4	4	39	2	9	17	3	9	31	10

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 45.7
Optimal Cycle: 110 Level Of Service: D

Street Name:	La Media						Olympic Pkwy					
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 0	2	2 0	3 0	2	2 0	3 0	1
Volume Module:												
Base Vol:	614	527	478	217	631	409	328	890	682	333	1470	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	614	527	478	217	631	409	328	890	682	333	1470	191
Added Vol:	76	201	0	42	140	0	0	125	49	0	149	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	690	728	478	259	771	409	328	1015	731	333	1619	239
User Adj:	1.00	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:	750	791	520	282	838	445	357	1103	795	362	1760	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	750	791	520	282	838	445	357	1103	795	362	1760	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	750	791	520	282	838	445	357	1103	795	362	1760	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.15	0.32	0.08	0.16	0.16	0.10	0.21	0.28	0.10	0.34	0.16
Crit Moves:			****	****			****				****	
Green/Cycle:	0.25	0.36	0.36	0.09	0.19	0.19	0.11	0.36	0.36	0.13	0.38	0.38
Volume/Cap:	0.84	0.43	0.90	0.90	0.84	0.82	0.90	0.60	0.78	0.78	0.90	0.43
Delay/Veh:	50.0	29.5	54.3	82.0	53.5	55.9	76.0	32.1	38.6	59.0	41.8	28.4
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:	50.0	29.5	54.3	82.0	53.5	55.9	76.0	32.1	38.6	59.0	41.8	28.4
LOS by Move:	D	C	D	F	D	E	E	C	D	E	D	C
HCM2kAvgQ:	16	8	22	8	13	11	10	12	16	9	26	7

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 5.4
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	205	0	115	0	1406	99	0	1387	146
Growth Adj:	1.00	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	205	0	115	0	1406	99	0	1387	146
Added Vol:	0	0	0	0	0	0	0	204	0	0	206	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	205	0	115	0	1610	99	0	1593	146
User Adj:	1.00	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:	0	0	0	223	0	125	0	1750	108	0	1732	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	223	0	125	0	1750	108	0	1732	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	223	0	125	0	1750	108	0	1732	159
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	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.64	0.00	1.36	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2857	0	2368	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.05	0.00	0.34	0.07	0.00	0.33	0.10
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.13	0.00	0.84	0.84	0.00	0.84	0.84
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.40	0.00	0.40	0.08	0.00	0.40	0.12
Delay/Veh:	0.0	0.0	0.0	42.6	0.0	40.1	0.0	2.0	1.4	0.0	2.0	1.5
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:	0.0	0.0	0.0	42.6	0.0	40.1	0.0	2.0	1.4	0.0	2.0	1.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	3	0	5	1	0	5	1

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #8 Olympic Pwky/125 NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 4.1
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	2
Volume Module:												
Base Vol:	75	0	92	0	0	0	0	1074	448	0	1456	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	0	92	0	0	0	0	1074	448	0	1456	492
Added Vol:	0	0	0	0	0	0	0	204	0	0	206	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	0	92	0	0	0	0	1278	448	0	1662	492
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	82	0	100	0	0	0	0	1389	487	0	1807	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	0	100	0	0	0	0	1389	487	0	1807	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
FinalVolume:	82	0	100	0	0	0	0	1389	487	0	1807	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.06	0.00	0.00	0.00	0.00	0.27	0.30	0.00	0.35	0.00
Crit Moves:			****					****			****	
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.82	0.82	0.00	0.82	0.00
Volume/Cap:	0.16	0.00	0.42	0.00	0.00	0.00	0.00	0.33	0.37	0.00	0.42	0.00
Delay/Veh:	37.4	0.0	40.1	0.0	0.0	0.0	0.0	2.2	2.4	0.0	2.5	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:	37.4	0.0	40.1	0.0	0.0	0.0	0.0	2.2	2.4	0.0	2.5	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	4	4	0	6	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.9
Optimal Cycle: 42 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:	Ovl						Ovl						Include						Include					
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Lanes:	2	0	3	0	1		2	0	3	0	2		2	0	3	0	1		2	0	3	0	1	
Volume Module:																								
Base Vol:	298		215		126		206		215		246		281		365		253		215		927		222	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	298		215		126		206		215		246		281		365		253		215		927		222	
Added Vol:	173		80		31		0		70		23		35		16		152		20		11		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	471		295		157		206		285		269		316		381		405		235		938		222	
User Adj:	1.00		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:	512		321		171		224		310		292		343		414		440		255		1020		241	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	512		321		171		224		310		292		343		414		440		255		1020		241	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	512		321		171		224		310		292		343		414		440		255		1020		241	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		0.91		0.85		0.92		0.91		0.75		0.92		0.91		0.85		0.92		0.91		0.85	
Lanes:	2.00		3.00		1.00		2.00		3.00		2.00		2.00		3.00		1.00		2.00		3.00		1.00	
Final Sat.:	3502		5187		1615		3502		5187		2842		3502		5187		1615		3502		5187		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.15		0.06		0.11		0.06		0.06		0.10		0.10		0.08		0.27		0.07		0.20		0.15	
Crit Moves:	****								****								****		****					
Green/Cycle:	0.25		0.20		0.32		0.15		0.10		0.30		0.19		0.46		0.46		0.12		0.39		0.39	
Volume/Cap:	0.59		0.31		0.33		0.42		0.59		0.35		0.50		0.17		0.59		0.59		0.50		0.38	
Delay/Veh:	40.9		41.4		31.3		46.7		53.4		33.4		43.7		19.0		25.2		51.9		28.0		26.6	
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:	40.9		41.4		31.3		46.7		53.4		33.4		43.7		19.0		25.2		51.9		28.0		26.6	
LOS by Move:	D		D		C		D		D		C		D		B		C		D		C		C	
HCM2kAvgQ:	9		4		5		4		5		5		6		3		12		5		10		6	

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.9
Optimal Cycle: 42 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:	7		10		10		7		10		10		7		10		10		7		10		10	
Lanes:	2	0	2	1	0		2	0	2	0	1		2	0	2	1	0		2	0	2	0	1	
Volume Module:																								
Base Vol:	131		151		62		150		207		452		257		306		219		159		461		173	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	131		151		62		150		207		452		257		306		219		159		461		173	
Added Vol:	0		64		32		0		56		15		24		24		0		28		15		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	131		215		94		150		263		467		281		330		219		187		476		173	
User Adj:	1.00		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:	142		234		102		163		286		508		305		359		238		203		517		188	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	142		234		102		163		286		508		305		359		238		203		517		188	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	142		234		102		163		286		508		305		359		238		203		517		188	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		0.87		0.87		0.92		0.95		0.85		0.92		0.86		0.86		0.92		0.95		0.85	
Lanes:	2.00		2.09		0.91		2.00		2.00		1.00		2.00		2.00		1.00		2.00		2.00		1.00	
Final Sat.:	3502		3443		1505		3502		3610		1615		3502		3251		1625		3502		3610		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.04		0.07		0.07		0.05		0.08		0.31		0.09		0.11		0.15		0.06		0.14		0.12	
Crit Moves:	****										****		****								****			
Green/Cycle:	0.06		0.33		0.33		0.23		0.50		0.50		0.14		0.26		0.26		0.10		0.23		0.23	
Volume/Cap:	0.63		0.20		0.20		0.20		0.16		0.63		0.63		0.42		0.56		0.55		0.63		0.51	
Delay/Veh:	60.2		28.7		28.7		37.1		16.3		23.4		51.3		36.9		38.9		52.9		43.2		41.6	
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:	60.2		28.7		28.7		37.1		16.3		23.4		51.3		36.9		38.9		52.9		43.2		41.6	
LOS by Move:	E		C		C		D		B		C		D		D		D		D		D		D	
HCM2kAvgQ:	4		3		3		3		3		14		6		6		9		4		10		6	

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #11 Heritage/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.5
Optimal Cycle:	60	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			Ignore			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	107	83	84	231	245	10	76	528	153	250	588	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:	107	83	84	231	245	10	76	528	153	250	588	10
Added Vol:	0	0	45	65	0	0	0	71	0	71	92	83
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	83	129	296	245	10	76	599	153	321	680	93
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	116	90	140	322	266	0	83	651	166	349	739	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	90	140	322	266	0	83	651	166	349	739	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	116	90	140	322	266	0	83	651	166	349	739	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1900	1805	1900	1615	1805	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.09	0.09	0.05	0.00	0.05	0.34	0.10	0.19	0.39	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.11	0.11	0.12	0.14	0.00	0.09	0.45	0.45	0.25	0.61	0.00
Volume/Cap:	0.35	0.15	0.77	0.77	0.37	0.00	0.50	0.77	0.23	0.77	0.64	0.00
Delay/Veh:	51.3	48.1	69.1	59.4	47.4	0.0	54.3	32.1	20.6	49.2	16.2	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:	51.3	48.1	69.1	59.4	47.4	0.0	54.3	32.1	20.6	49.2	16.2	0.0
LOS by Move:	D	D	E	E	D	A	D	C	C	D	B	A
HCM2kAvgQ:	2	1	7	8	4	0	4	21	4	13	17	0

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.848
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	234.8
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	3 0	1	2 0	3 0	1	1 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	82	265	405	504	339	449	361	915	93	365	629	519
Growth Adj:	1.00	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	265	405	504	339	449	361	915	93	365	629	519
Added Vol:	135	206	191	57	132	0	0	109	87	186	127	72
NB Vol Adj:	-82	-165	320	206	-206	0	198	-198	0	150	82	165
Initial Fut:	135	306	916	767	265	449	559	826	180	701	838	756
User Adj:	1.00	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:	147	333	996	834	288	488	608	898	196	762	911	822
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	333	996	834	288	488	608	898	196	762	911	822
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	333	996	834	288	488	608	898	196	762	911	822
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.92	0.92	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	2884	628	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.62	0.24	0.06	0.30	0.34	0.31	0.31	0.22	0.25	0.51
Crit Moves:			****	****			****					****
Green/Cycle:	0.10	0.33	0.33	0.13	0.36	0.36	0.18	0.27	0.27	0.19	0.28	0.28
Volume/Cap:	0.83	0.19	1.85	1.85	0.15	0.83	1.85	1.16	1.16	1.16	0.92	1.85
Delay/Veh:	70.9	23.8	422.0	433.6	21.4	38.5	434.0	119	118.8	127.2	47.9	426.4
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:	70.9	23.8	422.0	433.6	21.4	38.5	434.0	119	118.8	127.2	47.9	426.4
LOS by Move:	E	C	F	F	C	D	F	F	F	F	D	F
HCM2kAvgQ:	7	3	87	39	2	16	54	31	31	22	18	72

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	234	0	368	0	1252	401	0	1324	550
Growth Adj:	1.00	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	234	0	368	0	1252	401	0	1324	550
Added Vol:	0	0	0	42	0	53	0	700	82	0	620	176
NB Vol Adj:	0	0	0	0	0	0	0	724	0	0	597	0
Initial Fut:	0	0	0	276	0	421	0	2676	483	0	2541	726
User Adj:	1.00	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:	0	0	0	300	0	458	0	2909	525	0	2762	789
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	300	0	458	0	2909	525	0	2762	789
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	300	0	458	0	2909	525	0	2762	789
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.40	0.00	1.60	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2365	0	2718	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.17	0.00	0.56	0.33	0.00	0.53	0.49
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.75	0.75	0.00	0.75	0.75
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.75	0.00	0.75	0.44	0.00	0.71	0.65
Delay/Veh:	0.0	0.0	0.0	35.1	0.0	39.4	0.0	8.2	5.0	0.0	7.5	7.6
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:	0.0	0.0	0.0	35.1	0.0	39.4	0.0	8.2	5.0	0.0	7.5	7.6
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	10	0	20	6	0	18	13

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.036
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	46.7
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	565	0	522	0	0	0	0	1225	276	0	1279	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	565	0	522	0	0	0	0	1225	276	0	1279	490
Added Vol:	53	0	155	0	0	0	0	660	82	0	743	48
NB Vol Adj:	0	0	0	0	0	0	0	724	0	0	597	0
Initial Fut:	618	0	677	0	0	0	0	2609	358	0	2619	538
User Adj:	1.00	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:	672	0	736	0	0	0	0	2836	389	0	2847	585
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	672	0	736	0	0	0	0	2836	389	0	2847	585
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	672	0	736	0	0	0	0	2836	389	0	2847	585
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.37	0.00	0.46	0.00	0.00	0.00	0.00	0.55	0.24	0.00	0.55	0.36
Crit Moves:			****					****			****	
Green/Cycle:	0.44	0.00	0.44	0.00	0.00	0.00	0.00	0.53	0.53	0.00	0.53	0.53
Volume/Cap:	0.85	0.00	1.04	0.00	0.00	0.00	0.00	1.03	0.45	0.00	1.04	0.68
Delay/Veh:	33.3	0.0	71.3	0.0	0.0	0.0	0.0	49.4	14.9	0.0	50.7	19.6
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:	33.3	0.0	71.3	0.0	0.0	0.0	0.0	49.4	14.9	0.0	50.7	19.6
LOS by Move:	C	A	E	A	A	A	A	D	B	A	D	B
HCM2kAvgQ:	21	0	32	0	0	0	0	42	8	0	43	14

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	2.283
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	443.0
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	606	225	38	123	272	271	188	181	469	40	381	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	606	225	38	123	272	271	188	181	469	40	381	83
Added Vol:	764	253	80	0	222	20	31	12	772	70	8	0
NB Vol Adj:	432	-51	0	0	-50	50	0	51	598	0	0	0
Initial Fut:	1802	427	118	123	444	341	219	244	1839	110	389	83
User Adj:	1.00	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:	1959	464	128	134	483	371	238	265	1999	120	423	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1959	464	128	134	483	371	238	265	1999	120	423	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1959	464	128	134	483	371	238	265	1999	120	423	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.95	0.91	0.85	0.92	0.82	0.82	0.95	0.93	0.93
Lanes:	2.00	2.35	0.65	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	3502	3930	1086	1805	5187	1615	3502	1567	1567	1805	2898	618
Capacity Analysis Module:												
Vol/Sat:	0.56	0.12	0.12	0.07	0.09	0.23	0.07	0.17	1.28	0.07	0.15	0.15
Crit Moves:	****					****			****	****		
Green/Cycle:	0.24	0.21	0.21	0.13	0.10	0.10	0.19	0.54	0.54	0.06	0.41	0.41
Volume/Cap:	2.36	0.57	0.57	0.57	0.96	2.36	0.36	0.31	2.36	1.14	0.36	0.36
Delay/Veh:	661.4	43.7	43.7	52.7	83.2	685.3	42.5	15.3	642.6	185.3	24.7	24.7
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:	661.4	43.7	43.7	52.7	83.2	685.3	42.5	15.3	642.6	185.3	24.7	24.7
LOS by Move:	F	D	D	D	F	F	D	B	F	F	C	C
HCM2kAvgQ:	108	8	8	5	10	41	4	6	223	9	7	7

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.1
Optimal Cycle:	56	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	1 0	0 1	0	0 2	1 0	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	600	0	508	0	945	322	610	747	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	600	0	508	0	945	322	610	747	0
Added Vol:	0	0	0	0	0	0	0	15	0	24	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	600	0	508	0	960	322	634	771	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:	0	0	0	652	0	552	0	1043	350	689	838	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	652	0	552	0	1043	350	689	838	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	652	0	552	0	1043	350	689	838	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	0.95	1.00	0.85	1.00	0.88	0.88	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.25	0.75	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3737	1253	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.34	0.00	0.28	0.28	0.20	0.23	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.33	0.33	0.23	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.84	0.00	0.84	0.84	0.84	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	25.9	0.0	41.4	0.0	41.0	41.0	51.4	14.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.9	0.0	41.4	0.0	41.0	41.0	51.4	14.8	0.0
LOS by Move:	A	A	A	C	A	D	A	D	D	D	B	A
HCM2kAvgQ:	0	0	0	9	0	21	0	20	20	15	9	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #16 Main / 805 SBR

Cycle (sec):	110	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.6
Optimal Cycle:	56	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	600	0	508	0	945	322	610	747	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	600	0	508	0	945	322	610	747	0
Added Vol:	0	0	0	0	0	0	0	15	0	24	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	600	0	508	0	960	322	634	771	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:	0	0	0	652	0	552	0	1043	350	689	838	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	652	0	552	0	1043	350	689	838	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	652	0	552	0	1043	350	689	838	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	0.95	1.00	0.85	1.00	0.88	0.88	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.25	0.75	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3737	1253	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.34	0.00	0.28	0.28	0.20	0.23	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.33	0.33	0.23	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.84	0.00	0.84	0.84	0.84	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	23.8	0.0	39.0	0.0	38.1	38.1	48.0	13.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.8	0.0	39.0	0.0	38.1	38.1	48.0	13.6	0.0
LOS by Move:	A	A	A	C	A	D	A	D	D	D	B	A
HCM2kAvgQ:	0	0	0	8	0	19	0	18	18	14	8	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.0
Optimal Cycle:	127	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	1 0	0 2	0	0 0	0 0	1	0 2	0 0	0	0 3	0 2
Volume Module:												
Base Vol:	378	0	710	0	0	0	457	1048	0	0	978	960
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	378	0	710	0	0	0	457	1048	0	0	978	960
Added Vol:	0	0	15	0	0	0	0	15	0	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	378	0	725	0	0	0	457	1063	0	0	1025	960
User Adj:	1.00	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:	411	0	788	0	0	0	497	1155	0	0	1114	1043
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	411	0	788	0	0	0	497	1155	0	0	1114	1043
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	411	0	788	0	0	0	497	1155	0	0	1114	1043
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.28	0.00	0.00	0.00	0.28	0.32	0.00	0.00	0.21	0.37
Crit Moves:			****				****					****
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.29	0.68	0.00	0.00	0.39	0.39
Volume/Cap:	0.77	0.00	0.94	0.00	0.00	0.00	0.94	0.47	0.00	0.00	0.55	0.94
Delay/Veh:	45.6	0.0	60.1	0.0	0.0	0.0	67.2	9.1	0.0	0.0	28.8	50.7
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:	45.6	0.0	60.1	0.0	0.0	0.0	67.2	9.1	0.0	0.0	28.8	50.7
LOS by Move:	D	A	E	A	A	A	E	A	A	A	C	D
HCM2kAvgQ:	15	0	21	0	0	0	22	10	0	0	12	26

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.2
Optimal Cycle:	45	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			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 2	2	0 3	0 1	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	402	1135	0	0	1680	300	600	0	518	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:	402	1135	0	0	1680	300	600	0	518	0	0	0
Added Vol:	0	15	0	0	24	47	30	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	402	1150	0	0	1704	347	630	0	518	0	0	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	437	1250	0	0	1852	377	685	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	1250	0	0	1852	377	685	0	0	0	0	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
FinalVolume:	437	1250	0	0	1852	377	685	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.88	0.97	0.91	0.85	0.92	0.91	0.88	0.97	0.91	1.00
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	3344	3686	5187	1615	3502	5187	3344	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.00	0.00	0.36	0.23	0.20	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.17	0.67	0.00	0.00	0.50	0.50	0.27	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.72	0.36	0.00	0.00	0.72	0.47	0.72	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	43.3	7.3	0.0	0.0	20.8	17.0	35.7	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	7.3	0.0	0.0	20.8	17.0	35.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	B	D	A	A	A	A	A
HCM2kAvgQ:	8	6	0	0	17	8	11	0	0	0	0	0

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

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Intersection #20 Main St/Magdalena

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.2
Optimal Cycle:	37	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	0 0	1	2 0	1 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	0	0	10	0	121	79	0	0	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	121	79	0	0	0	0	10
Added Vol:	0	0	0	0	0	367	570	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	488	649	0	0	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	11	0	530	705	0	0	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	11	0	530	705	0	0	0	0	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
FinalVolume:	0	0	0	11	0	530	705	0	0	0	0	11
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	0.92	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	0	0	1805	0	1615	3502	1900	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.33	0.20	0.00	0.00	0.00	0.00	0.01
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.51	0.00	0.51	0.31	0.00	0.00	0.00	0.00	0.10
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.65	0.65	0.00	0.00	0.00	0.00	0.07
Delay/Veh:	0.0	0.0	0.0	12.2	0.0	19.8	31.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	12.2	0.0	19.8	31.0	0.0	0.0	0.0	0.0	40.9
LOS by Move:	A	A	A	B	A	B	C	A	A	A	A	D
HCM2kAvgQ:	0	0	0	0	0	13	10	0	0	0	0	0

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.2
Optimal Cycle:	83	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1	0 0	1	1	0 1	0 0	0	0 0	0 1
Volume Module:												
Base Vol:	0	0	0	10	0	121	79	0	0	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	121	79	0	0	0	0	10
Added Vol:	0	0	0	0	0	367	570	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	488	649	0	0	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	11	0	530	705	0	0	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	11	0	530	705	0	0	0	0	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
FinalVolume:	0	0	0	11	0	530	705	0	0	0	0	11
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	0.95	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.33	0.39	0.00	0.00	0.00	0.00	0.01
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.49	0.00	0.00	0.00	0.00	0.10
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.80	0.80	0.00	0.00	0.00	0.00	0.07
Delay/Veh:	0.0	0.0	0.0	17.5	0.0	32.6	26.6	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	17.5	0.0	32.6	26.6	0.0	0.0	0.0	0.0	40.9
LOS by Move:	A	A	A	B	A	C	C	A	A	A	A	D
HCM2kAvgQ:	0	0	0	0	0	16	20	0	0	0	0	0

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #23 Main/Street "A"

Cycle (sec):	120	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.6
Optimal Cycle:	180	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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	2	1	0 1	1 0	0	0 1!	0 0	1	1 0	1 0
Volume Module:												
Base Vol:	58	86	52	110	195	115	75	151	100	55	200	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	86	52	110	195	115	75	151	100	55	200	89
Added Vol:	0	321	1283	0	281	0	0	0	0	1125	0	0
NB Vol Adj:	0	0	182	0	0	-115	-75	-151	-100	398	-200	0
Initial Fut:	58	407	1517	110	476	0	0	0	0	1578	0	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	63	442	1649	120	517	0	0	0	0	1715	0	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	442	1649	120	517	0	0	0	0	1715	0	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	442	1649	120	517	0	0	0	0	1715	0	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.75	0.95	0.95	0.95	1.00	1.00	1.00	0.90	0.95	0.90
Lanes:	0.12	0.88	2.00	1.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00
Final Sat.:	236	1653	2842	1805	3610	0	0	1900	0	3420	0	1710
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.58	0.07	0.14	0.00	0.00	0.00	0.00	0.50	0.00	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.29	0.36	0.91	0.09	0.16	0.00	0.00	0.00	0.00	0.55	0.00	0.55
Volume/Cap:	0.91	0.74	0.64	0.74	0.91	0.00	0.00	0.00	0.00	0.91	0.00	0.10
Delay/Veh:	60.4	37.8	1.7	70.0	68.9	0.0	0.0	0.0	0.0	31.3	0.0	12.9
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:	60.4	37.8	1.7	70.0	68.9	0.0	0.0	0.0	0.0	31.3	0.0	12.9
LOS by Move:	E	D	A	E	E	A	A	A	A	C	A	B
HCM2kAvgQ:	22	17	8	6	13	0	0	0	0	34	0	2

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec): 90 Critical Vol./Cap.(X): 1.727
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 274.4
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1 0	0	2 0	2 0	1	2 0	2 0	0	2 0	3 0	2
Volume Module:												
Base Vol:	0	0	0	394	0	157	196	51	0	0	30	489
Growth Adj:	1.00	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	394	0	157	196	51	0	0	30	489
Added Vol:	0	38	0	176	59	830	946	337	0	0	295	113
NB Vol Adj:	0	0	0	200	0	348	231	-200	0	0	-150	150
Initial Fut:	0	38	0	770	59	1335	1373	188	0	0	175	752
User Adj:	1.00	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:	0	41	0	837	64	1451	1492	204	0	0	190	817
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	41	0	837	64	1451	1492	204	0	0	190	817
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	41	0	837	64	1451	1492	204	0	0	190	817
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	0.95	0.85	0.92	0.95	1.00	0.97	0.91	0.75
Lanes:	0.00	1.00	0.00	2.00	2.00	1.00	2.00	2.00	0.00	2.00	3.00	2.00
Final Sat.:	0	1900	0	3502	3610	1615	3502	3610	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.24	0.02	0.90	0.43	0.06	0.00	0.00	0.04	0.29
Crit Moves:	****					****	****					****
Green/Cycle:	0.00	0.17	0.00	0.36	0.52	0.52	0.25	0.41	0.00	0.00	0.17	0.17
Volume/Cap:	0.00	0.13	0.00	0.67	0.03	1.73	1.73	0.14	0.00	0.00	0.22	1.73
Delay/Veh:	0.0	32.3	0.0	26.1	10.6	353.9	366.1	16.5	0.0	0.0	32.6	373.6
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:	0.0	32.3	0.0	26.1	10.6	353.9	366.1	16.5	0.0	0.0	32.6	373.6
LOS by Move:	A	C	A	C	B	F	F	B	A	A	C	F
HCM2kAvgQ:	0	1	0	11	0	115	62	2	0	0	2	38

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
AM PEAK HOUR

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

Intersection #263 Main/V8W St A

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: 31 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	41	0	488	0	0	0	0	82	26	367	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	0	488	0	0	0	0	82	26	367	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	45	0	530	0	0	0	0	89	28	399	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	530	0	0	0	0	89	28	399	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	0	530	0	0	0	0	89	28	399	0	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	0.92	0.92	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.52	0.48	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	2642	838	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.33	0.00	0.00	0.00	0.00	0.03	0.03	0.22	0.00	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.51	0.00	0.51	0.00	0.00	0.00	0.00	0.10	0.10	0.35	0.00	0.00
Volume/Cap:	0.05	0.00	0.64	0.00	0.00	0.00	0.00	0.34	0.34	0.64	0.00	0.00
Delay/Veh:	12.1	0.0	19.3	0.0	0.0	0.0	0.0	42.5	42.5	29.7	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:	12.1	0.0	19.3	0.0	0.0	0.0	0.0	42.5	42.5	29.7	0.0	0.0
LOS by Move:	B	A	B	A	A	A	A	D	D	C	A	A
HCM2kAvgQ:	1	0	12	0	0	0	0	2	2	11	0	0

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

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couplet
2025 am
no bridges

Scenario Report

Scenario:	2025 am - no bridge
Command:	2025 am - no bridge
Volume:	2025 am - no bridge
Geometry:	2015
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	2025 am - no bridge

couplet
2025 am
no bridges

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 WB Main/SB La Media	B	10.4	0.391	B	10.4	0.391	+ 0.000
# 2 WB Main/NB La Media	B	18.7	0.606	B	18.7	0.606	+ 0.000
# 3 EB Main/SB La Media	A	0.1	0.289	A	0.1	0.289	+ 0.000
# 4 EB Main/NB La Media	A	9.5	0.454	A	9.5	0.454	+ 0.000

2025 am - no bridge Thu Aug 25, 2011 09:45:51 Page 3-1

couplet
2025 am
no bridges

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

Intersection #1 WB Main/SB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.4
Optimal Cycle:	19	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	0	0 1	1 0	0	0 0	0 0	0	1 1	0 0
Volume Module:												
Base Vol:	0	0	0	0	898	0	0	0	0	179	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	898	0	0	0	0	179	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	898	0	0	0	0	179	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	976	0	0	0	0	195	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	976	0	0	0	0	195	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	976	0	0	0	0	195	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	0.90	0.95	1.00
Lanes:	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	3610	0	0	0	0	1718	1805	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.11	0.00	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.29	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.39	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	29.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	29.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	0	0	7	0	0	0	0	5	0	0

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

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2025 am - no bridge Thu Aug 25, 2011 09:45:51 Page 4-1

couplet
2025 am
no bridges

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

Intersection #2 WB Main/NB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.7
Optimal Cycle:	22	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	1 1	0 0	0	0 0	0 0	0	0 0	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	985	0	0	0	0	0	0	0	0	179	441
Growth Adj:	1.00	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	985	0	0	0	0	0	0	0	0	179	441
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	985	0	0	0	0	0	0	0	0	179	441
User Adj:	1.00	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:	0	1071	0	0	0	0	0	0	0	0	195	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1071	0	0	0	0	0	0	0	0	195	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1071	0	0	0	0	0	0	0	0	195	479
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	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85
Lanes:	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Final Sat.:	0	3610	0	0	0	0	0	0	0	0	1612	1612
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.30
Crit Moves:		****										****
Green/Cycle:	0.00	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49
Volume/Cap:	0.00	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.61
Delay/Veh:	0.0	19.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.8	19.4
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	19.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.8	19.4
LOS by Move:	A	B	A	A	A	A	A	A	A	A	B	B
HCM2kAvgQ:	0	13	0	0	0	0	0	0	0	0	4	12

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

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2025 am - no bridge Thu Aug 25, 2011 09:45:51 Page 5-1

couplet
2025 am
no bridges

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

Intersection #3 EB Main/SB La Media

Cycle (sec): 100 Critical Vol./Cap.(X): 0.289
Loss Time (sec): 2 (Y+R=4.0 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 12 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0	0	1	1 0	0	0	1 1 0	0	0	0 0
Volume Module:												
Base Vol:	0	0	0	267	631	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	267	631	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	267	631	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	290	686	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	290	686	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	290	686	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.59	1.41	0.00	0.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1025	2422	0	0	3610	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:				****								
Green/Cycle:	0.00	0.00	0.00	0.98	0.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	1	0	0	0	0	0	0	0

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

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2025 am - no bridge Thu Aug 25, 2011 09:45:51 Page 6-1

couplet
2025 am
no bridges

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

Intersection #4 EB Main/NB La Media

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 2 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	1 1 0	0	0	0 0 0	0	1	1 0 0	0	0	0 0 0
Volume Module:												
Base Vol:	0	985	194	0	0	0	0	267	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	985	194	0	0	0	0	267	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	985	194	0	0	0	0	267	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1071	211	0	0	0	0	290	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1071	211	0	0	0	0	290	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1071	211	0	0	0	0	290	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	1.67	0.33	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2941	579	0	0	0	0	3610	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.80	0.80	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.45	0.45	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.2	3.2	0.0	0.0	0.0	0.0	37.3	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.2	3.2	0.0	0.0	0.0	0.0	37.3	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	D	A	A	A	A
HCM2kAvgQ:	0	7	7	0	0	0	0	5	0	0	0	0

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

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2025 pm - NO BRIDGES Fri Aug 19, 2011 14:52:39 Page 1-1

OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

Scenario Report

Scenario:	2025 pm - NO BRIDGES
Command:	2025 PM - NO BRIDGES
Volume:	2025 PM BASELINE
Geometry:	No Main - No Bridges (2025)
Impact Fee:	Default Impact Fee
Trip Generation:	+2025 pm
Trip Distribution:	2025
Paths:	NO Main - NO Bridges
Routes:	Default Route
Configuration:	2025 PM NO BRIDGES

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2025 pm - NO BRIDGES Fri Aug 19, 2011 14:52:40 Page 2-1

OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	45.6	0.910	D	46.2	0.924	+ 0.594 D/V
# 2 Olympic Pkwy/805 NBR	C	34.0	0.787	C	34.3	0.807	+ 0.247 D/V
# 3 Olympic Pkwy/Brandywine Ave	D	35.1	0.774	D	36.8	0.825	+ 1.629 D/V
# 4 Olympic/Santa Victoria	C	29.8	0.956	D	37.8	1.057	+ 7.964 D/V
# 5 Olympic Pkwy/Heritage Rd	D	53.6	0.992	F	64.7	1.051	+11.145 D/V
# 6 Olympic Pkwy/La Media Rd	D	43.9	0.929	D	47.9	0.981	+ 4.002 D/V
# 7 Olympic Pkwy/125 SB	A	6.1	0.474	A	5.8	0.520	-0.276 D/V
# 8 Olympic Pwky/125 NB	A	5.2	0.468	A	4.9	0.514	-0.363 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	D	36.5	0.614	D	36.8	0.759	+ 0.321 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	36.4	0.567	D	36.6	0.603	+ 0.252 D/V
# 11 Heritage/Santa Victoria	D	36.8	0.485	D	39.5	0.635	+ 2.694 D/V
# 12 Birch Rd/La Media Rd	E	68.2	1.100	F	190.5	1.596	+122.296 D/V
# 13 Birch Rd/125SB	B	10.2	0.526	B	11.4	0.805	+ 1.187 D/V
# 14 Birch Rd/125NB	B	18.3	0.702	D	46.1	1.076	+27.774 D/V
# 15 Birch Rd/Eastlake Pkwy	D	39.4	0.762	F	454.5	2.253	+415.022 D/V
# 16 Main / 805 SBR	D	54.5	1.069	E	56.3	1.074	+ 1.855 D/V
# 17 Main / 805 NBR	D	46.3	0.970	D	48.3	0.978	+ 2.002 D/V
# 18 Main / Heritage S	B	15.5	0.703	B	16.5	0.753	+ 1.023 D/V
# 20 Main St/Magdalena	B	17.1	0.198	E	64.5	0.929	+47.437 D/V
# 23 Main/Street "A"	D	39.9	0.658	D	40.9	1.006	+ 1.003 D/V
# 24 Main-Hunte/Eastlake Pkwy	C	26.8	0.240	F	242.8	1.636	+216.083 D/V
#263 Main/V8W St A		0.0	0.000	C	28.9	0.735	+28.943 D/V

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2025 pm - NO BRIDGES Fri Aug 19, 2011 14:52:40 Page 3-1

OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.924
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	46.2
Optimal Cycle:	107	Level Of Service:	D

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	691	0	686	0	827	293	580	610	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	691	0	686	0	827	293	580	610	0
Added Vol:	0	0	0	140	0	0	0	31	0	14	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	831	0	686	0	858	293	594	632	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:	0	0	0	903	0	746	0	933	318	646	687	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	903	0	746	0	933	318	646	687	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	903	0	746	0	933	318	646	687	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.46	0.00	0.26	0.20	0.18	0.19	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.28	0.28	0.20	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.92	0.00	0.92	0.71	0.92	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	23.6	0.0	48.8	0.0	62.6	50.3	73.1	23.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.6	0.0	48.8	0.0	62.6	50.3	73.1	23.6	0.0
LOS by Move:	A	A	A	C	A	D	A	E	D	E	C	A
HCM2kAvgQ:	0	0	0	13	0	34	0	24	13	18	10	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.3
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	1
Volume Module:												
Base Vol:	538	0	704	0	0	0	437	1091	0	0	1113	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	538	0	704	0	0	0	437	1091	0	0	1113	339
Added Vol:	0	0	16	0	0	0	0	171	0	0	36	103
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	538	0	720	0	0	0	437	1262	0	0	1149	442
User Adj:	1.00	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:	585	0	783	0	0	0	475	1372	0	0	1249	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	0	783	0	0	0	475	1372	0	0	1249	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	585	0	783	0	0	0	475	1372	0	0	1249	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.43	0.00	1.57	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2427	0	2673	0	0	0	3502	3610	0	0	3458	1729
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.29	0.00	0.00	0.00	0.14	0.38	0.00	0.00	0.36	0.28
Crit Moves:			****				****				****	
Green/Cycle:	0.36	0.00	0.36	0.00	0.00	0.00	0.17	0.62	0.00	0.00	0.45	0.45
Volume/Cap:	0.66	0.00	0.81	0.00	0.00	0.00	0.81	0.62	0.00	0.00	0.81	0.62
Delay/Veh:	38.3	0.0	43.1	0.0	0.0	0.0	64.1	17.2	0.0	0.0	35.8	30.0
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:	38.3	0.0	43.1	0.0	0.0	0.0	64.1	17.2	0.0	0.0	35.8	30.0
LOS by Move:	D	A	D	A	A	A	E	B	A	A	D	C
HCM2kAvgQ:	15	0	21	0	0	0	12	19	0	0	26	17

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.8
Optimal Cycle:	71	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:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 2	1	0	1	0 3	0	1
Volume Module:																
Base Vol:	70	275		150	298	246		288	310	960		206	100	900		160
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	70	275		150	298	246		288	310	960		206	100	900		160
Added Vol:	0	0		16	29	0		0	0	188		0	14	139		18
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	70	275		166	327	246		288	310	1148		206	114	1039		178
User Adj:	1.00	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:	76	299		180	355	267		313	337	1248		224	124	1129		193
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	76	299		180	355	267		313	337	1248		224	124	1129		193
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	76	299		180	355	267		313	337	1248		224	124	1129		193
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	0.89		0.89	0.95	0.91		0.85
Lanes:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	2.54		0.46	1.00	3.00		1.00
Final Sat.:	1805	1900		1615	1805	1900		1615	1805	4297		771	1805	5187		1615
Capacity Analysis Module:																
Vol/Sat:	0.04	0.16		0.11	0.20	0.14		0.19	0.19	0.29		0.29	0.07	0.22		0.12
Crit Moves:		****			****				****					****		
Green/Cycle:	0.11	0.19		0.19	0.24	0.32		0.32	0.23	0.40		0.40	0.10	0.26		0.26
Volume/Cap:	0.37	0.82		0.59	0.82	0.45		0.61	0.82	0.73		0.73	0.72	0.82		0.45
Delay/Veh:	42.1	53.1		39.8	48.3	27.8		31.3	49.6	27.2		27.2	57.8	38.8		31.5
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:	42.1	53.1		39.8	48.3	27.8		31.3	49.6	27.2		27.2	57.8	38.8		31.5
LOS by Move:	D	D		D	D	C		C	D	C		C	E	D		C
HCM2kAvgQ:	3	11		6	13	7		9	12	15		15	5	14		5

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #4 Olympic/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	1.057
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.8
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				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1	0 0	0	1	0	0 0	0	0	0	0 3	0	1	1	0 3	0	0
Volume Module:																
Base Vol:	263	0		262	0	0		0	0	2276		755	372	2491		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:	263	0		262	0	0		0	0	2276		755	372	2491		0
Added Vol:	74	0		0	0	0		0	0	130		103	0	96		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	337	0		262	0	0		0	0	2406		858	372	2587		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:	366	0		285	0	0		0	0	2615		933	404	2812		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	366	0		285	0	0		0	0	2615		933	404	2812		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	366	0		285	0	0		0	0	2615		933	404	2812		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		0.85	0.95	0.91		1.00
Lanes:	1.00	0.00		1.00	0.00	0.00		0.00	0.00	3.00		1.00	1.00	3.00		0.00
Final Sat.:	1805	0		1615	0	0		0	0	5187		1615	1805	5187		0
Capacity Analysis Module:																
Vol/Sat:	0.20	0.00		0.18	0.00	0.00		0.00	0.00	0.50		0.58	0.22	0.54		0.00
Crit Moves:	****											****	****			
Green/Cycle:	0.19	0.00		0.19	0.00	0.00		0.00	0.00	0.55		0.55	0.21	0.76		0.00
Volume/Cap:	1.06	0.00		0.92	0.00	0.00		0.00	0.00	0.92		1.06	1.06	0.72		0.00
Delay/Veh:	112.7	0.0		78.5	0.0	0.0		0.0	0.0	30.7		73.8	109.2	8.3		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	112.7	0.0		78.5	0.0	0.0		0.0	0.0	30.7		73.8	109.2	8.3		0.0
LOS by Move:	F	A		E	A	A		A	A	C		E	F	A		A
HCM2kAvgQ:	20	0		14	0	0		0	0	36		45	22	21		0

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.966
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	50.5
Optimal Cycle:	175	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	2	2 0	3 0	2
Volume Module:												
Base Vol:	280	1800	290	285	1600	250	400	1170	300	360	1068	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1800	290	285	1600	250	400	1170	300	360	1068	197
Added Vol:	0	67	0	122	93	0	0	130	0	0	96	85
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1867	290	407	1693	250	400	1300	300	360	1164	282
User Adj:	1.00	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:	304	2029	315	442	1840	272	435	1413	326	391	1265	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	2029	315	442	1840	272	435	1413	326	391	1265	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	2029	315	442	1840	272	435	1413	326	391	1265	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.20	0.13	0.35	0.17	0.12	0.27	0.11	0.11	0.24	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.40	0.40	0.13	0.43	0.43	0.13	0.28	0.28	0.12	0.26	0.26
Volume/Cap:	0.82	0.97	0.48	0.97	0.82	0.39	0.93	0.97	0.41	0.97	0.93	0.41
Delay/Veh:	66.6	47.5	27.0	85.2	32.8	23.8	75.7	58.7	35.3	88.6	53.9	36.8
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:	66.6	47.5	27.0	85.2	32.8	23.8	75.7	58.7	35.3	88.6	53.9	36.8
LOS by Move:	E	D	C	F	C	C	E	E	D	F	D	D
HCM2kAvgQ:	8	32	9	12	24	7	12	24	6	11	21	5

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.051
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	64.7
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	2 0	2	2 0	3 0	2	2 0	3 0	2
Volume Module:												
Base Vol:	280	1800	290	285	1600	250	400	1170	300	360	1068	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1800	290	285	1600	250	400	1170	300	360	1068	197
Added Vol:	0	67	0	122	93	0	0	130	0	0	96	85
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1867	290	407	1693	250	400	1300	300	360	1164	282
User Adj:	1.00	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:	304	2029	315	442	1840	272	435	1413	326	391	1265	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	2029	315	442	1840	272	435	1413	326	391	1265	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	2029	315	442	1840	272	435	1413	326	391	1265	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	2.00	2.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	3610	2842	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.20	0.13	0.51	0.10	0.12	0.27	0.11	0.11	0.24	0.11
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.43	0.43	0.14	0.49	0.49	0.12	0.26	0.26	0.11	0.24	0.24
Volume/Cap:	1.05	0.91	0.45	0.91	1.05	0.20	1.01	1.05	0.44	1.05	1.01	0.45
Delay/Veh:	121.9	38.3	24.8	72.3	67.2	17.7	97.6	83.5	37.6	114.2	72.5	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.9	38.3	24.8	72.3	67.2	17.7	97.6	83.5	37.6	114.2	72.5	39.1
LOS by Move:	F	D	C	E	E	B	F	F	D	F	E	D
HCM2kAvgQ:	10	29	8	12	47	3	13	27	6	12	23	6

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	47.9
Optimal Cycle:	180	Level Of Service:	D

Street Name:	La Media						Olympic Pkwy					
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 0	2	2 0	3 0	2	2 0	3 0	1
Volume Module:												
Base Vol:	310	155	375	313	132	377	463	1988	533	326	1272	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	155	375	313	132	377	463	1988	533	326	1272	210
Added Vol:	57	155	0	49	238	0	0	157	95	0	124	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	310	375	362	370	377	463	2145	628	326	1396	251
User Adj:	1.00	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:	399	337	408	393	402	410	503	2332	683	354	1517	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	337	408	393	402	410	503	2332	683	354	1517	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	399	337	408	393	402	410	503	2332	683	354	1517	273
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.25	0.11	0.08	0.14	0.14	0.45	0.24	0.10	0.29	0.17
Crit Moves:			****	****				****			****	
Green/Cycle:	0.16	0.26	0.26	0.11	0.21	0.21	0.18	0.46	0.46	0.10	0.38	0.38
Volume/Cap:	0.69	0.25	0.98	0.98	0.37	0.69	0.78	0.98	0.52	0.98	0.78	0.45
Delay/Veh:	51.0	35.5	83.2	92.7	41.0	47.6	52.5	46.2	23.6	95.7	35.0	28.6
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:	51.0	35.5	83.2	92.7	41.0	47.6	52.5	46.2	23.6	95.7	35.0	28.6
LOS by Move:	D	D	F	F	D	D	D	D	C	F	D	C
HCM2kAvgQ:	8	4	20	12	5	9	11	37	10	11	19	8

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

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Intersection #5 Olympic Pkwy/Heritage Rd

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.966
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	50.5
Optimal Cycle:	175	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	2	2 0	3 0	2
Volume Module:												
Base Vol:	280	1800	290	285	1600	250	400	1170	300	360	1068	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1800	290	285	1600	250	400	1170	300	360	1068	197
Added Vol:	0	67	0	122	93	0	0	130	0	0	96	85
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1867	290	407	1693	250	400	1300	300	360	1164	282
User Adj:	1.00	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:	304	2029	315	442	1840	272	435	1413	326	391	1265	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	2029	315	442	1840	272	435	1413	326	391	1265	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	2029	315	442	1840	272	435	1413	326	391	1265	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.20	0.13	0.35	0.17	0.12	0.27	0.11	0.11	0.24	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.40	0.40	0.13	0.43	0.43	0.13	0.28	0.28	0.12	0.26	0.26
Volume/Cap:	0.82	0.97	0.48	0.97	0.82	0.39	0.93	0.97	0.41	0.97	0.93	0.41
Delay/Veh:	66.6	47.5	27.0	85.2	32.8	23.8	75.7	58.7	35.3	88.6	53.9	36.8
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:	66.6	47.5	27.0	85.2	32.8	23.8	75.7	58.7	35.3	88.6	53.9	36.8
LOS by Move:	E	D	C	F	C	C	E	E	D	F	D	D
HCM2kAvgQ:	8	32	9	12	24	7	12	24	6	11	21	5

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

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Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.8
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	240	0	140	0	1887	123	0	1360	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	240	0	140	0	1887	123	0	1360	180
Added Vol:	0	0	0	0	0	0	0	216	0	0	211	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	240	0	140	0	2103	123	0	1571	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	0	0	261	0	152	0	2286	134	0	1708	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	261	0	152	0	2286	134	0	1708	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	261	0	152	0	2286	134	0	1708	196
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	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.63	0.00	1.37	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2839	0	2381	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.06	0.00	0.44	0.08	0.00	0.33	0.12
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.00	0.85	0.85	0.00	0.85	0.85
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.52	0.00	0.52	0.10	0.00	0.39	0.14
Delay/Veh:	0.0	0.0	0.0	48.0	0.0	41.7	0.0	2.2	1.3	0.0	1.8	1.4
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	48.0	0.0	41.7	0.0	2.2	1.3	0.0	1.8	1.4
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	4	0	7	1	0	5	1

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.9
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	2
Volume Module:												
Base Vol:	90	0	123	0	0	0	0	1770	255	0	1461	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	123	0	0	0	0	1770	255	0	1461	241
Added Vol:	0	0	0	0	0	0	0	216	0	0	211	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	123	0	0	0	0	1986	255	0	1672	241
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	98	0	134	0	0	0	0	2159	277	0	1817	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	134	0	0	0	0	2159	277	0	1817	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
FinalVolume:	98	0	134	0	0	0	0	2159	277	0	1817	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.08	0.00	0.00	0.00	0.00	0.42	0.17	0.00	0.35	0.00
Crit Moves:			****					****			****	
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.81	0.81	0.00	0.81	0.00
Volume/Cap:	0.17	0.00	0.51	0.00	0.00	0.00	0.00	0.51	0.21	0.00	0.43	0.00
Delay/Veh:	36.4	0.0	40.1	0.0	0.0	0.0	0.0	3.2	2.3	0.0	2.9	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:	36.4	0.0	40.1	0.0	0.0	0.0	0.0	3.2	2.3	0.0	2.9	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	4	0	0	0	0	8	2	0	6	0

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.8
Optimal Cycle:	59	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:	Ovl				Ovl				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	3	0 1	2	0	3	0 2	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	286	170	366		345	141	259		398	768	326		203	583	216	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	286	170	366		345	141	259		398	768	326		203	583	216	
Added Vol:	147	68	23		0	82	44		26	12	178		38	20	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	433	238	389		345	223	303		424	780	504		241	603	216	
User Adj:	1.00	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:	471	259	423		375	242	329		461	848	548		262	655	235	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	471	259	423		375	242	329		461	848	548		262	655	235	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	471	259	423		375	242	329		461	848	548		262	655	235	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.85		0.92	0.91	0.75		0.92	0.91	0.85		0.92	0.91	0.85	
Lanes:	2.00	3.00	1.00		2.00	3.00	2.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3502	5187	1615		3502	5187	2842		3502	5187	1615		3502	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.05	0.26		0.11	0.05	0.12		0.13	0.16	0.34		0.07	0.13	0.15	
Crit Moves:			****		****						****		****			
Green/Cycle:	0.24	0.25	0.35		0.14	0.15	0.41		0.26	0.45	0.45		0.10	0.29	0.29	
Volume/Cap:	0.56	0.20	0.76		0.76	0.31	0.28		0.51	0.37	0.76		0.76	0.44	0.51	
Delay/Veh:	41.0	35.9	40.9		56.3	45.9	23.9		38.4	22.0	32.4		62.1	35.2	36.7	
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:	41.0	35.9	40.9		56.3	45.9	23.9		38.4	22.0	32.4		62.1	35.2	36.7	
LOS by Move:	D	D	D		E	D	C		D	C	C		E	D	D	
HCM2kAvgQ:	8	3	15		9	3	5		8	7	18		7	7	8	

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.6
Optimal Cycle:	42	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:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	2	1 0	2	0	2	0 1	2	0	2	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	86	43	41		182	109	452		385	622	218		49	283	99	
Growth Adj:	1.00	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	43	41		182	109	452		385	622	218		49	283	99	
Added Vol:	0	54	27		0	66	29		18	18	0		33	29	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	86	97	68		182	175	481		403	640	218		82	312	99	
User Adj:	1.00	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:	93	105	74		198	190	523		438	696	237		89	339	108	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	93	105	74		198	190	523		438	696	237		89	339	108	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	93	105	74		198	190	523		438	696	237		89	339	108	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.85	0.85		0.92	0.95	0.85		0.92	0.88	0.88		0.92	0.95	0.85	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.24	0.76		2.00	2.00	1.00	
Final Sat.:	3502	3244	1622		3502	3610	1615		3502	3722	1268		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.05		0.06	0.05	0.32		0.13	0.19	0.19		0.03	0.09	0.07	
Crit Moves:	****						****			****			****			
Green/Cycle:	0.06	0.34	0.34		0.24	0.52	0.52		0.20	0.30	0.30		0.06	0.15	0.15	
Volume/Cap:	0.46	0.10	0.13		0.24	0.10	0.63		0.61	0.63	0.63		0.44	0.61	0.43	
Delay/Veh:	56.3	27.1	27.5		37.2	14.8	22.1		45.0	37.1	37.1		56.1	49.5	47.3	
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:	56.3	27.1	27.5		37.2	14.8	22.1		45.0	37.1	37.1		56.1	49.5	47.3	
LOS by Move:	E	C	C		D	B	C		D	D	D		E	D	D	
HCM2kAvgQ:	2	1	2		3	2	14		8	11	11		2	7	4	

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #11 Heritage/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.5
Optimal Cycle:	42	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			Ignore			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	59	101	75	307	375	10	111	233	138	225	420	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:	59	101	75	307	375	10	111	233	138	225	420	10
Added Vol:	0	0	87	93	0	0	0	103	0	53	74	67
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	101	162	400	375	10	111	336	138	278	494	77
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	64	110	176	435	408	0	121	365	150	302	537	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	110	176	435	408	0	121	365	150	302	537	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	64	110	176	435	408	0	121	365	150	302	537	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1900	1805	1900	1615	1805	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.11	0.12	0.08	0.00	0.07	0.19	0.09	0.17	0.28	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.15	0.17	0.17	0.20	0.22	0.00	0.11	0.30	0.30	0.26	0.46	0.00
Volume/Cap:	0.12	0.12	0.64	0.64	0.36	0.00	0.62	0.64	0.31	0.64	0.62	0.00
Delay/Veh:	44.1	42.1	51.0	46.3	40.2	0.0	57.0	38.5	32.5	41.9	25.9	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:	44.1	42.1	51.0	46.3	40.2	0.0	57.0	38.5	32.5	41.9	25.9	0.0
LOS by Move:	D	D	D	D	D	A	E	D	C	D	C	A
HCM2kAvgQ:	1	1	7	8	5	0	5	12	4	11	15	0

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.596
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	190.5
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	3 0	1	2 0	3 0	1	1 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	317	107	311	359	82	488	414	428	170	400	399	362
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	107	311	359	82	488	414	428	170	400	399	362
Added Vol:	101	154	196	78	254	0	0	133	167	202	107	58
NB Vol Adj:	-317	-300	313	150	-150	0	0	243	-170	250	370	300
Initial Fut:	101	-39	820	587	186	488	414	804	167	852	876	720
User Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	110	0	891	638	202	530	450	874	182	926	952	783
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	891	638	202	530	450	874	182	926	952	783
PCE Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	0	891	638	202	530	450	874	182	926	952	783
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.93	0.93	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.66	0.34	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	2911	605	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.55	0.18	0.04	0.33	0.25	0.30	0.30	0.26	0.26	0.48
Crit Moves:			****	****			****					****
Green/Cycle:	0.08	0.00	0.35	0.11	0.38	0.38	0.16	0.24	0.24	0.22	0.30	0.30
Volume/Cap:	0.75	0.00	1.60	1.60	0.10	0.87	1.60	1.23	1.23	1.23	0.87	1.60
Delay/Veh:	64.6	0.0	309.1	323.9	20.1	41.1	326.4	150	150.5	153.2	40.5	312.4
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:	64.6	0.0	309.1	323.9	20.1	41.1	326.4	150	150.5	153.2	40.5	312.4
LOS by Move:	E	A	F	F	C	D	F	F	F	F	D	F
HCM2kAvgQ:	5	0	69	27	1	18	36	32	32	28	18	61

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.4
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	267	0	344	0	1139	396	0	1022	550
Growth Adj:	1.00	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	267	0	344	0	1139	396	0	1022	550
Added Vol:	0	0	0	49	0	102	0	667	61	0	774	150
NB Vol Adj:	0	0	0	0	0	0	0	806	0	0	1070	0
Initial Fut:	0	0	0	316	0	446	0	2612	457	0	2866	700
User Adj:	1.00	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:	0	0	0	343	0	485	0	2839	497	0	3115	761
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	343	0	485	0	2839	497	0	3115	761
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	343	0	485	0	2839	497	0	3115	761
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.41	0.00	1.59	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2402	0	2692	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.18	0.00	0.55	0.31	0.00	0.60	0.47
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.75	0.75	0.00	0.75	0.75
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.80	0.00	0.73	0.41	0.00	0.80	0.63
Delay/Veh:	0.0	0.0	0.0	36.2	0.0	41.5	0.0	7.9	4.9	0.0	9.4	7.2
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	36.2	0.0	41.5	0.0	7.9	4.9	0.0	9.4	7.2
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	8	0	11	0	19	6	0	24	12

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.076
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	46.1
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	530	0	456	0	0	0	0	1107	340	0	1043	538
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	0	456	0	0	0	0	1107	340	0	1043	538
Added Vol:	102	0	181	0	0	0	0	654	61	0	822	41
NB Vol Adj:	0	0	0	0	0	0	0	806	0	0	1070	0
Initial Fut:	632	0	637	0	0	0	0	2567	401	0	2935	579
User Adj:	1.00	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:	687	0	692	0	0	0	0	2790	436	0	3190	629
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	687	0	692	0	0	0	0	2790	436	0	3190	629
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	687	0	692	0	0	0	0	2790	436	0	3190	629
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.43	0.00	0.00	0.00	0.00	0.54	0.27	0.00	0.62	0.39
Crit Moves:			****				****				****	
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.57	0.57	0.00	0.57	0.57
Volume/Cap:	0.96	0.00	1.08	0.00	0.00	0.00	0.00	0.94	0.47	0.00	1.08	0.68
Delay/Veh:	52.3	0.0	87.8	0.0	0.0	0.0	0.0	26.8	13.0	0.0	62.8	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:	52.3	0.0	87.8	0.0	0.0	0.0	0.0	26.8	13.0	0.0	62.8	17.1
LOS by Move:	D	A	F	A	A	A	A	C	B	A	E	B
HCM2kAvgQ:	26	0	32	0	0	0	0	34	8	0	51	14

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	2.253
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	454.5
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0 2	1	0	1	0 3	0	1	2	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	490	196	55		204	0	375		215	320	464		0	323	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:	490	196	55		204	0	375		215	320	464		0	323	149	
Added Vol:	810	215	68		0	260	38		23	9	804		82	15	0	
NB Vol Adj:	820	-150	-123		0	0	0		150	123	413		-50	50	0	
Initial Fut:	2120	261	0		204	260	413		388	452	1681		32	388	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:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	2304	284	0		222	283	449		422	491	1827		35	422	162	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2304	284	0		222	283	449		422	491	1827		35	422	162	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2304	284	0		222	283	449		422	491	1827		35	422	162	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.91		0.95	0.91	0.85		0.92	0.84	0.84		0.95	0.91	0.91	
Lanes:	2.00	3.00	0.00		1.00	3.00	1.00		2.00	1.00	1.00		1.00	1.45	0.55	
Final Sat.:	3502	5187	0		1805	5187	1615		3502	1592	1592		1805	2499	960	
Capacity Analysis Module:																
Vol/Sat:	0.66	0.05	0.00		0.12	0.05	0.28		0.12	0.31	1.15		0.02	0.17	0.17	
Crit Moves:	****						****				****		****			
Green/Cycle:	0.28	0.16	0.00		0.23	0.12	0.12		0.22	0.48	0.48		0.06	0.32	0.32	
Volume/Cap:	2.38	0.34	0.00		0.52	0.47	2.38		0.54	0.64	2.38		0.33	0.54	0.54	
Delay/Veh:	668.3	45.2	0.0		41.3	50.1	690.7		41.7	23.7	655.9		56.1	34.4	34.4	
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:	668.3	45.2	0.0		41.3	50.1	690.7		41.7	23.7	655.9		56.1	34.4	34.4	
LOS by Move:	F	D	A		D	D	F		D	C	F		E	C	C	
HCM2kAvgQ:	127	4	0		8	4	49		7	15	205		2	10	10	

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	1.074
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	56.3
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				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	0	0 0	0	0	1	1 0	0	1	0	0 2	1	0	2	0 2	0	0
Volume Module:																
Base Vol:	0	0	0		750	0	635		0	1036	589		720	1220	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		750	0	635		0	1036	589		720	1220	0	
Added Vol:	0	0	0		0	0	0		0	29	0		18	18	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		750	0	635		0	1065	589		738	1238	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:	0	0	0		815	0	690		0	1158	640		802	1346	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		815	0	690		0	1158	640		802	1346	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		815	0	690		0	1158	640		802	1346	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		0.95	1.00	0.85		1.00	0.86	0.86		0.92	0.95	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		2.00	2.00	0.00	
Final Sat.:	0	0	0		3618	0	1615		0	3275	1637		3502	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.23	0.00	0.43		0.00	0.35	0.39		0.23	0.37	0.00	
Crit Moves:							****				****		****			
Green/Cycle:	0.00	0.00	0.00		0.40	0.00	0.40		0.00	0.36	0.36		0.21	0.58	0.00	
Volume/Cap:	0.00	0.00	0.00		0.57	0.00	1.07		0.00	0.97	1.07		1.07	0.65	0.00	
Delay/Veh:	0.0	0.0	0.0		28.6	0.0	93.3		0.0	52.2	83.2		101.9	17.8	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		28.6	0.0	93.3		0.0	52.2	83.2		101.9	17.8	0.0	
LOS by Move:	A	A	A		C	A	F		A	D	F		F	B	A	
HCM2kAvgQ:	0	0	0		12	0	36		0	29	36		23	18	0	

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #16 Main / 805 SBR

Cycle (sec):	110	Critical Vol./Cap.(X):	1.071
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	53.0
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0	0 0	1 1	0	0 1	0 0	2	1 0	2 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	750	0	635	0	1036	589	702	1220	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	750	0	635	0	1036	589	702	1220	0
Added Vol:	0	0	0	0	0	0	0	29	0	18	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	750	0	635	0	1065	589	720	1238	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:	0	0	0	815	0	690	0	1158	640	783	1346	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	815	0	690	0	1158	640	783	1346	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	815	0	690	0	1158	640	783	1346	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	0.95	1.00	0.85	1.00	0.86	0.86	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3275	1637	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.43	0.00	0.35	0.39	0.22	0.37	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.00	0.37	0.37	0.21	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	1.07	0.00	0.97	1.07	1.07	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	26.2	0.0	89.1	0.0	48.4	78.7	97.5	16.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.2	0.0	89.1	0.0	48.4	78.7	97.5	16.7	0.0
LOS by Move:	A	A	A	C	A	F	A	D	E	F	B	A
HCM2kAvgQ:	0	0	0	11	0	34	0	27	34	21	16	0

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #17 Main / 805 NBR

Cycle (sec): 120 Critical Vol./Cap.(X): 0.978
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 48.3
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				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	0	1	0	0 2	0	0	0	0 0	1	0	2	0 0	0	0	3	0 2
Volume Module:																
Base Vol:	513	0	780		0	0	0		540	1238		0	0	1491	650	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	513	0	780		0	0	0		540	1238		0	0	1491	650	
Added Vol:	0	0	29		0	0	0		0	29		0	0	35	0	
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0	0	
Initial Fut:	513	0	809		0	0	0		540	1267		0	0	1526	650	
User Adj:	1.00	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:	558	0	879		0	0	0		587	1377		0	0	1659	707	
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0	0	
Reduced Vol:	558	0	879		0	0	0		587	1377		0	0	1659	707	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	558	0	879		0	0	0		587	1377		0	0	1659	707	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.75		1.00	1.00	1.00		0.95	0.95	1.00		1.00	0.91	0.75	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		1.00	2.00	0.00		0.00	3.00	2.00	
Final Sat.:	1809	0	2842		0	0	0		1805	3610		0	0	5187	2842	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.00	0.31		0.00	0.00	0.00		0.33	0.38	0.00		0.00	0.32	0.25	
Crit Moves:	****								****					****		
Green/Cycle:	0.32	0.00	0.32		0.00	0.00	0.00		0.33	0.66	0.00		0.00	0.33	0.33	
Volume/Cap:	0.98	0.00	0.98		0.00	0.00	0.00		0.98	0.58	0.00		0.00	0.98	0.76	
Delay/Veh:	72.6	0.0	66.1		0.0	0.0	0.0		70.6	11.6	0.0		0.0	56.7	39.9	
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:	72.6	0.0	66.1		0.0	0.0	0.0		70.6	11.6	0.0		0.0	56.7	39.9	
LOS by Move:	E	A	E		A	A	A		E	B	A		A	E	D	
HCM2kAvgQ:	26	0	24		0	0	0		27	15	0		0	28	15	

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #18 Main / Heritage S

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	3	0 2	2	0	3	0 1	2	0	3	0 2	2	0	3	0 1
Volume Module:																
Base Vol:	535	2060	0		0	1900	600		310	0	661		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:	535	2060	0		0	1900	600		310	0	661		0	0	0	
Added Vol:	0	29	0		0	18	35		58	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	535	2089	0		0	1918	635		368	0	661		0	0	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:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.00		0.92	0.92	0.92	
PHF Volume:	582	2271	0		0	2085	690		400	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	582	2271	0		0	2085	690		400	0	0		0	0	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	
FinalVolume:	582	2271	0		0	2085	690		400	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.88		0.97	0.91	0.85		0.92	0.91	0.88		0.97	0.91	1.00	
Lanes:	2.00	3.00	2.00		2.00	3.00	1.00		2.00	3.00	2.00		2.00	3.00	1.00	
Final Sat.:	3502	5187	3344		3686	5187	1615		3502	5187	3344		3686	5187	1900	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.44	0.00		0.00	0.40	0.43		0.11	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****						****		****							
Green/Cycle:	0.22	0.79	0.00		0.00	0.57	0.57		0.15	0.00	0.00		0.00	0.00	0.00	
Volume/Cap:	0.75	0.56	0.00		0.00	0.71	0.75		0.75	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	40.6	4.2	0.0		0.0	16.4	19.9		46.6	0.0	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	40.6	4.2	0.0		0.0	16.4	19.9		46.6	0.0	0.0		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	B	B		D	A	A		A	A	A	
HCM2kAvgQ:	10	10	0		0	18	17		8	0	0		0	0	0	

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	41.4
Optimal Cycle:	74	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0	0 0	1 0	0	0 1	2 0	1	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	0	0	10	0	169	129	0	0	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	169	129	0	0	0	0	10
Added Vol:	0	0	0	0	0	705	426	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	874	555	0	0	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	11	0	950	603	0	0	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	11	0	950	603	0	0	0	0	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
FinalVolume:	0	0	0	11	0	950	603	0	0	0	0	11
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	0.92	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	0	0	1805	0	1615	3502	1900	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.59	0.17	0.00	0.00	0.00	0.00	0.01
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.63	0.00	0.63	0.19	0.00	0.00	0.00	0.00	0.10
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.93	0.93	0.00	0.00	0.00	0.00	0.07
Delay/Veh:	0.0	0.0	0.0	6.7	0.0	30.2	59.6	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	6.7	0.0	30.2	59.6	0.0	0.0	0.0	0.0	40.9
LOS by Move:	A	A	A	A	A	C	E	A	A	A	A	D
HCM2kAvgQ:	0	0	0	0	0	31	13	0	0	0	0	0

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	0 (Y+R=4.0 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				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	0 0	0 0	0		1	0 0	0 1		1	0 1	0 0		0	0 0	0 1	
Volume Module:																
Base Vol:	0	0	0		10	0	169	129	0	0	0	0	10			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0		10	0	169	129	0	0	0	0	10			
Added Vol:	0	0	0		0	0	705	426	0	0	0	0	0			
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0		10	0	874	555	0	0	0	0	10			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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:	0	0	0		11	0	950	603	0	0	0	0	11			
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0		11	0	950	603	0	0	0	0	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			
FinalVolume:	0	0	0		11	0	950	603	0	0	0	0	11			
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	0.95	1.00	1.00	1.00	1.00	0.87			
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00			
Final Sat.:	0	0	0		1805	0	1615	1805	1900	0	0	0	1644			
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.59	0.33	0.00	0.00	0.00	0.00	0.01			
Crit Moves:							****	****					****			
Green/Cycle:	0.00	0.00	0.00		0.57	0.00	0.57	0.33	0.00	0.00	0.00	0.00	0.10			
Volume/Cap:	0.00	0.00	0.00		0.01	0.00	1.02	1.02	0.00	0.00	0.00	0.00	0.07			
Delay/Veh:	0.0	0.0	0.0		9.1	0.0	57.4	77.3	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0		9.1	0.0	57.4	77.3	0.0	0.0	0.0	0.0	40.9			
LOS by Move:	A	A	A		A	A	E	E	A	A	A	A	D			
HCM2kAvgQ:	0	0	0		0	0	39	26	0	0	0	0	0			

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Main/Street "A"

Cycle (sec):	120	Critical Vol./Cap.(X):	1.006
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.9
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:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 1	0 0	2		1	0 1	1 0		0	0 1!	0 0		1	1 0	1 0	
Volume Module:																
Base Vol:	50	167	230		187	220	200		120	273	35		134	350	114	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	167	230		187	220	200		120	273	35		134	350	114	
Added Vol:	0	272	1088		0	329	0		0	0	0		1315	0	0	
NB Vol Adj:	0	0	345		0	0	-200		-120	-273	0		238	-350	0	
Initial Fut:	50	439	1663		187	549	0		0	0	35		1687	0	114	
User Adj:	1.00	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:	54	477	1808		203	597	0		0	0	38		1834	0	124	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	477	1808		203	597	0		0	0	38		1834	0	124	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	54	477	1808		203	597	0		0	0	38		1834	0	124	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.75		0.95	0.95	0.95		1.00	1.00	0.87		0.90	0.95	0.90	
Lanes:	0.10	0.90	2.00		1.00	2.00	0.00		0.00	0.00	1.00		2.00	0.00	1.00	
Final Sat.:	193	1697	2842		1805	3610	0		0	0	1644		3417	0	1708	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.28	0.64		0.11	0.17	0.00		0.00	0.00	0.02		0.54	0.00	0.07	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.28	0.32	0.85		0.13	0.16	0.00		0.00	0.00	0.02		0.53	0.00	0.56	
Volume/Cap:	1.01	0.89	0.75		0.89	1.01	0.00		0.00	0.00	1.01		1.01	0.00	0.13	
Delay/Veh:	84.0	54.0	5.0		82.9	88.7	0.0		0.0	0.0	206.9		49.9	0.0	12.7	
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:	84.0	54.0	5.0		82.9	88.7	0.0		0.0	0.0	206.9		49.9	0.0	12.7	
LOS by Move:	F	D	A		F	F	A		A	A	F		D	A	B	
HCM2kAvgQ:	26	22	17		10	17	0		0	0	3		44	0	2	

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	1.636
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	242.8
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1 0	0	2 0	2 0	1	2 0	2 0	0	2 0	3 0	2
Volume Module:												
Base Vol:	0	0	0	329	0	3	284	215	0	0	109	349
Growth Adj:	1.00	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	329	0	3	284	215	0	0	109	349
Added Vol:	0	73	0	132	44	970	802	286	0	0	345	218
NB Vol Adj:	0	0	0	-175	0	188	247	-175	0	0	-300	300
Initial Fut:	0	73	0	636	44	1161	1333	326	0	0	154	867
User Adj:	1.00	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:	0	79	0	691	48	1262	1449	354	0	0	167	942
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	79	0	691	48	1262	1449	354	0	0	167	942
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	79	0	691	48	1262	1449	354	0	0	167	942
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	0.95	0.85	0.92	0.95	1.00	0.97	0.91	0.75
Lanes:	0.00	1.00	0.00	2.00	2.00	1.00	2.00	2.00	0.00	2.00	3.00	2.00
Final Sat.:	0	1900	0	3502	3610	1615	3502	3610	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.20	0.01	0.78	0.41	0.10	0.00	0.00	0.03	0.33
Crit Moves:	****					****	****					****
Green/Cycle:	0.00	0.17	0.00	0.31	0.48	0.48	0.25	0.46	0.00	0.00	0.20	0.20
Volume/Cap:	0.00	0.24	0.00	0.65	0.03	1.64	1.64	0.22	0.00	0.00	0.16	1.64
Delay/Veh:	0.0	32.6	0.0	28.4	12.4	315.5	324.9	14.9	0.0	0.0	29.6	329.8
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:	0.0	32.6	0.0	28.4	12.4	315.5	324.9	14.9	0.0	0.0	29.6	329.8
LOS by Move:	A	C	A	C	B	F	F	B	A	A	C	F
HCM2kAvgQ:	0	2	0	9	0	95	57	3	0	0	1	42

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

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OLC Villages 8W and 9
2025 NO BRIDGES WITH PROJECT
PM PEAK HOUR

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

Intersection #263 Main/V8W St A

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.9
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0	0 0	0 0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	31	0	364	0	0	0	0	61	51	705	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	0	364	0	0	0	0	61	51	705	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	34	0	396	0	0	0	0	66	55	766	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	396	0	0	0	0	66	55	766	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	396	0	0	0	0	66	55	766	0	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	0.89	0.89	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.09	0.91	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1832	1532	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.24	0.00	0.00	0.00	0.00	0.04	0.04	0.42	0.00	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.10	0.10	0.95	0.00	0.00
Volume/Cap:	0.06	0.00	0.78	0.00	0.00	0.00	0.00	0.36	0.36	0.78	0.00	0.00
Delay/Veh:	24.0	0.0	38.6	0.0	0.0	0.0	0.0	42.7	42.7	22.0	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:	24.0	0.0	38.6	0.0	0.0	0.0	0.0	42.7	42.7	22.0	0.0	0.0
LOS by Move:	C	A	D	A	A	A	A	D	D	C	A	A
HCM2kAvgQ:	1	0	13	0	0	0	0	2	2	20	0	0

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

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couplet
2025 pm
no bridges

Scenario Report

Scenario:	2025 pm - no bridge
Command:	2025 pm - no bridge
Volume:	2025 pm - no bridge
Geometry:	2015
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	2025 pm - no bridge

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couplet
2025 pm
no bridges

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 WB Main/SB La Media	B	12.3	0.386	B	12.3	0.386	+ 0.000 D/V
# 2 WB Main/NB La Media	B	17.3	0.488	B	17.3	0.488	+ 0.000 D/V
# 3 EB Main/SB La Media	A	0.1	0.269	A	0.1	0.269	+ 0.000 D/V
# 4 EB Main/NB La Media	B	14.2	0.358	B	14.2	0.358	+ 0.000 D/V

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couplet
2025 pm
no bridges

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

Intersection #1 WB Main/SB La Media

Cycle (sec): 100 Critical Vol./Cap.(X): 0.386
Loss Time (sec): 2 (Y+R=4.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	0	0 0	0	0	0	0 1	1	0	0	0 0	0	0	0	1 1	0	0
Volume Module:																
Base Vol:	0	0	0		0	811	0		0	0	0		212	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	811	0		0	0	0		212	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	811	0		0	0	0		212	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:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	0	0		0	882	0		0	0	0		230	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	882	0		0	0	0		230	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		0	882	0		0	0	0		230	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	0.95	0.95		1.00	1.00	1.00		0.90	0.95	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.00	0.00		0.00	0.00	0.00		1.00	1.00	0.00	
Final Sat.:	0	0	0		0	3610	0		0	0	0		1718	1805	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.24	0.00		0.00	0.00	0.00		0.13	0.00	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.63	0.00		0.00	0.00	0.00		0.35	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.39	0.00		0.00	0.00	0.00		0.39	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	9.0	0.0		0.0	0.0	0.0		25.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	9.0	0.0		0.0	0.0	0.0		25.0	0.0	0.0	
LOS by Move:	A	A	A		A	A	A		A	A	A		C	A	A	
HCM2kAvgQ:	0	0	0		0	7	0		0	0	0		6	0	0	

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

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couplet
2025 pm
no bridges

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

Intersection #2 WB Main/NB La Media

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 2 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	0	1 1	0	0	0	0 0	0	0	0	0 0	0	0	0	0 1	1	0
Volume Module:																
Base Vol:	0	660	0		0	0	0		0	0	0		0	212	418	
Growth Adj:	1.00	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	660	0		0	0	0		0	0	0		0	212	418	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	660	0		0	0	0		0	0	0		0	212	418	
User Adj:	1.00	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:	0	717	0		0	0	0		0	0	0		0	230	454	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	717	0		0	0	0		0	0	0		0	230	454	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	717	0		0	0	0		0	0	0		0	230	454	
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	1.00	1.00		1.00	1.00	1.00		1.00	0.86	0.86	
Lanes:	0.00	2.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	1.00	1.00	
Final Sat.:	0	3610	0		0	0	0		0	0	0		0	1626	1626	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.14	0.28	
Crit Moves:		****													****	
Green/Cycle:	0.00	0.41	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.57	0.57	
Volume/Cap:	0.00	0.49	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.25	0.49	
Delay/Veh:	0.0	22.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.7	12.9	
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	22.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.7	12.9	
LOS by Move:	A	C	A		A	A	A		A	A	A		A	B	B	
HCM2kAvgQ:	0	9	0		0	0	0		0	0	0		0	4	9	

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

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couplet
2025 pm
no bridges

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

Intersection #3 EB Main/SB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	0.269
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1
Optimal Cycle:	12	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0	0	1	1 0	0	0	1 1 0	0	0	0 0 0
Volume Module:												
Base Vol:	0	0	0	399	412	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	399	412	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	399	412	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	434	448	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	434	448	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	434	448	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	0.88	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.98	1.02	0.00	0.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1645	1698	0	0	3610	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:				****								
Green/Cycle:	0.00	0.00	0.00	0.98	0.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	1	0	0	0	0	0	0	0

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

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couplet
2025 pm
no bridges

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

Intersection #4 EB Main/NB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.2
Optimal Cycle:	22	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	1 1 0	0	0	0 0 0	0	1	1 0 0	0	0	0 0 0
Volume Module:												
Base Vol:	0	660	91	0	0	0	0	399	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	660	91	0	0	0	0	399	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	660	91	0	0	0	0	399	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	717	99	0	0	0	0	434	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	717	99	0	0	0	0	434	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	717	99	0	0	0	0	434	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	1.76	0.24	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3115	430	0	0	0	0	3610	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.64	0.64	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.36	0.36	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.3	8.3	0.0	0.0	0.0	0.0	25.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.3	8.3	0.0	0.0	0.0	0.0	25.2	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	C	A	A	A	A
HCM2kAvgQ:	0	6	6	0	0	0	0	5	0	0	0	0

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

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APPENDIX M
2025 Mitigated Conditions HCM Worksheets

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

Scenario Report

Scenario:	2025 am - Mitigation (Main Connected)
Command:	2025 am - NO BRIDGES
Volume:	2025 AM BASELINE
Geometry:	No Main - No Bridges (2025)
Impact Fee:	Default Impact Fee
Trip Generation:	+2025 am
Trip Distribution:	2025
Paths:	With Main - Main Bridge ONLY
Routes:	Default Route
Configuration:	2025 AM - NO BRIDGES

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

Trip Generation Report
2025
Forecast for +2025 am

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	V8W-Parcel B	1.00	2025	756.00	1175.00	756	1175	1931	39.
	Zone 1 Subtotal					756	1175	1931	39.1
2	V9-Parcel C	1.00	2025	1406.00	1604.00	1406	1604	3010	60
	Zone 2 Subtotal					1406	1604	3010	60.9
TOTAL						2162	2779	4941	100.0

2025 am - Mitigation (Main Thu Apr 14, 2011 12:08:40 Page 3-1

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

Trip Distribution Report
2025 with Both Bridges Distribution
Percent Of Trips 2025 project

	To Gates									
Zone	1	2	3	4	5	6	7	8	9	10	11
1	6.0	4.0	4.0	13.0	2.0	3.0	1.0	1.0	2.0	1.0	2.0
2	5.0	5.0	1.0	6.0	3.0	4.0	2.0	0.0	1.0	0.0	1.0

	To Gates										
Zone	12	13	14	15	16	17	18	19	20	21	22
1	7.0	2.0	0.0	2.0	2.0	2.0	1.0	3.0	18.0	0.0	0.0
2	1.0	1.0	1.0	5.0	1.0	5.0	0.0	20.0	14.0	2.0	2.0

	To Gates							
Zone	23	24	25	26	28	29	30	270
1	0.0	0.0	6.0	11.0	2.0	0.0	2.0	3.0
2	3.0	3.0	1.0	8.0	4.0	0.0	0.0	1.0

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2025 am - Mitigation (Main Thu Apr 14, 2011 12:08:42 Page 4-1

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Olympic Ave/805 SBR	D	42.9	0.876	D	43.0	0.885	+ 0.072 D/V
# 2 Olympic Pkwy/805 NBR	D	41.0	0.888	D	42.1	0.913	+ 1.091 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	29.8	0.649	C	29.6	0.675	-0.166 D/V
# 4 Olympic/Santa Victoria	C	20.4	0.855	C	20.6	0.866	+ 0.183 D/V
# 5 Olympic Pkwy/Heritage Rd	D	38.2	0.804	D	39.3	0.842	+ 1.087 D/V
# 6 Olympic Pkwy/La Media Rd	D	41.8	0.856	D	43.7	0.864	+ 1.858 D/V
# 7 Olympic Pkwy/125 SB	A	5.8	0.354	A	5.7	0.363	-0.073 D/V
# 8 Olympic Pwky/125 NB	A	4.5	0.378	A	4.5	0.382	-0.040 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	32.6	0.449	C	33.7	0.473	+ 1.028 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	36.9	0.604	D	36.4	0.604	-0.512 D/V
# 11 Heritage/Santa Victoria	C	33.1	0.622	C	34.2	0.641	+ 1.119 D/V
# 12 Birch Rd/La Media Rd	C	34.3	0.764	D	37.9	0.829	+ 3.600 D/V
# 13 Birch Rd/125SB	B	10.5	0.506	A	10.0	0.637	-0.555 D/V
# 14 Birch Rd/125NB	C	20.3	0.702	C	24.8	0.843	+ 4.520 D/V
# 15 Birch Rd/Eastlake Pkwy	C	34.6	0.451	D	39.0	0.713	+ 4.466 D/V
# 16 Main / 805 SBR	C	34.6	0.828	D	35.3	0.842	+ 0.708 D/V
# 17 Main / 805 NBR	D	38.5	0.937	D	42.3	0.980	+ 3.791 D/V
# 18 Main / Heritage S	D	40.4	0.866	D	42.6	0.900	+ 2.183 D/V
# 19 Main St/La Media	C	21.2	0.777	E	63.4	1.182	+42.206 D/V
# 20 Main St/Magdalena	C	23.8	0.204	D	38.2	0.899	+14.445 D/V
# 21 Main St/125 SB	A	0.0	0.185	A	3.6	0.877	+ 3.536 D/V
# 22 Main St/125 NB	A	0.0	0.186	A	3.6	0.878	+ 3.574 D/V
# 23 Main/Street "A"	C	30.8	0.235	D	42.6	0.880	+11.725 D/V

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Main-Hunte/Eastlake Pkwy	C	21.9	0.397	C	26.4	0.781	+ 4.560 D/V
# 25 OVR/125 SBR	A	0.1	0.228	A	0.0	0.000	-0.053 D/V
# 26 OVR/125NBR	A	0.1	0.228	A	0.0	0.000	-0.053 D/V
# 27 OVR/Village9	B	15.3	0.232	B	17.9	0.544	+ 2.636 D/V
# 28 La Media/125SBR		0.0	0.000	B	10.9	0.056	+10.876 D/V
# 29 La Media/125 NBR		0.0	0.000	A	8.9	0.054	+ 8.936 D/V

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #1 Olympic Ave/805 SBR

Cycle (sec): 140 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 43.0
Optimal Cycle: 76 Level Of Service: D

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	474	0	539	0	1044	379	580	610	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	474	0	539	0	1044	379	580	610	0
Added Vol:	0	0	0	45	0	0	0	29	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	519	0	539	0	1073	379	580	650	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:	0	0	0	564	0	586	0	1166	412	630	707	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	564	0	586	0	1166	412	630	707	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	564	0	586	0	1166	412	630	707	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.36	0.00	0.32	0.26	0.18	0.20	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.37	0.37	0.20	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.88	0.00	0.88	0.70	0.88	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	29.0	0.0	51.8	0.0	49.2	41.6	66.9	16.3	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	29.0	0.0	51.8	0.0	49.2	41.6	66.9	16.3	0.0
LOS by Move:	A	A	A	C	A	D	A	D	D	E	B	A
HCM2kAvgQ:	0	0	0	8	0	26	0	27	16	17	8	0

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.1
Optimal Cycle:	96	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 1!	0 1	0	0 0 0	0	2	0 2	0 0	0	0 1	1 1
Volume Module:												
Base Vol:	436	0	691	0	0	0	708	873	0	0	983	760
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	0	691	0	0	0	708	873	0	0	983	760
Added Vol:	0	0	0	0	0	0	0	75	0	0	40	71
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	0	691	0	0	0	708	948	0	0	1023	831
User Adj:	1.00	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:	474	0	751	0	0	0	770	1030	0	0	1112	903
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	0	751	0	0	0	770	1030	0	0	1112	903
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	474	0	751	0	0	0	770	1030	0	0	1112	903
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.89	0.89
Lanes:	1.39	0.00	1.61	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.66	1.34
Final Sat.:	2347	0	2730	0	0	0	3502	3610	0	0	2788	2264
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.28	0.00	0.00	0.00	0.22	0.29	0.00	0.00	0.40	0.40
Crit Moves:			****				****				****	
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.24	0.68	0.00	0.00	0.44	0.44
Volume/Cap:	0.67	0.00	0.91	0.00	0.00	0.00	0.91	0.42	0.00	0.00	0.91	0.91
Delay/Veh:	43.8	0.0	56.9	0.0	0.0	0.0	65.9	10.3	0.0	0.0	43.3	43.3
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:	43.8	0.0	56.9	0.0	0.0	0.0	65.9	10.3	0.0	0.0	43.3	43.3
LOS by Move:	D	A	E	A	A	A	E	B	A	A	D	D
HCM2kAvgQ:	14	0	23	0	0	0	20	10	0	0	32	32

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.6
Optimal Cycle:	45	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	53	128	140	206	374	220	150	741	133	160	1247	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	128	140	206	374	220	150	741	133	160	1247	180
Added Vol:	0	0	0	0	0	0	0	75	0	0	110	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	128	140	206	374	220	150	816	133	160	1357	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	58	139	152	224	407	239	163	887	145	174	1475	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	139	152	224	407	239	163	887	145	174	1475	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	139	152	224	407	239	163	887	145	174	1475	196
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	0.89	0.89	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.58	0.42	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4366	712	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.09	0.12	0.21	0.15	0.09	0.20	0.20	0.10	0.28	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.17	0.17	0.21	0.31	0.31	0.13	0.37	0.37	0.17	0.41	0.41
Volume/Cap:	0.46	0.43	0.56	0.59	0.69	0.48	0.69	0.55	0.55	0.55	0.69	0.30
Delay/Veh:	47.3	38.2	40.7	38.1	33.9	28.8	50.1	25.5	25.5	39.9	25.3	20.0
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:	47.3	38.2	40.7	38.1	33.9	28.8	50.1	25.5	25.5	39.9	25.3	20.0
LOS by Move:	D	D	D	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	4	5	7	12	6	6	10	10	6	14	4

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #4 Olympic/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.6
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 3	0 1	1 0	3	0 0
Volume Module:												
Base Vol:	179	0	132	0	0	0	0	2170	420	414	2699	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:	179	0	132	0	0	0	0	2170	420	414	2699	0
Added Vol:	0	0	0	0	0	0	0	52	23	0	110	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	0	132	0	0	0	0	2222	443	414	2809	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:	195	0	143	0	0	0	0	2415	482	450	3053	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	0	143	0	0	0	0	2415	482	450	3053	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	0	143	0	0	0	0	2415	482	450	3053	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	0.85	0.95	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.09	0.00	0.00	0.00	0.00	0.47	0.30	0.25	0.59	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.54	0.54	0.29	0.83	0.00
Volume/Cap:	0.87	0.00	0.71	0.00	0.00	0.00	0.00	0.87	0.55	0.87	0.71	0.00
Delay/Veh:	79.4	0.0	61.9	0.0	0.0	0.0	0.0	27.1	19.1	54.8	5.0	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:	79.4	0.0	61.9	0.0	0.0	0.0	0.0	27.1	19.1	54.8	5.0	0.0
LOS by Move:	E	A	E	A	A	A	A	C	B	D	A	A
HCM2kAvgQ:	10	0	7	0	0	0	0	31	12	19	18	0

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.3
Optimal Cycle:	80	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3	0 1	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	250	1020	165	95	1450	150	250	987	180	350	1390	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	1020	165	95	1450	150	250	987	180	350	1390	187
Added Vol:	8	72	0	88	57	0	0	45	7	0	102	119
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	1092	165	183	1507	150	250	1032	187	350	1492	306
User Adj:	1.00	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:	280	1187	179	199	1638	163	272	1122	203	380	1622	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1187	179	199	1638	163	272	1122	203	380	1622	333
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	1187	179	199	1638	163	272	1122	203	380	1622	333
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.11	0.06	0.32	0.10	0.08	0.22	0.07	0.11	0.31	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.37	0.37	0.10	0.37	0.37	0.09	0.31	0.31	0.15	0.37	0.37
Volume/Cap:	0.84	0.61	0.30	0.59	0.84	0.27	0.84	0.70	0.23	0.70	0.84	0.32
Delay/Veh:	70.8	31.0	26.7	54.9	37.8	26.3	71.4	38.0	31.0	52.2	38.1	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:	70.8	31.0	26.7	54.9	37.8	26.3	71.4	38.0	31.0	52.2	38.1	27.0
LOS by Move:	E	C	C	D	D	C	E	D	C	D	D	C
HCM2kAvgQ:	8	13	5	5	22	4	7	14	3	8	22	5

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.7
Optimal Cycle:	89	Level Of Service:	D

Street Name:	La Media									Olympic Pkwy								
Approach:	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:	7	10			10	7	10			10	7	10			10	7	10			10
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	3	0	2	2	0	3	0	1
Volume Module:																				
Base Vol:	470	527			478	217	631			409	328	890			380	333	1470			191
Growth Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Initial Bse:	470	527			478	217	631			409	328	890			380	333	1470			191
Added Vol:	185	249			0	0	183			0	0	23			110	0	35			0
PasserByVol:	0	0			0	0	0			0	0	0			0	0	0			0
Initial Fut:	655	776			478	217	814			409	328	913			490	333	1505			191
User Adj:	1.00	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:	712	843			520	236	885			445	357	992			533	362	1636			208
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
Reduced Vol:	712	843			520	236	885			445	357	992			533	362	1636			208
PCE Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
MLF Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
FinalVolume:	712	843			520	236	885			445	357	992			533	362	1636			208
Saturation Flow Module:																				
Sat/Lane:	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900			1900
Adjustment:	0.92	0.91			0.85	0.92	0.91			0.75	0.92	0.91			0.75	0.92	0.91			0.85
Lanes:	2.00	3.00			1.00	2.00	3.00			2.00	2.00	3.00			2.00	2.00	3.00			1.00
Final Sat.:	3502	5187			1615	3502	5187			2842	3502	5187			2842	3502	5187			1615
Capacity Analysis Module:																				
Vol/Sat:	0.20	0.16			0.32	0.07	0.17			0.16	0.10	0.19			0.19	0.10	0.32			0.13
Crit Moves:					****	****					****						****			
Green/Cycle:	0.24	0.37			0.37	0.08	0.21			0.21	0.12	0.31			0.31	0.17	0.37			0.37
Volume/Cap:	0.83	0.44			0.86	0.86	0.83			0.76	0.86	0.61			0.60	0.61	0.86			0.35
Delay/Veh:	49.8	28.4			47.2	78.3	51.3			50.7	68.9	35.6			35.9	48.0	39.7			28.1
User DelAdj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
AdjDel/Veh:	49.8	28.4			47.2	78.3	51.3			50.7	68.9	35.6			35.9	48.0	39.7			28.1
LOS by Move:	D				C	E				D	E				D	D				C
HCM2kAvgQ:	15				8	7				10	9				10	7				6

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.363
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.7
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	7	10			10	7	10			10	7	10			10	7	10			10
Lanes:	0	0	0	0	0	1	0	1!	0	1	0	0	3	0	1	0	0	3	0	1
Volume Module:																				
Base Vol:	0	0			0	205	0			115	0	1406			99	0	1387			146
Growth Adj:	1.00	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	205	0			115	0	1406			99	0	1387			146
Added Vol:	0	0			0	0	0			0	0	24			0	0	15			0
PasserByVol:	0	0			0	0	0			0	0	0			0	0	0			0
Initial Fut:	0	0			0	205	0			115	0	1430			99	0	1402			146
User Adj:	1.00	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:	0	0			0	223	0			125	0	1554			108	0	1524			159
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
Reduced Vol:	0	0			0	223	0			125	0	1554			108	0	1524			159
PCE Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
MLF Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
FinalVolume:	0	0			0	223	0			125	0	1554			108	0	1524			159
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	1.00	0.91			0.85	1.00	0.91			0.85
Lanes:	0.00	0.00			0.00	1.64	0.00			1.36	0.00	3.00			1.00	0.00	3.00			1.00
Final Sat.:	0	0			0	2857	0			2368	0	5187			1615	0	5187			1615
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00			0.00	0.08	0.00			0.05	0.00	0.30			0.07	0.00	0.29			0.10
Crit Moves:										****		****				****				
Green/Cycle:	0.00	0.00			0.00	0.15	0.00			0.15	0.00	0.82			0.82	0.00	0.82			0.82
Volume/Cap:	0.00	0.00			0.00	0.54	0.00			0.36	0.00	0.36			0.08	0.00	0.36			0.12
Delay/Veh:	0.0	0.0			0.0	40.5	0.0			38.8	0.0	2.2			1.7	0.0	2.2			1.7
User DelAdj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
AdjDel/Veh:	0.0	0.0			0.0	40.5	0.0			38.8	0.0	2.2			1.7	0.0	2.2			1.7
LOS by Move:	A				A	D				D	A				A	A				A
HCM2kAvgQ:	0				0	5				3	0	5			1	0	4			1

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.5
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0	0	1	0	0	0	0	0	3	0	1	0	0	3	0	2
Volume Module:												
Base Vol:	75	0	92	0	0	0	0	1074	448	0	1456	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	0	92	0	0	0	0	1074	448	0	1456	492
Added Vol:	0	0	0	0	0	0	0	24	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	0	92	0	0	0	0	1098	448	0	1471	492
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	82	0	100	0	0	0	0	1193	487	0	1599	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	0	100	0	0	0	0	1193	487	0	1599	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
FinalVolume:	82	0	100	0	0	0	0	1193	487	0	1599	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.06	0.00	0.00	0.00	0.00	0.23	0.30	0.00	0.31	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.81	0.81	0.00	0.81	0.00
Volume/Cap:	0.14	0.00	0.38	0.00	0.00	0.00	0.00	0.28	0.37	0.00	0.38	0.00
Delay/Veh:	36.0	0.0	38.3	0.0	0.0	0.0	0.0	2.4	2.8	0.0	2.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	0.0	38.3	0.0	0.0	0.0	0.0	2.4	2.8	0.0	2.7	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	3	4	0	5	0

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.7
Optimal Cycle:	42	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:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	298	215	126	206	215	246	281	365	253	215	927	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	215	126	206	215	246	281	365	253	215	927	222
Added Vol:	0	80	0	0	70	15	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	295	126	206	285	261	305	365	253	215	927	222
User Adj:	1.00	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:	324	321	137	224	310	284	332	397	275	234	1008	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	321	137	224	310	284	332	397	275	234	1008	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	321	137	224	310	284	332	397	275	234	1008	241
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.08	0.06	0.06	0.10	0.09	0.08	0.17	0.07	0.19	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.20	0.18	0.35	0.14	0.13	0.33	0.20	0.44	0.44	0.17	0.41	0.41
Volume/Cap:	0.47	0.34	0.24	0.46	0.47	0.31	0.47	0.17	0.39	0.39	0.47	0.36
Delay/Veh:	43.3	43.0	27.5	48.1	49.2	30.4	42.9	20.5	23.1	44.5	26.0	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	43.0	27.5	48.1	49.2	30.4	42.9	20.5	23.1	44.5	26.0	24.8
LOS by Move:	D	D	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	6	4	4	4	4	4	6	3	7	4	10	6

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.4
Optimal Cycle:	42	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	131	151	62	150	207	452	257	306	219	159	461	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	151	62	150	207	452	257	306	219	159	461	173
Added Vol:	0	99	44	0	79	0	0	0	0	36	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	250	106	150	286	452	257	306	219	195	461	173
User Adj:	1.00	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:	142	272	115	163	311	491	279	333	238	212	501	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	272	115	163	311	491	279	333	238	212	501	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	272	115	163	311	491	279	333	238	212	501	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.92	0.95	0.85	0.92	0.85	0.85	0.92	0.95	0.85
Lanes:	2.00	2.11	0.89	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3479	1475	3502	3610	1615	3502	3240	1620	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.05	0.09	0.30	0.08	0.10	0.15	0.06	0.14	0.12
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.34	0.34	0.24	0.50	0.50	0.13	0.26	0.26	0.11	0.23	0.23
Volume/Cap:	0.60	0.23	0.23	0.20	0.17	0.60	0.60	0.40	0.57	0.57	0.60	0.51
Delay/Veh:	58.8	28.8	28.8	36.9	16.2	22.5	51.4	37.2	39.7	53.3	42.6	41.4
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:	58.8	28.8	28.8	36.9	16.2	22.5	51.4	37.2	39.7	53.3	42.6	41.4
LOS by Move:	E	C	C	D	B	C	D	D	D	D	D	D
HCM2kAvgQ:	4	4	4	2	3	13	6	6	9	5	9	6

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #11 Heritage/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.2
Optimal Cycle:	43	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			Ignore			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	107	83	84	231	245	0	76	528	153	250	588	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:	107	83	84	231	245	0	76	528	153	250	588	0
Added Vol:	0	56	0	15	49	0	0	23	0	0	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	139	84	246	294	0	76	551	153	250	588	24
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	116	151	91	267	320	0	83	599	166	272	639	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	151	91	267	320	0	83	599	166	272	639	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	116	151	91	267	320	0	83	599	166	272	639	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1900	1805	1900	1615	1805	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.06	0.08	0.06	0.00	0.05	0.32	0.10	0.15	0.34	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.09	0.09	0.12	0.12	0.00	0.11	0.49	0.49	0.23	0.62	0.00
Volume/Cap:	0.39	0.33	0.64	0.64	0.51	0.00	0.43	0.64	0.21	0.64	0.54	0.00
Delay/Veh:	52.8	51.8	62.4	53.8	50.0	0.0	51.6	24.2	17.4	44.7	13.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	51.8	62.4	53.8	50.0	0.0	51.6	24.2	17.4	44.7	13.7	0.0
LOS by Move:	D	D	E	D	D	A	D	C	B	D	B	A
HCM2kAvgQ:	2	2	4	6	5	0	3	17	3	10	13	0

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.9
Optimal Cycle:	73	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	131	465	205	205	639	250	261	915	193	365	629	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	465	205	205	639	250	261	915	193	365	629	319
Added Vol:	40	361	0	56	236	0	0	0	52	8	0	74
NB Vol Adj:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	826	205	261	875	250	261	915	245	373	629	393
User Adj:	1.00	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:	186	898	223	284	951	272	284	995	266	405	684	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	898	223	284	951	272	284	995	266	405	684	427
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	898	223	284	951	272	284	995	266	405	684	427
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.92	0.92	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.58	0.42	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	2756	738	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.14	0.08	0.18	0.17	0.16	0.36	0.36	0.12	0.19	0.26
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.24	0.24	0.11	0.22	0.22	0.21	0.44	0.44	0.14	0.36	0.36
Volume/Cap:	0.83	0.74	0.59	0.74	0.83	0.76	0.73	0.83	0.83	0.83	0.53	0.73
Delay/Veh:	64.8	37.7	36.3	50.3	42.3	45.7	43.7	28.9	28.9	53.2	25.6	32.6
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:	64.8	37.7	36.3	50.3	42.3	45.7	43.7	28.9	28.9	53.2	25.6	32.6
LOS by Move:	E	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	8	11	7	6	13	10	10	20	20	9	9	13

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.0
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1!	0 1	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	234	0	368	0	1252	401	0	1324	511
Growth Adj:	1.00	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	234	0	368	0	1252	401	0	1324	511
Added Vol:	0	0	0	42	0	15	0	75	82	0	100	176
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	276	0	383	0	1327	483	0	1424	687
User Adj:	1.00	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:	0	0	0	300	0	416	0	1442	525	0	1548	747
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	300	0	416	0	1442	525	0	1548	747
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	300	0	416	0	1442	525	0	1548	747
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.42	0.00	1.58	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2410	0	2685	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.16	0.00	0.28	0.33	0.00	0.30	0.46
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.73	0.73	0.00	0.73	0.73
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.64	0.00	0.38	0.45	0.00	0.41	0.64
Delay/Veh:	0.0	0.0	0.0	33.0	0.0	35.1	0.0	5.2	5.8	0.0	5.4	8.1
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:	0.0	0.0	0.0	33.0	0.0	35.1	0.0	5.2	5.8	0.0	5.4	8.1
LOS by Move:	A	A	A	C	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	8	0	6	7	0	7	12

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.8
Optimal Cycle:	56	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	565	0	522	0	0	0	0	1225	276	0	1279	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	565	0	522	0	0	0	0	1225	276	0	1279	490
Added Vol:	53	0	155	0	0	0	0	94	24	0	224	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	618	0	677	0	0	0	0	1319	300	0	1503	538
User Adj:	1.00	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:	672	0	736	0	0	0	0	1434	326	0	1634	585
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	672	0	736	0	0	0	0	1434	326	0	1634	585
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	672	0	736	0	0	0	0	1434	326	0	1634	585
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.37	0.00	0.46	0.00	0.00	0.00	0.00	0.28	0.20	0.00	0.31	0.36
Crit Moves:			****				****					****
Green/Cycle:	0.54	0.00	0.54	0.00	0.00	0.00	0.00	0.43	0.43	0.00	0.43	0.43
Volume/Cap:	0.69	0.00	0.84	0.00	0.00	0.00	0.00	0.64	0.47	0.00	0.73	0.84
Delay/Veh:	18.9	0.0	26.9	0.0	0.0	0.0	0.0	23.1	20.9	0.0	25.0	34.7
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:	18.9	0.0	26.9	0.0	0.0	0.0	0.0	23.1	20.9	0.0	25.0	34.7
LOS by Move:	B	A	C	A	A	A	A	C	C	A	C	C
HCM2kAvgQ:	16	0	22	0	0	0	0	13	7	0	16	19

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.0
Optimal Cycle:	51	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2	1 0	1 0	3	0 1	2 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	206	255	38	123	372	271	188	281	189	40	381	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	255	38	123	372	271	188	281	189	40	381	83
Added Vol:	257	80	80	0	70	0	0	24	225	70	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	463	335	118	123	442	271	188	305	414	110	396	83
User Adj:	1.00	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:	503	364	128	134	480	295	204	332	450	120	430	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	364	128	134	480	295	204	332	450	120	430	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	503	364	128	134	480	295	204	332	450	120	430	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.95	0.91	0.85	0.92	0.87	0.87	0.95	0.93	0.93
Lanes:	2.00	2.22	0.78	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	3502	3686	1298	1805	5187	1615	3502	1650	1650	1805	2907	609
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.10	0.07	0.09	0.18	0.06	0.20	0.27	0.07	0.15	0.15
Crit Moves:	****					****			****	****		
Green/Cycle:	0.20	0.26	0.26	0.20	0.26	0.26	0.13	0.38	0.38	0.09	0.34	0.34
Volume/Cap:	0.71	0.38	0.38	0.38	0.36	0.71	0.43	0.53	0.71	0.71	0.43	0.43
Delay/Veh:	48.1	36.5	36.5	42.6	36.8	46.4	48.4	29.0	33.7	66.3	30.8	30.8
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:	48.1	36.5	36.5	42.6	36.8	46.4	48.4	29.0	33.7	66.3	30.8	30.8
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	10	6	6	4	5	11	4	10	16	6	8	8

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.3
Optimal Cycle:	57	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	600	0	508	0	945	322	610	747	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	600	0	508	0	945	322	610	747	0
Added Vol:	0	0	0	70	0	0	0	8	0	40	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	670	0	508	0	953	322	650	759	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:	0	0	0	728	0	552	0	1036	350	707	825	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	728	0	552	0	1036	350	707	825	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	728	0	552	0	1036	350	707	825	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	0.95	1.00	0.85	1.00	0.88	0.88	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.24	0.76	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3730	1260	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.34	0.00	0.28	0.28	0.20	0.23	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.33	0.33	0.24	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.84	0.00	0.84	0.84	0.84	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	26.8	0.0	41.9	0.0	41.5	41.5	51.2	14.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.8	0.0	41.9	0.0	41.5	41.5	51.2	14.6	0.0
LOS by Move:	A	A	A	C	A	D	A	D	D	D	B	A
HCM2kAvgQ:	0	0	0	10	0	21	0	20	20	15	9	0

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.3
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	0 0	0 0	0	1 0	2 0	0	0 0	3 0	2
Volume Module:												
Base Vol:	378	0	710	0	0	0	457	1048	0	0	978	960
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	378	0	710	0	0	0	457	1048	0	0	978	960
Added Vol:	0	0	29	0	0	0	0	78	0	0	51	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	378	0	739	0	0	0	457	1126	0	0	1029	1040
User Adj:	1.00	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:	411	0	803	0	0	0	497	1224	0	0	1118	1130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	411	0	803	0	0	0	497	1224	0	0	1118	1130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	411	0	803	0	0	0	497	1224	0	0	1118	1130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.28	0.00	0.00	0.00	0.28	0.34	0.00	0.00	0.22	0.40
Crit Moves:			****				****					****
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.28	0.69	0.00	0.00	0.41	0.41
Volume/Cap:	0.79	0.00	0.98	0.00	0.00	0.00	0.98	0.49	0.00	0.00	0.53	0.98
Delay/Veh:	47.2	0.0	68.8	0.0	0.0	0.0	77.5	9.1	0.0	0.0	27.3	56.9
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:	47.2	0.0	68.8	0.0	0.0	0.0	77.5	9.1	0.0	0.0	27.3	56.9
LOS by Move:	D	A	E	A	A	A	E	A	A	A	C	E
HCM2kAvgQ:	16	0	22	0	0	0	24	11	0	0	11	29

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #18 Main / Heritage S

Cycle (sec):	120	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.6
Optimal Cycle:	99	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			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 2	2	0 3	0 1	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	402	1135	313	110	1680	300	300	1073	518	390	870	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	402	1135	313	110	1680	300	300	1073	518	390	870	210
Added Vol:	0	0	8	49	0	0	0	136	0	12	171	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	402	1135	321	159	1680	300	300	1209	518	402	1041	266
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	437	1234	349	173	1826	326	326	1314	0	437	1132	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	1234	349	173	1826	326	326	1314	0	437	1132	289
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
FinalVolume:	437	1234	349	173	1826	326	326	1314	0	437	1132	289
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.88	0.92	0.91	0.85
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	2842	3502	5187	1615	3502	5187	3344	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.12	0.05	0.35	0.20	0.09	0.25	0.00	0.12	0.22	0.18
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.43	0.43	0.10	0.39	0.39	0.13	0.28	0.00	0.14	0.29	0.29
Volume/Cap:	0.90	0.56	0.29	0.47	0.90	0.52	0.74	0.90	0.00	0.90	0.74	0.61
Delay/Veh:	70.4	26.3	22.7	51.6	40.2	28.6	57.2	49.4	0.0	70.4	40.2	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.4	26.3	22.7	51.6	40.2	28.6	57.2	49.4	0.0	70.4	40.2	38.7
LOS by Move:	E	C	C	D	D	C	E	D	A	E	D	D
HCM2kAvgQ:	11	13	5	4	27	9	8	21	0	11	15	10

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #19 Main St/La Media

Cycle (sec):	61	Critical Vol./Cap.(X):	1.182
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	63.4
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	200	274	132	159	400	232	229	539	572	150	370	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	274	132	159	400	232	229	539	572	150	370	160
Added Vol:	71	220	144	146	149	0	0	148	45	148	168	180
Mitigation:	0	-132	0	298	-298	0	0	0	0	0	0	132
Initial Fut:	271	362	276	603	251	232	229	687	617	298	538	472
User Adj:	1.00	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:	295	393	300	655	273	252	249	747	671	324	585	513
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	393	300	655	273	252	249	747	671	324	585	513
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	393	300	655	273	252	249	747	671	324	585	513
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	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.11	0.19	0.36	0.08	0.16	0.14	0.21	0.42	0.18	0.16	0.32
Crit Moves:			****	****					****	****		
Green/Cycle:	0.23	0.16	0.16	0.30	0.23	0.23	0.15	0.35	0.35	0.15	0.35	0.35
Volume/Cap:	0.70	0.66	1.13	1.19	0.32	0.67	0.91	0.59	1.19	1.19	0.47	0.91
Delay/Veh:	26.5	26.8	121.5	124.8	19.5	25.6	58.2	17.1	123.1	142.9	15.8	38.5
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:	26.5	26.8	121.5	124.8	19.5	25.6	58.2	17.1	123.1	142.9	15.8	38.5
LOS by Move:	C	C	F	F	B	C	E	B	F	F	B	D
HCM2kAvgQ:	7	5	14	29	2	6	8	7	30	16	5	14

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.899
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.2
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	40	59	5	100	96	25	20	326	100	52	265	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	59	5	100	96	25	20	326	100	52	265	50
Added Vol:	50	276	341	76	178	0	12	394	32	219	446	87
Mitigation:	0	0	100	0	0	0	0	298	0	150	132	0
Initial Fut:	90	335	446	176	274	25	32	1018	132	421	843	137
User Adj:	1.00	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:	98	364	485	191	298	27	35	1107	143	458	916	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	364	485	191	298	27	35	1107	143	458	916	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	364	485	191	298	27	35	1107	143	458	916	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.94	0.94	0.95	0.89	0.89	0.95	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.83	0.17	1.00	2.66	0.34	1.00	2.58	0.42
Final Sat.:	1805	1650	1650	1805	3265	298	1805	4514	585	1805	4368	710
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.29	0.11	0.09	0.09	0.02	0.25	0.25	0.25	0.21	0.21
Crit Moves:			****	****				****		****		
Green/Cycle:	0.18	0.33	0.33	0.12	0.26	0.26	0.14	0.27	0.27	0.28	0.42	0.42
Volume/Cap:	0.30	0.67	0.90	0.90	0.35	0.35	0.14	0.90	0.90	0.90	0.50	0.50
Delay/Veh:	35.8	30.5	43.4	78.9	30.2	30.2	38.1	43.2	43.2	53.1	21.8	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	30.5	43.4	78.9	30.2	30.2	38.1	43.2	43.2	53.1	21.8	21.8
LOS by Move:	D	C	D	E	C	C	D	D	D	D	C	C
HCM2kAvgQ:	3	11	19	9	4	4	1	17	17	17	9	9

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #21 Main St/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.6
Optimal Cycle:	180	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 0	0	0 1	0 0	0	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	324	0	0	313	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	324	0	0	313	0
Added Vol:	0	0	0	0	0	0	0	811	0	0	752	0
NB Vol Adj:	0	0	0	0	0	0	0	398	0	0	282	0
Initial Fut:	0	0	0	0	0	0	0	1533	0	0	1347	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:	0	0	0	0	0	0	0	1666	0	0	1464	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1666	0	0	1464	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1666	0	0	1464	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.77	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.77	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	2.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	2.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	6	0	0	3	0

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #22 Main St/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.6
Optimal Cycle:	180	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	326	0	0	315	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	326	0	0	315	0
Added Vol:	0	0	0	0	0	0	0	811	0	0	752	0
mitigation:	0	0	0	0	0	0	0	398	0	0	282	0
Initial Fut:	0	0	0	0	0	0	0	1535	0	0	1349	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:	0	0	0	0	0	0	0	1668	0	0	1466	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1668	0	0	1466	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1668	0	0	1466	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.77	0.00
Crit Moves:								****			****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.77	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	2.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	2.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	6	0	0	3	0

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #23 Main/Street "A"

Cycle (sec):	120	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.6
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	0	1	1	0	2	2	0	2
Volume Module:												
Base Vol:	58	86	52	110	195	115	75	151	100	55	200	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	86	52	110	195	115	75	151	100	55	200	89
Added Vol:	529	321	709	0	281	23	35	306	464	621	197	0
mitigation:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	587	407	761	110	476	138	110	457	564	676	397	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	638	442	827	120	517	150	120	497	613	735	432	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	638	442	827	120	517	150	120	497	613	735	432	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	638	442	827	120	517	150	120	497	613	735	432	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	1.00	0.75	0.95	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3502	1900	1615	1805	1900	2842	1805	3610	2842	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.51	0.07	0.27	0.05	0.07	0.14	0.22	0.21	0.12	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.21	0.42	0.66	0.09	0.31	0.31	0.17	0.25	0.25	0.24	0.31	0.31
Volume/Cap:	0.88	0.55	0.77	0.71	0.88	0.17	0.38	0.56	0.88	0.88	0.38	0.19
Delay/Veh:	58.2	26.8	17.6	66.4	53.7	30.3	44.8	40.5	56.0	54.7	32.6	30.5
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:	58.2	26.8	17.6	66.4	53.7	30.3	44.8	40.5	56.0	54.7	32.6	30.5
LOS by Move:	E	C	B	E	D	C	D	D	E	D	C	C
HCM2kAvgQ:	15	12	22	6	21	2	4	9	15	17	7	3

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.4
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	0	2 0	2 0	1	2 0	1 1	0	2 0	3 0	2
Volume Module:												
Base Vol:	0	0	0	394	0	157	196	51	0	0	30	489
Growth Adj:	1.00	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	394	0	157	196	51	0	0	30	489
Added Vol:	15	0	0	0	0	366	417	574	24	0	437	0
PasserByVol:	-15	0	0	0	0	0	0	0	-24	0	0	0
Initial Fut:	0	0	0	394	0	523	613	625	0	0	467	489
User Adj:	1.00	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:	0	0	0	428	0	568	666	679	0	0	508	532
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	428	0	568	666	679	0	0	508	532
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	428	0	568	666	679	0	0	508	532
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	0.95	0.85	0.92	0.95	0.95	0.97	0.91	0.75
Lanes:	1.00	0.00	0.00	2.00	2.00	1.00	2.00	2.00	0.00	2.00	3.00	2.00
Final Sat.:	1900	0	0	3502	3610	1615	3502	3610	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.35	0.19	0.19	0.00	0.00	0.10	0.19
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.53	0.00	0.45	0.24	0.48	0.00	0.00	0.24	0.24
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.78	0.78	0.39	0.00	0.00	0.41	0.78
Delay/Veh:	0.0	0.0	0.0	11.5	0.0	26.4	36.5	15.0	0.0	0.0	29.1	37.9
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	11.5	0.0	26.4	36.5	15.0	0.0	0.0	29.1	37.9
LOS by Move:	A	A	A	B	A	C	D	B	A	A	C	D
HCM2kAvgQ:	0	0	0	3	0	15	11	6	0	0	5	10

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #25 OVR/125 SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	398	0	0	282	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	398	0	0	282	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
NB Vol Adj:	0	0	0	0	0	0	0	-398	0	0	-282	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #26 OVR/125NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	398	0	0	282	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	398	0	0	282	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
NB Vol Adj:	0	0	0	0	0	0	0	-398	0	0	-282	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #27 OVR/Village9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.9
Optimal Cycle:	50	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	100	0	50	100	298	0	0	232	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:	0	0	0	100	0	50	100	298	0	0	232	120
Added Vol:	0	0	0	45	0	0	0	0	0	0	0	39
NB Vol Adj:	0	0	0	298	0	-50	-100	-298	0	0	-232	232
Initial Fut:	0	0	0	443	0	0	0	0	0	0	0	391
User Adj:	1.00	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:	0	0	0	482	0	0	0	0	0	0	0	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	482	0	0	0	0	0	0	0	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	482	0	0	0	0	0	0	0	425
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	1.00	1.00	0.95	1.00	1.00	0.95	0.81
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1900	1900	3610	0	0	1805	1534
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28
Crit Moves:				****								****
Green/Cycle:	0.00	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.51
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54
Delay/Veh:	0.0	0.0	0.0	18.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.4
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	18.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.4
LOS by Move:	A	A	A	B	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	0	10	0	0	0	0	0	0	0	10

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

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2025 am - Mitigation (Main Thu Apr 14, 2011 12:08:43 Page 32-1

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #28 La Media/125SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.056
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.9
Optimal Cycle:	24	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	32	0	32	0	28	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	32	0	32	0	28	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	35	0	35	0	30	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	0	35	0	30	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	35	0	35	0	30	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.50	0.00	0.50	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	865	0	865	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.00	0.02	0.00	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.72	0.00	0.72	0.00	0.28	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.06	0.00	0.06	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	4.2	0.0	4.2	0.0	26.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	4.2	0.0	4.2	0.0	26.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	C	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	0	1	0	0	0	0

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

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2025 am - Mitigation (Main Thu Apr 14, 2011 12:08:43 Page 33-1

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #29 La Media/125 NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.054
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.9
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	28	32	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	28	32	0	0	0	28
User Adj:	1.00	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:	0	0	0	0	0	0	30	35	0	0	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	30	35	0	0	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	30	35	0	0	0	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	1.00	1.00	1.00	0.87
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.53	0.00	0.00	0.00	1.00
Final Sat.:	0	0	0	0	0	0	866	990	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.02
Crit Moves:							****					****
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.65	1.00	0.00	0.00	0.00	0.35
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.04	0.00	0.00	0.00	0.05
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0	21.9
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	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0	21.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	C
HCM2kAvgQ:	0	0	0	0	0	0	1	0	0	0	0	1

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Scenario Report

Scenario:	2025 pm - Mitigation (Main Connected)
Command:	2025 PM - NO BRIDGES
Volume:	2025 PM BASELINE
Geometry:	No Main - No Bridges (2025)
Impact Fee:	Default Impact Fee
Trip Generation:	+2025 pm
Trip Distribution:	2025
Paths:	With Main - Main Bridge ONLY
Routes:	Default Route
Configuration:	2025 PM NO BRIDGES

2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Trip Generation Report
2025
Forecast for +2025 pm

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	V8W-Parcel B	1.00	2025	1454.00	878.00	1454	878	2332	43.
	Zone 1 Subtotal					1454	878	2332	43.7
2	V9-Parcel C	1.00	2025	1644.00	1360.00	1644	1360	3004	56
	Zone 2 Subtotal					1644	1360	3004	56.3
TOTAL						3098	2238	5336	100.0

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2025 pm - Mitigation (Main Thu Apr 14, 2011 12:07:09 Page 3-1

2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Trip Distribution Report
2025 with Both Bridges Distribution
Percent Of Trips 2025 project

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	6.0	4.0	4.0	13.0	2.0	3.0	1.0	1.0	2.0	1.0	2.0
2	5.0	5.0	1.0	6.0	3.0	4.0	2.0	0.0	1.0	0.0	1.0

	To Gates										
Zone	12	13	14	15	16	17	18	19	20	21	22
1	7.0	2.0	0.0	2.0	2.0	2.0	1.0	3.0	18.0	0.0	0.0
2	1.0	1.0	1.0	5.0	1.0	5.0	0.0	20.0	14.0	2.0	2.0

	To Gates							
Zone	23	24	25	26	28	29	30	270
1	0.0	0.0	6.0	11.0	2.0	0.0	2.0	3.0
2	3.0	3.0	1.0	8.0	4.0	0.0	0.0	1.0

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2025 pm - Mitigation (Main Thu Apr 14, 2011 12:07:11 Page 4-1

2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Olympic Ave/805 SBR	D	45.6	0.910	D	46.2	0.924	+ 0.643 D/V
# 2 Olympic Pkwy/805 NBR	C	34.0	0.787	C	33.9	0.798	-0.095 D/V
# 3 Olympic Pkwy/Brandywine Ave	D	35.1	0.774	D	35.3	0.793	+ 0.183 D/V
# 4 Olympic/Santa Victoria	C	29.8	0.956	C	31.6	0.987	+ 1.743 D/V
# 5 Olympic Pkwy/Heritage Rd	D	43.4	0.881	D	49.3	0.958	+ 5.946 D/V
# 6 Olympic Pkwy/La Media Rd	D	43.7	0.929	D	44.9	0.939	+ 1.206 D/V
# 7 Olympic Pkwy/125 SB	A	6.1	0.474	A	6.0	0.477	-0.038 D/V
# 8 Olympic Pwky/125 NB	A	5.2	0.468	A	5.2	0.472	-0.037 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	D	36.5	0.614	D	36.7	0.605	+ 0.159 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	36.4	0.567	D	35.6	0.583	-0.726 D/V
# 11 Heritage/Santa Victoria	D	36.8	0.485	D	37.3	0.495	+ 0.499 D/V
# 12 Birch Rd/La Media Rd	C	34.6	0.713	D	37.1	0.784	+ 2.433 D/V
# 13 Birch Rd/125SB	B	10.2	0.526	B	10.4	0.644	+ 0.117 D/V
# 14 Birch Rd/125NB	B	18.3	0.702	C	23.1	0.844	+ 4.768 D/V
# 15 Birch Rd/Eastlake Pkwy	D	36.8	0.555	D	40.3	0.751	+ 3.510 D/V
# 16 Main / 805 SBR	D	52.9	1.019	D	54.9	1.033	+ 2.045 D/V
# 17 Main / 805 NBR	D	46.3	0.970	D	49.2	0.987	+ 2.984 D/V
# 18 Main / Heritage S	D	46.0	0.959	D	53.9	1.004	+ 7.911 D/V
# 19 Main St/La Media	D	35.8	1.008	F	147.0	1.508	+111.169 D/V
# 20 Main St/Magdalena	C	25.9	0.299	D	40.2	0.950	+14.302 D/V
# 21 Main St/125 SB	A	0.1	0.315	D	36.1	1.114	+36.027 D/V
# 22 Main St/125 NB	A	0.1	0.289	C	30.0	1.089	+29.935 D/V
# 23 Main/Street "A"	C	31.8	0.403	D	50.0	0.957	+18.136 D/V

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Main-Hunte/Eastlake Pkwy	C	26.8	0.240	C	25.2	0.692	-1.573 D/V
# 25 OVR/125 SBR	A	0.1	0.297	A	0.0	0.000	-0.078 D/V
# 26 OVR/125NBR	A	0.1	0.297	A	0.0	0.000	-0.078 D/V
# 27 OVR/Village9	B	18.1	0.383	B	17.9	0.634	-0.161 D/V
# 28 La Media/125SBR		0.0	0.000	B	12.1	0.053	+12.110 D/V
# 29 La Media/125 NBR		0.0	0.000	A	9.6	0.057	+ 9.632 D/V

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140					Critical Vol./Cap.(X):			0.924				
Loss Time (sec):	3 (Y+R=4.0 sec)					Average Delay (sec/veh):			46.2				
Optimal Cycle:	107					Level Of Service:			D				
Street Name:	805 SBR								Olympic Ave				
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:	7	10	10	7	10	10	7	10	10	7	10	10	
Lanes:	0	0 0	0	1	1 0	0 1	0	0 2	0 1	2	0 2	0	0
Volume Module:													
Base Vol:	0	0	0	691	0	686	0	827	293	580	610	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	691	0	686	0	827	293	580	610	0	
Added Vol:	0	0	0	87	0	0	0	46	0	0	31	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	778	0	686	0	873	293	580	641	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:	0	0	0	846	0	746	0	949	318	630	697	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	846	0	746	0	949	318	630	697	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	846	0	746	0	949	318	630	697	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00	
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00	
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.46	0.00	0.26	0.20	0.18	0.19	0.00	
Crit Moves:						****		****		****			
Green/Cycle:	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.28	0.28	0.19	0.48	0.00	
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.92	0.00	0.92	0.69	0.92	0.40	0.00	
Delay/Veh:	0.0	0.0	0.0	23.1	0.0	48.8	0.0	62.1	49.2	73.8	23.7	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	23.1	0.0	48.8	0.0	62.1	49.2	73.8	23.7	0.0	
LOS by Move:	A	A	A	C	A	D	A	E	D	E	C	A	
HCM2kAvgQ:	0	0	0	12	0	34	0	25	13	17	10	0	

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.9
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 1!	0 1	0	0 0	0 0	2	0 2	0 0	0	0 1	1 1
Volume Module:												
Base Vol:	538	0	704	0	0	0	437	1091	0	0	1113	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	538	0	704	0	0	0	437	1091	0	0	1113	339
Added Vol:	0	0	0	0	0	0	0	133	0	0	31	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	538	0	704	0	0	0	437	1224	0	0	1144	392
User Adj:	1.00	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:	585	0	765	0	0	0	475	1330	0	0	1243	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	0	765	0	0	0	475	1330	0	0	1243	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	585	0	765	0	0	0	475	1330	0	0	1243	426
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.43	0.00	1.57	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2439	0	2667	0	0	0	3502	3610	0	0	3473	1736
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.29	0.00	0.00	0.00	0.14	0.37	0.00	0.00	0.36	0.25
Crit Moves:			****				****				****	
Green/Cycle:	0.36	0.00	0.36	0.00	0.00	0.00	0.17	0.62	0.00	0.00	0.45	0.45
Volume/Cap:	0.67	0.00	0.80	0.00	0.00	0.00	0.80	0.60	0.00	0.00	0.80	0.55
Delay/Veh:	38.6	0.0	43.0	0.0	0.0	0.0	63.2	16.5	0.0	0.0	35.4	28.4
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:	38.6	0.0	43.0	0.0	0.0	0.0	63.2	16.5	0.0	0.0	35.4	28.4
LOS by Move:	D	A	D	A	A	A	E	B	A	A	D	C
HCM2kAvgQ:	15	0	20	0	0	0	12	18	0	0	25	14

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.3
Optimal Cycle:	64	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	70	275	150	298	246	288	310	960	206	100	900	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	275	150	298	246	288	310	960	206	100	900	160
Added Vol:	0	0	0	0	0	0	0	133	0	0	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	275	150	298	246	288	310	1093	206	100	984	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	76	299	163	324	267	313	337	1188	224	109	1070	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	299	163	324	267	313	337	1188	224	109	1070	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
FinalVolume:	76	299	163	324	267	313	337	1188	224	109	1070	174
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	0.89	0.89	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.52	0.48	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4260	803	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.10	0.18	0.14	0.19	0.19	0.28	0.28	0.06	0.21	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.20	0.20	0.23	0.31	0.31	0.24	0.40	0.40	0.10	0.26	0.26
Volume/Cap:	0.37	0.79	0.51	0.79	0.45	0.62	0.79	0.70	0.70	0.61	0.79	0.41
Delay/Veh:	42.3	49.1	37.1	46.7	28.1	31.8	45.8	26.5	26.5	49.0	37.8	31.4
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:	42.3	49.1	37.1	46.7	28.1	31.8	45.8	26.5	26.5	49.0	37.8	31.4
LOS by Move:	D	D	D	D	C	C	D	C	C	D	D	C
HCM2kAvgQ:	3	11	5	11	7	9	12	14	14	4	13	5

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #4 Olympic/Santa Victoria

Cycle (sec): 120 Critical Vol./Cap.(X): 0.987
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 31.6
Optimal Cycle: 180 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	0 1	0	0	0	0	3	0 1	1	0	3	0	0
Volume Module:															
Base Vol:	263	0	262	0	0	0	0	2276	755	372	2491	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:	263	0	262	0	0	0	0	2276	755	372	2491	0
Added Vol:	0	0	0	0	0	0	0	89	44	0	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	0	262	0	0	0	0	2365	799	372	2575	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:	286	0	285	0	0	0	0	2571	868	404	2799	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	0	285	0	0	0	0	2571	868	404	2799	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	0	285	0	0	0	0	2571	868	404	2799	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	0.85	0.95	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	5187	0
Capacity Analysis Module:															
Vol/Sat:	0.16	0.00	0.18	0.00	0.00	0.00	0.00	0.50	0.54	0.22	0.54	0.00
Crit Moves:			****						****	****		
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.54	0.54	0.23	0.77	0.00
Volume/Cap:	0.89	0.00	0.99	0.00	0.00	0.00	0.00	0.91	0.99	0.99	0.70	0.00
Delay/Veh:	72.4	0.0	98.5	0.0	0.0	0.0	0.0	29.6	54.1	87.2	7.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.4	0.0	98.5	0.0	0.0	0.0	0.0	29.6	54.1	87.2	7.4	0.0
LOS by Move:	E	A	F	A	A	A	A	C	D	F	A	A
HCM2kAvgQ:	13	0	15	0	0	0	0	35	38	20	19	0

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 49.3
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0 1	2	0	3	0	1	2	0	3	0	2	2	0	3	0	2
Volume Module:															
Base Vol:	350	1800	290	285	1600	250	400	1170	300	360	900	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	1800	290	285	1600	250	400	1170	300	360	900	49
Added Vol:	7	58	0	137	78	0	0	81	8	0	77	93
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	357	1858	290	422	1678	250	400	1251	308	360	977	142
User Adj:	1.00	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:	388	2020	315	459	1824	272	435	1360	335	391	1062	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	2020	315	459	1824	272	435	1360	335	391	1062	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	388	2020	315	459	1824	272	435	1360	335	391	1062	154
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:															
Vol/Sat:	0.11	0.39	0.20	0.13	0.35	0.17	0.12	0.26	0.12	0.11	0.20	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.41	0.41	0.14	0.41	0.41	0.15	0.27	0.27	0.12	0.24	0.24
Volume/Cap:	0.85	0.96	0.48	0.96	0.85	0.41	0.84	0.96	0.43	0.96	0.84	0.22
Delay/Veh:	65.3	46.0	26.8	82.0	35.4	25.3	61.8	58.0	36.3	86.4	48.6	36.5
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:	65.3	46.0	26.8	82.0	35.4	25.3	61.8	58.0	36.3	86.4	48.6	36.5
LOS by Move:	E	D	C	F	D	C	E	E	D	F	D	D
HCM2kAvgQ:	10	32	9	13	25	7	11	23	6	11	16	3

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.939
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	44.9
Optimal Cycle:	139	Level Of Service:	D

Street Name:	La Media									Olympic Pkwy								
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10						
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	3	0	2	2	0	3	0	1
Volume Module:																		
Base Vol:	210	455	375	313	532	377	463	1988	230	326	1272	210						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	210	455	375	313	532	377	463	1988	230	326	1272	210						
Added Vol:	144	196	0	0	288	0	0	44	174	0	26	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	354	651	375	313	820	377	463	2032	404	326	1298	210						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	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:	385	708	408	340	891	410	503	2209	439	354	1411	228						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	385	708	408	340	891	410	503	2209	439	354	1411	228						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
FinalVolume:	385	708	408	340	891	410	503	2209	439	354	1411	228						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85						
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00						
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615						
Capacity Analysis Module:																		
Vol/Sat:	0.11	0.14	0.25	0.10	0.17	0.14	0.14	0.43	0.15	0.10	0.27	0.14						
Crit Moves:			****	****				****		****								
Green/Cycle:	0.15	0.27	0.27	0.10	0.23	0.23	0.19	0.45	0.45	0.11	0.37	0.37						
Volume/Cap:	0.76	0.51	0.94	0.94	0.76	0.64	0.74	0.94	0.34	0.94	0.74	0.38						
Delay/Veh:	55.7	37.5	71.3	85.4	46.2	44.0	49.9	39.4	21.4	84.3	34.6	28.4						
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:	55.7	37.5	71.3	85.4	46.2	44.0	49.9	39.4	21.4	84.3	34.6	28.4						
LOS by Move:	E		D	E		F	D		D	D		C	F		C			
HCM2kAvgQ:	9		8	19		10	13		9	11		6	10		6			

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.0
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7	10	10				7	10	10				7	10	10				7	10	10			
Lanes:	0	0	0	0	0		1	0	1!	0	1		0	0	3	0	1		0	0	3	0	1	
Volume Module:																								
Base Vol:	0	0	0				240	0	140				0	1887	123				0	1360	180			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				240	0	140				0	1887	123				0	1360	180			
Added Vol:	0	0	0				0	0	0				0	18	0				0	29	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				240	0	140				0	1905	123				0	1389	180			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	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:	0	0	0				261	0	152				0	2071	134				0	1510	196			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	0	0				261	0	152				0	2071	134				0	1510	196			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	0	0	0				261	0	152				0	2071	134				0	1510	196			
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				1.00	0.91	0.85				1.00	0.91	0.85			
Lanes:	0.00	0.00	0.00				1.63	0.00	1.37				0.00	3.00	1.00				0.00	3.00	1.00			
Final Sat.:	0	0	0				2839	0	2381				0	5187	1615				0	5187	1615			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00				0.09	0.00	0.06				0.00	0.40	0.08				0.00	0.29	0.12			
Crit Moves:									****					****					****					
Green/Cycle:	0.00	0.00	0.00				0.13	0.00	0.13				0.00	0.84	0.84				0.00	0.84	0.84			
Volume/Cap:	0.00	0.00	0.00				0.69	0.00	0.48				0.00	0.48	0.10				0.00	0.35	0.14			
Delay/Veh:	0.0	0.0	0.0				44.6	0.0	40.5				0.0	2.3	1.5				0.0	1.9	1.6			
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:	0.0	0.0	0.0				44.6	0.0	40.5				0.0	2.3	1.5				0.0	1.9	1.6			
LOS by Move:	A		A	A			D		A				A		A				A		A			
HCM2kAvgQ:	0		0	0			6		4				0		7		1		0		4		1	

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

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2025 pm - Mitigation (Main Thu Apr 14, 2011 12:07:12 Page 12-1

2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #8 Olympic Pwky/125 NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 5.2
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	0	0	3	0 2
Volume Module:																
Base Vol:	90		0	123	0		0	0	0	1770		255	0	1461		492
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00
Initial Bse:	90		0	123	0		0	0	0	1770		255	0	1461		492
Added Vol:	0		0	0	0		0	0	0	18		0	0	29		0
PasserByVol:	0		0	0	0		0	0	0	0		0	0	0		0
Initial Fut:	90		0	123	0		0	0	0	1788		255	0	1490		492
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:	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	0.92		0.00
PHF Volume:	98		0	134	0		0	0	0	1943		277	0	1620		0
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	98		0	134	0		0	0	0	1943		277	0	1620		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
FinalVolume:	98		0	134	0		0	0	0	1943		277	0	1620		0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	1900		1900
Adjustment:	0.92		1.00	0.85	1.00		1.00	1.00	0.91		0.85	1.00	0.91	0.88		
Lanes:	2.00		0.00	1.00	0.00		0.00	0.00	3.00		1.00	0.00	3.00	2.00		
Final Sat.:	3502		0	1615	0		0	0	5187		1615	0	5187	3344		
Capacity Analysis Module:																
Vol/Sat:	0.03		0.00	0.08	0.00		0.00	0.00	0.37		0.17	0.00	0.31	0.00		
Crit Moves:				****					****			****				
Green/Cycle:	0.18		0.00	0.18	0.00		0.00	0.00	0.79		0.79	0.00	0.79	0.00		
Volume/Cap:	0.16		0.00	0.47	0.00		0.00	0.00	0.47		0.22	0.00	0.39	0.00		
Delay/Veh:	35.1		0.0	38.3	0.0		0.0	0.0	3.5		2.6	0.0	3.1	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		
AdjDel/Veh:	35.1		0.0	38.3	0.0		0.0	0.0	3.5		2.6	0.0	3.1	0.0		
LOS by Move:	D		A	D	A		A	A	A		A	A	A	A		
HCM2kAvgQ:	1		0	4	0		0	0	7		2	0	6	0		

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.7
Optimal Cycle: 42 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:	Ovl				Ovl				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	3	0 1	2	0	3	0 2	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	286	170		366	345	141		259	398	768		326	203	583		216
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	286	170		366	345	141		259	398	768		326	203	583		216
Added Vol:	0	68		0	0	82		29	18	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	286	238		366	345	223		288	416	768		326	203	583		216
User Adj:	1.00	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:	311	259		398	375	242		313	452	835		354	221	634		235
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	311	259		398	375	242		313	452	835		354	221	634		235
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	311	259		398	375	242		313	452	835		354	221	634		235
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.91		0.85	0.92	0.91		0.75	0.92	0.91		0.85	0.92	0.91		0.85
Lanes:	2.00	3.00		1.00	2.00	3.00		2.00	2.00	3.00		1.00	2.00	3.00		1.00
Final Sat.:	3502	5187		1615	3502	5187		2842	3502	5187		1615	3502	5187		1615
Capacity Analysis Module:																
Vol/Sat:	0.09	0.05		0.25	0.11	0.05		0.11	0.13	0.16		0.22	0.06	0.12		0.15
Crit Moves:				****	****				****							****
Green/Cycle:	0.25	0.30		0.40	0.18	0.23		0.45	0.21	0.35		0.35	0.10	0.24		0.24
Volume/Cap:	0.36	0.16		0.61	0.61	0.20		0.25	0.61	0.46		0.62	0.62	0.51		0.61
Delay/Veh:	37.5	30.7		30.0	47.2	37.2		20.8	44.1	30.2		34.4	55.2	39.8		43.3
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:	37.5	30.7		30.0	47.2	37.2		20.8	44.1	30.2		34.4	55.2	39.8		43.3
LOS by Move:	D	C		C	D	D		C	D	C		C	E	D		D
HCM2kAvgQ:	5	3		12	7	3		4	8	9		11	5	8		8

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.6
Optimal Cycle: 42 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	86	43	41	182	109	452	385	622	218	49	283	99
Growth Adj:	1.00	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	43	41	182	109	452	385	622	218	49	283	99
Added Vol:	0	81	36	0	109	0	0	0	0	47	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	124	77	182	218	452	385	622	218	96	283	99
User Adj:	1.00	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:	93	135	84	198	237	491	418	676	237	104	308	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	135	84	198	237	491	418	676	237	104	308	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	135	84	198	237	491	418	676	237	104	308	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.92	0.95	0.85	0.92	0.87	0.87	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.22	0.78	2.00	2.00	1.00
Final Sat.:	3502	3261	1630	3502	3610	1615	3502	3691	1294	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.05	0.06	0.07	0.30	0.12	0.18	0.18	0.03	0.09	0.07
Crit Moves:	****					****		****		****		
Green/Cycle:	0.06	0.33	0.33	0.23	0.51	0.51	0.21	0.31	0.31	0.06	0.15	0.15
Volume/Cap:	0.46	0.12	0.15	0.24	0.13	0.60	0.56	0.60	0.60	0.51	0.56	0.44
Delay/Veh:	56.3	27.8	28.1	37.5	15.5	21.9	43.2	35.9	35.9	57.0	48.5	47.5
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:	56.3	27.8	28.1	37.5	15.5	21.9	43.2	35.9	35.9	57.0	48.5	47.5
LOS by Move:	E	C	C	D	B	C	D	D	D	E	D	D
HCM2kAvgQ:	2	2	2	3	2	13	8	11	11	3	6	4

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #11 Heritage/Santa Victoria

Cycle (sec): 120 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.3
Optimal Cycle: 42 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			Ignore			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	59	101	75	307	375	0	111	233	138	225	420	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	101	75	307	375	0	111	233	138	225	420	0
Added Vol:	0	48	0	29	58	0	0	44	0	0	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	149	75	336	433	0	111	277	138	225	420	18
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	64	162	82	365	471	0	121	301	150	245	457	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	162	82	365	471	0	121	301	150	245	457	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	64	162	82	365	471	0	121	301	150	245	457	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1900	1805	1900	1615	1805	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.05	0.10	0.09	0.00	0.07	0.16	0.09	0.14	0.24	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.12	0.10	0.10	0.21	0.19	0.00	0.14	0.33	0.33	0.29	0.49	0.00
Volume/Cap:	0.15	0.31	0.49	0.49	0.48	0.00	0.49	0.47	0.28	0.47	0.49	0.00
Delay/Veh:	47.2	50.3	53.3	42.3	43.6	0.0	49.7	32.1	29.6	36.1	21.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	50.3	53.3	42.3	43.6	0.0	49.7	32.1	29.6	36.1	21.3	0.0
LOS by Move:	D	D	D	D	D	A	D	C	C	D	C	A
HCM2kAvgQ:	1	2	3	6	6	0	5	9	4	8	11	0

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.1
Optimal Cycle:	62	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	117	507	311	259	482	288	315	428	270	352	499	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	507	311	259	482	288	315	428	270	352	499	262
Added Vol:	31	281	0	83	378	0	0	0	89	15	0	59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	788	311	342	860	288	315	428	359	367	499	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	161	857	338	372	935	313	342	465	390	399	542	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	857	338	372	935	313	342	465	390	399	542	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	857	338	372	935	313	342	465	390	399	542	349
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.89	0.89	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.09	0.91	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	1830	1535	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.21	0.11	0.18	0.19	0.19	0.25	0.25	0.11	0.15	0.22
Crit Moves:			****	****			****					****
Green/Cycle:	0.13	0.27	0.27	0.14	0.28	0.28	0.24	0.36	0.36	0.16	0.28	0.28
Volume/Cap:	0.70	0.62	0.78	0.78	0.65	0.70	0.78	0.71	0.71	0.71	0.55	0.78
Delay/Veh:	51.3	33.0	43.1	50.2	33.1	37.6	44.5	29.7	29.7	44.1	31.5	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	33.0	43.1	50.2	33.1	37.6	44.5	29.7	29.7	44.1	31.5	42.3
LOS by Move:	D	C	D	D	C	D	D	C	C	D	C	D
HCM2kAvgQ:	6	9	12	8	10	10	12	13	13	7	8	12

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.4
Optimal Cycle:	27	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1!	0 1	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	267	0	344	0	1139	396	0	1022	550
Growth Adj:	1.00	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	267	0	344	0	1139	396	0	1022	550
Added Vol:	0	0	0	49	0	29	0	68	61	0	158	150
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	316	0	373	0	1207	457	0	1180	700
User Adj:	1.00	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:	0	0	0	343	0	405	0	1312	497	0	1283	761
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	343	0	405	0	1312	497	0	1283	761
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	343	0	405	0	1312	497	0	1283	761
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.90	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.46	0.00	1.54	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2491	0	2632	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.15	0.00	0.25	0.31	0.00	0.25	0.47
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.73	0.73	0.00	0.73	0.73
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.64	0.00	0.35	0.42	0.00	0.34	0.64
Delay/Veh:	0.0	0.0	0.0	34.2	0.0	35.5	0.0	4.9	5.5	0.0	4.9	8.1
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:	0.0	0.0	0.0	34.2	0.0	35.5	0.0	4.9	5.5	0.0	4.9	8.1
LOS by Move:	A	A	A	C	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	8	0	5	6	0	5	13

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.1
Optimal Cycle:	56	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	530	0	456	0	0	0	0	1107	340	0	1043	538
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	0	456	0	0	0	0	1107	340	0	1043	538
Added Vol:	102	0	181	0	0	0	0	100	18	0	206	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	632	0	637	0	0	0	0	1207	358	0	1249	579
User Adj:	1.00	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:	687	0	692	0	0	0	0	1312	389	0	1358	629
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	687	0	692	0	0	0	0	1312	389	0	1358	629
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	687	0	692	0	0	0	0	1312	389	0	1358	629
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.43	0.00	0.00	0.00	0.00	0.25	0.24	0.00	0.26	0.39
Crit Moves:			****				****					****
Green/Cycle:	0.51	0.00	0.51	0.00	0.00	0.00	0.00	0.46	0.46	0.00	0.46	0.46
Volume/Cap:	0.75	0.00	0.84	0.00	0.00	0.00	0.00	0.55	0.52	0.00	0.57	0.84
Delay/Veh:	23.0	0.0	29.2	0.0	0.0	0.0	0.0	19.7	19.7	0.0	19.9	32.4
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:	23.0	0.0	29.2	0.0	0.0	0.0	0.0	19.7	19.7	0.0	19.9	32.4
LOS by Move:	C	A	C	A	A	A	A	B	B	A	B	C
HCM2kAvgQ:	18	0	21	0	0	0	0	11	9	0	11	20

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.3
Optimal Cycle:	58	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	290	396	55	204	500	308	215	320	164	10	323	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:	290	396	55	204	500	308	215	320	164	10	323	162
Added Vol:	218	68	68	0	82	0	0	18	263	82	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	508	464	123	204	582	308	215	338	427	92	352	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	552	504	134	222	633	335	234	367	464	100	383	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	552	504	134	222	633	335	234	367	464	100	383	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
FinalVolume:	552	504	134	222	633	335	234	367	464	100	383	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.95	0.91	0.85	0.92	0.87	0.87	0.95	0.91	0.91
Lanes:	2.00	2.37	0.63	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.37	0.63
Final Sat.:	3502	3973	1053	1805	5187	1615	3502	1653	1653	1805	2356	1084
Capacity Analysis Module:												
Vol/Sat:	0.16	0.13	0.13	0.12	0.12	0.21	0.07	0.22	0.28	0.06	0.16	0.16
Crit Moves:	****					****			****	****		
Green/Cycle:	0.21	0.25	0.25	0.24	0.28	0.28	0.13	0.37	0.37	0.07	0.32	0.32
Volume/Cap:	0.75	0.51	0.51	0.51	0.44	0.75	0.51	0.59	0.75	0.75	0.51	0.51
Delay/Veh:	48.8	39.3	39.3	40.7	36.0	46.7	49.6	31.0	35.6	75.5	33.8	33.8
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:	48.8	39.3	39.3	40.7	36.0	46.7	49.6	31.0	35.6	75.5	33.8	33.8
LOS by Move:	D	D	D	D	D	D	D	C	D	E	C	C
HCM2kAvgQ:	11	8	8	7	7	13	5	12	17	5	9	9

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

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2025 pm - Mitigation (Main Thu Apr 14, 2011 12:07:12 Page 20-1

2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	1.033
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	54.9
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0	1	1	0 0 1	0	0	2 1 0	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	650	0	635	0	1036	520	720	1220	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	650	0	635	0	1036	520	720	1220	0
Added Vol:	0	0	0	82	0	0	0	15	0	31	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	732	0	635	0	1051	520	751	1229	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:	0	0	0	796	0	690	0	1142	565	816	1336	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	796	0	690	0	1142	565	816	1336	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	796	0	690	0	1142	565	816	1336	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	0.95	1.00	0.85	1.00	0.86	0.86	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.01	0.99	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3297	1631	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.43	0.00	0.35	0.35	0.23	0.37	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.34	0.34	0.23	0.56	0.00
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	1.03	0.00	1.03	1.03	1.03	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	26.8	0.0	78.7	0.0	70.9	70.9	87.2	19.2	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:	0.0	0.0	0.0	26.8	0.0	78.7	0.0	70.9	70.9	87.2	19.2	0.0
LOS by Move:	A	A	A	C	A	E	A	E	E	F	B	A
HCM2kAvgQ:	0	0	0	11	0	34	0	31	31	22	18	0

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

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2025 pm - Mitigation (Main Thu Apr 14, 2011 12:07:12 Page 21-1

2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.987
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	49.2
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	1	0 0 2	0	0	0 0 0	1	0	2 0 0	0	0	3 0 2
Volume Module:												
Base Vol:	513	0	780	0	0	0	540	1238	0	0	1491	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	513	0	780	0	0	0	540	1238	0	0	1491	650
Added Vol:	0	0	46	0	0	0	0	97	0	0	40	68
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	513	0	826	0	0	0	540	1335	0	0	1531	718
User Adj:	1.00	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:	558	0	898	0	0	0	587	1451	0	0	1664	780
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	558	0	898	0	0	0	587	1451	0	0	1664	780
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	558	0	898	0	0	0	587	1451	0	0	1664	780
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.32	0.00	0.00	0.00	0.33	0.40	0.00	0.00	0.32	0.27
Crit Moves:			****				****				****	
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.33	0.65	0.00	0.00	0.33	0.33
Volume/Cap:	0.96	0.00	0.99	0.00	0.00	0.00	0.99	0.61	0.00	0.00	0.99	0.84
Delay/Veh:	68.3	0.0	67.0	0.0	0.0	0.0	73.3	12.4	0.0	0.0	58.9	44.9
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:	68.3	0.0	67.0	0.0	0.0	0.0	73.3	12.4	0.0	0.0	58.9	44.9
LOS by Move:	E	A	E	A	A	A	E	B	A	A	E	D
HCM2kAvgQ:	25	0	24	0	0	0	28	16	0	0	28	18

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #18 Main / Heritage S

Cycle (sec):	120	Critical Vol./Cap.(X):	1.004
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	53.9
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			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 2	2	0 3	0 1	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	361	1860	321	250	1900	200	210	1589	661	220	1081	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:	361	1860	321	250	1900	200	210	1589	661	220	1081	120
Added Vol:	0	0	15	58	0	0	0	188	0	9	139	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	361	1860	336	308	1900	200	210	1777	661	229	1220	168
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	392	2022	365	335	2065	217	228	1932	0	249	1326	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	2022	365	335	2065	217	228	1932	0	249	1326	183
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
FinalVolume:	392	2022	365	335	2065	217	228	1932	0	249	1326	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.88	0.92	0.91	0.85
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	2842	3502	5187	1615	3502	5187	3344	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.39	0.13	0.10	0.40	0.13	0.07	0.37	0.00	0.07	0.26	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.41	0.41	0.10	0.40	0.40	0.09	0.37	0.00	0.07	0.35	0.35
Volume/Cap:	1.00	0.96	0.31	0.96	1.00	0.34	0.73	1.00	0.00	1.00	0.73	0.32
Delay/Veh:	99.8	45.3	24.3	90.0	57.0	25.6	61.4	59.2	0.0	113.9	35.3	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.8	45.3	24.3	90.0	57.0	25.6	61.4	59.2	0.0	113.9	35.3	28.7
LOS by Move:	F	D	C	F	E	C	E	E	A	F	D	C
HCM2kAvgQ:	12	32	5	10	35	6	6	33	0	8	16	5

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #19 Main St/La Media

Cycle (sec):	61	Critical Vol./Cap.(X):	1.508
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	147.0
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	240	127	200	129	500	340	336	673	715	200	462	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	127	200	129	500	340	336	673	715	200	462	330
Added Vol:	53	165	161	195	287	0	0	173	87	130	143	147
Mitigation:	0	-470	0	300	-300	0	0	0	0	0	0	470
Initial Fut:	293	-178	361	624	487	340	336	846	802	330	605	947
User Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	318	0	392	678	529	370	365	920	872	359	658	1029
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	0	392	678	529	370	365	920	872	359	658	1029
PCE Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	318	0	392	678	529	370	365	920	872	359	658	1029
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	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.24	0.38	0.15	0.23	0.20	0.25	0.54	0.20	0.18	0.64
Crit Moves:			****	****			****					****
Green/Cycle:	0.18	0.00	0.16	0.25	0.23	0.23	0.13	0.41	0.41	0.15	0.42	0.42
Volume/Cap:	0.98	0.00	1.48	1.51	0.63	0.98	1.51	0.63	1.33	1.33	0.43	1.51
Delay/Veh:	70.2	0.0	261.6	265.1	22.6	65.0	277.6	15.3	177.3	198.0	12.7	256.1
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:	70.2	0.0	261.6	265.1	22.6	65.0	277.6	15.3	177.3	198.0	12.7	256.1
LOS by Move:	E	A	F	F	C	E	F	B	F	F	B	F
HCM2kAvgQ:	11	0	25	43	6	13	24	8	45	20	5	64

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

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2025 pm - Mitigation (Main Thu Apr 14, 2011 12:07:12 Page 24-1

2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.950
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.2
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	70	69	24	100	24	145	60	293	110	52	400	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	69	24	100	24	145	60	293	110	52	400	150
Added Vol:	37	206	255	89	342	0	9	458	62	422	383	73
mitigation:	0	0	113	0	0	0	0	300	0	50	470	0
Initial Fut:	107	275	392	189	366	145	69	1051	172	524	1253	223
User Adj:	1.00	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:	116	299	426	205	398	158	75	1142	187	570	1362	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	299	426	205	398	158	75	1142	187	570	1362	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	299	426	205	398	158	75	1142	187	570	1362	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.91	0.91	0.95	0.89	0.89	0.95	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.43	0.57	1.00	2.58	0.42	1.00	2.55	0.45
Final Sat.:	1805	1646	1646	1805	2474	980	1805	4364	714	1805	4302	766
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.26	0.11	0.16	0.16	0.04	0.26	0.26	0.32	0.32	0.32
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.27	0.27	0.12	0.27	0.27	0.11	0.28	0.28	0.33	0.50	0.50
Volume/Cap:	0.54	0.67	0.95	0.95	0.59	0.59	0.38	0.95	0.95	0.95	0.64	0.64
Delay/Veh:	44.3	33.9	56.9	90.8	32.4	32.4	42.5	49.4	49.4	57.5	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	33.9	56.9	90.8	32.4	32.4	42.5	49.4	49.4	57.5	19.0	19.0
LOS by Move:	D	C	E	F	C	C	D	D	D	E	B	B
HCM2kAvgQ:	4	10	18	10	8	8	3	20	20	22	14	14

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #21 Main St/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.114
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.1
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 0	0	0 1	0 0	0	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	393	0	0	550	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	393	0	0	550	0
Added Vol:	0	0	0	0	0	0	0	802	0	0	878	0
mitigation:	0	0	0	0	0	0	0	413	0	0	520	0
Initial Fut:	0	0	0	0	0	0	0	1608	0	0	1948	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:	0	0	0	0	0	0	0	1748	0	0	2117	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1748	0	0	2117	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1748	0	0	2117	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.00	0.00	1.11	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.00	0.00	1.11	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0	59.5	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	0.0	0.0	0.0	0.0	7.8	0.0	0.0	59.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	E	A
HCM2kAvgQ:	0	0	0	0	0	0	0	8	0	0	35	0

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #22 Main St/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.089
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.0
Optimal Cycle:	180	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	362	0	0	506	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	362	0	0	506	0	
Added Vol:	0	0	0	0	0	0	802	0	0	878	0	
mitigation:	0	0	0	0	0	0	413	0	0	520	0	
Initial Fut:	0	0	0	0	0	0	1577	0	0	1904	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:	0	0	0	0	0	0	1714	0	0	2070	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	1714	0	0	2070	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	1714	0	0	2070	0	
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	1900	0	0	1900	0	
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.00	1.09	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.00	1.09	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0	49.5	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	0.0	0.0	0.0	0.0	6.4	0.0	0.0	49.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	D	A
HCM2kAvgQ:	0	0	0	0	0	0	0	7	0	0	30	0

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #23 Main/Street "A"

Cycle (sec):	120	Critical Vol./Cap.(X):	0.957
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	50.0
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	1	1	0	2	1	0	2	0	2	2	0	2	0	1
Volume Module:																		
Base Vol:	50	167	230	187	220	200	120	273	35	134	350	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	167	230	187	220	200	120	273	35	134	350	114
Added Vol:	449	272	601	0	329	44	26	228	543	727	378	0
0:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	499	439	831	187	549	244	146	501	578	861	728	114
User Adj:	1.00	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:	542	477	903	203	597	265	159	545	628	936	791	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	542	477	903	203	597	265	159	545	628	936	791	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	542	477	903	203	597	265	159	545	628	936	791	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	1.00	0.75	0.95	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3502	1900	1615	1805	1900	2842	1805	3610	2842	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.56	0.11	0.31	0.09	0.09	0.15	0.22	0.27	0.22	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.35	0.63	0.14	0.33	0.33	0.15	0.23	0.23	0.28	0.36	0.36
Volume/Cap:	0.96	0.71	0.88	0.83	0.96	0.28	0.60	0.65	0.96	0.96	0.60	0.21
Delay/Veh:	77.2	37.0	27.6	70.4	65.2	30.0	51.9	43.7	70.5	61.8	31.9	26.5
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:	77.2	37.0	27.6	70.4	65.2	30.0	51.9	43.7	70.5	61.8	31.9	26.5
LOS by Move:	E	D	C	E	E	C	D	D	E	E	C	C
HCM2kAvgQ:	14	16	31	10	27	4	6	10	18	22	13	3

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.2
Optimal Cycle:	41	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0	0 0	2	0 2	0 1	2	0 1	1 0	2	0 3	0 2
Volume Module:												
Base Vol:	0	0	0	329	0	3	284	215	0	0	109	349
Growth Adj:	1.00	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	329	0	3	284	215	0	0	109	349
Added Vol:	29	0	0	0	0	427	354	458	18	0	648	0
PasserByVol:	-29	0	0	0	0	0	0	0	-18	0	0	0
Initial Fut:	0	0	0	329	0	430	638	673	0	0	757	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	0	0	358	0	467	693	732	0	0	823	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	358	0	467	693	732	0	0	823	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	358	0	467	693	732	0	0	823	379
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	0.95	0.85	0.92	0.95	0.95	0.97	0.91	0.75
Lanes:	1.00	0.00	0.00	2.00	2.00	1.00	2.00	2.00	0.00	2.00	3.00	2.00
Final Sat.:	1900	0	0	3502	3610	1615	3502	3610	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.29	0.20	0.20	0.00	0.00	0.16	0.13
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.50	0.00	0.42	0.29	0.52	0.00	0.00	0.23	0.23
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.69	0.69	0.39	0.00	0.00	0.69	0.58
Delay/Veh:	0.0	0.0	0.0	12.8	0.0	24.5	30.7	13.4	0.0	0.0	33.6	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:	0.0	0.0	0.0	12.8	0.0	24.5	30.7	13.4	0.0	0.0	33.6	32.2
LOS by Move:	A	A	A	B	A	C	C	B	A	A	C	C
HCM2kAvgQ:	0	0	0	3	0	12	10	6	0	0	9	6

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #25 OVR/125 SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0 0	0 0	0	0 1	0 0	0	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	413	0	0	520	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	413	0	0	520	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
NB Vol Adj:	0	0	0	0	0	0	0	-413	0	0	-520	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #26 OVR/125NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	413	0	0	520	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	413	0	0	520	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
NB Vol Adj:	0	0	0	0	0	0	0	-413	0	0	-520	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #27 OVR/Village9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.9
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	25	0	140	175	238	0	0	493	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	25	0	140	175	238	0	0	493	100
Added Vol:	0	0	0	38	0	0	0	0	0	0	0	46
NB Vol Adj:	0	0	0	238	0	-27	-175	-238	0	0	-493	493
Initial Fut:	0	0	0	301	0	113	0	0	0	0	0	639
User Adj:	1.00	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:	0	0	0	327	0	123	0	0	0	0	0	695
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	327	0	123	0	0	0	0	0	695
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	327	0	123	0	0	0	0	0	695
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	1.00	0.95	1.00	1.00	0.95	0.81
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1900	3610	0	0	1805	1534
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.45
Crit Moves:				****								****
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.00	0.71
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.27	0.00	0.00	0.00	0.00	0.00	0.63
Delay/Veh:	0.0	0.0	0.0	33.7	0.0	27.9	0.0	0.0	0.0	0.0	0.0	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.7	0.0	27.9	0.0	0.0	0.0	0.0	0.0	8.7
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	10	0	3	0	0	0	0	0	12

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #28 La Media/125SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.053
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.1
Optimal Cycle:	24	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1!	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	27	0	27	0	33	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	27	0	27	0	33	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	29	0	29	0	36	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	29	0	36	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	29	0	36	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.50	0.00	0.50	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	865	0	865	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.02	0.00	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.64	0.00	0.64	0.00	0.36	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.05	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	6.6	0.0	6.6	0.0	21.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	6.6	0.0	6.6	0.0	21.1	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	C	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	0	1	0	0	0	0

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #29 La Media/125 NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.057
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.6
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	33	27	0	0	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	33	27	0	0	0	33
User Adj:	1.00	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:	0	0	0	0	0	0	36	29	0	0	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	36	29	0	0	0	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	36	29	0	0	0	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	1.00	1.00	1.00	0.87
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.45	0.00	0.00	0.00	1.00
Final Sat.:	0	0	0	0	0	0	1017	832	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.02
Crit Moves:							****					****
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.62	1.00	0.00	0.00	0.00	0.38
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.04	0.00	0.00	0.00	0.06
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	7.6	0.0	0.0	0.0	0.0	19.5
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:	0.0	0.0	0.0	0.0	0.0	0.0	7.6	0.0	0.0	0.0	0.0	19.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	0	0	0	0	1	0	0	0	0	1

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

Scenario Report

Scenario:	2025 am - Mitigation (Main Connected)
Command:	2025 am - NO BRIDGES
Volume:	2025 AM BASELINE
Geometry:	No Main - No Bridges (2025)
Impact Fee:	Default Impact Fee
Trip Generation:	+2025 am
Trip Distribution:	2025
Paths:	With Main - Main Bridge ONLY
Routes:	Default Route
Configuration:	2025 AM - NO BRIDGES

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

Trip Generation Report
2025
Forecast for +2025 am

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	V8W-Parcel B	1.00	2025	756.00	1175.00	756	1175	1931	39.
	Zone 1 Subtotal					756	1175	1931	39.1
2	V9-Parcel C	1.00	2025	1406.00	1604.00	1406	1604	3010	60
	Zone 2 Subtotal					1406	1604	3010	60.9
TOTAL						2162	2779	4941	100.0

2025 am - Mitigation (Main Thu Apr 14, 2011 12:08:40 Page 3-1

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

Trip Distribution Report
2025 with Both Bridges Distribution
Percent Of Trips 2025 project

	To Gates									
Zone	1	2	3	4	5	6	7	8	9	10	11
1	6.0	4.0	4.0	13.0	2.0	3.0	1.0	1.0	2.0	1.0	2.0
2	5.0	5.0	1.0	6.0	3.0	4.0	2.0	0.0	1.0	0.0	1.0

	To Gates										
Zone	12	13	14	15	16	17	18	19	20	21	22
1	7.0	2.0	0.0	2.0	2.0	2.0	1.0	3.0	18.0	0.0	0.0
2	1.0	1.0	1.0	5.0	1.0	5.0	0.0	20.0	14.0	2.0	2.0

	To Gates							
Zone	23	24	25	26	28	29	30	270
1	0.0	0.0	6.0	11.0	2.0	0.0	2.0	3.0
2	3.0	3.0	1.0	8.0	4.0	0.0	0.0	1.0

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2025 am - Mitigation (Main Thu Apr 14, 2011 12:08:42 Page 4-1

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	42.9	0.876	D	43.0	0.885	+ 0.072 D/V
# 2 Olympic Pkwy/805 NBR	D	41.0	0.888	D	42.1	0.913	+ 1.091 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	29.8	0.649	C	29.6	0.675	-0.166 D/V
# 4 Olympic/Santa Victoria	C	20.4	0.855	C	20.6	0.866	+ 0.183 D/V
# 5 Olympic Pkwy/Heritage Rd	D	38.2	0.804	D	39.3	0.842	+ 1.087 D/V
# 6 Olympic Pkwy/La Media Rd	D	41.8	0.856	D	43.7	0.864	+ 1.858 D/V
# 7 Olympic Pkwy/125 SB	A	5.8	0.354	A	5.7	0.363	-0.073 D/V
# 8 Olympic Pwky/125 NB	A	4.5	0.378	A	4.5	0.382	-0.040 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	32.6	0.449	C	33.7	0.473	+ 1.028 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	36.9	0.604	D	36.4	0.604	-0.512 D/V
# 11 Heritage/Santa Victoria	C	33.1	0.622	C	34.2	0.641	+ 1.119 D/V
# 12 Birch Rd/La Media Rd	C	34.3	0.764	D	37.9	0.829	+ 3.600 D/V
# 13 Birch Rd/125SB	B	10.5	0.506	A	10.0	0.637	-0.555 D/V
# 14 Birch Rd/125NB	C	20.3	0.702	C	24.8	0.843	+ 4.520 D/V
# 15 Birch Rd/Eastlake Pkwy	C	34.6	0.451	D	39.0	0.713	+ 4.466 D/V
# 16 Main / 805 SBR	C	34.6	0.828	D	35.3	0.842	+ 0.708 D/V
# 17 Main / 805 NBR	D	38.5	0.937	D	42.3	0.980	+ 3.791 D/V
# 18 Main / Heritage S	D	40.4	0.866	D	42.6	0.900	+ 2.183 D/V
# 19 Main St/La Media	C	21.2	0.777	E	63.4	1.182	+42.206 D/V
# 20 Main St/Magdalena	C	23.8	0.204	D	38.2	0.899	+14.445 D/V
# 21 Main St/125 SB	A	0.0	0.185	A	3.6	0.877	+ 3.536 D/V
# 22 Main St/125 NB	A	0.0	0.186	A	3.6	0.878	+ 3.574 D/V
# 23 Main/Street "A"	C	30.8	0.235	D	42.6	0.880	+11.725 D/V

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2025 am - Mitigation (Main Thu Apr 14, 2011 12:08:42 Page 4-2

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Main-Hunte/Eastlake Pkwy	C	21.9	0.397	C	26.4	0.781	+ 4.560 D/V
# 25 OVR/125 SBR	A	0.1	0.228	A	0.0	0.000	-0.053 D/V
# 26 OVR/125NBR	A	0.1	0.228	A	0.0	0.000	-0.053 D/V
# 27 OVR/Village9	B	15.3	0.232	B	17.9	0.544	+ 2.636 D/V
# 28 La Media/125SBR		0.0	0.000	B	10.9	0.056	+10.876 D/V
# 29 La Media/125 NBR		0.0	0.000	A	8.9	0.054	+ 8.936 D/V

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2025 am - Mitigation (Main Thu Apr 14, 2011 12:08:42 Page 5-1

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #1 Olympic Ave/805 SBR

Cycle (sec): 140 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 43.0
Optimal Cycle: 76 Level Of Service: D

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	474	0	539	0	1044	379	580	610	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	474	0	539	0	1044	379	580	610	0
Added Vol:	0	0	0	45	0	0	0	29	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	519	0	539	0	1073	379	580	650	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:	0	0	0	564	0	586	0	1166	412	630	707	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	564	0	586	0	1166	412	630	707	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	564	0	586	0	1166	412	630	707	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.36	0.00	0.32	0.26	0.18	0.20	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.37	0.37	0.20	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.88	0.00	0.88	0.70	0.88	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	29.0	0.0	51.8	0.0	49.2	41.6	66.9	16.3	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	29.0	0.0	51.8	0.0	49.2	41.6	66.9	16.3	0.0
LOS by Move:	A	A	A	C	A	D	A	D	D	E	B	A
HCM2kAvgQ:	0	0	0	8	0	26	0	27	16	17	8	0

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

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2025 am - Mitigation (Main Thu Apr 14, 2011 12:08:42 Page 6-1

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.1
Optimal Cycle:	96	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	1! 0 1	0	0	0 0 0	2	0	2 0 0	0	0	1 1 1
Volume Module:												
Base Vol:	436	0	691	0	0	0	708	873	0	0	983	760
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	0	691	0	0	0	708	873	0	0	983	760
Added Vol:	0	0	0	0	0	0	0	75	0	0	40	71
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	0	691	0	0	0	708	948	0	0	1023	831
User Adj:	1.00	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:	474	0	751	0	0	0	770	1030	0	0	1112	903
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	0	751	0	0	0	770	1030	0	0	1112	903
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	474	0	751	0	0	0	770	1030	0	0	1112	903
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.89	0.89
Lanes:	1.39	0.00	1.61	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.66	1.34
Final Sat.:	2347	0	2730	0	0	0	3502	3610	0	0	2788	2264
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.28	0.00	0.00	0.00	0.22	0.29	0.00	0.00	0.40	0.40
Crit Moves:			****				****				****	
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.24	0.68	0.00	0.00	0.44	0.44
Volume/Cap:	0.67	0.00	0.91	0.00	0.00	0.00	0.91	0.42	0.00	0.00	0.91	0.91
Delay/Veh:	43.8	0.0	56.9	0.0	0.0	0.0	65.9	10.3	0.0	0.0	43.3	43.3
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:	43.8	0.0	56.9	0.0	0.0	0.0	65.9	10.3	0.0	0.0	43.3	43.3
LOS by Move:	D		A	E		A	A		E	B	A	A	D	D
HCM2kAvgQ:	14		0	23	0	0	0	20	10	0	0	32	32

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.6
Optimal Cycle:	45	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	1 0 1	1	0	1 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	53	128	140	206	374	220	150	741	133	160	1247	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	128	140	206	374	220	150	741	133	160	1247	180
Added Vol:	0	0	0	0	0	0	0	75	0	0	110	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	128	140	206	374	220	150	816	133	160	1357	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	58	139	152	224	407	239	163	887	145	174	1475	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	139	152	224	407	239	163	887	145	174	1475	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	139	152	224	407	239	163	887	145	174	1475	196
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	0.89	0.89	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.58	0.42	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4366	712	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.09	0.12	0.21	0.15	0.09	0.20	0.20	0.10	0.28	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.17	0.17	0.21	0.31	0.31	0.13	0.37	0.37	0.17	0.41	0.41
Volume/Cap:	0.46	0.43	0.56	0.59	0.69	0.48	0.69	0.55	0.55	0.55	0.69	0.30
Delay/Veh:	47.3	38.2	40.7	38.1	33.9	28.8	50.1	25.5	25.5	39.9	25.3	20.0
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:	47.3	38.2	40.7	38.1	33.9	28.8	50.1	25.5	25.5	39.9	25.3	20.0
LOS by Move:	D	D	D	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	4	5	7	12	6	6	10	10	6	14	4

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #4 Olympic/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.6
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	179	0	132	0	0	0	0	2170	420	414	2699	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:	179	0	132	0	0	0	0	2170	420	414	2699	0
Added Vol:	0	0	0	0	0	0	0	52	23	0	110	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	0	132	0	0	0	0	2222	443	414	2809	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:	195	0	143	0	0	0	0	2415	482	450	3053	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	0	143	0	0	0	0	2415	482	450	3053	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	0	143	0	0	0	0	2415	482	450	3053	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	0.85	0.95	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.09	0.00	0.00	0.00	0.00	0.47	0.30	0.25	0.59	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.54	0.54	0.29	0.83	0.00
Volume/Cap:	0.87	0.00	0.71	0.00	0.00	0.00	0.00	0.87	0.55	0.87	0.71	0.00
Delay/Veh:	79.4	0.0	61.9	0.0	0.0	0.0	0.0	27.1	19.1	54.8	5.0	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:	79.4	0.0	61.9	0.0	0.0	0.0	0.0	27.1	19.1	54.8	5.0	0.0
LOS by Move:	E	A	E	A	A	A	A	C	B	D	A	A
HCM2kAvgQ:	10	0	7	0	0	0	0	31	12	19	18	0

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.3
Optimal Cycle:	80	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	2	2	0	3	0	2
Volume Module:												
Base Vol:	250	1020	165	95	1450	150	250	987	180	350	1390	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	1020	165	95	1450	150	250	987	180	350	1390	187
Added Vol:	8	72	0	88	57	0	0	45	7	0	102	119
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	1092	165	183	1507	150	250	1032	187	350	1492	306
User Adj:	1.00	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:	280	1187	179	199	1638	163	272	1122	203	380	1622	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1187	179	199	1638	163	272	1122	203	380	1622	333
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	1187	179	199	1638	163	272	1122	203	380	1622	333
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.11	0.06	0.32	0.10	0.08	0.22	0.07	0.11	0.31	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.37	0.37	0.10	0.37	0.37	0.09	0.31	0.31	0.15	0.37	0.37
Volume/Cap:	0.84	0.61	0.30	0.59	0.84	0.27	0.84	0.70	0.23	0.70	0.84	0.32
Delay/Veh:	70.8	31.0	26.7	54.9	37.8	26.3	71.4	38.0	31.0	52.2	38.1	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:	70.8	31.0	26.7	54.9	37.8	26.3	71.4	38.0	31.0	52.2	38.1	27.0
LOS by Move:	E	C	C	D	D	C	E	D	C	D	D	C
HCM2kAvgQ:	8	13	5	5	22	4	7	14	3	8	22	5

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.7
Optimal Cycle:	89	Level Of Service:	D

Street Name:	La Media									Olympic Pkwy								
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10						
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	3	0	2	2	0	3	0	1
Volume Module:																		
Base Vol:	470	527	478	217	631	409	328	890	380	333	1470	191						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	470	527	478	217	631	409	328	890	380	333	1470	191						
Added Vol:	185	249	0	0	183	0	0	23	110	0	35	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	655	776	478	217	814	409	328	913	490	333	1505	191						
User Adj:	1.00	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:	712	843	520	236	885	445	357	992	533	362	1636	208						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	712	843	520	236	885	445	357	992	533	362	1636	208						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
FinalVolume:	712	843	520	236	885	445	357	992	533	362	1636	208						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85						
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00						
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615						
Capacity Analysis Module:																		
Vol/Sat:	0.20	0.16	0.32	0.07	0.17	0.16	0.10	0.19	0.19	0.10	0.32	0.13						
Crit Moves:			****	****			****				****							
Green/Cycle:	0.24	0.37	0.37	0.08	0.21	0.21	0.12	0.31	0.31	0.17	0.37	0.37						
Volume/Cap:	0.83	0.44	0.86	0.86	0.83	0.76	0.86	0.61	0.60	0.61	0.86	0.35						
Delay/Veh:	49.8	28.4	47.2	78.3	51.3	50.7	68.9	35.6	35.9	48.0	39.7	28.1						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	49.8	28.4	47.2	78.3	51.3	50.7	68.9	35.6	35.9	48.0	39.7	28.1						
LOS by Move:	D		C	D		D	E		D	D		D	D		C			
HCM2kAvgQ:	15		8	20		7	14		10	9		12	10		7	23		6	

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.363
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.7
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10						
Lanes:	0	0	0	0	0	1	0	1!	0	1	0	0	3	0	1	0	0	3	0	1
Volume Module:																		
Base Vol:	0	0	0	205	0	115	0	1406	99	0	1387	146						
Growth Adj:	1.00	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	205	0	115	0	1406	99	0	1387	146						
Added Vol:	0	0	0	0	0	0	0	24	0	0	15	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	0	0	0	205	0	115	0	1430	99	0	1402	146						
User Adj:	1.00	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:	0	0	0	223	0	125	0	1554	108	0	1524	159						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	0	0	0	223	0	125	0	1554	108	0	1524	159						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
FinalVolume:	0	0	0	223	0	125	0	1554	108	0	1524	159						
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	1.00	0.91	0.85	1.00	0.91	0.85						
Lanes:	0.00	0.00	0.00	1.64	0.00	1.36	0.00	3.00	1.00	0.00	3.00	1.00						
Final Sat.:	0	0	0	2857	0	2368	0	5187	1615	0	5187	1615						
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.05	0.00	0.30	0.07	0.00	0.29	0.10						
Crit Moves:						****		****		****								
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.82	0.82	0.00	0.82	0.82						
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.36	0.00	0.36	0.08	0.00	0.36	0.12						
Delay/Veh:	0.0	0.0	0.0	40.5	0.0	38.8	0.0	2.2	1.7	0.0	2.2	1.7						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	0.0	0.0	0.0	40.5	0.0	38.8	0.0	2.2	1.7	0.0	2.2	1.7						
LOS by Move:	A		A	D		D	A		A	A		A	A		A			
HCM2kAvgQ:	0		0	5		3	0		5	1		0	4		1			

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.5
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0	1	0	0 0	0	0	3 0	1	0	3 0	2
Volume Module:												
Base Vol:	75	0	92	0	0	0	0	1074	448	0	1456	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	0	92	0	0	0	0	1074	448	0	1456	492
Added Vol:	0	0	0	0	0	0	0	24	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	0	92	0	0	0	0	1098	448	0	1471	492
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	82	0	100	0	0	0	0	1193	487	0	1599	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	0	100	0	0	0	0	1193	487	0	1599	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
FinalVolume:	82	0	100	0	0	0	0	1193	487	0	1599	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.06	0.00	0.00	0.00	0.00	0.23	0.30	0.00	0.31	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.81	0.81	0.00	0.81	0.00
Volume/Cap:	0.14	0.00	0.38	0.00	0.00	0.00	0.00	0.28	0.37	0.00	0.38	0.00
Delay/Veh:	36.0	0.0	38.3	0.0	0.0	0.0	0.0	2.4	2.8	0.0	2.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	0.0	38.3	0.0	0.0	0.0	0.0	2.4	2.8	0.0	2.7	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	3	4	0	5	0

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.7
Optimal Cycle:	42	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:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3	0 1	2	0 3	0 2	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	298	215	126	206	215	246	281	365	253	215	927	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	215	126	206	215	246	281	365	253	215	927	222
Added Vol:	0	80	0	0	70	15	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	295	126	206	285	261	305	365	253	215	927	222
User Adj:	1.00	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:	324	321	137	224	310	284	332	397	275	234	1008	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	321	137	224	310	284	332	397	275	234	1008	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	321	137	224	310	284	332	397	275	234	1008	241
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.08	0.06	0.06	0.10	0.09	0.08	0.17	0.07	0.19	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.20	0.18	0.35	0.14	0.13	0.33	0.20	0.44	0.44	0.17	0.41	0.41
Volume/Cap:	0.47	0.34	0.24	0.46	0.47	0.31	0.47	0.17	0.39	0.39	0.47	0.36
Delay/Veh:	43.3	43.0	27.5	48.1	49.2	30.4	42.9	20.5	23.1	44.5	26.0	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	43.0	27.5	48.1	49.2	30.4	42.9	20.5	23.1	44.5	26.0	24.8
LOS by Move:	D	D	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	6	4	4	4	4	4	6	3	7	4	10	6

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.4
Optimal Cycle: 42 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	131	151	62	150	207	452	257	306	219	159	461	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	151	62	150	207	452	257	306	219	159	461	173
Added Vol:	0	99	44	0	79	0	0	0	0	36	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	250	106	150	286	452	257	306	219	195	461	173
User Adj:	1.00	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:	142	272	115	163	311	491	279	333	238	212	501	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	272	115	163	311	491	279	333	238	212	501	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	272	115	163	311	491	279	333	238	212	501	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.92	0.95	0.85	0.92	0.85	0.85	0.92	0.95	0.85
Lanes:	2.00	2.11	0.89	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3479	1475	3502	3610	1615	3502	3240	1620	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.05	0.09	0.30	0.08	0.10	0.15	0.06	0.14	0.12
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.34	0.34	0.24	0.50	0.50	0.13	0.26	0.26	0.11	0.23	0.23
Volume/Cap:	0.60	0.23	0.23	0.20	0.17	0.60	0.60	0.40	0.57	0.57	0.60	0.51
Delay/Veh:	58.8	28.8	28.8	36.9	16.2	22.5	51.4	37.2	39.7	53.3	42.6	41.4
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:	58.8	28.8	28.8	36.9	16.2	22.5	51.4	37.2	39.7	53.3	42.6	41.4
LOS by Move:	E	C	C	D	B	C	D	D	D	D	D	D
HCM2kAvgQ:	4	4	4	2	3	13	6	6	9	5	9	6

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #11 Heritage/Santa Victoria

Cycle (sec): 120 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.2
Optimal Cycle: 43 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			Ignore			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	107	83	84	231	245	0	76	528	153	250	588	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:	107	83	84	231	245	0	76	528	153	250	588	0
Added Vol:	0	56	0	15	49	0	0	23	0	0	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	139	84	246	294	0	76	551	153	250	588	24
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	116	151	91	267	320	0	83	599	166	272	639	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	151	91	267	320	0	83	599	166	272	639	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	116	151	91	267	320	0	83	599	166	272	639	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1900	1805	1900	1615	1805	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.06	0.08	0.06	0.00	0.05	0.32	0.10	0.15	0.34	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.09	0.09	0.12	0.12	0.00	0.11	0.49	0.49	0.23	0.62	0.00
Volume/Cap:	0.39	0.33	0.64	0.64	0.51	0.00	0.43	0.64	0.21	0.64	0.54	0.00
Delay/Veh:	52.8	51.8	62.4	53.8	50.0	0.0	51.6	24.2	17.4	44.7	13.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	51.8	62.4	53.8	50.0	0.0	51.6	24.2	17.4	44.7	13.7	0.0
LOS by Move:	D	D	E	D	D	A	D	C	B	D	B	A
HCM2kAvgQ:	2	2	4	6	5	0	3	17	3	10	13	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.9
Optimal Cycle:	73	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	3	0 1	2 0	3	0 1	1 0	1	1 0	2 0	2	0 1
Volume Module:												
Base Vol:	131	465	205	205	639	250	261	915	193	365	629	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	465	205	205	639	250	261	915	193	365	629	319
Added Vol:	40	361	0	56	236	0	0	0	52	8	0	74
NB Vol Adj:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	826	205	261	875	250	261	915	245	373	629	393
User Adj:	1.00	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:	186	898	223	284	951	272	284	995	266	405	684	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	898	223	284	951	272	284	995	266	405	684	427
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	898	223	284	951	272	284	995	266	405	684	427
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.92	0.92	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.58	0.42	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	2756	738	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.14	0.08	0.18	0.17	0.16	0.36	0.36	0.12	0.19	0.26
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.24	0.24	0.11	0.22	0.22	0.21	0.44	0.44	0.14	0.36	0.36
Volume/Cap:	0.83	0.74	0.59	0.74	0.83	0.76	0.73	0.83	0.83	0.83	0.53	0.73
Delay/Veh:	64.8	37.7	36.3	50.3	42.3	45.7	43.7	28.9	28.9	53.2	25.6	32.6
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:	64.8	37.7	36.3	50.3	42.3	45.7	43.7	28.9	28.9	53.2	25.6	32.6
LOS by Move:	E	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	8	11	7	6	13	10	10	20	20	9	9	13

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.0
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0	0 0	1 0	1!	0 1	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	234	0	368	0	1252	401	0	1324	511
Growth Adj:	1.00	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	234	0	368	0	1252	401	0	1324	511
Added Vol:	0	0	0	42	0	15	0	75	82	0	100	176
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	276	0	383	0	1327	483	0	1424	687
User Adj:	1.00	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:	0	0	0	300	0	416	0	1442	525	0	1548	747
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	300	0	416	0	1442	525	0	1548	747
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	300	0	416	0	1442	525	0	1548	747
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.42	0.00	1.58	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2410	0	2685	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.16	0.00	0.28	0.33	0.00	0.30	0.46
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.73	0.73	0.00	0.73	0.73
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.64	0.00	0.38	0.45	0.00	0.41	0.64
Delay/Veh:	0.0	0.0	0.0	33.0	0.0	35.1	0.0	5.2	5.8	0.0	5.4	8.1
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:	0.0	0.0	0.0	33.0	0.0	35.1	0.0	5.2	5.8	0.0	5.4	8.1
LOS by Move:	A	A	A	C	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	8	0	6	7	0	7	12

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.8
Optimal Cycle:	56	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	565	0	522	0	0	0	0	1225	276	0	1279	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	565	0	522	0	0	0	0	1225	276	0	1279	490
Added Vol:	53	0	155	0	0	0	0	94	24	0	224	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	618	0	677	0	0	0	0	1319	300	0	1503	538
User Adj:	1.00	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:	672	0	736	0	0	0	0	1434	326	0	1634	585
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	672	0	736	0	0	0	0	1434	326	0	1634	585
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	672	0	736	0	0	0	0	1434	326	0	1634	585
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.37	0.00	0.46	0.00	0.00	0.00	0.00	0.28	0.20	0.00	0.31	0.36
Crit Moves:			****				****					****
Green/Cycle:	0.54	0.00	0.54	0.00	0.00	0.00	0.00	0.43	0.43	0.00	0.43	0.43
Volume/Cap:	0.69	0.00	0.84	0.00	0.00	0.00	0.00	0.64	0.47	0.00	0.73	0.84
Delay/Veh:	18.9	0.0	26.9	0.0	0.0	0.0	0.0	23.1	20.9	0.0	25.0	34.7
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:	18.9	0.0	26.9	0.0	0.0	0.0	0.0	23.1	20.9	0.0	25.0	34.7
LOS by Move:	B	A	C	A	A	A	A	C	C	A	C	C
HCM2kAvgQ:	16	0	22	0	0	0	0	13	7	0	16	19

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.0
Optimal Cycle:	51	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	206	255	38	123	372	271	188	281	189	40	381	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	255	38	123	372	271	188	281	189	40	381	83
Added Vol:	257	80	80	0	70	0	0	24	225	70	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	463	335	118	123	442	271	188	305	414	110	396	83
User Adj:	1.00	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:	503	364	128	134	480	295	204	332	450	120	430	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	364	128	134	480	295	204	332	450	120	430	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	503	364	128	134	480	295	204	332	450	120	430	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.95	0.91	0.85	0.92	0.87	0.87	0.95	0.93	0.93
Lanes:	2.00	2.22	0.78	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	3502	3686	1298	1805	5187	1615	3502	1650	1650	1805	2907	609
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.10	0.07	0.09	0.18	0.06	0.20	0.27	0.07	0.15	0.15
Crit Moves:	****					****			****	****		
Green/Cycle:	0.20	0.26	0.26	0.20	0.26	0.26	0.13	0.38	0.38	0.09	0.34	0.34
Volume/Cap:	0.71	0.38	0.38	0.38	0.36	0.71	0.43	0.53	0.71	0.71	0.43	0.43
Delay/Veh:	48.1	36.5	36.5	42.6	36.8	46.4	48.4	29.0	33.7	66.3	30.8	30.8
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:	48.1	36.5	36.5	42.6	36.8	46.4	48.4	29.0	33.7	66.3	30.8	30.8
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	10	6	6	4	5	11	4	10	16	6	8	8

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.3
Optimal Cycle:	57	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	600	0	508	0	945	322	610	747	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	600	0	508	0	945	322	610	747	0
Added Vol:	0	0	0	70	0	0	0	8	0	40	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	670	0	508	0	953	322	650	759	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:	0	0	0	728	0	552	0	1036	350	707	825	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	728	0	552	0	1036	350	707	825	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	728	0	552	0	1036	350	707	825	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	0.95	1.00	0.85	1.00	0.88	0.88	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.24	0.76	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3730	1260	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.34	0.00	0.28	0.28	0.20	0.23	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.33	0.33	0.24	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.84	0.00	0.84	0.84	0.84	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	26.8	0.0	41.9	0.0	41.5	41.5	51.2	14.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.8	0.0	41.9	0.0	41.5	41.5	51.2	14.6	0.0
LOS by Move:	A	A	A	C	A	D	A	D	D	D	B	A
HCM2kAvgQ:	0	0	0	10	0	21	0	20	20	15	9	0

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.3
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	0 0	0 0	0	1 0	2 0	0	0 0	3 0	2
Volume Module:												
Base Vol:	378	0	710	0	0	0	457	1048	0	0	978	960
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	378	0	710	0	0	0	457	1048	0	0	978	960
Added Vol:	0	0	29	0	0	0	0	78	0	0	51	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	378	0	739	0	0	0	457	1126	0	0	1029	1040
User Adj:	1.00	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:	411	0	803	0	0	0	497	1224	0	0	1118	1130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	411	0	803	0	0	0	497	1224	0	0	1118	1130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	411	0	803	0	0	0	497	1224	0	0	1118	1130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.28	0.00	0.00	0.00	0.28	0.34	0.00	0.00	0.22	0.40
Crit Moves:			****				****					****
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.28	0.69	0.00	0.00	0.41	0.41
Volume/Cap:	0.79	0.00	0.98	0.00	0.00	0.00	0.98	0.49	0.00	0.00	0.53	0.98
Delay/Veh:	47.2	0.0	68.8	0.0	0.0	0.0	77.5	9.1	0.0	0.0	27.3	56.9
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:	47.2	0.0	68.8	0.0	0.0	0.0	77.5	9.1	0.0	0.0	27.3	56.9
LOS by Move:	D	A	E	A	A	A	E	A	A	A	C	E
HCM2kAvgQ:	16	0	22	0	0	0	24	11	0	0	11	29

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #18 Main / Heritage S

Cycle (sec):	120	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.6
Optimal Cycle:	99	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			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 2	2	0 3	0 1	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	402	1135	313	110	1680	300	300	1073	518	390	870	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	402	1135	313	110	1680	300	300	1073	518	390	870	210
Added Vol:	0	0	8	49	0	0	0	136	0	12	171	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	402	1135	321	159	1680	300	300	1209	518	402	1041	266
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	437	1234	349	173	1826	326	326	1314	0	437	1132	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	1234	349	173	1826	326	326	1314	0	437	1132	289
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
FinalVolume:	437	1234	349	173	1826	326	326	1314	0	437	1132	289
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.88	0.92	0.91	0.85
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	2842	3502	5187	1615	3502	5187	3344	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.12	0.05	0.35	0.20	0.09	0.25	0.00	0.12	0.22	0.18
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.43	0.43	0.10	0.39	0.39	0.13	0.28	0.00	0.14	0.29	0.29
Volume/Cap:	0.90	0.56	0.29	0.47	0.90	0.52	0.74	0.90	0.00	0.90	0.74	0.61
Delay/Veh:	70.4	26.3	22.7	51.6	40.2	28.6	57.2	49.4	0.0	70.4	40.2	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.4	26.3	22.7	51.6	40.2	28.6	57.2	49.4	0.0	70.4	40.2	38.7
LOS by Move:	E	C	C	D	D	C	E	D	A	E	D	D
HCM2kAvgQ:	11	13	5	4	27	9	8	21	0	11	15	10

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #19 Main St/La Media

Cycle (sec):	61	Critical Vol./Cap.(X):	1.182
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	63.4
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	200	274	132	159	400	232	229	539	572	150	370	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	274	132	159	400	232	229	539	572	150	370	160
Added Vol:	71	220	144	146	149	0	0	148	45	148	168	180
Mitigation:	0	-132	0	298	-298	0	0	0	0	0	0	132
Initial Fut:	271	362	276	603	251	232	229	687	617	298	538	472
User Adj:	1.00	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:	295	393	300	655	273	252	249	747	671	324	585	513
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	393	300	655	273	252	249	747	671	324	585	513
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	393	300	655	273	252	249	747	671	324	585	513
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	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.11	0.19	0.36	0.08	0.16	0.14	0.21	0.42	0.18	0.16	0.32
Crit Moves:			****	****					****	****		
Green/Cycle:	0.23	0.16	0.16	0.30	0.23	0.23	0.15	0.35	0.35	0.15	0.35	0.35
Volume/Cap:	0.70	0.66	1.13	1.19	0.32	0.67	0.91	0.59	1.19	1.19	0.47	0.91
Delay/Veh:	26.5	26.8	121.5	124.8	19.5	25.6	58.2	17.1	123.1	142.9	15.8	38.5
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:	26.5	26.8	121.5	124.8	19.5	25.6	58.2	17.1	123.1	142.9	15.8	38.5
LOS by Move:	C	C	F	F	B	C	E	B	F	F	B	D
HCM2kAvgQ:	7	5	14	29	2	6	8	7	30	16	5	14

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.899
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.2
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	40	59	5	100	96	25	20	326	100	52	265	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	59	5	100	96	25	20	326	100	52	265	50
Added Vol:	50	276	341	76	178	0	12	394	32	219	446	87
Mitigation:	0	0	100	0	0	0	0	298	0	150	132	0
Initial Fut:	90	335	446	176	274	25	32	1018	132	421	843	137
User Adj:	1.00	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:	98	364	485	191	298	27	35	1107	143	458	916	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	364	485	191	298	27	35	1107	143	458	916	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	364	485	191	298	27	35	1107	143	458	916	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.94	0.94	0.95	0.89	0.89	0.95	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.83	0.17	1.00	2.66	0.34	1.00	2.58	0.42
Final Sat.:	1805	1650	1650	1805	3265	298	1805	4514	585	1805	4368	710
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.29	0.11	0.09	0.09	0.02	0.25	0.25	0.25	0.21	0.21
Crit Moves:			****	****				****		****		
Green/Cycle:	0.18	0.33	0.33	0.12	0.26	0.26	0.14	0.27	0.27	0.28	0.42	0.42
Volume/Cap:	0.30	0.67	0.90	0.90	0.35	0.35	0.14	0.90	0.90	0.90	0.50	0.50
Delay/Veh:	35.8	30.5	43.4	78.9	30.2	30.2	38.1	43.2	43.2	53.1	21.8	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	30.5	43.4	78.9	30.2	30.2	38.1	43.2	43.2	53.1	21.8	21.8
LOS by Move:	D	C	D	E	C	C	D	D	D	D	C	C
HCM2kAvgQ:	3	11	19	9	4	4	1	17	17	17	9	9

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #21 Main St/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.6
Optimal Cycle:	180	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 0	0	0 1	0 0	0	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	324	0	0	313	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	324	0	0	313	0
Added Vol:	0	0	0	0	0	0	0	811	0	0	752	0
NB Vol Adj:	0	0	0	0	0	0	0	398	0	0	282	0
Initial Fut:	0	0	0	0	0	0	0	1533	0	0	1347	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:	0	0	0	0	0	0	0	1666	0	0	1464	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1666	0	0	1464	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1666	0	0	1464	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.77	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.77	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	2.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	2.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	6	0	0	3	0

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #22 Main St/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.6
Optimal Cycle:	180	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	326	0	0	315	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	326	0	0	315	0	0
Added Vol:	0	0	0	0	0	0	811	0	0	752	0	0
mitigation:	0	0	0	0	0	0	398	0	0	282	0	0
Initial Fut:	0	0	0	0	0	0	1535	0	0	1349	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	0	0	1668	0	0	1466	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	1668	0	0	1466	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	1668	0	0	1466	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.77	0.00
Crit Moves:								****			****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.77	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	2.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	2.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	6	0	0	3	0

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #23 Main/Street "A"

Cycle (sec):	120	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.6
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	1	1	0	1	0	2	0	2
Volume Module:												
Base Vol:	58	86	52	110	195	115	75	151	100	55	200	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	86	52	110	195	115	75	151	100	55	200	89
Added Vol:	529	321	709	0	281	23	35	306	464	621	197	0
mitigation:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	587	407	761	110	476	138	110	457	564	676	397	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	638	442	827	120	517	150	120	497	613	735	432	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	638	442	827	120	517	150	120	497	613	735	432	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	638	442	827	120	517	150	120	497	613	735	432	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	1.00	0.75	0.95	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3502	1900	1615	1805	1900	2842	1805	3610	2842	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.51	0.07	0.27	0.05	0.07	0.14	0.22	0.21	0.12	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.21	0.42	0.66	0.09	0.31	0.31	0.17	0.25	0.25	0.24	0.31	0.31
Volume/Cap:	0.88	0.55	0.77	0.71	0.88	0.17	0.38	0.56	0.88	0.88	0.38	0.19
Delay/Veh:	58.2	26.8	17.6	66.4	53.7	30.3	44.8	40.5	56.0	54.7	32.6	30.5
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:	58.2	26.8	17.6	66.4	53.7	30.3	44.8	40.5	56.0	54.7	32.6	30.5
LOS by Move:	E	C	B	E	D	C	D	D	E	D	C	C
HCM2kAvgQ:	15	12	22	6	21	2	4	9	15	17	7	3

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.4
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0	0 0	2	0 2	0 1	2	0 1	1 0	2	0 3	0 2
Volume Module:												
Base Vol:	0	0	0	394	0	157	196	51	0	0	30	489
Growth Adj:	1.00	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	394	0	157	196	51	0	0	30	489
Added Vol:	15	0	0	0	0	366	417	574	24	0	437	0
PasserByVol:	-15	0	0	0	0	0	0	0	-24	0	0	0
Initial Fut:	0	0	0	394	0	523	613	625	0	0	467	489
User Adj:	1.00	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:	0	0	0	428	0	568	666	679	0	0	508	532
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	428	0	568	666	679	0	0	508	532
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	428	0	568	666	679	0	0	508	532
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	0.95	0.85	0.92	0.95	0.95	0.97	0.91	0.75
Lanes:	1.00	0.00	0.00	2.00	2.00	1.00	2.00	2.00	0.00	2.00	3.00	2.00
Final Sat.:	1900	0	0	3502	3610	1615	3502	3610	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.35	0.19	0.19	0.00	0.00	0.10	0.19
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.53	0.00	0.45	0.24	0.48	0.00	0.00	0.24	0.24
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.78	0.78	0.39	0.00	0.00	0.41	0.78
Delay/Veh:	0.0	0.0	0.0	11.5	0.0	26.4	36.5	15.0	0.0	0.0	29.1	37.9
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	11.5	0.0	26.4	36.5	15.0	0.0	0.0	29.1	37.9
LOS by Move:	A	A	A	B	A	C	D	B	A	A	C	D
HCM2kAvgQ:	0	0	0	3	0	15	11	6	0	0	5	10

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #25 OVR/125 SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0 0	0 0	0	0 1	0 0	0	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	398	0	0	282	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	398	0	0	282	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
NB Vol Adj:	0	0	0	0	0	0	0	-398	0	0	-282	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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2025 am - Mitigation (Main Thu Apr 14, 2011 12:08:43 Page 30-1

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #26 OVR/125NBR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	398	0	0	282	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	398	0	0	282	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
NB Vol Adj:	0	0	0	0	0	0	0	-398	0	0	-282	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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2025 am - Mitigation (Main Thu Apr 14, 2011 12:08:43 Page 31-1

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #27 OVR/Village9

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	100	0	50	100	298	0	0	232	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:	0	0	0	100	0	50	100	298	0	0	232	120
Added Vol:	0	0	0	45	0	0	0	0	0	0	0	39
NB Vol Adj:	0	0	0	298	0	-50	-100	-298	0	0	-232	232
Initial Fut:	0	0	0	443	0	0	0	0	0	0	0	391
User Adj:	1.00	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:	0	0	0	482	0	0	0	0	0	0	0	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	482	0	0	0	0	0	0	0	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	482	0	0	0	0	0	0	0	425
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	1.00	1.00	0.95	1.00	1.00	0.95	0.81
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1900	1900	3610	0	0	1805	1534
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28
Crit Moves:				****								****
Green/Cycle:	0.00	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.51
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54
Delay/Veh:	0.0	0.0	0.0	18.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.4
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	18.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.4
LOS by Move:	A	A	A	B	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	0	10	0	0	0	0	0	0	0	10

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

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2025 am - Mitigation (Main Thu Apr 14, 2011 12:08:43 Page 32-1

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #28 La Media/125SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.056
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.9
Optimal Cycle:	24	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1!	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	32	0	32	0	28	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	32	0	32	0	28	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	35	0	35	0	30	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	0	35	0	30	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	35	0	35	0	30	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.50	0.00	0.50	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	865	0	865	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.00	0.02	0.00	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.72	0.00	0.72	0.00	0.28	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.06	0.00	0.06	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	4.2	0.0	4.2	0.0	26.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	4.2	0.0	4.2	0.0	26.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	C	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	0	1	0	0	0	0

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

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OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

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

Intersection #29 La Media/125 NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.054
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.9
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	28	32	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	28	32	0	0	0	28
User Adj:	1.00	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:	0	0	0	0	0	0	30	35	0	0	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	30	35	0	0	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	30	35	0	0	0	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	1.00	1.00	1.00	0.87
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.53	0.00	0.00	0.00	1.00
Final Sat.:	0	0	0	0	0	0	866	990	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.02
Crit Moves:							****					****
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.65	1.00	0.00	0.00	0.00	0.35
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.04	0.00	0.00	0.00	0.05
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0	21.9
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	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0	21.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	C
HCM2kAvgQ:	0	0	0	0	0	0	1	0	0	0	0	1

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Scenario Report

Scenario:	2025 pm - Mitigation (Main Connected)
Command:	2025 PM - NO BRIDGES
Volume:	2025 PM BASELINE
Geometry:	No Main - No Bridges (2025)
Impact Fee:	Default Impact Fee
Trip Generation:	+2025 pm
Trip Distribution:	2025
Paths:	With Main - Main Bridge ONLY
Routes:	Default Route
Configuration:	2025 PM NO BRIDGES

2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Trip Generation Report
2025
Forecast for +2025 pm

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	V8W-Parcel B	1.00	2025	1454.00	878.00	1454	878	2332	43.
	Zone 1 Subtotal					1454	878	2332	43.7
2	V9-Parcel C	1.00	2025	1644.00	1360.00	1644	1360	3004	56
	Zone 2 Subtotal					1644	1360	3004	56.3
TOTAL						3098	2238	5336	100.0

2025 pm - Mitigation (Main Thu Apr 14, 2011 12:12:00 Page 3-1

2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Trip Distribution Report
2025 with Both Bridges Distribution
Percent Of Trips 2025 project

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	6.0	4.0	4.0	13.0	2.0	3.0	1.0	1.0	2.0	1.0	2.0
2	5.0	5.0	1.0	6.0	3.0	4.0	2.0	0.0	1.0	0.0	1.0

	To Gates										
Zone	12	13	14	15	16	17	18	19	20	21	22
1	7.0	2.0	0.0	2.0	2.0	2.0	1.0	3.0	18.0	0.0	0.0
2	1.0	1.0	1.0	5.0	1.0	5.0	0.0	20.0	14.0	2.0	2.0

	To Gates							
Zone	23	24	25	26	28	29	30	270
1	0.0	0.0	6.0	11.0	2.0	0.0	2.0	3.0
2	3.0	3.0	1.0	8.0	4.0	0.0	0.0	1.0

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2025 pm - Mitigation (Main Thu Apr 14, 2011 12:12:02 Page 4-1

2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	45.6	0.910	D	46.2	0.924	+ 0.643 D/V
# 2 Olympic Pkwy/805 NBR	C	34.0	0.787	C	33.9	0.798	-0.095 D/V
# 3 Olympic Pkwy/Brandywine Ave	D	35.1	0.774	D	35.3	0.793	+ 0.183 D/V
# 4 Olympic/Santa Victoria	C	29.8	0.956	C	31.6	0.987	+ 1.743 D/V
# 5 Olympic Pkwy/Heritage Rd	D	43.4	0.881	D	49.3	0.958	+ 5.946 D/V
# 6 Olympic Pkwy/La Media Rd	D	43.7	0.929	D	44.9	0.939	+ 1.206 D/V
# 7 Olympic Pkwy/125 SB	A	6.1	0.474	A	6.0	0.477	-0.038 D/V
# 8 Olympic Pwky/125 NB	A	5.2	0.468	A	5.2	0.472	-0.037 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	D	36.5	0.614	D	36.7	0.605	+ 0.159 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	36.4	0.567	D	35.6	0.583	-0.726 D/V
# 11 Heritage/Santa Victoria	D	36.8	0.485	D	37.3	0.495	+ 0.499 D/V
# 12 Birch Rd/La Media Rd	C	34.6	0.713	D	37.1	0.784	+ 2.433 D/V
# 13 Birch Rd/125SB	B	10.2	0.526	B	10.4	0.644	+ 0.117 D/V
# 14 Birch Rd/125NB	B	18.3	0.702	C	23.1	0.844	+ 4.768 D/V
# 15 Birch Rd/Eastlake Pkwy	D	36.8	0.555	D	40.3	0.751	+ 3.510 D/V
# 16 Main / 805 SBR	D	52.9	1.019	D	54.9	1.033	+ 2.045 D/V
# 17 Main / 805 NBR	D	46.3	0.970	D	49.2	0.987	+ 2.984 D/V
# 18 Main / Heritage S	D	46.0	0.959	D	53.9	1.004	+ 7.911 D/V
# 19 Main St/La Media	D	35.8	1.008	F	147.0	1.508	+111.169 D/V
# 20 Main St/Magdalena	C	25.9	0.299	D	40.2	0.950	+14.302 D/V
# 21 Main St/125 SB	A	0.1	0.315	D	36.1	1.114	+36.027 D/V
# 22 Main St/125 NB	A	0.1	0.289	C	30.0	1.089	+29.935 D/V
# 23 Main/Street "A"	C	31.8	0.403	D	50.0	0.957	+18.136 D/V

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Main-Hunte/Eastlake Pkwy	C	26.8	0.240	C	25.2	0.692	-1.573 D/V
# 25 OVR/125 SBR	A	0.1	0.297	A	0.0	0.000	-0.078 D/V
# 26 OVR/125NBR	A	0.1	0.297	A	0.0	0.000	-0.078 D/V
# 27 OVR/Village9	B	18.1	0.383	B	17.9	0.634	-0.161 D/V
# 28 La Media/125SBR		0.0	0.000	B	12.1	0.053	+12.110 D/V
# 29 La Media/125 NBR		0.0	0.000	A	9.6	0.057	+ 9.632 D/V

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):		0.924
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):		46.2
Optimal Cycle:	107	Level Of Service:		D

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	691	0	686	0	827	293	580	610	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	691	0	686	0	827	293	580	610	0
Added Vol:	0	0	0	87	0	0	0	46	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	778	0	686	0	873	293	580	641	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:	0	0	0	846	0	746	0	949	318	630	697	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	846	0	746	0	949	318	630	697	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	846	0	746	0	949	318	630	697	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.46	0.00	0.26	0.20	0.18	0.19	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.28	0.28	0.19	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.92	0.00	0.92	0.69	0.92	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	23.1	0.0	48.8	0.0	62.1	49.2	73.8	23.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.1	0.0	48.8	0.0	62.1	49.2	73.8	23.7	0.0
LOS by Move:	A	A	A	C	A	D	A	E	D	E	C	A
HCM2kAvgQ:	0	0	0	12	0	34	0	25	13	17	10	0

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.9
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	1! 0 1	0	0	0 0 0	2	0	2 0 0	0	0	1 1 1
Volume Module:												
Base Vol:	538	0	704	0	0	0	437	1091	0	0	1113	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	538	0	704	0	0	0	437	1091	0	0	1113	339
Added Vol:	0	0	0	0	0	0	0	133	0	0	31	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	538	0	704	0	0	0	437	1224	0	0	1144	392
User Adj:	1.00	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:	585	0	765	0	0	0	475	1330	0	0	1243	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	0	765	0	0	0	475	1330	0	0	1243	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	585	0	765	0	0	0	475	1330	0	0	1243	426
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.43	0.00	1.57	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2439	0	2667	0	0	0	3502	3610	0	0	3473	1736
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.29	0.00	0.00	0.00	0.14	0.37	0.00	0.00	0.36	0.25
Crit Moves:			****				****				****	
Green/Cycle:	0.36	0.00	0.36	0.00	0.00	0.00	0.17	0.62	0.00	0.00	0.45	0.45
Volume/Cap:	0.67	0.00	0.80	0.00	0.00	0.00	0.80	0.60	0.00	0.00	0.80	0.55
Delay/Veh:	38.6	0.0	43.0	0.0	0.0	0.0	63.2	16.5	0.0	0.0	35.4	28.4
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:	38.6	0.0	43.0	0.0	0.0	0.0	63.2	16.5	0.0	0.0	35.4	28.4
LOS by Move:	D		A	D	A	A	A	E	B	A	A	D	C
HCM2kAvgQ:	15		0	20	0	0	0	12	18	0	0	25	14

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.3
Optimal Cycle:	64	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	1 0 1	1	0	1 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	70	275	150	298	246	288	310	960	206	100	900	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	275	150	298	246	288	310	960	206	100	900	160
Added Vol:	0	0	0	0	0	0	0	133	0	0	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	275	150	298	246	288	310	1093	206	100	984	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	76	299	163	324	267	313	337	1188	224	109	1070	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	299	163	324	267	313	337	1188	224	109	1070	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
FinalVolume:	76	299	163	324	267	313	337	1188	224	109	1070	174
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	0.89	0.89	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.52	0.48	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4260	803	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.10	0.18	0.14	0.19	0.19	0.28	0.28	0.06	0.21	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.20	0.20	0.23	0.31	0.31	0.24	0.40	0.40	0.10	0.26	0.26
Volume/Cap:	0.37	0.79	0.51	0.79	0.45	0.62	0.79	0.70	0.70	0.61	0.79	0.41
Delay/Veh:	42.3	49.1	37.1	46.7	28.1	31.8	45.8	26.5	26.5	49.0	37.8	31.4
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:	42.3	49.1	37.1	46.7	28.1	31.8	45.8	26.5	26.5	49.0	37.8	31.4
LOS by Move:	D		D	D	C	C	D	C	C	D	D	C
HCM2kAvgQ:	3		11	5	11	7	9	12	14	14	4	13	5

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #4 Olympic/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.987
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.6
Optimal Cycle:	180	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 3	0 1	1	0 3	0 0
Volume Module:												
Base Vol:	263	0	262	0	0	0	0	2276	755	372	2491	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:	263	0	262	0	0	0	0	2276	755	372	2491	0
Added Vol:	0	0	0	0	0	0	0	89	44	0	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	0	262	0	0	0	0	2365	799	372	2575	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:	286	0	285	0	0	0	0	2571	868	404	2799	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	0	285	0	0	0	0	2571	868	404	2799	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	0	285	0	0	0	0	2571	868	404	2799	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	0.85	0.95	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.18	0.00	0.00	0.00	0.00	0.50	0.54	0.22	0.54	0.00
Crit Moves:			****						****	****		
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.54	0.54	0.23	0.77	0.00
Volume/Cap:	0.89	0.00	0.99	0.00	0.00	0.00	0.00	0.91	0.99	0.99	0.70	0.00
Delay/Veh:	72.4	0.0	98.5	0.0	0.0	0.0	0.0	29.6	54.1	87.2	7.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.4	0.0	98.5	0.0	0.0	0.0	0.0	29.6	54.1	87.2	7.4	0.0
LOS by Move:	E	A	F	A	A	A	A	C	D	F	A	A
HCM2kAvgQ:	13	0	15	0	0	0	0	35	38	20	19	0

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.958
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	49.3
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	350	1800	290	285	1600	250	400	1170	300	360	900	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	1800	290	285	1600	250	400	1170	300	360	900	49
Added Vol:	7	58	0	137	78	0	0	81	8	0	77	93
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	357	1858	290	422	1678	250	400	1251	308	360	977	142
User Adj:	1.00	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:	388	2020	315	459	1824	272	435	1360	335	391	1062	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	2020	315	459	1824	272	435	1360	335	391	1062	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	388	2020	315	459	1824	272	435	1360	335	391	1062	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.11	0.39	0.20	0.13	0.35	0.17	0.12	0.26	0.12	0.11	0.20	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.41	0.41	0.14	0.41	0.41	0.15	0.27	0.27	0.12	0.24	0.24
Volume/Cap:	0.85	0.96	0.48	0.96	0.85	0.41	0.84	0.96	0.43	0.96	0.84	0.22
Delay/Veh:	65.3	46.0	26.8	82.0	35.4	25.3	61.8	58.0	36.3	86.4	48.6	36.5
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:	65.3	46.0	26.8	82.0	35.4	25.3	61.8	58.0	36.3	86.4	48.6	36.5
LOS by Move:	E	D	C	F	D	C	E	E	D	F	D	D
HCM2kAvgQ:	10	32	9	13	25	7	11	23	6	11	16	3

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

2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.939
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	44.9
Optimal Cycle:	139	Level Of Service:	D

Street Name:	La Media									Olympic Pkwy								
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10						
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	3	0	2	2	0	3	0	1
Volume Module:																		
Base Vol:	210	455	375	313	532	377	463	1988	230	326	1272	210						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	210	455	375	313	532	377	463	1988	230	326	1272	210						
Added Vol:	144	196	0	0	288	0	0	44	174	0	26	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	354	651	375	313	820	377	463	2032	404	326	1298	210						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	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:	385	708	408	340	891	410	503	2209	439	354	1411	228						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	385	708	408	340	891	410	503	2209	439	354	1411	228						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
FinalVolume:	385	708	408	340	891	410	503	2209	439	354	1411	228						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85						
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00						
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615						
Capacity Analysis Module:																		
Vol/Sat:	0.11	0.14	0.25	0.10	0.17	0.14	0.14	0.43	0.15	0.10	0.27	0.14						
Crit Moves:			****	****				****		****								
Green/Cycle:	0.15	0.27	0.27	0.10	0.23	0.23	0.19	0.45	0.45	0.11	0.37	0.37						
Volume/Cap:	0.76	0.51	0.94	0.94	0.76	0.64	0.74	0.94	0.34	0.94	0.74	0.38						
Delay/Veh:	55.7	37.5	71.3	85.4	46.2	44.0	49.9	39.4	21.4	84.3	34.6	28.4						
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:	55.7	37.5	71.3	85.4	46.2	44.0	49.9	39.4	21.4	84.3	34.6	28.4						
LOS by Move:	E		D	E		F	D		D	D		C	F		C			
HCM2kAvgQ:	9		8	19		10	13		9	11		33	6		10	18		6	

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.0
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	0	0	0	0	1	0	1!	0	1	0	0	3	0	1	0	0	3	0	1
Volume Module:																
Base Vol:	0	0	0		240	0	140		0	1887	123		0	1360	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		240	0	140		0	1887	123		0	1360	180	
Added Vol:	0	0	0		0	0	0		0	18	0		0	29	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		240	0	140		0	1905	123		0	1389	180	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	0	0	0		261	0	152		0	2071	134		0	1510	196	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		261	0	152		0	2071	134		0	1510	196	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		261	0	152		0	2071	134		0	1510	196	
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		1.00	0.91	0.85		1.00	0.91	0.85	
Lanes:	0.00	0.00	0.00		1.63	0.00	1.37		0.00	3.00	1.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		2839	0	2381		0	5187	1615		0	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.09	0.00	0.06		0.00	0.40	0.08		0.00	0.29	0.12	
Crit Moves:							****			****			****			
Green/Cycle:	0.00	0.00	0.00		0.13	0.00	0.13		0.00	0.84	0.84		0.00	0.84	0.84	
Volume/Cap:	0.00	0.00	0.00		0.69	0.00	0.48		0.00	0.48	0.10		0.00	0.35	0.14	
Delay/Veh:	0.0	0.0	0.0		44.6	0.0	40.5		0.0	2.3	1.5		0.0	1.9	1.6	
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:	0.0	0.0	0.0		44.6	0.0	40.5		0.0	2.3	1.5		0.0	1.9	1.6	
LOS by Move:	A	A	A		D	A	D		A	A	A		A	A	A	
HCM2kAvgQ:	0	0	0		6	0	4		0	7	1		0	4	1	

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.2
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0 0	1	0	0 0	0 0	0	0 3	0 1	0	0 3	0 2
Volume Module:												
Base Vol:	90	0	123	0	0	0	0	1770	255	0	1461	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	123	0	0	0	0	1770	255	0	1461	241
Added Vol:	0	0	0	0	0	0	0	18	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	123	0	0	0	0	1788	255	0	1490	241
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	98	0	134	0	0	0	0	1943	277	0	1620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	134	0	0	0	0	1943	277	0	1620	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
FinalVolume:	98	0	134	0	0	0	0	1943	277	0	1620	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.08	0.00	0.00	0.00	0.00	0.37	0.17	0.00	0.31	0.00
Crit Moves:			****					****			****	
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.79	0.79	0.00	0.79	0.00
Volume/Cap:	0.16	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.22	0.00	0.39	0.00
Delay/Veh:	35.1	0.0	38.3	0.0	0.0	0.0	0.0	3.5	2.6	0.0	3.1	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:	35.1	0.0	38.3	0.0	0.0	0.0	0.0	3.5	2.6	0.0	3.1	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	4	0	0	0	0	7	2	0	6	0

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.7
Optimal Cycle:	42	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:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 0	2	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	286	170	366	345	141	259	398	768	326	203	583	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	170	366	345	141	259	398	768	326	203	583	216
Added Vol:	0	68	0	0	82	29	18	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	238	366	345	223	288	416	768	326	203	583	216
User Adj:	1.00	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:	311	259	398	375	242	313	452	835	354	221	634	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	259	398	375	242	313	452	835	354	221	634	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	311	259	398	375	242	313	452	835	354	221	634	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.25	0.11	0.05	0.11	0.13	0.16	0.22	0.06	0.12	0.15
Crit Moves:			****	****			****					****
Green/Cycle:	0.25	0.30	0.40	0.18	0.23	0.45	0.21	0.35	0.35	0.10	0.24	0.24
Volume/Cap:	0.36	0.16	0.61	0.61	0.20	0.25	0.61	0.46	0.62	0.62	0.51	0.61
Delay/Veh:	37.5	30.7	30.0	47.2	37.2	20.8	44.1	30.2	34.4	55.2	39.8	43.3
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:	37.5	30.7	30.0	47.2	37.2	20.8	44.1	30.2	34.4	55.2	39.8	43.3
LOS by Move:	D	C	C	D	D	C	D	C	C	E	D	D
HCM2kAvgQ:	5	3	12	7	3	4	8	9	11	5	8	8

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.6
Optimal Cycle:	42	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	86	43	41	182	109	452	385	622	218	49	283	99
Growth Adj:	1.00	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	43	41	182	109	452	385	622	218	49	283	99
Added Vol:	0	81	36	0	109	0	0	0	0	47	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	124	77	182	218	452	385	622	218	96	283	99
User Adj:	1.00	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:	93	135	84	198	237	491	418	676	237	104	308	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	135	84	198	237	491	418	676	237	104	308	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	135	84	198	237	491	418	676	237	104	308	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.92	0.95	0.85	0.92	0.87	0.87	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.22	0.78	2.00	2.00	1.00
Final Sat.:	3502	3261	1630	3502	3610	1615	3502	3691	1294	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.05	0.06	0.07	0.30	0.12	0.18	0.18	0.03	0.09	0.07
Crit Moves:	****					****		****		****		
Green/Cycle:	0.06	0.33	0.33	0.23	0.51	0.51	0.21	0.31	0.31	0.06	0.15	0.15
Volume/Cap:	0.46	0.12	0.15	0.24	0.13	0.60	0.56	0.60	0.60	0.51	0.56	0.44
Delay/Veh:	56.3	27.8	28.1	37.5	15.5	21.9	43.2	35.9	35.9	57.0	48.5	47.5
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:	56.3	27.8	28.1	37.5	15.5	21.9	43.2	35.9	35.9	57.0	48.5	47.5
LOS by Move:	E	C	C	D	B	C	D	D	D	E	D	D
HCM2kAvgQ:	2	2	2	3	2	13	8	11	11	3	6	4

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #11 Heritage/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.3
Optimal Cycle:	42	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			Ignore			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	59	101	75	307	375	0	111	233	138	225	420	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	101	75	307	375	0	111	233	138	225	420	0
Added Vol:	0	48	0	29	58	0	0	44	0	0	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	149	75	336	433	0	111	277	138	225	420	18
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	64	162	82	365	471	0	121	301	150	245	457	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	162	82	365	471	0	121	301	150	245	457	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	64	162	82	365	471	0	121	301	150	245	457	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1900	1805	1900	1615	1805	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.05	0.10	0.09	0.00	0.07	0.16	0.09	0.14	0.24	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.12	0.10	0.10	0.21	0.19	0.00	0.14	0.33	0.33	0.29	0.49	0.00
Volume/Cap:	0.15	0.31	0.49	0.49	0.48	0.00	0.49	0.47	0.28	0.47	0.49	0.00
Delay/Veh:	47.2	50.3	53.3	42.3	43.6	0.0	49.7	32.1	29.6	36.1	21.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	50.3	53.3	42.3	43.6	0.0	49.7	32.1	29.6	36.1	21.3	0.0
LOS by Move:	D	D	D	D	D	A	D	C	C	D	C	A
HCM2kAvgQ:	1	2	3	6	6	0	5	9	4	8	11	0

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.1
Optimal Cycle:	62	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	117	507	311	259	482	288	315	428	270	352	499	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	507	311	259	482	288	315	428	270	352	499	262
Added Vol:	31	281	0	83	378	0	0	0	89	15	0	59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	788	311	342	860	288	315	428	359	367	499	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	161	857	338	372	935	313	342	465	390	399	542	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	857	338	372	935	313	342	465	390	399	542	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	857	338	372	935	313	342	465	390	399	542	349
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.89	0.89	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.09	0.91	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	1830	1535	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.21	0.11	0.18	0.19	0.19	0.25	0.25	0.11	0.15	0.22
Crit Moves:			****	****			****					****
Green/Cycle:	0.13	0.27	0.27	0.14	0.28	0.28	0.24	0.36	0.36	0.16	0.28	0.28
Volume/Cap:	0.70	0.62	0.78	0.78	0.65	0.70	0.78	0.71	0.71	0.71	0.55	0.78
Delay/Veh:	51.3	33.0	43.1	50.2	33.1	37.6	44.5	29.7	29.7	44.1	31.5	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	33.0	43.1	50.2	33.1	37.6	44.5	29.7	29.7	44.1	31.5	42.3
LOS by Move:	D	C	D	D	C	D	D	C	C	D	C	D
HCM2kAvgQ:	6	9	12	8	10	10	12	13	13	7	8	12

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

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

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.4
Optimal Cycle:	27	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1!	0 1	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	267	0	344	0	1139	396	0	1022	550
Growth Adj:	1.00	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	267	0	344	0	1139	396	0	1022	550
Added Vol:	0	0	0	49	0	29	0	68	61	0	158	150
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	316	0	373	0	1207	457	0	1180	700
User Adj:	1.00	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:	0	0	0	343	0	405	0	1312	497	0	1283	761
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	343	0	405	0	1312	497	0	1283	761
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	343	0	405	0	1312	497	0	1283	761
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.90	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.46	0.00	1.54	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2491	0	2632	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.15	0.00	0.25	0.31	0.00	0.25	0.47
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.73	0.73	0.00	0.73	0.73
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.64	0.00	0.35	0.42	0.00	0.34	0.64
Delay/Veh:	0.0	0.0	0.0	34.2	0.0	35.5	0.0	4.9	5.5	0.0	4.9	8.1
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:	0.0	0.0	0.0	34.2	0.0	35.5	0.0	4.9	5.5	0.0	4.9	8.1
LOS by Move:	A	A	A	C	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	8	0	5	6	0	5	13

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

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Birch Rd/125NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: 56 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	0	1	0	0	0	0	0	0	1	0	0	3	0	1	0	0	3	0	1
Volume Module:																						
Base Vol:	530	0	456	0	0	0	0	1107	340	0	1043	538
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	0	456	0	0	0	0	1107	340	0	1043	538
Added Vol:	102	0	181	0	0	0	0	100	18	0	206	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	632	0	637	0	0	0	0	1207	358	0	1249	579
User Adj:	1.00	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:	687	0	692	0	0	0	0	1312	389	0	1358	629
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	687	0	692	0	0	0	0	1312	389	0	1358	629
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	687	0	692	0	0	0	0	1312	389	0	1358	629
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.43	0.00	0.00	0.00	0.00	0.25	0.24	0.00	0.26	0.39
Crit Moves:			****				****					****
Green/Cycle:	0.51	0.00	0.51	0.00	0.00	0.00	0.00	0.46	0.46	0.00	0.46	0.46
Volume/Cap:	0.75	0.00	0.84	0.00	0.00	0.00	0.00	0.55	0.52	0.00	0.57	0.84
Delay/Veh:	23.0	0.0	29.2	0.0	0.0	0.0	0.0	19.7	19.7	0.0	19.9	32.4
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:	23.0	0.0	29.2	0.0	0.0	0.0	0.0	19.7	19.7	0.0	19.9	32.4
LOS by Move:	C	A	C	A	A	A	A	B	B	A	B	C
HCM2kAvgQ:	18	0	21	0	0	0	0	11	9	0	11	20

Note: Queue reported is the number of cars per lane.

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.3
Optimal Cycle: 58 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	2	1	0	1	0	3	0	1	2	0	1	1	0	1	0	1	1	1	0	0
Volume Module:																						
Base Vol:	290	396	55	204	500	308	215	320	164	10	323	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:	290	396	55	204	500	308	215	320	164	10	323	162
Added Vol:	218	68	68	0	82	0	0	18	263	82	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	508	464	123	204	582	308	215	338	427	92	352	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	552	504	134	222	633	335	234	367	464	100	383	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	552	504	134	222	633	335	234	367	464	100	383	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
FinalVolume:	552	504	134	222	633	335	234	367	464	100	383	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.95	0.91	0.85	0.92	0.87	0.87	0.95	0.91	0.91
Lanes:	2.00	2.37	0.63	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.37	0.63
Final Sat.:	3502	3973	1053	1805	5187	1615	3502	1653	1653	1805	2356	1084
Capacity Analysis Module:												
Vol/Sat:	0.16	0.13	0.13	0.12	0.12	0.21	0.07	0.22	0.28	0.06	0.16	0.16
Crit Moves:	****					****			****	****		
Green/Cycle:	0.21	0.25	0.25	0.24	0.28	0.28	0.13	0.37	0.37	0.07	0.32	0.32
Volume/Cap:	0.75	0.51	0.51	0.51	0.44	0.75	0.51	0.59	0.75	0.75	0.51	0.51
Delay/Veh:	48.8	39.3	39.3	40.7	36.0	46.7	49.6	31.0	35.6	75.5	33.8	33.8
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:	48.8	39.3	39.3	40.7	36.0	46.7	49.6	31.0	35.6	75.5	33.8	33.8
LOS by Move:	D	D	D	D	D	D	D	C	D	E	C	C
HCM2kAvgQ:	11	8	8	7	7	13	5	12	17	5	9	9

Note: Queue reported is the number of cars per lane.

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	1.033
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	54.9
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 1	0	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	650	0	635	0	1036	520	720	1220	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	650	0	635	0	1036	520	720	1220	0
Added Vol:	0	0	0	82	0	0	0	15	0	31	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	732	0	635	0	1051	520	751	1229	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:	0	0	0	796	0	690	0	1142	565	816	1336	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	796	0	690	0	1142	565	816	1336	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	796	0	690	0	1142	565	816	1336	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	0.95	1.00	0.85	1.00	0.86	0.86	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.01	0.99	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3297	1631	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.43	0.00	0.35	0.35	0.23	0.37	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.34	0.34	0.23	0.56	0.00
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	1.03	0.00	1.03	1.03	1.03	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	26.8	0.0	78.7	0.0	70.9	70.9	87.2	19.2	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:	0.0	0.0	0.0	26.8	0.0	78.7	0.0	70.9	70.9	87.2	19.2	0.0
LOS by Move:	A	A	A	C	A	E	A	E	E	F	B	A
HCM2kAvgQ:	0	0	0	11	0	34	0	31	31	22	18	0

Note: Queue reported is the number of cars per lane.

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.987
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	49.2
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	0 0	0 0	0	1 0	2 0	0	0	0 3	0 2
Volume Module:												
Base Vol:	513	0	780	0	0	0	540	1238	0	0	1491	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	513	0	780	0	0	0	540	1238	0	0	1491	650
Added Vol:	0	0	46	0	0	0	0	97	0	0	40	68
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	513	0	826	0	0	0	540	1335	0	0	1531	718
User Adj:	1.00	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:	558	0	898	0	0	0	587	1451	0	0	1664	780
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	558	0	898	0	0	0	587	1451	0	0	1664	780
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	558	0	898	0	0	0	587	1451	0	0	1664	780
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.32	0.00	0.00	0.00	0.33	0.40	0.00	0.00	0.32	0.27
Crit Moves:			****				****				****	
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.33	0.65	0.00	0.00	0.33	0.33
Volume/Cap:	0.96	0.00	0.99	0.00	0.00	0.00	0.99	0.61	0.00	0.00	0.99	0.84
Delay/Veh:	68.3	0.0	67.0	0.0	0.0	0.0	73.3	12.4	0.0	0.0	58.9	44.9
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:	68.3	0.0	67.0	0.0	0.0	0.0	73.3	12.4	0.0	0.0	58.9	44.9
LOS by Move:	E	A	E	A	A	A	E	B	A	A	E	D
HCM2kAvgQ:	25	0	24	0	0	0	28	16	0	0	28	18

Note: Queue reported is the number of cars per lane.

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	120	Critical Vol./Cap.(X):	1.004
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	53.9
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			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 2	2	0 3	0 1	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	361	1860	321	250	1900	200	210	1589	661	220	1081	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:	361	1860	321	250	1900	200	210	1589	661	220	1081	120
Added Vol:	0	0	15	58	0	0	0	188	0	9	139	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	361	1860	336	308	1900	200	210	1777	661	229	1220	168
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	392	2022	365	335	2065	217	228	1932	0	249	1326	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	2022	365	335	2065	217	228	1932	0	249	1326	183
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
FinalVolume:	392	2022	365	335	2065	217	228	1932	0	249	1326	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.88	0.92	0.91	0.85
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	2842	3502	5187	1615	3502	5187	3344	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.39	0.13	0.10	0.40	0.13	0.07	0.37	0.00	0.07	0.26	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.41	0.41	0.10	0.40	0.40	0.09	0.37	0.00	0.07	0.35	0.35
Volume/Cap:	1.00	0.96	0.31	0.96	1.00	0.34	0.73	1.00	0.00	1.00	0.73	0.32
Delay/Veh:	99.8	45.3	24.3	90.0	57.0	25.6	61.4	59.2	0.0	113.9	35.3	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.8	45.3	24.3	90.0	57.0	25.6	61.4	59.2	0.0	113.9	35.3	28.7
LOS by Move:	F	D	C	F	E	C	E	E	A	F	D	C
HCM2kAvgQ:	12	32	5	10	35	6	6	33	0	8	16	5

Note: Queue reported is the number of cars per lane.

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Main St/La Media

Cycle (sec):	61	Critical Vol./Cap.(X):	1.508
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	147.0
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	240	127	200	129	500	340	336	673	715	200	462	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	127	200	129	500	340	336	673	715	200	462	330
Added Vol:	53	165	161	195	287	0	0	173	87	130	143	147
Mitigation:	0	-470	0	300	-300	0	0	0	0	0	0	470
Initial Fut:	293	-178	361	624	487	340	336	846	802	330	605	947
User Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	318	0	392	678	529	370	365	920	872	359	658	1029
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	0	392	678	529	370	365	920	872	359	658	1029
PCE Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	318	0	392	678	529	370	365	920	872	359	658	1029
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	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.24	0.38	0.15	0.23	0.20	0.25	0.54	0.20	0.18	0.64
Crit Moves:			****	****			****					****
Green/Cycle:	0.18	0.00	0.16	0.25	0.23	0.23	0.13	0.41	0.41	0.15	0.42	0.42
Volume/Cap:	0.98	0.00	1.48	1.51	0.63	0.98	1.51	0.63	1.33	1.33	0.43	1.51
Delay/Veh:	70.2	0.0	261.6	265.1	22.6	65.0	277.6	15.3	177.3	198.0	12.7	256.1
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:	70.2	0.0	261.6	265.1	22.6	65.0	277.6	15.3	177.3	198.0	12.7	256.1
LOS by Move:	E	A	F	F	C	E	F	B	F	F	B	F
HCM2kAvgQ:	11	0	25	43	6	13	24	8	45	20	5	64

Note: Queue reported is the number of cars per lane.

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.950
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.2
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	70	69	24	100	24	145	60	293	110	52	400	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	69	24	100	24	145	60	293	110	52	400	150
Added Vol:	37	206	255	89	342	0	9	458	62	422	383	73
mitigation:	0	0	113	0	0	0	0	300	0	50	470	0
Initial Fut:	107	275	392	189	366	145	69	1051	172	524	1253	223
User Adj:	1.00	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:	116	299	426	205	398	158	75	1142	187	570	1362	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	299	426	205	398	158	75	1142	187	570	1362	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	299	426	205	398	158	75	1142	187	570	1362	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.91	0.91	0.95	0.89	0.89	0.95	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.43	0.57	1.00	2.58	0.42	1.00	2.55	0.45
Final Sat.:	1805	1646	1646	1805	2474	980	1805	4364	714	1805	4302	766
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.26	0.11	0.16	0.16	0.04	0.26	0.26	0.32	0.32	0.32
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.27	0.27	0.12	0.27	0.27	0.11	0.28	0.28	0.33	0.50	0.50
Volume/Cap:	0.54	0.67	0.95	0.95	0.59	0.59	0.38	0.95	0.95	0.95	0.64	0.64
Delay/Veh:	44.3	33.9	56.9	90.8	32.4	32.4	42.5	49.4	49.4	57.5	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	33.9	56.9	90.8	32.4	32.4	42.5	49.4	49.4	57.5	19.0	19.0
LOS by Move:	D	C	E	F	C	C	D	D	D	E	B	B
HCM2kAvgQ:	4	10	18	10	8	8	3	20	20	22	14	14

Note: Queue reported is the number of cars per lane.

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Main St/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.114
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.1
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	0 0	0 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	393	0	0	550	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	393	0	0	550	0
Added Vol:	0	0	0	0	0	0	0	802	0	0	878	0
mitigation:	0	0	0	0	0	0	0	413	0	0	520	0
Initial Fut:	0	0	0	0	0	0	0	1608	0	0	1948	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:	0	0	0	0	0	0	0	1748	0	0	2117	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1748	0	0	2117	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1748	0	0	2117	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.00	0.00	1.11	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.00	0.00	1.11	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0	59.5	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	0.0	0.0	0.0	0.0	7.8	0.0	0.0	59.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	E	A
HCM2kAvgQ:	0	0	0	0	0	0	0	8	0	0	35	0

Note: Queue reported is the number of cars per lane.

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Main St/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.089
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.0
Optimal Cycle:	180	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	362	0	0	506	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	362	0	0	506	0	
Added Vol:	0	0	0	0	0	0	802	0	0	878	0	
mitigation:	0	0	0	0	0	0	413	0	0	520	0	
Initial Fut:	0	0	0	0	0	0	1577	0	0	1904	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:	0	0	0	0	0	0	1714	0	0	2070	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	1714	0	0	2070	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	1714	0	0	2070	0	
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.00	1.09	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.00	1.09	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0	49.5	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	0.0	0.0	0.0	0.0	6.4	0.0	0.0	49.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	D	A
HCM2kAvgQ:	0	0	0	0	0	0	0	7	0	0	30	0

Note: Queue reported is the number of cars per lane.

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Main/Street "A"

Cycle (sec):	120	Critical Vol./Cap.(X):	0.957
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	50.0
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	1	1	0	1	0	2	0	2
Volume Module:												
Base Vol:	50	167	230	187	220	200	120	273	35	134	350	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	167	230	187	220	200	120	273	35	134	350	114
Added Vol:	449	272	601	0	329	44	26	228	543	727	378	0
0:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	499	439	831	187	549	244	146	501	578	861	728	114
User Adj:	1.00	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:	542	477	903	203	597	265	159	545	628	936	791	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	542	477	903	203	597	265	159	545	628	936	791	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	542	477	903	203	597	265	159	545	628	936	791	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	1.00	0.75	0.95	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3502	1900	1615	1805	1900	2842	1805	3610	2842	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.56	0.11	0.31	0.09	0.09	0.15	0.22	0.27	0.22	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.35	0.63	0.14	0.33	0.33	0.15	0.23	0.23	0.28	0.36	0.36
Volume/Cap:	0.96	0.71	0.88	0.83	0.96	0.28	0.60	0.65	0.96	0.96	0.60	0.21
Delay/Veh:	77.2	37.0	27.6	70.4	65.2	30.0	51.9	43.7	70.5	61.8	31.9	26.5
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:	77.2	37.0	27.6	70.4	65.2	30.0	51.9	43.7	70.5	61.8	31.9	26.5
LOS by Move:	E	D	C	E	E	C	D	D	E	E	C	C
HCM2kAvgQ:	14	16	31	10	27	4	6	10	18	22	13	3

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2025 pm - Mitigation (Main Thu Apr 14, 2011 12:12:03 Page 28-1

2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.2
Optimal Cycle:	41	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	0	2 0	2 0	1	2 0	1 1	0	2 0	3 0	2
Volume Module:												
Base Vol:	0	0	0	329	0	3	284	215	0	0	109	349
Growth Adj:	1.00	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	329	0	3	284	215	0	0	109	349
Added Vol:	29	0	0	0	0	427	354	458	18	0	648	0
PasserByVol:	-29	0	0	0	0	0	0	0	-18	0	0	0
Initial Fut:	0	0	0	329	0	430	638	673	0	0	757	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	0	0	358	0	467	693	732	0	0	823	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	358	0	467	693	732	0	0	823	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	358	0	467	693	732	0	0	823	379
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	0.95	0.85	0.92	0.95	0.95	0.97	0.91	0.75
Lanes:	1.00	0.00	0.00	2.00	2.00	1.00	2.00	2.00	0.00	2.00	3.00	2.00
Final Sat.:	1900	0	0	3502	3610	1615	3502	3610	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.29	0.20	0.20	0.00	0.00	0.16	0.13
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.50	0.00	0.42	0.29	0.52	0.00	0.00	0.23	0.23
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.69	0.69	0.39	0.00	0.00	0.69	0.58
Delay/Veh:	0.0	0.0	0.0	12.8	0.0	24.5	30.7	13.4	0.0	0.0	33.6	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:	0.0	0.0	0.0	12.8	0.0	24.5	30.7	13.4	0.0	0.0	33.6	32.2
LOS by Move:	A	A	A	B	A	C	C	B	A	A	C	C
HCM2kAvgQ:	0	0	0	3	0	12	10	6	0	0	9	6

Note: Queue reported is the number of cars per lane.

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 OVR/125 SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	413	0	0	520	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	413	0	0	520	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
NB Vol Adj:	0	0	0	0	0	0	0	-413	0	0	-520	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 OVR/125NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	413	0	0	520	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	413	0	0	520	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
NB Vol Adj:	0	0	0	0	0	0	-413	0	0	-520	0	
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	

Note: Queue reported is the number of cars per lane.

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 OVR/Village9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.9
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	1	0
Volume Module:												
Base Vol:	0	0	0	25	0	140	175	238	0	0	493	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	25	0	140	175	238	0	0	493	100
Added Vol:	0	0	0	38	0	0	0	0	0	0	0	46
NB Vol Adj:	0	0	0	238	0	-27	-175	-238	0	0	-493	493
Initial Fut:	0	0	0	301	0	113	0	0	0	0	0	639
User Adj:	1.00	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:	0	0	0	327	0	123	0	0	0	0	0	695
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	327	0	123	0	0	0	0	0	695
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	327	0	123	0	0	0	0	0	695
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	1.00	0.95	1.00	1.00	0.95	0.81
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1900	3610	0	0	1805	1534
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.45
Crit Moves:				****								****
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.00	0.71
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.27	0.00	0.00	0.00	0.00	0.00	0.63
Delay/Veh:	0.0	0.0	0.0	33.7	0.0	27.9	0.0	0.0	0.0	0.0	0.0	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.7	0.0	27.9	0.0	0.0	0.0	0.0	0.0	8.7
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	10	0	3	0	0	0	0	0	12

Note: Queue reported is the number of cars per lane.

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 La Media/125SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.053
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.1
Optimal Cycle:	24	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1!	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	27	0	27	0	33	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	27	0	27	0	33	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	29	0	29	0	36	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	29	0	36	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	29	0	36	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.50	0.00	0.50	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	865	0	865	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.02	0.00	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.64	0.00	0.64	0.00	0.36	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.05	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	6.6	0.0	6.6	0.0	21.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	6.6	0.0	6.6	0.0	21.1	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	C	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	0	1	0	0	0	0

Note: Queue reported is the number of cars per lane.

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 La Media/125 NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.057
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.6
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	33	27	0	0	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	33	27	0	0	0	33
User Adj:	1.00	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:	0	0	0	0	0	0	36	29	0	0	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	36	29	0	0	0	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	36	29	0	0	0	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	1.00	1.00	1.00	0.87
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.45	0.00	0.00	0.00	1.00
Final Sat.:	0	0	0	0	0	0	1017	832	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.02
Crit Moves:							****					****
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.62	1.00	0.00	0.00	0.00	0.38
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.04	0.00	0.00	0.00	0.06
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	7.6	0.0	0.0	0.0	0.0	19.5
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:	0.0	0.0	0.0	0.0	0.0	0.0	7.6	0.0	0.0	0.0	0.0	19.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	0	0	0	0	1	0	0	0	0	1

Note: Queue reported is the number of cars per lane.

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APPENDIX N
2030 Conditions HCM Worksheets

OLC Parcels B & C
2030 With Project Conditions
AM Peak Hour

Scenario Report

Scenario:	2030 am - Main Connection
Command:	2030 nb + pr am
Volume:	2030 am NB
Geometry:	With Main - Main Interchange Only (2025)
Impact Fee:	Default Impact Fee
Trip Generation:	+2030 am
Trip Distribution:	2030
Paths:	With Main - Main Bridge Only
Routes:	Default Route
Configuration:	2030 nb + pr am

OLC Parcels B & C
2030 With Project Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Olympic Ave/805 SBR	C	29.2	0.583	C	29.1	0.589	-0.066 D/V
# 2 Olympic Pkwy/805 NBR	C	23.5	0.929	C	23.7	0.931	+ 0.158 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	25.7	0.582	C	27.9	0.648	+ 2.174 D/V
# 4 Olympic/Santa Victoria	B	13.0	0.457	B	12.7	0.470	-0.317 D/V
# 5 Olympic Pkwy/Heritage Rd	D	36.9	0.731	D	37.4	0.758	+ 0.558 D/V
# 6 Olympic Pkwy/La Media Rd	D	36.8	0.621	D	37.6	0.666	+ 0.858 D/V
# 7 Olympic Pkwy/125 SB	A	6.7	0.374	A	6.6	0.380	-0.090 D/V
# 8 Olympic Pwky/125 NB	A	2.6	0.351	A	2.6	0.357	-0.044 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	33.0	0.519	C	33.8	0.524	+ 0.799 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	38.3	0.631	D	38.9	0.682	+ 0.573 D/V
# 11 Heritage/Santa Victoria	D	37.0	0.569	D	37.0	0.572	+ 0.029 D/V
# 12 Birch Rd/La Media Rd	D	37.0	0.825	F	91.0	1.221	+54.005 D/V
# 13 Birch Rd/125SB	A	4.4	0.332	A	7.8	0.767	+ 3.379 D/V
# 14 Birch Rd/125NB	B	12.5	0.513	F	112.4	1.302	+99.880 D/V
# 15 Birch Rd/Eastlake Pkwy	D	35.2	0.503	F	117.2	1.305	+82.025 D/V
# 16 Main / 805 SBR	C	34.2	0.873	D	46.2	0.992	+11.979 D/V
# 17 Main / 805 NBR	D	36.3	0.870	D	39.6	0.920	+ 3.294 D/V
# 18 Main / Heritage S	C	31.8	0.622	C	32.2	0.666	+ 0.376 D/V
# 20 Main St/Magdalena	B	11.3	0.587	F	219.8	1.659	+208.567 D/V
~~# 23 Main/Street "A"~~	~~D~~	~~36.8~~	~~0.750~~	~~F~~	~~269.5~~	~~1.621~~	~~+226.652 D/V~~
# 24 Main-Hunte/Eastlake Pkwy	C	23.1	0.577	F	141.9	1.390	+118.848 D/V
~~#263 Main/V8W St A~~	~~B~~	~~13.1~~	~~0.680~~	~~F~~	~~330.2~~	~~1.955~~	~~+317.094 D/V~~

2030 am - Main Connection Fri Aug 19, 2011 11:51:13 Page 3-1

OLC Parcels B & C
2030 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.1
Optimal Cycle:	30	Level Of Service:	C

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0	1	1	0 0 1	0	0	2 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	383	0	332	0	639	163	359	1154	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	383	0	332	0	639	163	359	1154	0
Added Vol:	0	0	0	0	0	0	0	11	11	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	383	0	332	0	650	174	359	1171	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:	0	0	0	416	0	361	0	707	189	390	1273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	416	0	361	0	707	189	390	1273	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	416	0	361	0	707	189	390	1273	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.22	0.00	0.20	0.12	0.11	0.35	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.00	0.38	0.38	0.22	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.59	0.00	0.51	0.31	0.51	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	30.6	0.0	36.2	0.0	33.6	30.6	48.9	17.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.6	0.0	36.2	0.0	33.6	30.6	48.9	17.8	0.0
LOS by Move:	A	A	A	C	A	D	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	6	0	13	0	12	6	8	18	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2030 am - Main Connection Fri Aug 19, 2011 11:51:13 Page 4-1

OLC Parcels B & C
2030 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	65	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.7
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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	1! 0 1	0	0	0 0 0	2	0	2 0 0	0	0	1 1 1
Volume Module:												
Base Vol:	292	0	684	0	0	0	600	1040	0	0	1142	899
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	0	684	0	0	0	600	1040	0	0	1142	899
Added Vol:	8	0	0	0	0	0	0	11	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	0	684	0	0	0	600	1051	0	0	1150	899
User Adj:	1.00	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:	326	0	743	0	0	0	652	1142	0	0	1250	977
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	0	743	0	0	0	652	1142	0	0	1250	977
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	0	743	0	0	0	652	1142	0	0	1250	977
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.89	0.89
Lanes:	1.30	0.00	1.70	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.68	1.32
Final Sat.:	2188	0	2842	0	0	0	3502	3610	0	0	2839	2219
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.26	0.00	0.00	0.00	0.19	0.32	0.00	0.00	0.44	0.44
Crit Moves:			****				****				****	
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.20	0.67	0.00	0.00	0.47	0.47
Volume/Cap:	0.53	0.00	0.93	0.00	0.00	0.00	0.93	0.47	0.00	0.00	0.93	0.93
Delay/Veh:	20.0	0.0	36.0	0.0	0.0	0.0	44.7	5.2	0.0	0.0	23.5	23.5
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:	20.0	0.0	36.0	0.0	0.0	0.0	44.7	5.2	0.0	0.0	23.5	23.5
LOS by Move:	C	A	D	A	A	A	D	A	A	A	C	C
HCM2kAvgQ:	5	0	13	0	0	0	11	6	0	0	20	20

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2030 am - Main Connection Fri Aug 19, 2011 11:51:13 Page 5-1

OLC Parcels B & C
2030 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.9
Optimal Cycle:	43	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	0 1	1	0 1	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	36	100	161	152	129	201	176	1269	99	76	817	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	100	161	152	129	201	176	1269	99	76	817	165
Added Vol:	0	0	45	0	0	0	0	11	0	46	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	100	206	152	129	201	176	1280	99	122	825	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	39	109	224	165	140	218	191	1391	108	133	897	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	109	224	165	140	218	191	1391	108	133	897	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	109	224	165	140	218	191	1391	108	133	897	179
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	0.90	0.90	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.78	0.22	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4762	368	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.14	0.09	0.07	0.14	0.11	0.29	0.29	0.07	0.17	0.11
Crit Moves:			****	****				****		****		
Green/Cycle:	0.05	0.21	0.21	0.14	0.31	0.31	0.21	0.45	0.45	0.11	0.35	0.35
Volume/Cap:	0.44	0.27	0.65	0.65	0.24	0.44	0.49	0.65	0.65	0.65	0.49	0.32
Delay/Veh:	49.7	33.1	40.1	46.3	26.2	28.5	35.5	21.9	21.9	49.5	25.8	24.1
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:	49.7	33.1	40.1	46.3	26.2	28.5	35.5	21.9	21.9	49.5	25.8	24.1
LOS by Move:	D	C	D	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	3	7	6	3	6	6	14	14	5	8	4

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Olympic/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.7
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 3	0 1	1	0 3	0 0
Volume Module:												
Base Vol:	126	0	71	0	0	0	0	1272	310	153	1437	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:	126	0	71	0	0	0	0	1272	310	153	1437	0
Added Vol:	0	0	0	0	0	0	0	56	0	0	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	0	71	0	0	0	0	1328	310	153	1491	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:	137	0	77	0	0	0	0	1443	337	166	1621	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	0	77	0	0	0	0	1443	337	166	1621	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	0	77	0	0	0	0	1443	337	166	1621	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	0.85	0.95	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.05	0.00	0.00	0.00	0.00	0.28	0.21	0.09	0.31	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.59	0.59	0.20	0.79	0.00
Volume/Cap:	0.47	0.00	0.30	0.00	0.00	0.00	0.00	0.47	0.35	0.47	0.40	0.00
Delay/Veh:	46.8	0.0	44.9	0.0	0.0	0.0	0.0	13.9	12.8	43.7	4.0	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:	46.8	0.0	44.9	0.0	0.0	0.0	0.0	13.9	12.8	43.7	4.0	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	5	0	3	0	0	0	0	11	6	6	7	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.4
Optimal Cycle:	59	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	168	1269	203	443	1016	307	111	947	185	260	946	412
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	1269	203	443	1016	307	111	947	185	260	946	412
Added Vol:	0	24	0	27	27	0	0	56	0	0	54	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	1293	203	470	1043	307	111	1003	185	260	1000	436
User Adj:	1.00	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:	183	1405	221	511	1134	334	121	1090	201	283	1087	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1405	221	511	1134	334	121	1090	201	283	1087	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	1405	221	511	1134	334	121	1090	201	283	1087	474
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.14	0.15	0.22	0.21	0.03	0.21	0.07	0.08	0.21	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.36	0.36	0.19	0.43	0.43	0.08	0.28	0.28	0.11	0.30	0.30
Volume/Cap:	0.45	0.76	0.38	0.76	0.50	0.48	0.41	0.76	0.26	0.76	0.70	0.56
Delay/Veh:	50.3	35.9	29.1	50.8	24.8	24.7	53.1	42.1	33.9	60.8	38.6	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	35.9	29.1	50.8	24.8	24.7	53.1	42.1	33.9	60.8	38.6	36.1
LOS by Move:	D	D	C	D	C	C	D	D	C	E	D	D
HCM2kAvgQ:	4	18	6	11	11	9	3	15	3	7	14	9

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.6
Optimal Cycle:	45	Level Of Service:	D

Street Name:	La Media						Olympic Pkwy					
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	337	197	311	198	749	220	278	1038	277	251	1061	243
Growth Adj:	1.00	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	197	311	198	749	220	278	1038	277	251	1061	243
Added Vol:	61	137	0	0	136	0	0	21	62	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	398	334	311	198	885	220	278	1059	339	251	1078	243
User Adj:	1.00	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:	433	363	338	215	962	239	302	1151	368	273	1172	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	363	338	215	962	239	302	1151	368	273	1172	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	433	363	338	215	962	239	302	1151	368	273	1172	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.21	0.06	0.19	0.08	0.09	0.22	0.13	0.08	0.23	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.36	0.36	0.11	0.28	0.28	0.13	0.35	0.35	0.12	0.34	0.34
Volume/Cap:	0.67	0.20	0.58	0.58	0.67	0.30	0.67	0.64	0.37	0.64	0.67	0.48
Delay/Veh:	48.0	26.6	32.7	53.5	39.5	34.3	53.5	33.6	29.6	53.4	34.8	32.0
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:	48.0	26.6	32.7	53.5	39.5	34.3	53.5	33.6	29.6	53.4	34.8	32.0
LOS by Move:	D	C	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	9	3	10	5	12	4	7	13	6	6	14	8

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.380
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.6
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	236	0	128	0	1132	30	0	1449	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:	0	0	0	236	0	128	0	1132	30	0	1449	164
Added Vol:	0	0	0	0	0	0	0	36	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	236	0	128	0	1168	30	0	1478	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	257	0	139	0	1270	33	0	1607	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	257	0	139	0	1270	33	0	1607	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	257	0	139	0	1270	33	0	1607	178
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	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.65	0.00	1.35	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2874	0	2357	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.06	0.00	0.24	0.02	0.00	0.31	0.11
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.81	0.81	0.00	0.81	0.81
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.38	0.00	0.30	0.02	0.00	0.38	0.14
Delay/Veh:	0.0	0.0	0.0	40.4	0.0	38.1	0.0	2.3	1.8	0.0	2.5	2.0
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	40.4	0.0	38.1	0.0	2.3	1.8	0.0	2.5	2.0
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	3	0	4	0	0	5	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.357
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.6
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	2
Volume Module:												
Base Vol:	39	0	56	0	0	0	0	1114	432	0	1443	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	0	56	0	0	0	0	1114	432	0	1443	181
Added Vol:	0	0	0	0	0	0	0	36	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	0	56	0	0	0	0	1150	432	0	1472	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	42	0	61	0	0	0	0	1250	470	0	1600	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	0	61	0	0	0	0	1250	470	0	1600	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
FinalVolume:	42	0	61	0	0	0	0	1250	470	0	1600	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.00	0.00	0.00	0.00	0.24	0.29	0.00	0.31	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.86	0.86	0.00	0.86	0.00
Volume/Cap:	0.11	0.00	0.36	0.00	0.00	0.00	0.00	0.28	0.34	0.00	0.36	0.00
Delay/Veh:	40.6	0.0	42.8	0.0	0.0	0.0	0.0	1.2	1.4	0.0	1.4	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:	40.6	0.0	42.8	0.0	0.0	0.0	0.0	1.2	1.4	0.0	1.4	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	2	0	0	0	0	3	3	0	4	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.8
Optimal Cycle:	42	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:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	258	178	335	279	155	210	170	253	204	436	417	379
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	178	335	279	155	210	170	253	204	436	417	379
Added Vol:	17	50	0	0	64	12	15	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	228	335	279	219	222	185	253	225	436	417	379
User Adj:	1.00	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:	299	248	364	303	238	241	201	275	245	474	453	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	248	364	303	238	241	201	275	245	474	453	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	299	248	364	303	238	241	201	275	245	474	453	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.23	0.09	0.05	0.08	0.06	0.05	0.15	0.14	0.09	0.26
Crit Moves:			****	****			****					****
Green/Cycle:	0.17	0.17	0.45	0.17	0.17	0.28	0.11	0.31	0.31	0.28	0.49	0.49
Volume/Cap:	0.50	0.28	0.50	0.52	0.28	0.31	0.52	0.17	0.48	0.48	0.18	0.52
Delay/Veh:	45.8	43.4	23.7	46.7	43.9	34.6	51.8	29.8	33.9	36.2	17.4	21.9
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:	45.8	43.4	23.7	46.7	43.9	34.6	51.8	29.8	33.9	36.2	17.4	21.9
LOS by Move:	D	D	C	D	D	C	D	C	C	D	B	C
HCM2kAvgQ:	6	3	10	6	3	4	4	3	7	8	3	11

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.9
Optimal Cycle:	47	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	189	112	233	373	294	250	178	258	271	404	294	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	112	233	373	294	250	178	258	271	404	294	301
Added Vol:	0	81	48	0	97	0	0	0	0	55	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	193	281	373	391	250	178	258	271	459	294	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	205	210	305	405	425	272	193	280	295	499	320	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	210	305	405	425	272	193	280	295	499	320	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	210	305	405	425	272	193	280	295	499	320	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.83	0.83	0.92	0.95	0.85	0.92	0.84	0.84	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3150	1575	3502	3610	1615	3502	3192	1596	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.19	0.12	0.12	0.17	0.06	0.09	0.18	0.14	0.09	0.20
Crit Moves:			****	****					****	****		
Green/Cycle:	0.12	0.28	0.28	0.17	0.34	0.34	0.11	0.27	0.27	0.21	0.37	0.37
Volume/Cap:	0.50	0.23	0.68	0.68	0.35	0.50	0.52	0.32	0.68	0.68	0.24	0.54
Delay/Veh:	50.6	33.0	40.7	50.0	30.1	32.5	51.9	35.1	41.5	46.5	26.0	30.7
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:	50.6	33.0	40.7	50.0	30.1	32.5	51.9	35.1	41.5	46.5	26.0	30.7
LOS by Move:	D	C	D	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	4	3	12	8	6	8	4	5	12	10	4	10

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Heritage/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.0
Optimal Cycle:	42	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			Ignore			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	95	352	159	424	1008	10	94	226	118	200	408	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:	95	352	159	424	1008	10	94	226	118	200	408	10
Added Vol:	0	16	0	11	17	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	368	159	435	1025	10	94	226	118	200	408	18
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	103	400	173	473	1114	0	102	246	128	217	443	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	400	173	473	1114	0	102	246	128	217	443	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	103	400	173	473	1114	0	102	246	128	217	443	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1900	1805	1900	1615	1805	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.11	0.14	0.21	0.00	0.06	0.13	0.08	0.12	0.23	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.19	0.19	0.24	0.37	0.00	0.10	0.26	0.26	0.24	0.40	0.00
Volume/Cap:	0.51	0.41	0.56	0.56	0.58	0.00	0.58	0.50	0.31	0.50	0.58	0.00
Delay/Veh:	56.9	42.9	46.4	40.9	30.5	0.0	56.4	38.5	36.1	40.0	28.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	42.9	46.4	40.9	30.5	0.0	56.4	38.5	36.1	40.0	28.8	0.0
LOS by Move:	E	D	D	D	C	A	E	D	D	D	C	A
HCM2kAvgQ:	3	5	6	8	12	0	4	8	4	7	13	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.221
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	91.0
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	186	565	249	242	471	360	281	415	247	332	679	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	565	249	242	471	360	281	415	247	332	679	350
Added Vol:	17	183	0	19	179	0	0	59	21	66	66	15
PasserByVol:	0	0	493	50	-50	0	0	0	0	541	0	0
Initial Fut:	203	748	742	311	600	360	281	474	268	939	745	365
User Adj:	1.00	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:	221	813	807	338	652	391	305	515	291	1021	810	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	813	807	338	652	391	305	515	291	1021	810	397
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	813	807	338	652	391	305	515	291	1021	810	397
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.90	0.90	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.28	0.72	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	2182	1233	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.50	0.10	0.13	0.24	0.17	0.24	0.24	0.29	0.22	0.25
Crit Moves:			****	****				****		****		
Green/Cycle:	0.16	0.41	0.41	0.08	0.32	0.32	0.18	0.19	0.19	0.24	0.26	0.26
Volume/Cap:	0.75	0.38	1.22	1.22	0.39	0.75	0.96	1.22	1.22	1.22	0.88	0.96
Delay/Veh:	49.9	20.8	142.4	173.6	26.3	36.0	80.6	153	153.2	148.4	45.2	70.7
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:	49.9	20.8	142.4	173.6	26.3	36.0	80.6	153	153.2	148.4	45.2	70.7
LOS by Move:	D	C	F	F	C	D	F	F	F	F	D	E
HCM2kAvgQ:	8	6	45	12	6	12	14	25	25	31	16	17

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.8
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	60	0	120	0	997	65	0	1315	86
Growth Adj:	1.00	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	60	0	120	0	997	65	0	1315	86
Added Vol:	0	0	0	192	0	133	0	250	160	0	206	232
PasserByVol:	0	0	0	20	0	20	0	30	513	0	521	616
Initial Fut:	0	0	0	272	0	273	0	1277	738	0	2042	934
User Adj:	1.00	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:	0	0	0	296	0	297	0	1388	802	0	2220	1015
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	296	0	297	0	1388	802	0	2220	1015
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	296	0	297	0	1388	802	0	2220	1015
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.90	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.50	0.00	1.50	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2571	0	2575	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.12	0.00	0.27	0.50	0.00	0.43	0.63
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.82	0.82	0.00	0.82	0.82
Volume/Cap:	0.00	0.00	0.00	0.77	0.00	0.77	0.00	0.33	0.61	0.00	0.52	0.77
Delay/Veh:	0.0	0.0	0.0	45.4	0.0	45.5	0.0	2.3	4.0	0.0	3.0	7.1
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:	0.0	0.0	0.0	45.4	0.0	45.5	0.0	2.3	4.0	0.0	3.0	7.1
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	8	0	8	0	4	9	0	8	17

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.302
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	112.4
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	262	0	268	0	0	0	0	1039	68	0	1391	471
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	0	268	0	0	0	0	1039	68	0	1391	471
Added Vol:	133	0	298	0	0	0	0	282	160	0	305	149
PasserByVol:	521	0	591	0	0	0	0	0	0	0	616	30
Initial Fut:	916	0	1157	0	0	0	0	1321	228	0	2312	650
User Adj:	1.00	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:	996	0	1258	0	0	0	0	1436	248	0	2513	707
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	996	0	1258	0	0	0	0	1436	248	0	2513	707
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	996	0	1258	0	0	0	0	1436	248	0	2513	707
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.55	0.00	0.78	0.00	0.00	0.00	0.00	0.28	0.15	0.00	0.48	0.44
Crit Moves:			****				****				****	
Green/Cycle:	0.60	0.00	0.60	0.00	0.00	0.00	0.00	0.37	0.37	0.00	0.37	0.37
Volume/Cap:	0.92	0.00	1.30	0.00	0.00	0.00	0.00	0.74	0.41	0.00	1.30	1.18
Delay/Veh:	30.8	0.0	163.7	0.0	0.0	0.0	0.0	28.9	23.8	0.0	171	127.1
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:	30.8	0.0	163.7	0.0	0.0	0.0	0.0	28.9	23.8	0.0	171	127.1
LOS by Move:	C	A	F	A	A	A	A	C	C	A	F	F
HCM2kAvgQ:	32	0	75	0	0	0	0	15	6	0	56	38

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Parcels B & C
2030 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 1.305
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 117.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	2 1 0	1	0	3 0 1	2	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	216	250	105	166	423	290	186	306	230	58	382	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	250	105	166	423	290	186	306	230	58	382	108
Added Vol:	61	66	66	0	85	0	0	15	118	85	12	0
PasserByVol:	646	0	0	0	0	0	0	0	611	0	0	0
Initial Fut:	923	316	171	166	508	290	186	321	959	143	394	108
User Adj:	1.00	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:	1003	343	186	180	552	315	202	349	1042	155	428	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1003	343	186	180	552	315	202	349	1042	155	428	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1003	343	186	180	552	315	202	349	1042	155	428	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.95	0.91	0.85	0.92	0.84	0.84	0.95	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.57	0.43
Final Sat.:	3502	3275	1637	1805	5187	1615	3502	1603	1603	1805	2743	752
Capacity Analysis Module:												
Vol/Sat:	0.29	0.10	0.11	0.10	0.11	0.20	0.06	0.22	0.65	0.09	0.16	0.16
Crit Moves:	****					****			****	****		
Green/Cycle:	0.22	0.20	0.20	0.17	0.15	0.15	0.15	0.50	0.50	0.07	0.41	0.41
Volume/Cap:	1.31	0.53	0.58	0.58	0.71	1.31	0.38	0.44	1.31	1.31	0.38	0.38
Delay/Veh:	193.5	43.9	44.7	48.3	51.7	215.0	46.1	19.4	174.3	241.3	24.9	24.9
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:	193.5	43.9	44.7	48.3	51.7	215.0	46.1	19.4	174.3	241.3	24.9	24.9
LOS by Move:	F	D	D	D	D	F	D	B	F	F	C	C
HCM2kAvgQ:	36	7	7	7	8	23	4	9	72	12	7	7

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / 805 SBR

Cycle (sec): 120 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 46.2
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0 0	1	0	1! 0 1	0	0	2 1 0	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	725	0	603	0	1273	327	673	1354	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	725	0	603	0	1273	327	673	1354	0
Added Vol:	0	0	0	144	0	0	0	134	0	135	124	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	869	0	603	0	1407	327	808	1478	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:	0	0	0	945	0	655	0	1529	355	878	1607	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	945	0	655	0	1529	355	878	1607	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	945	0	655	0	1529	355	878	1607	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	1.00	0.91	1.00	0.88	0.88	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	1.59	0.00	1.41	0.00	2.43	0.57	2.00	2.00	0.00
Final Sat.:	0	0	0	2755	0	2442	0	4091	951	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.27	0.00	0.37	0.37	0.25	0.45	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.35	0.00	0.35	0.00	0.38	0.38	0.25	0.63	0.00
Volume/Cap:	0.00	0.00	0.00	0.99	0.00	0.78	0.00	0.99	0.99	0.99	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	59.6	0.0	37.1	0.0	56.0	56.0	73.0	15.9	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:	0.0	0.0	0.0	59.6	0.0	37.1	0.0	56.0	56.0	73.0	15.9	0.0
LOS by Move:	A	A	A	E	A	D	A	E	E	E	B	A
HCM2kAvgQ:	0	0	0	28	0	17	0	32	32	22	21	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.6
Optimal Cycle:	99	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	0 0	0 0	0	1 0	2 0	0	0 0	3 0	2
Volume Module:												
Base Vol:	453	0	502	0	0	0	481	1162	0	0	1341	749
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	453	0	502	0	0	0	481	1162	0	0	1341	749
Added Vol:	0	0	127	0	0	0	0	278	0	0	259	133
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	0	629	0	0	0	481	1440	0	0	1600	882
User Adj:	1.00	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:	492	0	684	0	0	0	523	1565	0	0	1739	959
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	0	684	0	0	0	523	1565	0	0	1739	959
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	492	0	684	0	0	0	523	1565	0	0	1739	959
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.24	0.00	0.00	0.00	0.29	0.43	0.00	0.00	0.34	0.34
Crit Moves:	****						****				****	
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.31	0.68	0.00	0.00	0.36	0.36
Volume/Cap:	0.92	0.00	0.81	0.00	0.00	0.00	0.92	0.64	0.00	0.00	0.92	0.93
Delay/Veh:	62.1	0.0	45.3	0.0	0.0	0.0	60.0	11.5	0.0	0.0	44.3	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	0.0	45.3	0.0	0.0	0.0	60.0	11.5	0.0	0.0	44.3	50.1
LOS by Move:	E	A	D	A	A	A	E	B	A	A	D	D
HCM2kAvgQ:	21	0	15	0	0	0	23	17	0	0	26	23

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.2
Optimal Cycle:	40	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			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	2	2 0	3 0	1	2 0	3 0	2	2 0	3 0	1
Volume Module:												
Base Vol:	331	910	299	219	557	203	455	749	360	122	664	274
Growth Adj:	1.00	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	910	299	219	557	203	455	749	360	122	664	274
Added Vol:	0	0	115	17	0	0	0	405	0	120	392	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	910	414	236	557	203	455	1154	360	242	1056	290
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	360	989	450	257	605	221	495	1254	0	263	1148	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	989	450	257	605	221	495	1254	0	263	1148	315
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
FinalVolume:	360	989	450	257	605	221	495	1254	0	263	1148	315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.88	0.92	0.91	0.85
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	2842	3502	5187	1615	3502	5187	3344	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.16	0.07	0.12	0.14	0.14	0.24	0.00	0.08	0.22	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.17	0.29	0.29	0.11	0.23	0.23	0.21	0.42	0.00	0.13	0.33	0.33
Volume/Cap:	0.60	0.67	0.55	0.67	0.52	0.60	0.67	0.58	0.00	0.58	0.67	0.59
Delay/Veh:	40.2	32.7	31.1	47.2	34.3	37.6	38.5	23.0	0.0	43.0	29.7	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	32.7	31.1	47.2	34.3	37.6	38.5	23.0	0.0	43.0	29.7	29.4
LOS by Move:	D	C	C	D	C	D	D	C	A	D	C	C
HCM2kAvgQ:	6	11	7	5	6	7	8	11	0	5	12	9

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	1.659
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	219.8
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	120	0	230	50	1200	0	0	1260	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	120	0	230	50	1200	0	0	1260	65
Added Vol:	0	0	0	62	0	405	567	829	0	0	657	48
PasserByVol:	0	0	0	0	0	0	0	704	0	0	809	0
Initial Fut:	0	0	0	182	0	635	617	2733	0	0	2726	113
User Adj:	1.00	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:	0	0	0	198	0	690	671	2971	0	0	2963	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	198	0	690	671	2971	0	0	2963	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	198	0	690	671	2971	0	0	2963	123
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	0.95	0.95	1.00	1.00	0.94	0.94
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	1805	0	1615	1805	3610	0	0	3446	143
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.43	0.37	0.82	0.00	0.00	0.86	0.86
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.22	0.74	0.00	0.00	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	1.66	1.66	1.11	0.00	0.00	1.66	1.66
Delay/Veh:	0.0	0.0	0.0	31.6	0.0	344.1	346.1	67.8	0.0	0.0	323	323.0
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	31.6	0.0	344.1	346.1	67.8	0.0	0.0	323	323.0
LOS by Move:	A	A	A	C	A	F	F	E	A	A	F	F
HCM2kAvgQ:	0	0	0	5	0	56	54	70	0	0	128	128

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Main/Street "A"

Cycle (sec):	120	Critical Vol./Cap.(X):	1.621
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	263.5
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	1 0	1	1 0	1 0	2	1 0	2 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	60	337	114	120	400	160	144	1150	150	343	1150	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	337	114	120	400	160	144	1150	150	343	1150	102
Added Vol:	868	248	471	0	320	133	160	102	1076	650	85	0
PasserByVol:	543	-237	0	0	-300	300	0	547	300	-243	544	0
Initial Fut:	1471	348	585	120	420	593	304	1799	1526	750	1779	102
User Adj:	1.00	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:	1599	378	636	130	457	645	330	1955	1659	815	1934	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1599	378	636	130	457	645	330	1955	1659	815	1934	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1599	378	636	130	457	645	330	1955	1659	815	1934	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	1.00	0.75	0.95	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3502	1900	1615	1805	1900	2842	1805	3610	2842	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.46	0.20	0.39	0.07	0.24	0.23	0.18	0.54	0.58	0.23	0.54	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.28	0.32	0.46	0.11	0.15	0.15	0.13	0.36	0.36	0.14	0.38	0.38
Volume/Cap:	1.62	0.63	0.86	0.63	1.62	1.53	1.43	1.50	1.62	1.62	1.43	0.18
Delay/Veh:	327.4	37.3	38.8	56.9	346	301.4	267.8	270	322.5	340.0	234	25.3
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:	327.4	37.3	38.8	56.9	346	301.4	267.8	270	322.5	340.0	234	25.3
LOS by Move:	F	D	D	E	F	F	F	F	F	F	F	C
HCM2kAvgQ:	69	12	23	6	39	31	26	80	79	36	75	3

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	1.390
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	141.9
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	0	2 0	3 0	1	1 0	2 1	0	2 0	3 0	2
Volume Module:												
Base Vol:	0	0	0	390	0	360	210	915	0	0	830	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:	0	0	0	390	0	360	210	915	0	0	830	190
Added Vol:	48	0	0	44	0	245	157	358	58	0	441	36
PasserByVol:	0	0	0	571	0	0	447	310	-58	0	544	446
Initial Fut:	48	0	0	1005	0	605	814	1583	0	0	1815	672
User Adj:	1.00	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:	52	0	0	1092	0	658	885	1721	0	0	1973	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	0	0	1092	0	658	885	1721	0	0	1973	730
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	0	0	1092	0	658	885	1721	0	0	1973	730
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.92	0.91	0.85	0.95	0.91	0.91	0.97	0.91	0.75
Lanes:	1.00	0.00	0.00	2.00	3.00	1.00	1.00	3.00	0.00	2.00	3.00	2.00
Final Sat.:	1805	0	0	3502	5187	1615	1805	5187	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.31	0.00	0.41	0.49	0.33	0.00	0.00	0.38	0.26
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.00	0.00	0.35	0.00	0.28	0.33	0.59	0.00	0.00	0.26	0.26
Volume/Cap:	0.41	0.00	0.00	0.90	0.00	1.47	1.47	0.56	0.00	0.00	1.47	0.99
Delay/Veh:	46.7	0.0	0.0	40.1	0.0	258.9	253.2	12.6	0.0	0.0	252	68.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	0.0	0.0	40.1	0.0	258.9	253.2	12.6	0.0	0.0	252	68.1
LOS by Move:	D	A	A	D	A	F	F	B	A	A	F	E
HCM2kAvgQ:	2	0	0	20	0	47	63	12	0	0	52	19

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #263 Main/V8W St A

Cycle (sec):	100	Critical Vol./Cap.(X):	1.955
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	330.2
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	40	0	125	0	0	0	0	1250	120	250	1240	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	125	0	0	0	0	1250	120	250	1240	0
Added Vol:	36	0	742	0	0	0	0	654	30	616	446	0
PasserByVol:	0	0	0	0	0	0	0	0	0	243	0	0
Initial Fut:	76	0	867	0	0	0	0	1904	150	1109	1686	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:	83	0	942	0	0	0	0	2070	163	1205	1833	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	0	942	0	0	0	0	2070	163	1205	1833	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	0	942	0	0	0	0	2070	163	1205	1833	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	1.85	0.15	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3310	261	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.58	0.00	0.00	0.00	0.00	0.63	0.63	0.67	0.51	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.32	0.32	0.34	0.66	0.00
Volume/Cap:	0.15	0.00	1.95	0.00	0.00	0.00	0.00	1.95	1.95	1.95	0.77	0.00
Delay/Veh:	25.9	0.0	472.3	0.0	0.0	0.0	0.0	467	466.9	468.5	13.2	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:	25.9	0.0	472.3	0.0	0.0	0.0	0.0	467	466.9	468.5	13.2	0.0
LOS by Move:	C	A	F	A	A	A	A	F	F	F	B	A
HCM2kAvgQ:	2	0	86	0	0	0	0	106	106	109	21	0

Note: Queue reported is the number of cars per lane.

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Main Street/La Media Couplet
2030 AM Peak Hour

Scenario Report

Scenario:	2030 am
Command:	2030 am
Volume:	2030 am
Geometry:	2015
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	2030 am

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Main Street/La Media Couplet
2030 AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 WB Main/SB La Media	D	38.3	0.961	D	38.3	0.961	+ 0.000 D/V
# 2 WB Main/NB La Media	F	103.2	1.157	F	103.2	1.157	+ 0.000 D/V
# 3 EB Main/SB La Media	F	140.3	1.244	F	140.3	1.244	+ 0.000 D/V
# 4 EB Main/NB La Media	F	80.9	1.107	F	80.9	1.107	+ 0.000 D/V

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Main Street/La Media Couplet
2030 AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 WB Main/SB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	0.961
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.3
Optimal Cycle:	150	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	0	0 1	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	960	570	0	0	0	319	1137	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	960	570	0	0	0	319	1137	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	960	570	0	0	0	319	1137	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:	0	0	0	0	1043	620	0	0	0	347	1236	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1043	620	0	0	0	347	1236	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	1043	620	0	0	0	347	1236	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.92	0.92	1.00
Lanes:	0.00	0.00	0.00	0.00	1.25	0.75	0.00	0.00	0.00	0.44	1.56	0.00
Final Sat.:	0	0	0	0	2138	1270	0	0	0	765	2726	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.45	0.45	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.47	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.96	0.96	0.00	0.00	0.00	0.96	0.96	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	37.1	37.1	0.0	0.0	0.0	39.5	39.5	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	0.0	37.1	37.1	0.0	0.0	0.0	39.5	39.5	0.0
LOS by Move:	A	A	A	A	D	D	A	A	A	D	D	A
HCM2kAvgQ:	0	0	0	0	32	32	0	0	0	31	31	0

Note: Queue reported is the number of cars per lane.

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Main Street/La Media Couplet
2030 AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 WB Main/NB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	1.157
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	103.2
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	1 0	0	0 0	0 0	0	0 0	0 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	496	1220	0	0	0	0	0	0	0	0	1460	444
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	496	1220	0	0	0	0	0	0	0	0	1460	444
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	496	1220	0	0	0	0	0	0	0	0	1460	444
User Adj:	1.00	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:	539	1326	0	0	0	0	0	0	0	0	1587	483
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	539	1326	0	0	0	0	0	0	0	0	1587	483
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	539	1326	0	0	0	0	0	0	0	0	1587	483
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92
Lanes:	0.58	1.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.53	0.47
Final Sat.:	999	2456	0	0	0	0	0	0	0	0	2671	812
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.59	0.59
Crit Moves:	****										****	
Green/Cycle:	0.47	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.51
Volume/Cap:	1.16	1.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.16	1.16
Delay/Veh:	104.8	105	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	102	101.8
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:	104.8	105	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	102	101.8
LOS by Move:	F	F	A	A	A	A	A	A	A	A	F	F
HCM2kAvgQ:	49	49	0	0	0	0	0	0	0	0	54	54

Note: Queue reported is the number of cars per lane.

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Main Street/La Media Couplet
2030 AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 EB Main/SB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	1.244
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	140.3
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	0 1	1 0	0	0 0	1 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	545	1279	0	0	1634	436	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	545	1279	0	0	1634	436	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	545	1279	0	0	1634	436	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	592	1390	0	0	1776	474	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	592	1390	0	0	1776	474	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	592	1390	0	0	1776	474	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.92	0.92	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.60	1.40	0.00	0.00	1.58	0.42	0.00	0.00	0.00
Final Sat.:	0	0	0	1030	2417	0	0	2758	736	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.58	0.58	0.00	0.00	0.64	0.64	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.52	0.52	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	1.24	1.24	0.00	0.00	1.24	1.24	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	142.1	142	0.0	0.0	139	138.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	142.1	142	0.0	0.0	139	138.7	0.0	0.0	0.0
LOS by Move:	A	A	A	F	F	A	A	F	F	A	A	A
HCM2kAvgQ:	0	0	0	59	59	0	0	66	66	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Main Street/La Media Couplet
2030 AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 EB Main/NB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	1.107
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	80.9
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1 1	0	0 0	0 0	0	0 1	1 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	831	390	0	0	0	885	1294	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	831	390	0	0	0	885	1294	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	831	390	0	0	0	885	1294	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	903	424	0	0	0	962	1407	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	903	424	0	0	0	962	1407	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	903	424	0	0	0	962	1407	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	1.00	1.00	1.00	0.89	0.89	1.00	1.00	1.00	1.00
Lanes:	0.00	1.36	0.64	0.00	0.00	0.00	0.81	1.19	0.00	0.00	0.00	0.00
Final Sat.:	0	2339	1098	0	0	0	1377	2013	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.00	0.00	0.00	0.70	0.70	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.00	0.35	0.35	0.00	0.00	0.00	0.63	0.63	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	1.11	1.11	0.00	0.00	0.00	1.11	1.11	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	93.1	93.1	0.0	0.0	0.0	74.1	74.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	93.1	93.1	0.0	0.0	0.0	74.1	74.1	0.0	0.0	0.0	0.0
LOS by Move:	A	F	F	A	A	A	E	E	A	A	A	A
HCM2kAvgQ:	0	34	34	0	0	0	57	57	0	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2030 pm - Main Connection Fri Aug 19, 2011 11:51:31 Page 1-1

OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Scenario Report

Scenario:	2030 pm - Main Connection
Command:	2030 nb +pr pm
Volume:	2030 pm NB
Geometry:	With Main - Main Interchange Only (2025)
Impact Fee:	Default Impact Fee
Trip Generation:	+2030 pm
Trip Distribution:	2030
Paths:	With Main - Main Bridge Only
Routes:	Default Route
Configuration:	2030 nb + pr pm

2030 pm - Main Connection Fri Aug 19, 2011 11:51:32 Page 2-1

OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Olympic Ave/805 SBR	C	34.8	0.783	C	34.8	0.786	+ 0.080 D/V
# 2 Olympic Pkwy/805 NBR	C	22.8	0.948	C	23.2	0.952	+ 0.321 D/V
# 3 Olympic Pkwy/Brandywine Ave	D	35.1	0.905	D	39.2	0.944	+ 4.180 D/V
# 4 Olympic/Santa Victoria	B	13.3	0.662	B	13.3	0.662	-0.040 D/V
# 5 Olympic Pkwy/Heritage Rd	D	50.7	0.990	D	54.4	1.015	+ 3.726 D/V
# 6 Olympic Pkwy/La Media Rd	D	38.5	0.777	D	39.2	0.781	+ 0.688 D/V
# 7 Olympic Pkwy/125 SB	A	7.8	0.511	A	7.8	0.517	-0.061 D/V
# 8 Olympic Pwky/125 NB	A	3.0	0.445	A	3.0	0.451	-0.032 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	D	35.8	0.693	D	36.5	0.696	+ 0.684 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	37.7	0.694	D	39.2	0.747	+ 1.514 D/V
# 11 Heritage/Santa Victoria	D	42.2	0.769	D	42.3	0.773	+ 0.091 D/V
# 12 Birch Rd/La Media Rd	D	39.6	0.862	F	116.2	1.309	+76.580 D/V
# 13 Birch Rd/125SB	A	1.5	0.249	A	6.1	0.693	+ 4.607 D/V
# 14 Birch Rd/125NB	A	5.4	0.389	C	31.8	0.962	+26.329 D/V
# 15 Birch Rd/Eastlake Pkwy	D	37.0	0.550	E	65.8	1.064	+28.879 D/V
# 16 Main / 805 SBR	D	38.5	0.935	E	55.9	1.047	+17.458 D/V
# 17 Main / 805 NBR	D	50.0	1.023	E	57.8	1.073	+ 7.776 D/V
# 18 Main / Heritage S	D	36.8	0.875	D	42.0	0.924	+ 5.218 D/V
# 20 Main St/Magdalena	A	8.3	0.454	F	277.8	1.677	+269.527 D/V
~~# 23 Main/Street "A"~~	~~C~~	~~28.4~~	~~0.623~~	~~F~~	~~277.8~~	~~1.751~~	~~+249.424~~ D/V
# 24 Main-Hunte/Eastlake Pkwy	C	21.2	0.381	D	52.1	1.071	+30.980 D/V
~~#263 Main/VOW St A~~	~~B~~	~~10.9~~	~~0.598~~	~~F~~	~~378.9~~	~~2.065~~	~~+368.050~~ D/V

2030 pm - Main Connection Fri Aug 19, 2011 11:51:32 Page 3-1

OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Olympic Ave/805 SBR

Cycle (sec): 140 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 34.8
Optimal Cycle: 44 Level Of Service: C

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	519	0	443	0	1063	217	478	1543	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	519	0	443	0	1063	217	478	1543	0
Added Vol:	0	0	0	0	0	0	0	8	8	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	519	0	443	0	1071	225	478	1562	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:	0	0	0	564	0	482	0	1164	245	520	1698	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	564	0	482	0	1164	245	520	1698	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	564	0	482	0	1164	245	520	1698	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.30	0.00	0.32	0.15	0.15	0.47	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.00	0.41	0.41	0.19	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.79	0.00	0.79	0.37	0.79	0.78	0.00
Delay/Veh:	0.0	0.0	0.0	32.1	0.0	45.1	0.0	38.8	29.0	60.3	23.2	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:	0.0	0.0	0.0	32.1	0.0	45.1	0.0	38.8	29.0	60.3	23.2	0.0
LOS by Move:	A	A	A	C	A	D	A	D	C	E	C	A
HCM2kAvgQ:	0	0	0	9	0	20	0	24	7	13	30	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2030 pm - Main Connection Fri Aug 19, 2011 11:51:32 Page 4-1

OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec): 65 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 111 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:	7		10		10		7		10		10		7		10		10		7		10		10	
Lanes:	1	0	1!	0	1		0	0	0	0	0		2	0	2	0	0		0	0	1	1	1	
Volume Module:																								
Base Vol:	389		0		879		0		0		0		300		1294		0		0		1527		410	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	389		0		879		0		0		0		300		1294		0		0		1527		410	
Added Vol:	9		0		0		0		0		0		0		8		0		0		9		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	398		0		879		0		0		0		300		1302		0		0		1536		410	
User Adj:	1.00		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:	433		0		955		0		0		0		326		1415		0		0		1670		446	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	433		0		955		0		0		0		326		1415		0		0		1670		446	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	433		0		955		0		0		0		326		1415		0		0		1670		446	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.88		1.00		0.88		1.00		1.00		1.00		0.92		0.95		1.00		1.00		0.92		0.92	
Lanes:	1.31		0.00		1.69		0.00		0.00		0.00		2.00		2.00		0.00		0.00		2.00		1.00	
Final Sat.:	2202		0		2834		0		0		0		3502		3610		0		0		3494		1747	
Capacity Analysis Module:																								
Vol/Sat:	0.20		0.00		0.34		0.00		0.00		0.00		0.09		0.39		0.00		0.00		0.48		0.26	
Crit Moves:					****								****								****			
Green/Cycle:	0.35		0.00		0.35		0.00		0.00		0.00		0.11		0.60		0.00		0.00		0.50		0.50	
Volume/Cap:	0.56		0.00		0.96		0.00		0.00		0.00		0.86		0.65		0.00		0.00		0.96		0.51	
Delay/Veh:	17.4		0.0		36.4		0.0		0.0		0.0		46.9		9.1		0.0		0.0		27.6		11.2	
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:	17.4		0.0		36.4		0.0		0.0		0.0		46.9		9.1		0.0		0.0		27.6		11.2	
LOS by Move:	B		A		D		A		A		A		D		A		A		A		C		B	
HCM2kAvgQ:	6		0		17		0		0		0		6		11		0		0		24		7	

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2030 pm - Main Connection Fri Aug 19, 2011 11:51:32 Page 5-1

OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.944
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.2
Optimal Cycle:	131	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	0 1	1	0 1	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	48	250	233	203	139	268	351	1639	198	64	1634	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	250	233	203	139	268	351	1639	198	64	1634	146
Added Vol:	0	0	50	0	0	0	0	8	0	41	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	250	283	203	139	268	351	1647	198	105	1643	146
User Adj:	1.00	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:	52	272	308	221	151	291	382	1790	215	114	1786	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	272	308	221	151	291	382	1790	215	114	1786	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	272	308	221	151	291	382	1790	215	114	1786	159
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	0.90	0.90	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.68	0.32	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4556	548	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.19	0.12	0.08	0.18	0.21	0.39	0.39	0.06	0.34	0.10
Crit Moves:			****	****			****				****	
Green/Cycle:	0.05	0.20	0.20	0.13	0.29	0.29	0.22	0.51	0.51	0.08	0.36	0.36
Volume/Cap:	0.63	0.71	0.94	0.94	0.28	0.63	0.94	0.77	0.77	0.77	0.94	0.27
Delay/Veh:	61.7	43.2	74.6	86.5	28.0	34.0	68.9	21.5	21.5	67.3	41.1	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:	61.7	43.2	74.6	86.5	28.0	34.0	68.9	21.5	21.5	67.3	41.1	22.6
LOS by Move:	E	D	E	F	C	C	E	C	C	E	D	C
HCM2kAvgQ:	3	9	14	11	4	9	16	20	20	5	25	3

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Olympic/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.3
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Protected			Protected			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	7	10	10	7	10	10	7	10	10		7	10	10	
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 3	0 1		1	0 3	0 0	
Volume Module:														
Base Vol:	179	0	95	0	0	0	0	1674	652		136	1238	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:	179	0	95	0	0	0	0	1674	652		136	1238	0	
Added Vol:	0	0	0	0	0	0	0	58	0		0	50	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	179	0	95	0	0	0	0	1732	652		136	1288	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:	195	0	103	0	0	0	0	1883	709		148	1400	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	195	0	103	0	0	0	0	1883	709		148	1400	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	195	0	103	0	0	0	0	1883	709		148	1400	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	0.85		0.95	0.91	1.00	
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00		1.00	3.00	0.00	
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615		1805	5187	0	
Capacity Analysis Module:														
Vol/Sat:	0.11	0.00	0.06	0.00	0.00	0.00	0.00	0.36	0.44		0.08	0.27	0.00	
Crit Moves:	****								****		****			
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.66	0.66		0.12	0.79	0.00	
Volume/Cap:	0.66	0.00	0.39	0.00	0.00	0.00	0.00	0.55	0.66		0.66	0.34	0.00	
Delay/Veh:	52.6	0.0	45.9	0.0	0.0	0.0	0.0	10.9	13.7		57.4	3.8	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	52.6	0.0	45.9	0.0	0.0	0.0	0.0	10.9	13.7		57.4	3.8	0.0	
LOS by Move:	D	A	D	A	A	A	A	B	B		E	A	A	
HCM2kAvgQ:	8	0	4	0	0	0	0	13	16		6	6	0	

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.015
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 54.4
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	2	2 0	3 0	2
Volume Module:												
Base Vol:	251	1940	270	511	1372	410	222	937	289	375	1384	341
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	1940	270	511	1372	410	222	937	289	375	1384	341
Added Vol:	0	24	0	25	25	0	0	58	0	0	50	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	1964	270	536	1397	410	222	995	289	375	1434	365
User Adj:	1.00	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:	273	2135	293	583	1518	446	241	1082	314	408	1559	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	2135	293	583	1518	446	241	1082	314	408	1559	397
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	2135	293	583	1518	446	241	1082	314	408	1559	397
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.18	0.17	0.29	0.28	0.07	0.21	0.11	0.12	0.30	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.41	0.41	0.16	0.45	0.45	0.07	0.23	0.23	0.13	0.30	0.30
Volume/Cap:	0.65	1.02	0.45	1.02	0.65	0.61	1.02	0.89	0.47	0.89	1.02	0.47
Delay/Veh:	54.0	59.1	26.4	91.5	26.4	26.7	118.2	53.2	40.2	70.7	69.0	35.0
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:	54.0	59.1	26.4	91.5	26.4	26.7	118.2	53.2	40.2	70.7	69.0	35.0
LOS by Move:	D	E	C	F	C	C	F	D	D	E	E	C
HCM2kAvgQ:	6	37	8	16	16	13	8	17	6	11	28	7

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.2
Optimal Cycle: 63 Level Of Service: D

Street Name:	La Media						Olympic Pkwy					
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 0	2	2 0	3 0	2	2 0	3 0	1
Volume Module:												
Base Vol:	298	174	277	397	601	440	419	1171	329	201	1362	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	174	277	397	601	440	419	1171	329	201	1362	194
Added Vol:	56	123	0	0	149	0	0	17	66	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	297	277	397	750	440	419	1188	395	201	1381	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	385	323	301	432	815	478	455	1291	429	218	1501	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	323	301	432	815	478	455	1291	429	218	1501	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	323	301	432	815	478	455	1291	429	218	1501	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.19	0.12	0.16	0.17	0.13	0.25	0.15	0.06	0.29	0.13
Crit Moves:			****	****			****				****	
Green/Cycle:	0.16	0.24	0.24	0.16	0.24	0.24	0.17	0.43	0.43	0.11	0.37	0.37
Volume/Cap:	0.70	0.26	0.78	0.78	0.66	0.70	0.78	0.58	0.35	0.58	0.78	0.35
Delay/Veh:	52.0	37.2	52.7	55.6	42.4	45.0	54.7	26.4	23.2	53.2	35.6	27.7
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:	52.0	37.2	52.7	55.6	42.4	45.0	54.7	26.4	23.2	53.2	35.6	27.7
LOS by Move:	D	D	D	E	D	D	D	C	C	D	D	C
HCM2kAvgQ:	8	4	12	10	11	10	10	13	6	5	19	6

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	281	0	171	0	1850	263	0	1578	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:	0	0	0	281	0	171	0	1850	263	0	1578	69
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	281	0	171	0	1878	263	0	1613	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	305	0	186	0	2041	286	0	1753	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	305	0	186	0	2041	286	0	1753	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	305	0	186	0	2041	286	0	1753	75
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	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.62	0.00	1.38	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2818	0	2395	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.08	0.00	0.39	0.18	0.00	0.34	0.05
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.76	0.76	0.00	0.76	0.76
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.37	0.00	0.52	0.23	0.00	0.44	0.06
Delay/Veh:	0.0	0.0	0.0	35.6	0.0	34.1	0.0	4.8	3.6	0.0	4.4	3.0
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	35.6	0.0	34.1	0.0	4.8	3.6	0.0	4.4	3.0
LOS by Move:	A	A	A	D	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	4	0	9	3	0	7	1

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Olympic Pwky/125 NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 3.0
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	2
Volume Module:												
Base Vol:	55	0	74	0	0	0	0	1821	215	0	1573	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	0	74	0	0	0	0	1821	215	0	1573	208
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	0	74	0	0	0	0	1849	215	0	1608	208
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	60	0	80	0	0	0	0	2010	234	0	1748	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	80	0	0	0	0	2010	234	0	1748	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
FinalVolume:	60	0	80	0	0	0	0	2010	234	0	1748	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.39	0.14	0.00	0.34	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.86	0.86	0.00	0.86	0.00
Volume/Cap:	0.15	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.17	0.00	0.39	0.00
Delay/Veh:	40.4	0.0	43.4	0.0	0.0	0.0	0.0	1.7	1.2	0.0	1.5	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:	40.4	0.0	43.4	0.0	0.0	0.0	0.0	1.7	1.2	0.0	1.5	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	6	1	0	4	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.5
Optimal Cycle:	49	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:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	345	252	446	372	242	279	230	337	272	581	556	505
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	252	446	372	242	279	230	337	272	581	556	505
Added Vol:	19	56	0	0	50	17	11	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	308	446	372	292	296	241	337	289	581	556	505
User Adj:	1.00	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:	396	335	485	404	317	322	262	366	314	632	604	549
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	335	485	404	317	322	262	366	314	632	604	549
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	396	335	485	404	317	322	262	366	314	632	604	549
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.30	0.12	0.06	0.11	0.07	0.07	0.19	0.18	0.12	0.34
Crit Moves:			****	****			****					****
Green/Cycle:	0.19	0.17	0.46	0.17	0.14	0.25	0.11	0.31	0.31	0.29	0.49	0.49
Volume/Cap:	0.58	0.38	0.65	0.70	0.43	0.45	0.70	0.23	0.63	0.63	0.24	0.70
Delay/Veh:	45.2	44.2	27.3	50.9	47.3	38.4	57.3	30.9	38.1	38.6	17.8	26.6
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:	45.2	44.2	27.3	50.9	47.3	38.4	57.3	30.9	38.1	38.6	17.8	26.6
LOS by Move:	D	D	C	D	D	D	E	C	D	D	B	C
HCM2kAvgQ:	7	4	14	9	4	6	6	4	11	11	5	16

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.2
Optimal Cycle:	57	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	144	61	166	487	428	327	304	443	465	212	168	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	61	166	487	428	327	304	443	465	212	168	172
Added Vol:	0	86	48	0	83	0	0	0	0	50	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	147	214	487	511	327	304	443	465	262	168	172
User Adj:	1.00	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:	157	160	233	529	555	355	330	482	505	285	183	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	160	233	529	555	355	330	482	505	285	183	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	160	233	529	555	355	330	482	505	285	183	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.83	0.83	0.92	0.95	0.85	0.92	0.84	0.84	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3150	1575	3502	3610	1615	3502	3192	1596	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.15	0.15	0.15	0.22	0.09	0.15	0.32	0.08	0.05	0.12
Crit Moves:			****	****					****	****		
Green/Cycle:	0.08	0.20	0.20	0.20	0.32	0.32	0.24	0.42	0.42	0.11	0.29	0.29
Volume/Cap:	0.53	0.26	0.75	0.75	0.49	0.70	0.39	0.36	0.75	0.75	0.17	0.39
Delay/Veh:	54.6	40.8	51.1	49.3	33.5	40.1	38.6	23.5	31.5	59.7	31.6	34.4
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:	54.6	40.8	51.1	49.3	33.5	40.1	38.6	23.5	31.5	59.7	31.6	34.4
LOS by Move:	D	D	D	D	C	D	D	C	C	E	C	C
HCM2kAvgQ:	4	3	10	11	9	12	5	7	18	7	3	6

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Heritage/Santa Victoria

Cycle (sec): 120 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.3
Optimal Cycle: 62 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			Ignore			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3	0 1	2 0	3	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	127	478	212	567	1360	10	126	312	157	266	555	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:	127	478	212	567	1360	10	126	312	157	266	555	10
Added Vol:	0	15	0	8	17	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	493	212	575	1377	10	126	312	157	266	555	19
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	138	536	230	625	1497	0	137	339	171	289	603	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	536	230	625	1497	0	137	339	171	289	603	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	138	536	230	625	1497	0	137	339	171	289	603	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1900	1805	1900	1615	1805	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.14	0.18	0.29	0.00	0.08	0.18	0.11	0.16	0.32	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.19	0.19	0.24	0.37	0.00	0.10	0.27	0.27	0.24	0.41	0.00
Volume/Cap:	0.68	0.54	0.75	0.75	0.78	0.00	0.78	0.67	0.40	0.67	0.78	0.00
Delay/Veh:	64.1	44.5	55.7	46.2	35.6	0.0	72.6	42.8	36.7	45.5	36.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	44.5	55.7	46.2	35.6	0.0	72.6	42.8	36.7	45.5	36.0	0.0
LOS by Move:	E	D	E	D	D	A	E	D	D	D	D	A
HCM2kAvgQ:	4	7	10	12	19	0	7	12	5	11	21	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.309
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 116.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	3	0 1	2 0	3	0 1	1 0	1	1 0	2 0	2	0 1
Volume Module:												
Base Vol:	173	569	234	375	691	287	361	617	219	298	644	413
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	569	234	375	691	287	361	617	219	298	644	413
Added Vol:	19	162	0	15	200	0	0	74	17	91	54	17
PasserByVol:	0	0	535	0	0	0	0	0	0	499	0	0
Initial Fut:	192	731	769	390	891	287	361	691	236	888	698	430
User Adj:	1.00	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:	209	795	836	424	968	312	392	751	257	965	759	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	795	836	424	968	312	392	751	257	965	759	467
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	795	836	424	968	312	392	751	257	965	759	467
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.91	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.49	0.51	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	2589	884	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.52	0.12	0.19	0.19	0.22	0.29	0.29	0.28	0.21	0.29
Crit Moves:			****	****				****		****		
Green/Cycle:	0.18	0.40	0.40	0.09	0.31	0.31	0.19	0.22	0.22	0.21	0.25	0.25
Volume/Cap:	0.63	0.39	1.31	1.31	0.61	0.63	1.17	1.31	1.31	1.31	0.85	1.17
Delay/Veh:	41.7	21.7	180.4	205.0	30.4	32.6	145.5	187	187.3	188.3	43.8	138.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	21.7	180.4	205.0	30.4	32.6	145.5	187	187.3	188.3	43.8	138.9
LOS by Move:	D	C	F	F	C	C	F	F	F	F	D	F
HCM2kAvgQ:	7	6	52	15	10	9	22	34	34	32	15	26

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.1
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	10	0	10	0	1131	78	0	935	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	10	0	1131	78	0	935	63
Added Vol:	0	0	0	149	0	182	0	192	123	0	276	260
PasserByVol:	0	0	0	30	0	30	0	20	515	0	469	540
Initial Fut:	0	0	0	189	0	222	0	1343	716	0	1680	863
User Adj:	1.00	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:	0	0	0	205	0	241	0	1460	778	0	1826	938
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	205	0	241	0	1460	778	0	1826	938
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	205	0	241	0	1460	778	0	1826	938
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.90	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.46	0.00	1.54	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2493	0	2630	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.00	0.28	0.48	0.00	0.35	0.58
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.13	0.00	0.84	0.84	0.00	0.84	0.84
Volume/Cap:	0.00	0.00	0.00	0.62	0.00	0.69	0.00	0.34	0.58	0.00	0.42	0.69
Delay/Veh:	0.0	0.0	0.0	42.7	0.0	44.7	0.0	1.9	3.2	0.0	2.1	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.7	0.0	44.7	0.0	1.9	3.2	0.0	2.1	4.7
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	6	0	4	8	0	5	12

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.962
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.8
Optimal Cycle:	153	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	101	0	106	0	0	0	0	1177	75	0	991	455
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	0	106	0	0	0	0	1177	75	0	991	455
Added Vol:	182	0	231	0	0	0	0	218	123	0	354	167
PasserByVol:	469	0	408	0	0	0	0	30	20	0	540	20
Initial Fut:	752	0	745	0	0	0	0	1425	218	0	1885	642
User Adj:	1.00	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:	817	0	810	0	0	0	0	1549	237	0	2049	698
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	817	0	810	0	0	0	0	1549	237	0	2049	698
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	817	0	810	0	0	0	0	1549	237	0	2049	698
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.45	0.00	0.50	0.00	0.00	0.00	0.00	0.30	0.15	0.00	0.40	0.43
Crit Moves:			****				****					****
Green/Cycle:	0.52	0.00	0.52	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.45	0.45
Volume/Cap:	0.87	0.00	0.96	0.00	0.00	0.00	0.00	0.67	0.33	0.00	0.88	0.96
Delay/Veh:	29.7	0.0	45.2	0.0	0.0	0.0	0.0	22.4	18.1	0.0	29.3	51.2
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:	29.7	0.0	45.2	0.0	0.0	0.0	0.0	22.4	18.1	0.0	29.3	51.2
LOS by Move:	C	A	D	A	A	A	A	C	B	A	C	D
HCM2kAvgQ:	25	0	30	0	0	0	0	14	5	0	24	27

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 1.064
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 65.8
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	273	323	144	207	433	274	296	373	292	49	397	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	323	144	207	433	274	296	373	292	49	397	90
Added Vol:	78	74	74	0	66	0	0	11	91	66	17	0
PasserByVol:	256	304	0	0	0	0	0	0	438	0	0	0
Initial Fut:	607	701	218	207	499	274	296	384	821	115	414	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	660	762	237	225	542	298	322	417	892	125	450	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	762	237	225	542	298	322	417	892	125	450	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	660	762	237	225	542	298	322	417	892	125	450	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.95	0.91	0.85	0.92	0.85	0.85	0.95	0.92	0.92
Lanes:	2.00	2.29	0.71	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.64	0.36
Final Sat.:	3502	3814	1186	1805	5187	1615	3502	1621	1621	1805	2885	627
Capacity Analysis Module:												
Vol/Sat:	0.19	0.20	0.20	0.12	0.10	0.18	0.09	0.26	0.55	0.07	0.16	0.16
Crit Moves:	****					****			****	****		
Green/Cycle:	0.18	0.22	0.22	0.13	0.17	0.17	0.22	0.52	0.52	0.07	0.37	0.37
Volume/Cap:	1.06	0.93	0.93	0.93	0.60	1.06	0.43	0.50	1.06	1.06	0.43	0.43
Delay/Veh:	103.6	59.2	59.2	89.3	46.9	121.2	41.0	18.9	73.3	157.2	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.6	59.2	59.2	89.3	46.9	121.2	41.0	18.9	73.3	157.2	28.7	28.7
LOS by Move:	F	E	E	F	D	F	D	B	E	F	C	C
HCM2kAvgQ:	19	17	17	12	8	17	5	10	46	9	8	8

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Parcels B & C
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PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / 805 SBR

Cycle (sec): 120 Critical Vol./Cap.(X): 1.047
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 55.9
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1!	0 1	0	0 2	1 0	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	835	0	753	0	1466	372	542	1584	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	835	0	753	0	1466	372	542	1584	0
Added Vol:	0	0	0	140	0	0	0	132	0	115	119	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	975	0	753	0	1598	372	657	1703	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:	0	0	0	1060	0	818	0	1737	404	714	1851	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1060	0	818	0	1737	404	714	1851	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1060	0	818	0	1737	404	714	1851	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	1.00	0.91	1.00	0.88	0.88	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	1.56	0.00	1.44	0.00	2.43	0.57	2.00	2.00	0.00
Final Sat.:	0	0	0	2704	0	2482	0	4090	952	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.39	0.00	0.33	0.00	0.42	0.42	0.20	0.51	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.37	0.00	0.41	0.41	0.19	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	1.05	0.00	0.88	0.00	1.05	1.05	1.05	0.85	0.00
Delay/Veh:	0.0	0.0	0.0	72.2	0.0	39.7	0.0	69.1	69.1	95.6	23.2	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:	0.0	0.0	0.0	72.2	0.0	39.7	0.0	69.1	69.1	95.6	23.2	0.0
LOS by Move:	A	A	A	E	A	D	A	E	E	F	C	A
HCM2kAvgQ:	0	0	0	34	0	23	0	38	38	20	31	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	1.073
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	57.8
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:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	0	1	0	0 2	0	0	0	0 0	1	0	2	0 0	0	0	3	0 2
Volume Module:																
Base Vol:	566		0	575	0		0	0	546		1415	0	0		1566	516
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	566		0	575	0		0	0	546		1415	0	0		1566	516
Added Vol:	0		0	149	0		0	0	0		273	0	0		234	128
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	566		0	724	0		0	0	546		1688	0	0		1800	644
User Adj:	1.00		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:	615		0	787	0		0	0	593		1835	0	0		1957	700
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	615		0	787	0		0	0	593		1835	0	0		1957	700
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	615		0	787	0		0	0	593		1835	0	0		1957	700
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		1.00	0.75	1.00		1.00	1.00	0.95		0.95	1.00	1.00		0.91	0.75
Lanes:	1.00		0.00	2.00	0.00		0.00	0.00	1.00		2.00	0.00	0.00		3.00	2.00
Final Sat.:	1809		0	2842	0		0	0	1805		3610	0	0		5187	2842
Capacity Analysis Module:																
Vol/Sat:	0.34		0.00	0.28	0.00		0.00	0.00	0.33		0.51	0.00	0.00		0.38	0.25
Crit Moves:	****								****						****	
Green/Cycle:	0.32		0.00	0.32	0.00		0.00	0.00	0.31		0.66	0.00	0.00		0.35	0.35
Volume/Cap:	1.07		0.00	0.87	0.00		0.00	0.00	1.07		0.77	0.00	0.00		1.07	0.70
Delay/Veh:	99.6		0.0	48.1	0.0		0.0	0.0	100.9		15.9	0.0	0.0		82.6	35.7
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:	99.6		0.0	48.1	0.0		0.0	0.0	100.9		15.9	0.0	0.0		82.6	35.7
LOS by Move:	F		A	D	A		A	A	F		B	A	A		F	D
HCM2kAvgQ:	32		0	19	0		0	0	31		26	0	0		37	14

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.924
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.0
Optimal Cycle:	109	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	3	0 2	2	0	3	0 1	2	0	3	0 2	2	0	3	0 1
Volume Module:																
Base Vol:	588	1618	604		308	743	270		442	1146	350		218	932	373	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	588	1618	604		308	743	270		442	1146	350		218	932	373	
Added Vol:	0	0	132		17	0	0		0	421	0		104	362	15	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	588	1618	736		325	743	270		442	1567	350		322	1294	388	
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:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.00		0.92	0.92	0.92	
PHF Volume:	639	1759	800		353	808	293		480	1703	0		350	1407	422	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	639	1759	800		353	808	293		480	1703	0		350	1407	422	
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	
FinalVolume:	639	1759	800		353	808	293		480	1703	0		350	1407	422	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.75		0.92	0.91	0.85		0.92	0.91	0.88		0.92	0.91	0.85	
Lanes:	2.00	3.00	2.00		2.00	3.00	1.00		2.00	3.00	2.00		2.00	3.00	1.00	
Final Sat.:	3502	5187	2842		3502	5187	1615		3502	5187	3344		3502	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.34	0.28		0.10	0.16	0.18		0.14	0.33	0.00		0.10	0.27	0.26	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.24	0.37	0.37		0.11	0.24	0.24		0.16	0.36	0.00		0.11	0.31	0.31	
Volume/Cap:	0.76	0.92	0.77		0.92	0.66	0.76		0.88	0.92	0.00		0.92	0.88	0.85	
Delay/Veh:	39.7	38.4	31.4		71.8	35.7	44.4		56.6	39.3	0.0		72.0	38.9	45.3	
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:	39.7	38.4	31.4		71.8	35.7	44.4		56.6	39.3	0.0		72.0	38.9	45.3	
LOS by Move:	D	D	C		E	D	D		E	D	A		E	D	D	
HCM2kAvgQ:	11	23	14		9	9	10		11	23	0		9	18	15	

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	1.677
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	277.8
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	110	0	140	50	1250	0	0	1025	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	110	0	140	50	1250	0	0	1025	60
Added Vol:	0	0	0	48	0	554	435	640	0	0	792	54
PasserByVol:	0	0	0	0	0	0	0	1581	0	0	1100	0
Initial Fut:	0	0	0	158	0	694	485	3471	0	0	2917	114
User Adj:	1.00	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:	0	0	0	172	0	754	527	3773	0	0	3171	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	172	0	754	527	3773	0	0	3171	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	172	0	754	527	3773	0	0	3171	124
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	0.95	0.95	1.00	1.00	0.94	0.94
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	1805	0	1615	1805	3610	0	0	3453	135
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.47	0.29	1.05	0.00	0.00	0.92	0.92
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.17	0.72	0.00	0.00	0.55	0.55
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	1.68	1.68	1.45	0.00	0.00	1.68	1.68
Delay/Veh:	0.0	0.0	0.0	29.2	0.0	350.5	359.6	218	0.0	0.0	330	329.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.2	0.0	350.5	359.6	218	0.0	0.0	330	329.7
LOS by Move:	A	A	A	C	A	F	F	F	A	A	F	F
HCM2kAvgQ:	0	0	0	4	0	61	44	135	0	0	138	138

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2030 pm - Main Connection Fri Aug 19, 2011 11:51:32 Page 22-1

OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Main/Street "A"

Cycle (sec):	120	Critical Vol./Cap.(X):	1.751
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	277.8
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:	Ovl			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	1 0	1	1 0	1	0	1 0	2 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	65	100	65	179	250	132	127	1225	120	158	683	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	100	65	179	250	132	127	1225	120	158	683	191
Added Vol:	976	279	530	0	24	182	123	78	833	503	116	0
PasserByVol:	400	0	104	0	0	0	0	781	500	225	947	0
Initial Fut:	1441	379	699	179	498	314	250	2084	1453	886	1746	191
User Adj:	1.00	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:	1566	412	760	195	541	341	272	2265	1579	963	1898	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1566	412	760	195	541	341	272	2265	1579	963	1898	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1566	412	760	195	541	341	272	2265	1579	963	1898	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	1.00	0.75	0.95	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3502	1900	1615	1805	1900	2842	1805	3610	2842	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.45	0.22	0.47	0.11	0.28	0.12	0.15	0.63	0.56	0.28	0.53	0.13
Crit Moves:	****				****			****			****	
Green/Cycle:	0.26	0.28	0.44	0.14	0.16	0.16	0.11	0.36	0.36	0.16	0.40	0.40
Volume/Cap:	1.75	0.78	1.08	0.78	1.75	0.74	1.31	1.75	1.55	1.75	1.31	0.32
Delay/Veh:	387.5	46.9	90.8	64.0	401	54.0	223.8	380	291.3	396.2	182	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:	387.5	46.9	90.8	64.0	401	54.0	223.8	380	291.3	396.2	182	25.0
LOS by Move:	F	D	F	E	F	D	F	F	F	F	F	C
HCM2kAvgQ:	72	16	39	9	49	8	20	106	72	45	67	5

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	1.071
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	52.1
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	0	2 0	3 0	1	1 0	2 1	0	2 0	3 0	2
Volume Module:												
Base Vol:	0	0	0	455	0	175	200	1051	0	0	459	262
Growth Adj:	1.00	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	455	0	175	200	1051	0	0	459	262
Added Vol:	66	0	0	33	0	190	177	387	45	0	363	50
PasserByVol:	-70	0	0	263	0	175	304	518	-45	0	291	256
Initial Fut:	-4	0	0	751	0	540	681	1956	0	0	1113	568
User Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	816	0	587	740	2126	0	0	1210	617
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	816	0	587	740	2126	0	0	1210	617
PCE Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	816	0	587	740	2126	0	0	1210	617
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	0.91	0.85	0.95	0.91	0.91	0.97	0.91	0.75
Lanes:	1.00	0.00	0.00	2.00	3.00	1.00	1.00	3.00	0.00	2.00	3.00	2.00
Final Sat.:	1900	0	0	3502	5187	1615	1805	5187	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.36	0.41	0.41	0.00	0.00	0.23	0.22
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.34	0.38	0.60	0.00	0.00	0.22	0.22
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	1.07	1.07	0.68	0.00	0.00	1.07	1.00
Delay/Veh:	0.0	0.0	0.0	23.3	0.0	91.9	85.7	14.1	0.0	0.0	87.1	74.6
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:	0.0	0.0	0.0	23.3	0.0	91.9	85.7	14.1	0.0	0.0	87.1	74.6
LOS by Move:	A	A	A	C	A	F	F	B	A	A	F	E
HCM2kAvgQ:	0	0	0	10	0	28	34	17	0	0	22	16

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Parcels B & C
2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #263 Main/V8W St A

Cycle (sec):	100	Critical Vol./Cap.(X):	2.065
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	378.9
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	1	0	0 0	0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	50	0	100	0	0	0	0	1300	20	180	985	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	100	0	0	0	0	1300	20	180	985	0
Added Vol:	28	0	569	0	0	0	0	506	41	844	503	0
PasserByVol:	0	0	300	0	0	0	0	0	0	247	0	0
Initial Fut:	78	0	969	0	0	0	0	1806	61	1271	1488	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:	85	0	1053	0	0	0	0	1963	66	1382	1617	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	0	1053	0	0	0	0	1963	66	1382	1617	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	0	1053	0	0	0	0	1963	66	1382	1617	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	0.95	0.95	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.93	0.07	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3475	117	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.65	0.00	0.00	0.00	0.00	0.56	0.56	0.77	0.45	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.27	0.27	0.37	0.64	0.00
Volume/Cap:	0.15	0.00	2.07	0.00	0.00	0.00	0.00	2.07	2.07	2.07	0.70	0.00
Delay/Veh:	24.7	0.0	520.3	0.0	0.0	0.0	0.0	519	519.2	515.9	12.4	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:	24.7	0.0	520.3	0.0	0.0	0.0	0.0	519	519.2	515.9	12.4	0.0
LOS by Move:	C	A	F	A	A	A	A	F	F	F	B	A
HCM2kAvgQ:	2	0	99	0	0	0	0	100	100	129	17	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Main Street/La Media Couplet
2030 PM Peak Hour

Scenario Report

Scenario:	2030 pm
Command:	2030 pm
Volume:	2030 pm
Geometry:	2015
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	2030 pm

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Main Street/La Media Couplet
2030 PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 WB Main/SB La Media	C	24.6	0.817	C	24.6	0.817	+ 0.000 D/V
# 2 WB Main/NB La Media	D	48.0	1.004	D	48.0	1.004	+ 0.000 D/V
# 3 EB Main/SB La Media	F	95.2	1.138	F	95.2	1.138	+ 0.000 D/V
# 4 EB Main/NB La Media	D	42.5	0.996	D	42.5	0.996	+ 0.000 D/V

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Main Street/La Media Couplet
2030 PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 WB Main/SB La Media

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 2 (Y+R=4.0 sec) Average Delay (sec/veh): 24.6
Optimal Cycle: 44 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0
Volume Module:																	
Base Vol:	0	0	0	0	956	459	0	0	0	128	1022	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	956	459	0	0	0	128	1022	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	956	459	0	0	0	128	1022	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:	0	0	0	0	1039	499	0	0	0	139	1111	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1039	499	0	0	0	139	1111	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	1039	499	0	0	0	139	1111	0
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.93	0.93	1.00
Lanes:	0.00	0.00	0.00	0.00	1.35	0.65	0.00	0.00	0.00	0.22	1.78	0.00
Final Sat.:	0	0	0	0	2319	1114	0	0	0	395	3154	0
Capacity Analysis Module:																	
Vol/Sat:	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.35	0.35	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.43	0.43	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.82	0.82	0.00	0.00	0.00	0.82	0.82	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	21.4	21.4	0.0	0.0	0.0	28.5	28.5	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	0.0	21.4	21.4	0.0	0.0	0.0	28.5	28.5	0.0
LOS by Move:	A	A	A	A	C	C	A	A	A	C	C	A
HCM2kAvgQ:	0	0	0	0	22	22	0	0	0	20	20	0

****

Note: Queue reported is the number of cars per lane.

****

2030 pm Thu Aug 25, 2011 09:55:23 Page 4-1

Main Street/La Media Couplet
2030 PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #2 WB Main/NB La Media

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.004
Loss Time (sec): 2 (Y+R=4.0 sec) Average Delay (sec/veh): 48.0
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Volume Module:																	
Base Vol:	335	1071	0	0	0	0	0	0	0	0	1315	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	1071	0	0	0	0	0	0	0	0	1315	428
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	1071	0	0	0	0	0	0	0	0	1315	428
User Adj:	1.00	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:	364	1164	0	0	0	0	0	0	0	0	1429	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	1164	0	0	0	0	0	0	0	0	1429	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	364	1164	0	0	0	0	0	0	0	0	1429	465
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Lanes:	0.48	1.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.51	0.49
Final Sat.:	829	2651	0	0	0	0	0	0	0	0	2623	854
Capacity Analysis Module:																	
Vol/Sat:	0.44	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.54
Crit Moves:	****										****	
Green/Cycle:	0.44	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.54
Volume/Cap:	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Delay/Veh:	52.2	52.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.6	44.6
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:	52.2	52.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.6	44.6
LOS by Move:	D	D	A	A	A	A	A	A	A	A	D	D
HCM2kAvgQ:	33	33	0	0	0	0	0	0	0	0	39	39

****

Note: Queue reported is the number of cars per lane.

****

2030 pm Thu Aug 25, 2011 09:55:24 Page 5-1

Main Street/La Media Couplet
2030 PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 EB Main/SB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	1.138
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	95.2
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0	0	1	1 0	0	0	1 1 0	0	0	0 0 0
Volume Module:												
Base Vol:	0	0	0	525	1084	0	0	1587	369	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	525	1084	0	0	1587	369	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	525	1084	0	0	1587	369	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	571	1178	0	0	1725	401	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	571	1178	0	0	1725	401	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	571	1178	0	0	1725	401	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	0.90	1.00	1.00	0.92	0.92	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.65	1.35	0.00	0.00	1.62	0.38	0.00	0.00	0.00
Final Sat.:	0	0	0	1120	2313	0	0	2847	662	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.51	0.51	0.00	0.00	0.61	0.61	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.53	0.53	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	1.14	1.14	0.00	0.00	1.14	1.14	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	98.3	98.3	0.0	0.0	92.6	92.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	98.3	98.3	0.0	0.0	92.6	92.6	0.0	0.0	0.0
LOS by Move:	A	A	A	F	F	A	A	F	F	A	A	A
HCM2kAvgQ:	0	0	0	45	45	0	0	54	54	0	0	0

Note: Queue reported is the number of cars per lane.

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2030 pm Thu Aug 25, 2011 09:55:24 Page 6-1

Main Street/La Media Couplet
2030 PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 EB Main/NB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.5
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	1 1 0	0	0	0 0 0	0	1	1 0 0	0	0	0 0 0
Volume Module:												
Base Vol:	0	659	310	0	0	0	705	1407	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	659	310	0	0	0	705	1407	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	659	310	0	0	0	705	1407	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	716	337	0	0	0	766	1529	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	716	337	0	0	0	766	1529	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	716	337	0	0	0	766	1529	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	1.00
Lanes:	0.00	1.36	0.64	0.00	0.00	0.00	0.67	1.33	0.00	0.00	0.00	0.00
Final Sat.:	0	2337	1099	0	0	0	1145	2285	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.00	0.31	0.31	0.00	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	61.1	61.1	0.0	0.0	0.0	34.0	34.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	61.1	61.1	0.0	0.0	0.0	34.0	34.0	0.0	0.0	0.0	0.0
LOS by Move:	A	E	E	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	24	24	0	0	0	45	45	0	0	0	0

Note: Queue reported is the number of cars per lane.

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APPENDIX O
2030 Mitigated Conditions HCM Worksheets

2030 am - Mitigation 2 (MaiWed Apr 13, 2011 06:30:00 Page 1-1

OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Scenario Report

Scenario:	2030 am - Mitigation 2 (Main Int + OVR)
Command:	2030 nb + pr am
Volume:	2030 am - with OVR bridge & Main Street (int)
Geometry:	With Main - Main Interchange Only (2025)
Impact Fee:	Default Impact Fee
Trip Generation:	+2030 am
Trip Distribution:	2030
Paths:	With Main - Both Bridges
Routes:	Default Route
Configuration:	2030 nb + pr am

2030 am - Mitigation 2 (MaiWed Apr 13, 2011 06:30:01 Page 2-1

OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Trip Generation Report

Forecast for +2030 am

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	V8W-Parcel B	1.00	2030	1208.00	1455.00	1208	1455	2663	41
	Zone 1 Subtotal					1208	1455	2663	41.3
2	V9-Parcel C	1.00	2025	0.00	0.00	0	0	0	0.0
2	V9-Parcel C	1.00	2030	2131.00	1654.00	2131	1654	3785	58
	Zone 2 Subtotal					2131	1654	3785	58.7
TOTAL						3339	3109	6448	100.0

2030 am - Mitigation 2 (MaiWed Apr 13, 2011 06:30:01 Page 3-1

OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Trip Distribution Report

Percent Of Trips 2030 project

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11
1	4.0	0.0	1.0	6.0	11.0	1.0	1.0	6.0	7.0	4.0	0.0
2	4.0	1.0	1.0	3.0	9.0	4.0	2.0	2.0	2.0	4.0	1.0

Zone	To Gates 12	13	14	15	16	17	18	19	20	21	22
1	9.0	2.0	4.0	1.0	1.0	1.0	2.0	11.0	3.0	0.0	0.0
2	2.0	1.0	2.0	3.0	1.0	4.0	0.0	15.0	15.0	4.0	4.0

Zone	To Gates 23	24	25	26	28	29	30	270
1	1.0	1.0	3.0	10.0	4.0	0.0	4.0	2.0
2	2.0	2.0	2.0	6.0	3.0	1.0	0.0	0.0

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2030 am - Mitigation 2 (MaiWed Apr 13, 2011 06:30:46 Page 4-1

OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Olympic Ave/805 SBR	C	29.2	0.583	C	29.1	0.589	-0.066 D/V
# 2 Olympic Pkwy/805 NBR	C	23.5	0.929	C	23.7	0.931	+ 0.158 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	25.7	0.582	C	27.9	0.648	+ 2.174 D/V
# 4 Olympic/Santa Victoria	B	13.0	0.457	B	12.7	0.470	-0.317 D/V
# 5 Olympic Pkwy/Heritage Rd	C	34.8	0.593	C	34.9	0.618	+ 0.150 D/V
# 6 Olympic Pkwy/La Media Rd	D	36.8	0.621	D	37.7	0.668	+ 0.948 D/V
# 7 Olympic Pkwy/125 SB	A	5.5	0.369	A	5.4	0.376	-0.086 D/V
# 8 Olympic Pwky/125 NB	A	2.7	0.351	A	2.7	0.357	-0.047 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	33.0	0.519	C	33.8	0.524	+ 0.799 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	38.3	0.631	D	38.9	0.682	+ 0.573 D/V
# 11 Heritage/Santa Victoria	D	37.0	0.569	D	36.9	0.572	-0.034 D/V
# 12 Birch Rd/La Media Rd	D	37.0	0.825	D	37.6	0.836	+ 0.648 D/V
# 13 Birch Rd/125SB	A	4.4	0.332	A	4.3	0.340	-0.105 D/V
# 14 Birch Rd/125NB	B	13.1	0.486	B	13.0	0.494	-0.147 D/V
# 15 Birch Rd/Eastlake Pkwy	D	35.2	0.503	D	37.2	0.583	+ 1.989 D/V
# 16 Main / 805 SBR	C	29.1	0.766	C	34.5	0.886	+ 5.394 D/V
# 17 Main / 805 NBR	D	36.2	0.870	D	39.2	0.920	+ 3.020 D/V
# 18 Main / Heritage S	C	31.8	0.622	C	32.2	0.666	+ 0.376 D/V
# 19 Main St/La Media	C	21.2	0.701	E	76.1	1.283	+54.843 D/V
# 20 Main St/Magdalena	B	15.9	0.402	C	32.1	0.908	+16.238 D/V
# 21 Main St/125 SB	A	0.1	0.322	B	19.8	0.857	+19.675 D/V
# 22 Main St/125 NB	A	0.1	0.322	D	41.8	1.068	+41.732 D/V
# 23 Main/Street "A"	C	33.9	0.729	F	172.7	1.428	+138.757 D/V

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2030 am - Mitigation 2 (MaiWed Apr 13, 2011 06:30:47 Page 4-2

OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Main-Hunte/Eastlake Pkwy	C	23.1	0.577	D	52.5	0.998	+29.366 D/V
# 25 OVR/125 SBR	B	12.4	0.518	A	1.6	0.302	-10.812 D/V
# 26 OVR/125NBR	B	16.9	0.771	A	0.0	0.270	-16.876 D/V
# 27 OVR/Village9		0.0	0.000	A	0.1	0.175	+ 0.051 D/V
# 28 La Media/125SBR	D	47.9	0.975	E	79.1	1.106	+31.123 D/V
# 29 La Media/125 NBR	F	101.1	1.205	F	147.0	1.350	+45.840 D/V
#263 Main / Street B	D	36.8	0.750	D	36.8	0.750	+ 0.000 D/V

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2030 am - Mitigation 2 (MaiWed Apr 13, 2011 06:30:47 Page 5-1

OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Olympic Ave/805 SBR

Cycle (sec): 140 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 29.1
Optimal Cycle: 30 Level Of Service: C

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0	0	1	1 0	0 1	0 0	2	0 1	2 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	383	0	332	0	639	163	359	1154	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	383	0	332	0	639	163	359	1154	0
Added Vol:	0	0	0	0	0	0	0	11	11	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	383	0	332	0	650	174	359	1171	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:	0	0	0	416	0	361	0	707	189	390	1273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	416	0	361	0	707	189	390	1273	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	416	0	361	0	707	189	390	1273	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.22	0.00	0.20	0.12	0.11	0.35	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.00	0.38	0.38	0.22	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.59	0.00	0.51	0.31	0.51	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	30.6	0.0	36.2	0.0	33.6	30.6	48.9	17.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.6	0.0	36.2	0.0	33.6	30.6	48.9	17.8	0.0
LOS by Move:	A	A	A	C	A	D	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	6	0	13	0	12	6	8	18	0

Note: Queue reported is the number of cars per lane.

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2030 am - Mitigation 2 (MaiWed Apr 13, 2011 06:30:50 Page 6-1

OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	65	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.7
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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	1
Volume Module:												
Base Vol:	292	0	684	0	0	0	600	1040	0	0	1142	899
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	0	684	0	0	0	600	1040	0	0	1142	899
Added Vol:	8	0	0	0	0	0	0	11	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	0	684	0	0	0	600	1051	0	0	1150	899
User Adj:	1.00	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:	326	0	743	0	0	0	652	1142	0	0	1250	977
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	0	743	0	0	0	652	1142	0	0	1250	977
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	0	743	0	0	0	652	1142	0	0	1250	977
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.89	0.89
Lanes:	1.30	0.00	1.70	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.68	1.32
Final Sat.:	2188	0	2842	0	0	0	3502	3610	0	0	2839	2219
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.26	0.00	0.00	0.00	0.19	0.32	0.00	0.00	0.44	0.44
Crit Moves:			****				****				****	
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.20	0.67	0.00	0.00	0.47	0.47
Volume/Cap:	0.53	0.00	0.93	0.00	0.00	0.00	0.93	0.47	0.00	0.00	0.93	0.93
Delay/Veh:	20.0	0.0	36.0	0.0	0.0	0.0	44.7	5.2	0.0	0.0	23.5	23.5
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:	20.0	0.0	36.0	0.0	0.0	0.0	44.7	5.2	0.0	0.0	23.5	23.5
LOS by Move:	C	A	D	A	A	A	D	A	A	A	C	C
HCM2kAvgQ:	5	0	13	0	0	0	11	6	0	0	20	20

Note: Queue reported is the number of cars per lane.

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2030 am - Mitigation 2 (MaiWed Apr 13, 2011 06:30:51 Page 7-1

OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.9
Optimal Cycle:	43	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 0	1	1 0	1 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	36	100	161	152	129	201	176	1269	99	76	817	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	100	161	152	129	201	176	1269	99	76	817	165
Added Vol:	0	0	45	0	0	0	0	11	0	46	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	100	206	152	129	201	176	1280	99	122	825	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	39	109	224	165	140	218	191	1391	108	133	897	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	109	224	165	140	218	191	1391	108	133	897	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	109	224	165	140	218	191	1391	108	133	897	179
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	0.90	0.90	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.78	0.22	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4762	368	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.14	0.09	0.07	0.14	0.11	0.29	0.29	0.07	0.17	0.11
Crit Moves:			****	****				****		****		
Green/Cycle:	0.05	0.21	0.21	0.14	0.31	0.31	0.21	0.45	0.45	0.11	0.35	0.35
Volume/Cap:	0.44	0.27	0.65	0.65	0.24	0.44	0.49	0.65	0.65	0.65	0.49	0.32
Delay/Veh:	49.7	33.1	40.1	46.3	26.2	28.5	35.5	21.9	21.9	49.5	25.8	24.1
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:	49.7	33.1	40.1	46.3	26.2	28.5	35.5	21.9	21.9	49.5	25.8	24.1
LOS by Move:	D	C	D	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	3	7	6	3	6	6	14	14	5	8	4

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Olympic/Santa Victoria

Cycle (sec): 120 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1	0	0	1	0	0	0	0	0	3	0	1	1	0	3	0 0
Volume Module:																
Base Vol:	126	0	71		0	0	0		0	1272	310		153	1437	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:	126	0	71		0	0	0		0	1272	310		153	1437	0	
Added Vol:	0	0	0		0	0	0		0	56	0		0	54	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	126	0	71		0	0	0		0	1328	310		153	1491	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:	137	0	77		0	0	0		0	1443	337		166	1621	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	137	0	77		0	0	0		0	1443	337		166	1621	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	137	0	77		0	0	0		0	1443	337		166	1621	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	0.85		0.95	0.91	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		1.00	3.00	0.00	
Final Sat.:	1805	0	1615		0	0	0		0	5187	1615		1805	5187	0	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.05		0.00	0.00	0.00		0.00	0.28	0.21		0.09	0.31	0.00	
Crit Moves:	****									****			****			
Green/Cycle:	0.16	0.00	0.16		0.00	0.00	0.00		0.00	0.59	0.59		0.20	0.79	0.00	
Volume/Cap:	0.47	0.00	0.30		0.00	0.00	0.00		0.00	0.47	0.35		0.47	0.40	0.00	
Delay/Veh:	46.8	0.0	44.9		0.0	0.0	0.0		0.0	13.9	12.8		43.7	4.0	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:	46.8	0.0	44.9		0.0	0.0	0.0		0.0	13.9	12.8		43.7	4.0	0.0	
LOS by Move:	D	A	D		A	A	A		A	B	B		D	A	A	
HCM2kAvgQ:	5	0	3		0	0	0		0	11	6		6	7	0	

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.9
Optimal Cycle: 42 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:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 2	2	0	3	0 2
Volume Module:																
Base Vol:	68	269	203		443	1016	307		111	947	185		260	946	412	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	68	269	203		443	1016	307		111	947	185		260	946	412	
Added Vol:	0	16	0		38	17	0		0	56	0		0	54	32	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	68	285	203		481	1033	307		111	1003	185		260	1000	444	
User Adj:	1.00	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:	74	310	221		523	1123	334		121	1090	201		283	1087	483	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	74	310	221		523	1123	334		121	1090	201		283	1087	483	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	74	310	221		523	1123	334		121	1090	201		283	1087	483	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.85		0.92	0.91	0.85		0.92	0.91	0.75		0.92	0.91	0.75	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	2.00		2.00	3.00	2.00	
Final Sat.:	3502	5187	1615		3502	5187	1615		3502	5187	2842		3502	5187	2842	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.06	0.14		0.15	0.22	0.21		0.03	0.21	0.07		0.08	0.21	0.17	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.10	0.22	0.22		0.24	0.36	0.36		0.10	0.34	0.34		0.13	0.37	0.37	
Volume/Cap:	0.21	0.27	0.62		0.62	0.59	0.57		0.34	0.62	0.21		0.62	0.57	0.46	
Delay/Veh:	50.2	38.8	45.4		42.0	31.4	31.8		50.6	33.8	28.2		51.9	30.7	29.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.2	38.8	45.4		42.0	31.4	31.8		50.6	33.8	28.2		51.9	30.7	29.2	
LOS by Move:	D	D	D		D	C	C		D	C	C		D	C	C	
HCM2kAvgQ:	1	4	8		10	13	10		2	13	3		6	12	8	

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.7
Optimal Cycle: 46 Level Of Service: D

Street Name:	La Media						Olympic Pkwy					
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	337	197	311	198	749	220	278	1038	277	251	1061	243
Growth Adj:	1.00	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	197	311	198	749	220	278	1038	277	251	1061	243
Added Vol:	69	137	0	0	136	0	0	21	73	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	406	334	311	198	885	220	278	1059	350	251	1078	243
User Adj:	1.00	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:	441	363	338	215	962	239	302	1151	380	273	1172	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	363	338	215	962	239	302	1151	380	273	1172	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	441	363	338	215	962	239	302	1151	380	273	1172	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.21	0.06	0.19	0.08	0.09	0.22	0.13	0.08	0.23	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.36	0.36	0.11	0.28	0.28	0.13	0.35	0.35	0.12	0.34	0.34
Volume/Cap:	0.67	0.19	0.58	0.58	0.67	0.30	0.67	0.64	0.39	0.64	0.67	0.48
Delay/Veh:	47.8	26.4	32.5	53.4	39.7	34.4	53.6	33.8	29.9	53.6	35.0	32.1
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:	47.8	26.4	32.5	53.4	39.7	34.4	53.6	33.8	29.9	53.6	35.0	32.1
LOS by Move:	D	C	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	9	3	10	5	12	4	7	14	6	6	14	8

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 5.4
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1!	0 1	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	136	0	128	0	1132	30	0	1449	64
Growth Adj:	1.00	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	136	0	128	0	1132	30	0	1449	64
Added Vol:	0	0	0	0	0	0	0	36	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	136	0	128	0	1168	30	0	1478	64
User Adj:	1.00	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:	0	0	0	148	0	139	0	1270	33	0	1607	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	148	0	139	0	1270	33	0	1607	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	148	0	139	0	1270	33	0	1607	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.90	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.52	0.00	1.48	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2602	0	2550	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.05	0.00	0.24	0.02	0.00	0.31	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.82	0.82	0.00	0.82	0.82
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.38	0.00	0.30	0.02	0.00	0.38	0.05
Delay/Veh:	0.0	0.0	0.0	39.1	0.0	38.9	0.0	2.1	1.6	0.0	2.3	1.6
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:	0.0	0.0	0.0	39.1	0.0	38.9	0.0	2.1	1.6	0.0	2.3	1.6
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	0	3	0	0	5	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.357
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.7
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0	0 1	0	0 0	0 0	0	0 3	0 1	0	0 3	0 2
Volume Module:												
Base Vol:	39	0	56	0	0	0	0	1114	132	0	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:	39	0	56	0	0	0	0	1114	132	0	1443	0
Added Vol:	0	0	0	0	0	0	0	36	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	0	56	0	0	0	0	1150	132	0	1472	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	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	42	0	61	0	0	0	0	1250	143	0	1600	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	0	61	0	0	0	0	1250	143	0	1600	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
FinalVolume:	42	0	61	0	0	0	0	1250	143	0	1600	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.00	0.00	0.00	0.00	0.24	0.09	0.00	0.31	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.86	0.86	0.00	0.86	0.00
Volume/Cap:	0.11	0.00	0.36	0.00	0.00	0.00	0.00	0.28	0.10	0.00	0.36	0.00
Delay/Veh:	40.6	0.0	42.8	0.0	0.0	0.0	0.0	1.2	1.0	0.0	1.4	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:	40.6	0.0	42.8	0.0	0.0	0.0	0.0	1.2	1.0	0.0	1.4	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	2	0	0	0	0	3	1	0	4	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.8
Optimal Cycle:	42	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:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3	0 1	2 0	3	0 2	2 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	258	178	335	279	155	210	170	253	204	436	417	379
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	178	335	279	155	210	170	253	204	436	417	379
Added Vol:	17	50	0	0	64	12	15	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	228	335	279	219	222	185	253	225	436	417	379
User Adj:	1.00	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:	299	248	364	303	238	241	201	275	245	474	453	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	248	364	303	238	241	201	275	245	474	453	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	299	248	364	303	238	241	201	275	245	474	453	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.23	0.09	0.05	0.08	0.06	0.05	0.15	0.14	0.09	0.26
Crit Moves:			****	****			****					****
Green/Cycle:	0.17	0.17	0.45	0.17	0.17	0.28	0.11	0.31	0.31	0.28	0.49	0.49
Volume/Cap:	0.50	0.28	0.50	0.52	0.28	0.31	0.52	0.17	0.48	0.48	0.18	0.52
Delay/Veh:	45.8	43.4	23.7	46.7	43.9	34.6	51.8	29.8	33.9	36.2	17.4	21.9
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:	45.8	43.4	23.7	46.7	43.9	34.6	51.8	29.8	33.9	36.2	17.4	21.9
LOS by Move:	D	D	C	D	D	C	D	C	C	D	B	C
HCM2kAvgQ:	6	3	10	6	3	4	4	3	7	8	3	11

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.9
Optimal Cycle: 47 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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	189	112	233	373	294	250	178	258	271	404	294	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	112	233	373	294	250	178	258	271	404	294	301
Added Vol:	0	81	48	0	97	0	0	0	0	55	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	193	281	373	391	250	178	258	271	459	294	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	205	210	305	405	425	272	193	280	295	499	320	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	210	305	405	425	272	193	280	295	499	320	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	210	305	405	425	272	193	280	295	499	320	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.83	0.83	0.92	0.95	0.85	0.92	0.84	0.84	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3150	1575	3502	3610	1615	3502	3192	1596	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.19	0.12	0.12	0.17	0.06	0.09	0.18	0.14	0.09	0.20
Crit Moves:			****	****					****	****		
Green/Cycle:	0.12	0.28	0.28	0.17	0.34	0.34	0.11	0.27	0.27	0.21	0.37	0.37
Volume/Cap:	0.50	0.23	0.68	0.68	0.35	0.50	0.52	0.32	0.68	0.68	0.24	0.54
Delay/Veh:	50.6	33.0	40.7	50.0	30.1	32.5	51.9	35.1	41.5	46.5	26.0	30.7
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:	50.6	33.0	40.7	50.0	30.1	32.5	51.9	35.1	41.5	46.5	26.0	30.7
LOS by Move:	D	C	D	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	4	3	12	8	6	8	4	5	12	10	4	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Heritage/Santa Victoria

Cycle (sec): 120 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.9
Optimal Cycle: 42 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			Ignore			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	95	352	159	424	1008	0	94	226	118	200	408	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:	95	352	159	424	1008	0	94	226	118	200	408	0
Added Vol:	0	16	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	368	159	424	1025	0	94	226	118	200	408	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	103	400	173	461	1114	0	102	246	128	217	443	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	400	173	461	1114	0	102	246	128	217	443	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	103	400	173	461	1114	0	102	246	128	217	443	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1900	1805	1900	1615	1805	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.11	0.13	0.21	0.00	0.06	0.13	0.08	0.12	0.23	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.19	0.19	0.24	0.37	0.00	0.10	0.26	0.26	0.24	0.40	0.00
Volume/Cap:	0.51	0.40	0.55	0.55	0.58	0.00	0.58	0.50	0.31	0.50	0.58	0.00
Delay/Veh:	56.9	42.6	45.9	41.0	30.5	0.0	56.4	38.5	36.1	40.0	28.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	42.6	45.9	41.0	30.5	0.0	56.4	38.5	36.1	40.0	28.8	0.0
LOS by Move:	E	D	D	D	C	A	E	D	D	D	C	A
HCM2kAvgQ:	3	5	6	8	12	0	4	8	4	7	13	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.6
Optimal Cycle:	75	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	186	565	249	242	471	360	281	415	247	332	679	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	565	249	242	471	360	281	415	247	332	679	350
Added Vol:	17	206	0	0	209	0	0	48	21	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	771	249	242	680	360	281	463	268	332	737	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	221	838	271	263	739	391	305	503	291	361	801	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	838	271	263	739	391	305	503	291	361	801	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	838	271	263	739	391	305	503	291	361	801	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.90	0.90	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.27	0.73	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	2161	1251	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.17	0.08	0.14	0.24	0.17	0.23	0.23	0.10	0.22	0.24
Crit Moves:	****					****	****					****
Green/Cycle:	0.15	0.30	0.30	0.13	0.29	0.29	0.20	0.34	0.34	0.15	0.28	0.28
Volume/Cap:	0.84	0.54	0.56	0.56	0.49	0.84	0.84	0.69	0.69	0.69	0.79	0.84
Delay/Veh:	61.7	29.5	30.8	41.9	29.7	45.7	53.7	30.6	30.6	44.5	37.3	46.5
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:	61.7	29.5	30.8	41.9	29.7	45.7	53.7	30.6	30.6	44.5	37.3	46.5
LOS by Move:	E	C	C	D	C	D	D	C	C	D	D	D
HCM2kAvgQ:	9	8	8	5	7	14	12	12	12	7	14	14

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.340
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.3
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1!	0 1	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	60	0	120	0	997	65	0	1315	86
Growth Adj:	1.00	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	60	0	120	0	997	65	0	1315	86
Added Vol:	0	0	0	0	0	0	0	47	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	60	0	120	0	1044	65	0	1352	86
User Adj:	1.00	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:	0	0	0	65	0	130	0	1135	71	0	1470	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	65	0	130	0	1135	71	0	1470	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	65	0	130	0	1135	71	0	1470	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.33	0.00	1.67	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2244	0	2804	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.00	0.22	0.04	0.00	0.28	0.06
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.00	0.83	0.83	0.00	0.83	0.83
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.34	0.00	0.26	0.05	0.00	0.34	0.07
Delay/Veh:	0.0	0.0	0.0	38.5	0.0	39.4	0.0	1.8	1.5	0.0	2.0	1.5
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:	0.0	0.0	0.0	38.5	0.0	39.4	0.0	1.8	1.5	0.0	2.0	1.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	2	0	3	0	0	4	1

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Birch Rd/125NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	3	0 1	0	0	3	0 1
Volume Module:																
Base Vol:	262	0	268		0	0	0		0	1039	68		0	1391	93	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	262	0	268		0	0	0		0	1039	68		0	1391	93	
Added Vol:	0	0	0		0	0	0		0	47	0		0	37	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	262	0	268		0	0	0		0	1086	68		0	1428	93	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	285	0	291		0	0	0		0	1180	74		0	1552	101	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	285	0	291		0	0	0		0	1180	74		0	1552	101	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	285	0	291		0	0	0		0	1180	74		0	1552	101	
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	0.85		1.00	0.91	0.85	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		0.00	3.00	1.00	
Final Sat.:	1805	0	1615		0	0	0		0	5187	1615		0	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.00	0.18		0.00	0.00	0.00		0.00	0.23	0.05		0.00	0.30	0.06	
Crit Moves:			****						****					****		
Green/Cycle:	0.36	0.00	0.36		0.00	0.00	0.00		0.00	0.61	0.61		0.00	0.61	0.61	
Volume/Cap:	0.43	0.00	0.49		0.00	0.00	0.00		0.00	0.38	0.08		0.00	0.49	0.10	
Delay/Veh:	24.4	0.0	25.3		0.0	0.0	0.0		0.0	10.2	8.2		0.0	11.2	8.4	
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:	24.4	0.0	25.3		0.0	0.0	0.0		0.0	10.2	8.2		0.0	11.2	8.4	
LOS by Move:	C	A	C		A	A	A		A	B	A		A	B	A	
HCM2kAvgQ:	7	0	7		0	0	0		0	7	1		0	10	1	

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.2
Optimal Cycle: 42 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:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	2	1 0	1	0	3	0 1	2	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	216	250	105		166	423	290		186	306	230		58	382	108	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	216	250	105		166	423	290		186	306	230		58	382	108	
Added Vol:	25	66	66		0	85	0		0	15	32		85	12	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	241	316	171		166	508	290		186	321	262		143	394	108	
User Adj:	1.00	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:	262	343	186		180	552	315		202	349	285		155	428	117	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	262	343	186		180	552	315		202	349	285		155	428	117	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	262	343	186		180	552	315		202	349	285		155	428	117	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.86	0.86		0.95	0.91	0.85		0.92	0.89	0.89		0.95	0.92	0.92	
Lanes:	2.00	2.00	1.00		1.00	3.00	1.00		2.00	1.10	0.90		1.00	1.57	0.43	
Final Sat.:	3502	3275	1637		1805	5187	1615		3502	1854	1514		1805	2743	752	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.10	0.11		0.10	0.11	0.20		0.06	0.19	0.19		0.09	0.16	0.16	
Crit Moves:	****						****			****			****			
Green/Cycle:	0.13	0.25	0.25		0.22	0.33	0.33		0.13	0.32	0.32		0.15	0.34	0.34	
Volume/Cap:	0.58	0.43	0.46		0.46	0.32	0.58		0.45	0.58	0.58		0.58	0.46	0.46	
Delay/Veh:	51.2	38.3	38.8		41.8	29.8	34.6		49.2	34.7	34.7		51.0	31.0	31.0	
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:	51.2	38.3	38.8		41.8	29.8	34.6		49.2	34.7	34.7		51.0	31.0	31.0	
LOS by Move:	D	D	D		D	C	C		D	C	C		D	C	C	
HCM2kAvgQ:	6	6	7		6	5	10		4	11	11		6	8	8	

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.5
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1!	0 1	0	0 2	1 0	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	725	0	603	0	1273	327	338	1354	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	725	0	603	0	1273	327	338	1354	0
Added Vol:	0	0	0	144	0	0	0	134	0	135	124	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	869	0	603	0	1407	327	473	1478	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:	0	0	0	945	0	655	0	1529	355	514	1607	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	945	0	655	0	1529	355	514	1607	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	945	0	655	0	1529	355	514	1607	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	1.00	0.91	1.00	0.88	0.88	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	1.59	0.00	1.41	0.00	2.43	0.57	2.00	2.00	0.00
Final Sat.:	0	0	0	2755	0	2442	0	4091	951	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.27	0.00	0.37	0.37	0.15	0.45	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.00	0.42	0.42	0.17	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.89	0.00	0.69	0.00	0.89	0.89	0.89	0.76	0.00
Delay/Veh:	0.0	0.0	0.0	40.0	0.0	31.7	0.0	36.9	36.9	64.1	20.0	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	40.0	0.0	31.7	0.0	36.9	36.9	64.1	20.0	0.0
LOS by Move:	A	A	A	D	A	C	A	D	D	E	B	A
HCM2kAvgQ:	0	0	0	24	0	15	0	27	27	13	24	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.2
Optimal Cycle:	99	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	1 0	0 2	0	0 0	0 0	1	0 2	0 0	0	0 3	0 2
Volume Module:												
Base Vol:	453	0	452	0	0	0	481	1162	0	0	1341	749
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	453	0	452	0	0	0	481	1162	0	0	1341	749
Added Vol:	0	0	127	0	0	0	0	278	0	0	259	133
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	0	579	0	0	0	481	1440	0	0	1600	882
User Adj:	1.00	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:	492	0	629	0	0	0	523	1565	0	0	1739	959
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	0	629	0	0	0	523	1565	0	0	1739	959
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	492	0	629	0	0	0	523	1565	0	0	1739	959
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.22	0.00	0.00	0.00	0.29	0.43	0.00	0.00	0.34	0.34
Crit Moves:	****						****				****	
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.31	0.68	0.00	0.00	0.36	0.36
Volume/Cap:	0.92	0.00	0.75	0.00	0.00	0.00	0.92	0.64	0.00	0.00	0.92	0.93
Delay/Veh:	62.1	0.0	42.0	0.0	0.0	0.0	60.0	11.5	0.0	0.0	44.3	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	0.0	42.0	0.0	0.0	0.0	60.0	11.5	0.0	0.0	44.3	50.1
LOS by Move:	E	A	D	A	A	A	E	B	A	A	D	D
HCM2kAvgQ:	21	0	13	0	0	0	23	17	0	0	26	23

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.2
Optimal Cycle:	40	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			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 2	2	0 3	0 1	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	331	910	299	219	557	203	455	749	0	122	664	274
Growth Adj:	1.00	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	910	299	219	557	203	455	749	0	122	664	274
Added Vol:	0	0	115	17	0	0	0	405	0	120	392	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	910	414	236	557	203	455	1154	0	242	1056	290
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	360	989	450	257	605	221	495	1254	0	263	1148	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	989	450	257	605	221	495	1254	0	263	1148	315
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
FinalVolume:	360	989	450	257	605	221	495	1254	0	263	1148	315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.88	0.92	0.91	0.85
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	2842	3502	5187	1615	3502	5187	3344	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.16	0.07	0.12	0.14	0.14	0.24	0.00	0.08	0.22	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.17	0.29	0.29	0.11	0.23	0.23	0.21	0.42	0.00	0.13	0.33	0.33
Volume/Cap:	0.60	0.67	0.55	0.67	0.52	0.60	0.67	0.58	0.00	0.58	0.67	0.59
Delay/Veh:	40.2	32.7	31.1	47.2	34.3	37.6	38.5	23.0	0.0	43.0	29.7	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	32.7	31.1	47.2	34.3	37.6	38.5	23.0	0.0	43.0	29.7	29.4
LOS by Move:	D	C	C	D	C	D	D	C	A	D	C	C
HCM2kAvgQ:	6	11	7	5	6	7	8	11	0	5	12	9

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Main St/La Media

Cycle (sec):	60	Critical Vol./Cap.(X):	1.283
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	76.1
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	144	460	203	221	475	130	250	657	398	230	760	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	460	203	221	475	130	250	657	398	230	760	298
Added Vol:	393	121	29	139	113	0	0	170	367	23	135	118
PasserByVol:	0	0	0	0	0	0	0	167	0	120	287	0
Initial Fut:	537	581	232	360	588	130	250	994	765	373	1182	416
User Adj:	1.00	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:	584	632	252	391	639	141	272	1080	832	405	1285	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	584	632	252	391	639	141	272	1080	832	405	1285	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	584	632	252	391	639	141	272	1080	832	405	1285	452
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	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.32	0.17	0.16	0.22	0.18	0.09	0.15	0.30	0.51	0.22	0.36	0.28
Crit Moves:	****				****				****	****		
Green/Cycle:	0.24	0.18	0.18	0.23	0.17	0.17	0.17	0.39	0.39	0.17	0.39	0.39
Volume/Cap:	1.33	0.96	0.85	0.96	1.06	0.52	0.91	0.77	1.33	1.33	0.91	0.72
Delay/Veh:	185.6	48.7	44.3	55.9	79.3	24.7	54.6	18.8	177.1	193.7	26.3	19.4
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:	185.6	48.7	44.3	55.9	79.3	24.7	54.6	18.8	177.1	193.7	26.3	19.4
LOS by Move:	F	D	D	E	E	C	D	B	F	F	C	B
HCM2kAvgQ:	31	11	8	12	13	3	9	11	43	23	17	9

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.1
Optimal Cycle:	180	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:	Ovl			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	40	100	25	120	190	40	50	1200	120	60	1200	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	100	25	120	190	40	50	1200	120	60	1200	65
Added Vol:	36	204	567	32	169	0	0	308	30	471	239	25
PasserByVol:	0	0	0	0	0	0	0	317	0	0	307	0
Initial Fut:	76	304	592	152	359	40	50	1825	150	531	1746	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	83	330	643	165	390	43	54	1984	163	577	1898	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	330	643	165	390	43	54	1984	163	577	1898	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	330	643	165	390	43	54	1984	163	577	1898	98
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	0.95	0.90	0.90	0.92	0.90	0.90
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	2.77	0.23	2.00	2.85	0.15
Final Sat.:	1805	3610	1615	1805	3199	356	1805	4740	390	3502	4898	252
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.40	0.09	0.12	0.12	0.03	0.42	0.42	0.16	0.39	0.39
Crit Moves:			****	****				****		****		
Green/Cycle:	0.13	0.26	0.44	0.10	0.23	0.23	0.10	0.46	0.46	0.18	0.54	0.54
Volume/Cap:	0.35	0.36	0.91	0.91	0.54	0.54	0.31	0.91	0.91	0.91	0.71	0.71
Delay/Veh:	40.5	30.6	41.8	86.2	34.7	34.7	42.9	30.7	30.7	57.1	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:	40.5	30.6	41.8	86.2	34.7	34.7	42.9	30.7	30.7	57.1	17.9	17.9
LOS by Move:	D	C	D	F	C	C	D	C	C	E	B	B
HCM2kAvgQ:	3	4	22	8	7	7	2	26	26	13	17	17

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Main St/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.8
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	1 0	0	0 3	0 1	2	0 3	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1490	0	0	1350	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1490	0	0	1350	0
Added Vol:	0	0	0	192	0	133	0	747	160	232	602	0
PasserByVol:	0	0	0	20	0	20	0	30	317	504	0	0
Initial Fut:	0	0	0	212	0	153	0	2267	477	736	1952	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:	0	0	0	230	0	166	0	2464	518	800	2122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	0	166	0	2464	518	800	2122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	230	0	166	0	2464	518	800	2122	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	0.95	1.00	0.85	1.00	0.91	0.85	0.92	0.91	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	1805	0	1615	0	5187	1615	3502	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.10	0.00	0.48	0.32	0.23	0.41	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.55	0.55	0.27	0.82	0.00
Volume/Cap:	0.00	0.00	0.00	0.86	0.00	0.69	0.00	0.86	0.58	0.86	0.50	0.00
Delay/Veh:	0.0	0.0	0.0	64.3	0.0	48.7	0.0	21.7	15.6	42.8	2.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	64.3	0.0	48.7	0.0	21.7	15.6	42.8	2.8	0.0
LOS by Move:	A	A	A	E	A	D	A	C	B	D	A	A
HCM2kAvgQ:	0	0	0	10	0	6	0	26	11	15	8	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Main St/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.068
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	41.8
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			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1!	0 1	0	0 0	0 0	2	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1490	0	0	1350	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1490	0	0	1350	0
Added Vol:	133	0	298	0	0	0	160	779	0	0	701	149
PasserByVol:	287	0	301	0	0	0	30	1157	0	0	1460	30
Initial Fut:	420	0	599	0	0	0	190	3426	0	0	3511	179
User Adj:	1.00	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:	457	0	651	0	0	0	207	3724	0	0	3816	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	0	651	0	0	0	207	3724	0	0	3816	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	457	0	651	0	0	0	207	3724	0	0	3816	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	0.92	0.91	1.00	1.00	0.91	0.85
Lanes:	1.41	0.00	1.59	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2398	0	2696	0	0	0	3502	5187	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.24	0.00	0.00	0.00	0.06	0.72	0.00	0.00	0.74	0.12
Crit Moves:			****				****				****	
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.06	0.74	0.00	0.00	0.69	0.69
Volume/Cap:	0.84	0.00	1.07	0.00	0.00	0.00	1.07	0.97	0.00	0.00	1.07	0.17
Delay/Veh:	42.1	0.0	86.8	0.0	0.0	0.0	131.2	19.7	0.0	0.0	52.8	5.6
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:	42.1	0.0	86.8	0.0	0.0	0.0	131.2	19.7	0.0	0.0	52.8	5.6
LOS by Move:	D	A	F	A	A	A	F	B	A	A	D	A
HCM2kAvgQ:	12	0	20	0	0	0	7	45	0	0	59	2

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Main/Street "A"

Cycle (sec):	120	Critical Vol./Cap.(X):	1.428
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	172.7
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	R	L	-	T	R	L	-	T	R	L	-	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Include				Include				Include		
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0 1	0 1		1	0 1	0 2		1	0 2	0 2		2	0 2	0 1	
Volume Module:																
Base Vol:	60	337	114		120	400	160		144	1150	150		143	1150	102	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	337	114		120	400	160		144	1150	150		143	1150	102	
Added Vol:	638	248	471		0	320	133		160	95	823		607	79	0	
PasserByVol:	0	0	0		0	0	0		0	321	0		0	257	0	
Initial Fut:	698	585	585		120	720	293		304	1566	973		750	1486	102	
User Adj:	1.00	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:	759	636	636		130	783	318		330	1702	1058		815	1615	111	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	759	636	636		130	783	318		330	1702	1058		815	1615	111	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	759	636	636		130	783	318		330	1702	1058		815	1615	111	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.85		0.95	1.00	0.75		0.95	0.95	0.75		0.92	0.95	0.85	
Lanes:	2.00	1.00	1.00		1.00	1.00	2.00		1.00	2.00	2.00		2.00	2.00	1.00	
Final Sat.:	3502	1900	1615		1805	1900	2842		1805	3610	2842		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.33	0.39		0.07	0.41	0.11		0.18	0.47	0.37		0.23	0.45	0.07	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.15	0.36	0.53		0.08	0.29	0.29		0.14	0.33	0.33		0.16	0.35	0.35	
Volume/Cap:	1.43	0.92	0.75		0.92	1.43	0.39		1.28	1.43	1.13		1.43	1.28	0.20	
Delay/Veh:	254.2	55.0	26.1		108.4	246	34.5		203.1	238	111.0		252.9	171	27.4	
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:	254.2	55.0	26.1		108.4	246	34.5		203.1	238	111.0		252.9	171	27.4	
LOS by Move:	F	E	C		F	F	C		F	F	F		F	F	C	
HCM2kAvgQ:	30	27	19		8	58	5		23	66	34		33	55	3	

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.998
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	52.5
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			Include			Include	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	0	2 0	3 0	1	1 0	2 1	0	2 0	3 0	2
Volume Module:												
Base Vol:	0	0	0	390	0	360	210	915	0	0	830	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:	0	0	0	390	0	360	210	915	0	0	830	190
Added Vol:	24	0	0	0	0	202	157	380	29	0	459	0
PasserByVol:	0	0	0	0	0	0	0	321	0	0	257	0
Initial Fut:	24	0	0	390	0	562	367	1616	29	0	1546	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	26	0	0	424	0	611	399	1757	32	0	1680	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	0	424	0	611	399	1757	32	0	1680	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	0	0	424	0	611	399	1757	32	0	1680	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.92	0.91	0.85	0.95	0.91	0.91	0.97	0.91	0.75
Lanes:	1.00	0.00	0.00	2.00	3.00	1.00	1.00	2.95	0.05	2.00	3.00	2.00
Final Sat.:	1805	0	0	3502	5187	1615	1805	5080	91	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.12	0.00	0.38	0.22	0.35	0.35	0.00	0.32	0.07
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.00	0.00	0.43	0.00	0.36	0.21	0.51	0.51	0.00	0.31	0.31
Volume/Cap:	0.21	0.00	0.00	0.28	0.00	1.06	1.06	0.67	0.67	0.00	1.06	0.24
Delay/Veh:	44.7	0.0	0.0	18.8	0.0	87.0	103.1	18.8	18.8	0.0	75.6	26.2
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:	44.7	0.0	0.0	18.8	0.0	87.0	103.1	18.8	18.8	0.0	75.6	26.2
LOS by Move:	D	A	A	B	A	F	F	B	B	A	E	C
HCM2kAvgQ:	1	0	0	4	0	28	20	15	15	0	28	3

Note: Queue reported is the number of cars per lane.

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2030 am - Mitigation 2 (MaiWed Apr 13, 2011 06:31:31 Page 29-1

OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 OVR/125 SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.6
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Protected			Protected			Protected				Protected			
Rights:		Include			Include			Include				Include		
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 0	1 1	0		0	1	1	0 0
Volume Module:														
Base Vol:	0	0	0	20	0	20	0	604	157	185	657	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	0	0	20	0	20	0	604	157	185	657	0		
Added Vol:	0	0	0	0	0	0	0	347	0	0	272	0		
PasserByVol:	0	0	0	0	0	0	0	-30	-317	-417	-287	0		
Initial Fut:	0	0	0	20	0	20	0	921	-160	-232	642	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00		
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.00	0.92	0.92		
PHF Volume:	0	0	0	22	0	22	0	1001	0	0	698	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	22	0	22	0	1001	0	0	698	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00		
FinalVolume:	0	0	0	22	0	22	0	1001	0	0	698	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	1.00	0.91	1.00	0.95	0.95	0.95	0.95	1.00		
Lanes:	0.00	0.00	0.00	0.50	0.00	0.50	0.00	2.00	0.00	0.00	2.00	0.00		
Final Sat.:	0	0	0	865	0	865	0	3610	0	0	3610	0		
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.28	0.00	0.00	0.19	0.00		
Crit Moves:				****				****		****				
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.08	0.00	0.92	0.00	0.00	0.92	0.00		
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.30	0.00	0.30	0.00	0.00	0.21	0.00		
Delay/Veh:	0.0	0.0	0.0	44.3	0.0	44.3	0.0	0.5	0.0	0.0	0.5	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	44.3	0.0	44.3	0.0	0.5	0.0	0.0	0.5	0.0		
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A		
HCM2kAvgQ:	0	0	0	2	0	2	0	2	0	0	1	0		

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 OVR/125NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.270
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0 0	0	1	1 0	0	0	1 1 0
Volume Module:												
Base Vol:	154	0	3	0	0	0	30	1137	0	0	1043	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	0	3	0	0	0	30	1137	0	0	1043	30
Added Vol:	0	0	0	0	0	0	0	347	0	0	272	0
PasserByVol:	-287	0	-301	0	0	0	-30	xxxx	0	0	-417	-30
Initial Fut:	-133	0	-298	0	0	0	0	327	0	0	898	0
User Adj:	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.00	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	0	0	0	355	0	0	976	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	355	0	0	976	0
PCE Adj:	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	355	0	0	976	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Lanes:	0.00	1.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.27	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 OVR/Village9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.175
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 0	0	0	1! 0	0	1	0 0	0	0	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	50	0	230	296	51	0	0	42	64
PasserByVol:	0	0	0	-300	0	-543	-437	xxxx	0	0	-947	200
Initial Fut:	0	0	0	-250	0	-313	-141	-970	0	0	-905	264
User Adj:	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
PHF Adj:	0.92	0.92	0.92	0.00	0.92	0.00	0.00	0.00	0.92	0.92	0.00	0.92
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	287
PCE Adj:	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
MLF Adj:	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	0	0	0	1900	0	0	1900	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17
Crit Moves:												****
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #263 Main / Street B [Manually Enter Volume]

Cycle (sec):	120	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.8
Optimal Cycle:	57	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:	Ovl			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 1	0 1		1 0 1	0 2		1 0 2	0 2		2 0 2	0 1	
Volume Module:												
Base Vol:	60	337	114	120	400	160	144	1150	150	343	1150	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	337	114	120	400	160	144	1150	150	343	1150	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	337	114	120	400	160	144	1150	150	343	1150	102
User Adj:	1.00	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:	65	366	124	130	435	174	157	1250	163	373	1250	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	366	124	130	435	174	157	1250	163	373	1250	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	366	124	130	435	174	157	1250	163	373	1250	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	1.00	0.75	0.95	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3502	1900	1615	1805	1900	2842	1805	3610	2842	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.08	0.07	0.23	0.06	0.09	0.35	0.06	0.11	0.35	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.26	0.39	0.10	0.29	0.29	0.12	0.44	0.44	0.14	0.46	0.46
Volume/Cap:	0.32	0.75	0.20	0.75	0.78	0.21	0.74	0.78	0.13	0.78	0.74	0.15
Delay/Veh:	55.1	47.7	24.1	69.7	45.7	32.0	64.8	30.8	19.7	58.0	28.1	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	47.7	24.1	69.7	45.7	32.0	64.8	30.8	19.7	58.0	28.1	18.5
LOS by Move:	E	D	C	E	D	C	E	C	B	E	C	B
HCM2kAvgQ:	2	14	3	6	16	3	7	22	2	9	21	2

Note: Queue reported is the number of cars per lane.

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2030 pm - Mitigation 2 (MaiWed Apr 13, 2011 06:44:16 Page 1-1

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Scenario Report

Scenario:	2030 pm - Mitigation 2 (Main Int +OVR)
Command:	2030 nb +pr pm
Volume:	2030 pm - with OVR bridge & Main Street (int)
Geometry:	With Main - Main Interchange Only (2025)
Impact Fee:	Default Impact Fee
Trip Generation:	+2030 pm
Trip Distribution:	2030
Paths:	With Main - Both Bridges
Routes:	Default Route
Configuration:	2030 nb + pr pm

2030 pm - Mitigation 2 (MaiWed Apr 13, 2011 06:44:17 Page 2-1

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Trip Generation Report

Forecast for +2030 pm

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	V8W-Parcel B	1.00	2030	1654.00	1115.00	1654	1115	2769	44
	Zone 1 Subtotal					1654	1115	2769	44.1
2	V9-Parcel C	1.00	2025	0.00	0.00	0	0	0	0.0
2	V9-Parcel C	1.00	2030	1650.00	1859.00	1650	1859	3509	55
	Zone 2 Subtotal					1650	1859	3509	55.9
TOTAL						3304	2974	6278	100.0

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2030 pm - Mitigation 2 (MaiWed Apr 13, 2011 06:44:17 Page 3-1

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Trip Distribution Report

Percent Of Trips 2030 project

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	4.0	0.0	1.0	6.0	11.0	1.0	1.0	6.0	7.0	4.0	0.0
2	4.0	1.0	1.0	3.0	9.0	4.0	2.0	2.0	2.0	4.0	1.0

	To Gates										
Zone	12	13	14	15	16	17	18	19	20	21	22
1	9.0	2.0	4.0	1.0	1.0	1.0	2.0	11.0	3.0	0.0	0.0
2	2.0	1.0	2.0	3.0	1.0	4.0	0.0	15.0	15.0	4.0	4.0

	To Gates							
Zone	23	24	25	26	28	29	30	270
1	1.0	1.0	3.0	10.0	4.0	0.0	4.0	2.0
2	2.0	2.0	2.0	6.0	3.0	1.0	0.0	0.0

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2030 pm - Mitigation 2 (MaiWed Apr 13, 2011 06:44:58 Page 4-1

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	C	34.8	0.783	C	34.8	0.786	+ 0.080 D/V
# 2 Olympic Pkwy/805 NBR	C	22.8	0.948	C	23.2	0.952	+ 0.321 D/V
# 3 Olympic Pkwy/Brandywine Ave	D	35.1	0.905	D	39.2	0.944	+ 4.180 D/V
# 4 Olympic/Santa Victoria	B	13.3	0.662	B	13.3	0.662	-0.040 D/V
# 5 Olympic Pkwy/Heritage Rd	D	37.6	0.723	D	38.6	0.771	+ 0.966 D/V
# 6 Olympic Pkwy/La Media Rd	D	38.5	0.777	D	39.2	0.781	+ 0.766 D/V
# 7 Olympic Pkwy/125 SB	A	6.0	0.475	A	5.9	0.481	-0.059 D/V
# 8 Olympic Pwky/125 NB	A	3.0	0.445	A	3.0	0.451	-0.032 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	D	35.8	0.693	D	36.5	0.696	+ 0.684 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	37.7	0.694	D	39.2	0.747	+ 1.514 D/V
# 11 Heritage/Santa Victoria	D	42.2	0.769	D	42.2	0.773	+ 0.017 D/V
# 12 Birch Rd/La Media Rd	D	39.6	0.862	D	41.9	0.872	+ 2.293 D/V
# 13 Birch Rd/125SB	A	6.8	0.297	A	6.7	0.304	-0.155 D/V
# 14 Birch Rd/125NB	A	6.4	0.328	A	6.2	0.336	-0.146 D/V
# 15 Birch Rd/Eastlake Pkwy	D	37.0	0.550	D	38.7	0.615	+ 1.794 D/V
# 16 Main / 805 SBR	D	38.0	0.930	D	55.0	1.042	+16.948 D/V
# 17 Main / 805 NBR	D	47.5	1.007	D	54.7	1.057	+ 7.150 D/V
# 18 Main / Heritage S	D	36.8	0.875	D	42.0	0.924	+ 5.218 D/V
# 19 Main St/La Media	C	27.5	0.835	F	128.6	1.502	+101.187 D/V
# 20 Main St/Magdalena	B	15.5	0.379	D	35.7	0.924	+20.192 D/V
# 21 Main St/125 SB	A	5.9	0.268	B	19.7	0.846	+13.792 D/V
# 22 Main St/125 NB	B	11.6	0.380	C	20.7	0.826	+ 9.068 D/V
# 23 Main/Street "A"	C	28.4	0.623	F	126.8	1.294	+98.341 D/V

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2030 pm - Mitigation 2 (MaiWed Apr 13, 2011 06:44:59 Page 4-2

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Main-Hunte/Eastlake Pkwy	C	21.2	0.381	C	27.2	0.811	+ 6.091 D/V
# 25 OVR/125 SBR	B	15.7	0.737	A	0.1	0.350	-15.610 D/V
# 26 OVR/125NBR	D	49.9	1.097	A	0.2	0.586	-49.655 D/V
# 27 OVR/Village9		0.0	0.000	F	143.4	1.462	+143.415 D/V
# 28 La Media/125SBR	F	108.3	1.224	F	153.1	1.354	+44.782 D/V
# 29 La Media/125 NBR	F	218.0	1.562	F	257.8	1.687	+39.813 D/V
#263 Main / Street B	C	28.4	0.623	E	69.9	1.056	+41.499 D/V

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2030 pm - Mitigation 2 (MaiWed Apr 13, 2011 06:45:00 Page 5-1

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Olympic Ave/805 SBR

Cycle (sec): 140 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 34.8
Optimal Cycle: 44 Level Of Service: C

Street Name:	805 SBR						Olympic Ave					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0	0 0	1 1	0	0 1	0 0	2	0 1	2 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	519	0	443	0	1063	217	478	1543	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	519	0	443	0	1063	217	478	1543	0
Added Vol:	0	0	0	0	0	0	0	8	8	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	519	0	443	0	1071	225	478	1562	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:	0	0	0	564	0	482	0	1164	245	520	1698	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	564	0	482	0	1164	245	520	1698	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	564	0	482	0	1164	245	520	1698	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	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.30	0.00	0.32	0.15	0.15	0.47	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.00	0.41	0.41	0.19	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.79	0.00	0.79	0.37	0.79	0.78	0.00
Delay/Veh:	0.0	0.0	0.0	32.1	0.0	45.1	0.0	38.8	29.0	60.3	23.2	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:	0.0	0.0	0.0	32.1	0.0	45.1	0.0	38.8	29.0	60.3	23.2	0.0
LOS by Move:	A	A	A	C	A	D	A	D	C	E	C	A
HCM2kAvgQ:	0	0	0	9	0	20	0	24	7	13	30	0

Note: Queue reported is the number of cars per lane.

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2030 pm - Mitigation 2 (MaiWed Apr 13, 2011 06:45:01 Page 6-1

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	65	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.2
Optimal Cycle:	111	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	1! 0 1	0	0	0 0 0	2	0	2 0 0	0	0	1 1 1
Volume Module:												
Base Vol:	389	0	879	0	0	0	300	1294	0	0	1527	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	0	879	0	0	0	300	1294	0	0	1527	410
Added Vol:	9	0	0	0	0	0	0	8	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	398	0	879	0	0	0	300	1302	0	0	1536	410
User Adj:	1.00	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:	433	0	955	0	0	0	326	1415	0	0	1670	446
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	0	955	0	0	0	326	1415	0	0	1670	446
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	433	0	955	0	0	0	326	1415	0	0	1670	446
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.92	0.92
Lanes:	1.31	0.00	1.69	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2202	0	2834	0	0	0	3502	3610	0	0	3494	1747
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.34	0.00	0.00	0.00	0.09	0.39	0.00	0.00	0.48	0.26
Crit Moves:			****				****				****	
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.11	0.60	0.00	0.00	0.50	0.50
Volume/Cap:	0.56	0.00	0.96	0.00	0.00	0.00	0.86	0.65	0.00	0.00	0.96	0.51
Delay/Veh:	17.4	0.0	36.4	0.0	0.0	0.0	46.9	9.1	0.0	0.0	27.6	11.2
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:	17.4	0.0	36.4	0.0	0.0	0.0	46.9	9.1	0.0	0.0	27.6	11.2
LOS by Move:	B	A	D	A	A	A	D	A	A	A	C	B
HCM2kAvgQ:	6	0	17	0	0	0	6	11	0	0	24	7

Note: Queue reported is the number of cars per lane.

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2030 pm - Mitigation 2 (MaiWed Apr 13, 2011 06:45:02 Page 7-1

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.944
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.2
Optimal Cycle:	131	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 0 1	1	0	1 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	48	250	233	203	139	268	351	1639	198	64	1634	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	250	233	203	139	268	351	1639	198	64	1634	146
Added Vol:	0	0	50	0	0	0	0	8	0	41	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	250	283	203	139	268	351	1647	198	105	1643	146
User Adj:	1.00	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:	52	272	308	221	151	291	382	1790	215	114	1786	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	272	308	221	151	291	382	1790	215	114	1786	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	272	308	221	151	291	382	1790	215	114	1786	159
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	0.90	0.90	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.68	0.32	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4556	548	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.19	0.12	0.08	0.18	0.21	0.39	0.39	0.06	0.34	0.10
Crit Moves:			****	****			****				****	
Green/Cycle:	0.05	0.20	0.20	0.13	0.29	0.29	0.22	0.51	0.51	0.08	0.36	0.36
Volume/Cap:	0.63	0.71	0.94	0.94	0.28	0.63	0.94	0.77	0.77	0.77	0.94	0.27
Delay/Veh:	61.7	43.2	74.6	86.5	28.0	34.0	68.9	21.5	21.5	67.3	41.1	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:	61.7	43.2	74.6	86.5	28.0	34.0	68.9	21.5	21.5	67.3	41.1	22.6
LOS by Move:	E	D	E	F	C	C	E	C	C	E	D	C
HCM2kAvgQ:	3	9	14	11	4	9	16	20	20	5	25	3

Note: Queue reported is the number of cars per lane.

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2030 pm - Mitigation 2 (MaiWed Apr 13, 2011 06:45:03 Page 8-1

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Olympic/Santa Victoria

Cycle (sec): 120 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1	0	0	1	0	0	0	0	0	3	0	1	1	0	3	0
Volume Module:																
Base Vol:	179	0	95		0	0	0		0	1674	652		136	1238		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:	179	0	95		0	0	0		0	1674	652		136	1238		0
Added Vol:	0	0	0		0	0	0		0	58	0		0	50		0
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0		0
Initial Fut:	179	0	95		0	0	0		0	1732	652		136	1288		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:	195	0	103		0	0	0		0	1883	709		148	1400		0
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	195	0	103		0	0	0		0	1883	709		148	1400		0
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	195	0	103		0	0	0		0	1883	709		148	1400		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	0.85		0.95	0.91		1.00
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		1.00	3.00		0.00
Final Sat.:	1805	0	1615		0	0	0		0	5187	1615		1805	5187		0
Capacity Analysis Module:																
Vol/Sat:	0.11	0.00	0.06		0.00	0.00	0.00		0.00	0.36	0.44		0.08	0.27		0.00
Crit Moves:	****										****		****			
Green/Cycle:	0.16	0.00	0.16		0.00	0.00	0.00		0.00	0.66	0.66		0.12	0.79		0.00
Volume/Cap:	0.66	0.00	0.39		0.00	0.00	0.00		0.00	0.55	0.66		0.66	0.34		0.00
Delay/Veh:	52.6	0.0	45.9		0.0	0.0	0.0		0.0	10.9	13.7		57.4	3.8		0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:	52.6	0.0	45.9		0.0	0.0	0.0		0.0	10.9	13.7		57.4	3.8		0.0
LOS by Move:	D	A	D		A	A	A		A	B	B		E	A		A
HCM2kAvgQ:	8	0	4		0	0	0		0	13	16		6	6		0

Note: Queue reported is the number of cars per lane.

2030 pm - Mitigation 2 (MaiWed Apr 13, 2011 06:45:05 Page 9-1

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.6
Optimal Cycle: 61 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:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 2	2	0	3	0 2
Volume Module:																
Base Vol:	91	372	270		511	1372	410		222	937	289		375	1384		341
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	91	372	270		511	1372	410		222	937	289		375	1384		341
Added Vol:	0	15	0		33	17	0		0	58	0		0	50		33
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0		0
Initial Fut:	91	387	270		544	1389	410		222	995	289		375	1434		374
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	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:	99	421	293		591	1510	446		241	1082	314		408	1559		407
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	99	421	293		591	1510	446		241	1082	314		408	1559		407
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	99	421	293		591	1510	446		241	1082	314		408	1559		407
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900		1900
Adjustment:	0.92	0.91	0.85		0.92	0.91	0.85		0.92	0.91	0.75		0.92	0.91		0.75
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	2.00		2.00	3.00		2.00
Final Sat.:	3502	5187	1615		3502	5187	1615		3502	5187	2842		3502	5187		2842
Capacity Analysis Module:																
Vol/Sat:	0.03	0.08	0.18		0.17	0.29	0.28		0.07	0.21	0.11		0.12	0.30		0.14
Crit Moves:			****		****				****					****		
Green/Cycle:	0.08	0.24	0.24		0.22	0.38	0.38		0.09	0.31	0.31		0.17	0.39		0.39
Volume/Cap:	0.37	0.34	0.77		0.77	0.77	0.73		0.77	0.68	0.36		0.68	0.77		0.37
Delay/Veh:	53.6	38.3	52.2		48.9	34.6	36.4		64.6	37.6	32.6		49.7	33.9		26.3
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:	53.6	38.3	52.2		48.9	34.6	36.4		64.6	37.6	32.6		49.7	33.9		26.3
LOS by Move:	D	D	D		D	C	D		E	D	C		D	C		C
HCM2kAvgQ:	2	5	12		12	19	15		6	14	5		8	20		6

Note: Queue reported is the number of cars per lane.

2030 pm - Mitigation 2 (MaiWed Apr 13, 2011 06:45:07 Page 10-1

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.2
Optimal Cycle:	63	Level Of Service:	D

Street Name:	La Media									Olympic Pkwy								
Approach:	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:	7	10	10			7	10	10			7	10	10			7	10	10		
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	3	0	2	2	0	3	0	1
Volume Module:																				
Base Vol:	298	174	277			397	601	440			419	1171	329			201	1362	194		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	298	174	277			397	601	440			419	1171	329			201	1362	194		
Added Vol:	65	123	0			0	149	0			0	17	74			0	19	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	363	297	277			397	750	440			419	1188	403			201	1381	194		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	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:	395	323	301			432	815	478			455	1291	438			218	1501	211		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	395	323	301			432	815	478			455	1291	438			218	1501	211		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	395	323	301			432	815	478			455	1291	438			218	1501	211		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.92	0.91	0.85			0.92	0.91	0.75			0.92	0.91	0.75			0.92	0.91	0.85		
Lanes:	2.00	3.00	1.00			2.00	3.00	2.00			2.00	3.00	2.00			2.00	3.00	1.00		
Final Sat.:	3502	5187	1615			3502	5187	2842			3502	5187	2842			3502	5187	1615		
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.06	0.19			0.12	0.16	0.17			0.13	0.25	0.15			0.06	0.29	0.13		
Crit Moves:			****			****					****						****			
Green/Cycle:	0.16	0.24	0.24			0.16	0.24	0.24			0.17	0.43	0.43			0.11	0.37	0.37		
Volume/Cap:	0.71	0.26	0.78			0.78	0.66	0.71			0.78	0.58	0.36			0.58	0.78	0.35		
Delay/Veh:	52.0	37.2	52.7			55.6	42.8	45.4			54.7	26.4	23.3			53.2	35.6	27.7		
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:	52.0	37.2	52.7			55.6	42.8	45.4			54.7	26.4	23.3			53.2	35.6	27.7		
LOS by Move:	D		D		D	E		D		D	D		C		C	D		D		C
HCM2kAvgQ:	8		4		12	10		11		10	10		13		6	5		19		6

Note: Queue reported is the number of cars per lane.

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2030 pm - Mitigation 2 (MaiWed Apr 13, 2011 06:45:09 Page 11-1

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.9
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	7	10	10			7	10	10			7	10	10			7	10	10		
Lanes:	0	0	0	0	0	1	0	1!	0	1	0	0	3	0	1	0	0	3	0	1
Volume Module:																				
Base Vol:	0	0	0			181	0	171			0	1850	63			0	1578	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:	0	0	0			181	0	171			0	1850	63			0	1578	69		
Added Vol:	0	0	0			0	0	0			0	28	0			0	35	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			181	0	171			0	1878	63			0	1613	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:	0.92	0.92	0.92			0.92	0.92	0.92			0.92	0.92	0.92			0.92	0.92	0.92		
PHF Volume:	0	0	0			197	0	186			0	2041	68			0	1753	75		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			197	0	186			0	2041	68			0	1753	75		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	0	0	0			197	0	186			0	2041	68			0	1753	75		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	1.00	1.00			0.90	1.00	0.90			1.00	0.91	0.85			1.00	0.91	0.85		
Lanes:	0.00	0.00	0.00			1.51	0.00	1.49			0.00	3.00	1.00			0.00	3.00	1.00		
Final Sat.:	0	0	0			2600	0	2552			0	5187	1615			0	5187	1615		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.08	0.00	0.07			0.00	0.39	0.04			0.00	0.34	0.05		
Crit Moves:								****				****				****				
Green/Cycle:	0.00	0.00	0.00			0.15	0.00	0.15			0.00	0.82	0.82			0.00	0.82	0.82		
Volume/Cap:	0.00	0.00	0.00			0.50	0.00	0.48			0.00	0.48	0.05			0.00	0.41	0.06		
Delay/Veh:	0.0	0.0	0.0			39.5	0.0	39.3			0.0	2.8	1.7			0.0	2.6	1.7		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	0.0	0.0	0.0			39.5	0.0	39.3			0.0	2.8	1.7			0.0	2.6	1.7		
LOS by Move:	A		A		A	D		A		D	A		A		A	A		A		A
HCM2kAvgQ:	0		0		0	4		0		4	0		7		0	0		6		0

Note: Queue reported is the number of cars per lane.

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2030 pm - Mitigation 2 (MaiWed Apr 13, 2011 06:45:10 Page 12-1

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.0
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0	1	0	0 0	0	0	3 0	1	0	0 3	0 2
Volume Module:												
Base Vol:	55	0	74	0	0	0	0	1821	215	0	1573	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	0	74	0	0	0	0	1821	215	0	1573	0
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	0	74	0	0	0	0	1849	215	0	1608	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	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	60	0	80	0	0	0	0	2010	234	0	1748	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	80	0	0	0	0	2010	234	0	1748	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
FinalVolume:	60	0	80	0	0	0	0	2010	234	0	1748	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.39	0.14	0.00	0.34	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.86	0.86	0.00	0.86	0.00
Volume/Cap:	0.15	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.17	0.00	0.39	0.00
Delay/Veh:	40.4	0.0	43.4	0.0	0.0	0.0	0.0	1.7	1.2	0.0	1.5	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:	40.4	0.0	43.4	0.0	0.0	0.0	0.0	1.7	1.2	0.0	1.5	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	6	1	0	4	0

Note: Queue reported is the number of cars per lane.

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2030 pm - Mitigation 2 (MaiWed Apr 13, 2011 06:45:12 Page 13-1

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.5
Optimal Cycle:	49	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:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3	0 1	2	0 3	0 2	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	345	252	446	372	242	279	230	337	272	581	556	505
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	252	446	372	242	279	230	337	272	581	556	505
Added Vol:	19	56	0	0	50	17	11	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	308	446	372	292	296	241	337	289	581	556	505
User Adj:	1.00	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:	396	335	485	404	317	322	262	366	314	632	604	549
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	335	485	404	317	322	262	366	314	632	604	549
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	396	335	485	404	317	322	262	366	314	632	604	549
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.30	0.12	0.06	0.11	0.07	0.07	0.19	0.18	0.12	0.34
Crit Moves:			****	****			****					****
Green/Cycle:	0.19	0.17	0.46	0.17	0.14	0.25	0.11	0.31	0.31	0.29	0.49	0.49
Volume/Cap:	0.58	0.38	0.65	0.70	0.43	0.45	0.70	0.23	0.63	0.63	0.24	0.70
Delay/Veh:	45.2	44.2	27.3	50.9	47.3	38.4	57.3	30.9	38.1	38.6	17.8	26.6
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:	45.2	44.2	27.3	50.9	47.3	38.4	57.3	30.9	38.1	38.6	17.8	26.6
LOS by Move:	D	D	C	D	D	D	E	C	D	D	B	C
HCM2kAvgQ:	7	4	14	9	4	6	6	4	11	11	5	16

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.2
Optimal Cycle:	57	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	144	61	166	487	428	327	304	443	465	212	168	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	61	166	487	428	327	304	443	465	212	168	172
Added Vol:	0	86	48	0	83	0	0	0	0	50	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	147	214	487	511	327	304	443	465	262	168	172
User Adj:	1.00	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:	157	160	233	529	555	355	330	482	505	285	183	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	160	233	529	555	355	330	482	505	285	183	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	160	233	529	555	355	330	482	505	285	183	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.83	0.83	0.92	0.95	0.85	0.92	0.84	0.84	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3150	1575	3502	3610	1615	3502	3192	1596	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.15	0.15	0.15	0.22	0.09	0.15	0.32	0.08	0.05	0.12
Crit Moves:			****	****					****	****		
Green/Cycle:	0.08	0.20	0.20	0.20	0.32	0.32	0.24	0.42	0.42	0.11	0.29	0.29
Volume/Cap:	0.53	0.26	0.75	0.75	0.49	0.70	0.39	0.36	0.75	0.75	0.17	0.39
Delay/Veh:	54.6	40.8	51.1	49.3	33.5	40.1	38.6	23.5	31.5	59.7	31.6	34.4
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:	54.6	40.8	51.1	49.3	33.5	40.1	38.6	23.5	31.5	59.7	31.6	34.4
LOS by Move:	D	D	D	D	C	D	D	C	C	E	C	C
HCM2kAvgQ:	4	3	10	11	9	12	5	7	18	7	3	6

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Heritage/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.2
Optimal Cycle:	62	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			Ignore			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	127	478	212	567	1360	0	126	312	157	266	555	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:	127	478	212	567	1360	0	126	312	157	266	555	0
Added Vol:	0	15	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	493	212	567	1377	0	126	312	157	266	555	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	138	536	230	616	1497	0	137	339	171	289	603	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	536	230	616	1497	0	137	339	171	289	603	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	138	536	230	616	1497	0	137	339	171	289	603	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1900	1805	1900	1615	1805	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.14	0.18	0.29	0.00	0.08	0.18	0.11	0.16	0.32	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.19	0.19	0.24	0.37	0.00	0.10	0.27	0.27	0.24	0.41	0.00
Volume/Cap:	0.68	0.54	0.74	0.74	0.78	0.00	0.78	0.67	0.40	0.67	0.78	0.00
Delay/Veh:	64.1	44.3	55.1	46.1	35.6	0.0	72.6	42.8	36.7	45.5	36.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	44.3	55.1	46.1	35.6	0.0	72.6	42.8	36.7	45.5	36.0	0.0
LOS by Move:	E	D	E	D	D	A	E	D	D	D	D	A
HCM2kAvgQ:	4	7	10	12	19	0	7	12	5	11	21	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	41.9
Optimal Cycle:	87	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	173	569	234	375	691	287	361	617	219	298	644	413
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	569	234	375	691	287	361	617	219	298	644	413
Added Vol:	19	188	0	0	223	0	0	66	17	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	757	234	375	914	287	361	683	236	298	689	413
User Adj:	1.00	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:	209	823	254	408	993	312	392	742	257	324	749	449
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	823	254	408	993	312	392	742	257	324	749	449
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	823	254	408	993	312	392	742	257	324	749	449
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.91	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.49	0.51	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	2578	891	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.12	0.19	0.19	0.22	0.29	0.29	0.09	0.21	0.28
Crit Moves:	****				****		****					****
Green/Cycle:	0.13	0.20	0.20	0.15	0.22	0.22	0.25	0.43	0.43	0.14	0.32	0.32
Volume/Cap:	0.87	0.78	0.78	0.78	0.87	0.88	0.87	0.67	0.67	0.67	0.65	0.87
Delay/Veh:	70.2	41.6	48.7	48.5	45.3	59.2	52.8	24.0	24.0	44.6	30.6	47.2
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:	70.2	41.6	48.7	48.5	45.3	59.2	52.8	24.0	24.0	44.6	30.6	47.2
LOS by Move:	E	D	D	D	D	E	D	C	C	D	C	D
HCM2kAvgQ:	9	11	9	8	14	13	15	14	14	6	11	16

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2030 pm - Mitigation 2 (MaiWed Apr 13, 2011 06:45:17 Page 17-1

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.304
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.7
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1!	0 1	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	200	0	110	0	1131	78	0	935	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	200	0	110	0	1131	78	0	935	63
Added Vol:	0	0	0	0	0	0	0	36	0	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	200	0	110	0	1167	78	0	979	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	0	0	217	0	120	0	1268	85	0	1064	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	217	0	120	0	1268	85	0	1064	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	217	0	120	0	1268	85	0	1064	68
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	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.65	0.00	1.35	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2868	0	2362	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.05	0.00	0.24	0.05	0.00	0.21	0.04
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.80	0.80	0.00	0.80	0.80
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.30	0.00	0.30	0.07	0.00	0.26	0.05
Delay/Veh:	0.0	0.0	0.0	38.0	0.0	36.8	0.0	2.6	2.1	0.0	2.5	2.0
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	38.0	0.0	36.8	0.0	2.6	2.1	0.0	2.5	2.0
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	3	0	4	1	0	3	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.336
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.2
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	0	1	0	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:																			
Base Vol:	101	0	106	0	0	0	0	1177	75	0	991	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	0	106	0	0	0	0	1177	75	0	991	68
Added Vol:	0	0	0	0	0	0	0	36	0	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	0	106	0	0	0	0	1213	75	0	1035	68
User Adj:	1.00	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:	110	0	115	0	0	0	0	1318	82	0	1125	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	115	0	0	0	0	1318	82	0	1125	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	0	115	0	0	0	0	1318	82	0	1125	74
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	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:																			
Vol/Sat:	0.06	0.00	0.07	0.00	0.00	0.00	0.00	0.25	0.05	0.00	0.22	0.05
Crit Moves:			****					****			****								
Green/Cycle:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.76	0.76	0.00	0.76	0.76
Volume/Cap:	0.29	0.00	0.34	0.00	0.00	0.00	0.00	0.34	0.07	0.00	0.29	0.06
Delay/Veh:	33.4	0.0	34.0	0.0	0.0	0.0	0.0	4.0	3.1	0.0	3.8	3.1
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:	33.4	0.0	34.0	0.0	0.0	0.0	0.0	4.0	3.1	0.0	3.8	3.1
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	3	0	0	0	0	5	1	0	4	1

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.7
Optimal Cycle:	42	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:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	2	1	0	1	0	3	0	1	2	0	1	1	0	1	0	1	1	0
Volume Module:																			
Base Vol:	273	323	144	207	433	274	296	373	292	49	397	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	323	144	207	433	274	296	373	292	49	397	90
Added Vol:	28	74	74	0	66	0	0	11	25	66	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	397	218	207	499	274	296	384	317	115	414	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	327	432	237	225	542	298	322	417	345	125	450	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	432	237	225	542	298	322	417	345	125	450	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	432	237	225	542	298	322	417	345	125	450	98
Saturation Flow Module:																			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.95	0.91	0.85	0.92	0.89	0.89	0.95	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	2.00	1.10	0.90	1.00	1.64	0.36
Final Sat.:	3502	3275	1637	1805	5187	1615	3502	1843	1521	1805	2885	627
Capacity Analysis Module:																			
Vol/Sat:	0.09	0.13	0.14	0.12	0.10	0.18	0.09	0.23	0.23	0.07	0.16	0.16
Crit Moves:	****					****			****			****							
Green/Cycle:	0.15	0.24	0.24	0.21	0.30	0.30	0.18	0.37	0.37	0.11	0.30	0.30
Volume/Cap:	0.61	0.54	0.60	0.60	0.35	0.61	0.52	0.61	0.61	0.61	0.52	0.52
Delay/Veh:	49.7	40.1	41.1	45.4	33.0	38.4	45.3	31.9	31.9	56.3	35.0	35.0
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:	49.7	40.1	41.1	45.4	33.0	38.4	45.3	31.9	31.9	56.3	35.0	35.0
LOS by Move:	D	D	D	D	C	D	D	C	C	E	C	C
HCM2kAvgQ:	7	8	9	8	6	10	6	12	12	5	9	9

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	1.042
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	55.0
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1!	0 1	0	0 2	1 0	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	835	0	753	0	1466	372	528	1584	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	835	0	753	0	1466	372	528	1584	0
Added Vol:	0	0	0	140	0	0	0	132	0	115	119	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	975	0	753	0	1598	372	643	1703	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:	0	0	0	1060	0	818	0	1737	404	699	1851	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1060	0	818	0	1737	404	699	1851	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1060	0	818	0	1737	404	699	1851	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	1.00	0.91	1.00	0.88	0.88	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	1.56	0.00	1.44	0.00	2.43	0.57	2.00	2.00	0.00
Final Sat.:	0	0	0	2704	0	2482	0	4090	952	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.39	0.00	0.33	0.00	0.42	0.42	0.20	0.51	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.00	0.41	0.41	0.19	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	1.04	0.00	0.88	0.00	1.04	1.04	1.04	0.86	0.00
Delay/Veh:	0.0	0.0	0.0	70.6	0.0	39.3	0.0	67.5	67.5	94.8	23.4	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	70.6	0.0	39.3	0.0	67.5	67.5	94.8	23.4	0.0
LOS by Move:	A	A	A	E	A	D	A	E	E	F	C	A
HCM2kAvgQ:	0	0	0	34	0	23	0	38	38	20	32	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	1.057
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	54.7
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			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	1 0	0 2	0	0 0	0 0	1	0 2	0 0	0	0 3	0 2
Volume Module:												
Base Vol:	566	0	575	0	0	0	520	1415	0	0	1566	516
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	0	575	0	0	0	520	1415	0	0	1566	516
Added Vol:	0	0	149	0	0	0	0	273	0	0	234	128
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	566	0	724	0	0	0	520	1688	0	0	1800	644
User Adj:	1.00	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:	615	0	787	0	0	0	565	1835	0	0	1957	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	615	0	787	0	0	0	565	1835	0	0	1957	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	615	0	787	0	0	0	565	1835	0	0	1957	700
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.28	0.00	0.00	0.00	0.31	0.51	0.00	0.00	0.38	0.25
Crit Moves:	****						****				****	
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.30	0.65	0.00	0.00	0.36	0.36
Volume/Cap:	1.06	0.00	0.86	0.00	0.00	0.00	1.06	0.78	0.00	0.00	1.06	0.69
Delay/Veh:	93.9	0.0	46.5	0.0	0.0	0.0	97.0	16.4	0.0	0.0	76.4	35.0
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:	93.9	0.0	46.5	0.0	0.0	0.0	97.0	16.4	0.0	0.0	76.4	35.0
LOS by Move:	F	A	D	A	A	A	F	B	A	A	E	C
HCM2kAvgQ:	32	0	18	0	0	0	29	26	0	0	36	13

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 1 Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.924
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.0
Optimal Cycle:	109	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 2	2	0 3	0 1	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	588	1618	604	308	743	270	442	1146	0	218	932	373
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	588	1618	604	308	743	270	442	1146	0	218	932	373
Added Vol:	0	0	132	17	0	0	0	421	0	104	362	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	588	1618	736	325	743	270	442	1567	0	322	1294	388
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	639	1759	800	353	808	293	480	1703	0	350	1407	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	639	1759	800	353	808	293	480	1703	0	350	1407	422
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
FinalVolume:	639	1759	800	353	808	293	480	1703	0	350	1407	422
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.88	0.92	0.91	0.85
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	2842	3502	5187	1615	3502	5187	3344	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.28	0.10	0.16	0.18	0.14	0.33	0.00	0.10	0.27	0.26
Crit Moves:		****		****				****		****		
Green/Cycle:	0.24	0.37	0.37	0.11	0.24	0.24	0.16	0.36	0.00	0.11	0.31	0.31
Volume/Cap:	0.76	0.92	0.77	0.92	0.66	0.76	0.88	0.92	0.00	0.92	0.88	0.85
Delay/Veh:	39.7	38.4	31.4	71.8	35.7	44.4	56.6	39.3	0.0	72.0	38.9	45.3
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:	39.7	38.4	31.4	71.8	35.7	44.4	56.6	39.3	0.0	72.0	38.9	45.3
LOS by Move:	D	D	C	E	D	D	E	D	A	E	D	D
HCM2kAvgQ:	11	23	14	9	9	10	11	23	0	9	18	15

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Main St/La Media

Cycle (sec):	60	Critical Vol./Cap.(X):	1.502
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	128.6
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	427	376	161	192	500	267	273	779	360	212	661	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:	427	376	161	192	500	267	273	779	360	212	661	206
Added Vol:	333	102	22	122	134	0	0	135	435	27	149	123
PasserByVol:	0	0	317	0	0	0	0	0	0	207	0	0
Initial Fut:	760	478	500	314	634	267	273	914	795	446	810	329
User Adj:	1.00	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:	826	520	543	341	689	290	297	993	864	485	880	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	826	520	543	341	689	290	297	993	864	485	880	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	826	520	543	341	689	290	297	993	864	485	880	358
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	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.46	0.14	0.34	0.19	0.19	0.18	0.16	0.28	0.54	0.27	0.24	0.22
Crit Moves:	****				****				****	****		
Green/Cycle:	0.29	0.29	0.29	0.16	0.17	0.17	0.21	0.34	0.34	0.17	0.30	0.30
Volume/Cap:	1.58	0.49	1.15	1.15	1.15	1.08	0.80	0.81	1.58	1.58	0.80	0.73
Delay/Veh:	289.9	17.9	110.8	124.3	109	102.2	34.5	22.3	288.0	299.5	23.5	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	289.9	17.9	110.8	124.3	109	102.2	34.5	22.3	288.0	299.5	23.5	24.0
LOS by Move:	F	B	F	F	F	F	C	C	F	F	C	C
HCM2kAvgQ:	54	5	23	16	16	12	8	11	56	33	10	8

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main St/Magdalena

Cycle (sec): 100 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 35.7
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:	Ovl				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	2	0	2	1 0
Volume Module:																
Base Vol:	50	75	25		110	105	35		50	1250	20		75	950	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:	50	75	25		110	105	35		50	1250	20		75	950	60	
Added Vol:	28	156	435		25	232	0		0	238	41		645	270	28	
PasserByVol:	0	0	300		0	0	0		0	20	0		0	30	0	
Initial Fut:	78	231	760		135	337	35		50	1508	61		720	1250	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:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	85	251	826		147	366	38		54	1639	66		783	1359	96	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	251	826		147	366	38		54	1639	66		783	1359	96	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	85	251	826		147	366	38		54	1639	66		783	1359	96	
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		0.95	0.90	0.90		0.92	0.90	0.90	
Lanes:	1.00	2.00	1.00		1.00	1.81	0.19		1.00	2.88	0.12		2.00	2.80	0.20	
Final Sat.:	1805	3610	1615		1805	3225	335		1805	4955	200		3502	4797	338	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.07	0.51		0.08	0.11	0.11		0.03	0.33	0.33		0.22	0.28	0.28	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.15	0.31	0.55		0.09	0.25	0.25		0.12	0.36	0.36		0.24	0.48	0.48	
Volume/Cap:	0.31	0.22	0.92		0.92	0.46	0.46		0.25	0.92	0.92		0.92	0.59	0.59	
Delay/Veh:	38.3	25.5	35.3		94.6	32.3	32.3		40.6	39.1	39.1		52.5	19.2	19.2	
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:	38.3	25.5	35.3		94.6	32.3	32.3		40.6	39.1	39.1		52.5	19.2	19.2	
LOS by Move:	D		C	D	F		C	C	D		D	D	D		B	B
HCM2kAvgQ:	3		3	28	8		6	6	2		23	23	16		12	12

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Main St/125 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	1	0	0	1 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	863	218		256	1038	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	863	218		256	1038	0	
Added Vol:	0	0	0		149	0	182		0	575	123		260	761	0	
PasserByVol:	0	0	0		30	0	30		0	280	297		284	461	0	
Initial Fut:	0	0	0		179	0	212		0	1718	638		800	2260	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:	0	0	0		195	0	230		0	1867	693		870	2457	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		195	0	230		0	1867	693		870	2457	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		195	0	230		0	1867	693		870	2457	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		0.95	1.00	0.85		1.00	0.91	0.85		0.92	0.91	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	0	0	0		1805	0	1615		0	5187	1615		3502	5187	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.11	0.00	0.14		0.00	0.36	0.43		0.25	0.47	0.00	
Crit Moves:							****				****		****			
Green/Cycle:	0.00	0.00	0.00		0.17	0.00	0.17		0.00	0.51	0.51		0.29	0.80	0.00	
Volume/Cap:	0.00	0.00	0.00		0.64	0.00	0.85		0.00	0.71	0.85		0.85	0.59	0.00	
Delay/Veh:	0.0	0.0	0.0		43.2	0.0	61.3		0.0	19.8	29.4		39.8	4.0	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		43.2	0.0	61.3		0.0	19.8	29.4		39.8	4.0	0.0	
LOS by Move:	A		A	A	D		A	E	A		B	C	D		A	A
HCM2kAvgQ:	0		0	0	7		0	10	0		17	21	16		11	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Main St/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.7
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:	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	0	0 0 0	2	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	292	0	263	0	0	0	0	1156	0	0	1180	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:	292	0	263	0	0	0	0	1156	0	0	1180	0
Added Vol:	182	0	231	0	0	0	123	601	0	0	840	167
PasserByVol:	177	0	145	0	0	0	20	30	0	0	284	20
Initial Fut:	651	0	639	0	0	0	143	1787	0	0	2304	187
User Adj:	1.00	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:	708	0	695	0	0	0	155	1942	0	0	2504	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	708	0	695	0	0	0	155	1942	0	0	2504	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	708	0	695	0	0	0	155	1942	0	0	2504	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	0.92	0.91	1.00	1.00	0.91	0.85
Lanes:	1.50	0.00	1.50	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2581	0	2565	0	0	0	3502	5187	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.27	0.00	0.00	0.00	0.04	0.37	0.00	0.00	0.48	0.13
Crit Moves:	****						****				****	
Green/Cycle:	0.33	0.00	0.33	0.00	0.00	0.00	0.05	0.64	0.00	0.00	0.58	0.58
Volume/Cap:	0.83	0.00	0.82	0.00	0.00	0.00	0.83	0.59	0.00	0.00	0.83	0.22
Delay/Veh:	34.2	0.0	33.8	0.0	0.0	0.0	71.7	10.7	0.0	0.0	18.7	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	0.0	33.8	0.0	0.0	0.0	71.7	10.7	0.0	0.0	18.7	10.0
LOS by Move:	C	A	C	A	A	A	E	B	A	A	B	A
HCM2kAvgQ:	16	0	15	0	0	0	4	13	0	0	25	3

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Main/Street "A"

Cycle (sec):	120	Critical Vol./Cap.(X):	1.294
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	126.8
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:	Ovl				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	1 0	1	1	0	1 0	2	1	0	2 0	2	2	0	2 0	1
Volume Module:																
Base Vol:	65	100	65		179	250	132		127	1225	120		158	683	191	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	65	100	65		179	250	132		127	1225	120		158	683	191	
Added Vol:	718	279	530		0	248	182		123	72	637		470	108	0	
PasserByVol:	304	0	0		0	0	0		0	0	175		0	0	0	
Initial Fut:	1087	379	595		179	498	314		250	1297	932		628	791	191	
User Adj:	1.00	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:	1182	412	647		195	541	341		272	1410	1013		683	860	208	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1182	412	647		195	541	341		272	1410	1013		683	860	208	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	1182	412	647		195	541	341		272	1410	1013		683	860	208	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.85		0.95	1.00	0.75		0.95	0.95	0.75		0.92	0.95	0.85	
Lanes:	2.00	1.00	1.00		1.00	1.00	2.00		1.00	2.00	2.00		2.00	2.00	1.00	
Final Sat.:	3502	1900	1615		1805	1900	2842		1805	3610	2842		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.34	0.22	0.40		0.11	0.28	0.12		0.15	0.39	0.36		0.19	0.24	0.13	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.26	0.32	0.47		0.16	0.22	0.22		0.18	0.30	0.30		0.15	0.28	0.28	
Volume/Cap:	1.29	0.67	0.85		0.67	1.29	0.55		0.86	1.29	1.18		1.29	0.86	0.46	
Delay/Veh:	184.8	38.3	36.8		53.7	196	42.5		68.4	181	135.3		196.9	48.7	36.7	
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:	184.8	38.3	36.8		53.7	196	42.5		68.4	181	135.3		196.9	48.7	36.7	
LOS by Move:	F	D	D		D	F	D		E	F	F		F	D	D	
HCM2kAvgQ:	41	14	23		8	37	7		12	50	35		25	19	7	

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.2
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	0	2 0	3 0	1	1 0	2 1	0	2 0	3 0	2
Volume Module:												
Base Vol:	0	0	0	455	0	175	200	1051	0	0	459	262
Growth Adj:	1.00	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	455	0	175	200	1051	0	0	459	262
Added Vol:	33	0	0	0	0	157	177	403	22	0	388	0
PasserByVol:	0	0	0	0	0	0	0	781	0	0	547	0
Initial Fut:	33	0	0	455	0	332	377	2235	22	0	1394	262
User Adj:	1.00	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:	36	0	0	495	0	361	410	2429	24	0	1515	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	0	495	0	361	410	2429	24	0	1515	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	0	0	495	0	361	410	2429	24	0	1515	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.92	0.91	0.85	0.95	0.91	0.91	0.97	0.91	0.75
Lanes:	1.00	0.00	0.00	2.00	3.00	1.00	1.00	2.97	0.03	2.00	3.00	2.00
Final Sat.:	1805	0	0	3502	5187	1615	1805	5131	51	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.14	0.00	0.22	0.23	0.47	0.47	0.00	0.29	0.10
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.00	0.00	0.33	0.00	0.26	0.27	0.61	0.61	0.00	0.34	0.34
Volume/Cap:	0.28	0.00	0.00	0.43	0.00	0.85	0.85	0.78	0.78	0.00	0.85	0.29
Delay/Veh:	45.4	0.0	0.0	26.2	0.0	50.5	48.7	15.9	15.9	0.0	34.8	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	0.0	0.0	26.2	0.0	50.5	48.7	15.9	15.9	0.0	34.8	24.2
LOS by Move:	D	A	A	C	A	D	D	B	B	A	C	C
HCM2kAvgQ:	1	0	0	6	0	13	15	22	22	0	19	4

Note: Queue reported is the number of cars per lane.

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PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 OVR/125 SBR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 0	1 1	0	0 1	1 0	0
Volume Module:												
Base Vol:	0	0	0	30	0	30	0	915	273	261	819	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	30	0	915	273	261	819	0
Added Vol:	0	0	0	0	0	0	0	268	0	0	316	0
PasserByVol:	0	0	0	-30	0	-30	0	-20	-273	-261	-177	0
Initial Fut:	0	0	0	0	0	0	0	1163	0	0	958	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:	0	0	0	0	0	0	0	1264	0	0	1041	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1264	0	0	1041	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1264	0	0	1041	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	1900	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.29	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 OVR/125NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.2
Optimal Cycle:	55	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0 0	0	1	1 0	0	1	1 0
Volume Module:												
Base Vol:	177	0	145	0	0	0	20	1581	0	0	1347	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:	177	0	145	0	0	0	20	1581	0	0	1347	20
Added Vol:	0	0	0	0	0	0	0	268	0	0	316	0
PasserByVol:	-177	0	-145	0	0	0	-20	-30	0	0	284	-20
Initial Fut:	0	0	0	0	0	0	0	1819	0	0	1947	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:	0	0	0	0	0	0	0	1977	0	0	2116	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1977	0	0	2116	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1977	0	0	2116	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Lanes:	0.00	1.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.59	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.3	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	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	1	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2030 pm - Mitigation 2 (MaiWed Apr 13, 2011 06:45:35 Page 31-1

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 OVR/Village9

Cycle (sec):	100	Critical Vol./Cap.(X):	1.462
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	143.4
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:	0	0	0 0 0	0	0	1! 0	0	1	0 0 0	0	0	0 1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	56	0	258	229	39	0	0	58	50
PasserByVol:	0	0	0	500	0	-400	-200	1381	0	0	-947	400
Initial Fut:	0	0	0	556	0	-142	29	1420	0	0	-889	450
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.00	0.92
PHF Volume:	0	0	0	604	0	0	32	1543	0	0	0	489
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	604	0	0	32	1543	0	0	0	489
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
FinalVolume:	0	0	0	604	0	0	32	1543	0	0	0	489
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	1.00	1.00	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	0.00	0.00	1.00	0.00	0.00	0.02	0.98	0.00	0.00	0.00	1.00
Final Sat.:	0	0	0	1809	0	0	38	1860	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.00	0.00	0.83	0.83	0.00	0.00	0.00	0.30
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.00	0.57	0.77	0.00	0.00	0.00	0.20
Volume/Cap:	0.00	0.00	0.00	1.46	0.00	0.00	1.46	1.08	0.00	0.00	0.00	1.46
Delay/Veh:	0.0	0.0	0.0	259.2	0.0	0.0	234.5	58.2	0.0	0.0	0.0	263.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	259.2	0.0	0.0	234.5	58.2	0.0	0.0	0.0	263.3
LOS by Move:	A	A	A	F	A	A	F	E	A	A	A	F
HCM2kAvgQ:	0	0	0	43	0	0	109	66	0	0	0	36

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2030 pm - Mitigation 2 (MaiWed Apr 13, 2011 06:45:39 Page 34-1

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #263 Main / Street B [Manually Enter Volume]

Cycle (sec):	120	Critical Vol./Cap.(X):	1.056
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	69.9
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:	Ovl			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	1 0	1	1 0	1 0	2	1 0	2 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	65	100	65	179	250	132	127	1225	120	158	683	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	100	65	179	250	132	127	1225	120	158	683	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	704	0	-200	0	0	0	0	781	675	-400	947	0
Initial Fut:	769	100	-135	179	250	132	127	2006	795	-242	1630	191
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92
PHF Volume:	836	109	0	195	272	143	138	2180	864	0	1772	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	836	109	0	195	272	143	138	2180	864	0	1772	208
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
FinalVolume:	836	109	0	195	272	143	138	2180	864	0	1772	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.95	1.00	0.75	0.95	0.95	0.75	0.97	0.95	0.85
Lanes:	2.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3502	1900	1900	1805	1900	2842	1805	3610	2842	3686	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.24	0.06	0.00	0.11	0.14	0.05	0.08	0.60	0.30	0.00	0.49	0.13
Crit Moves:	****				****			****		****		
Green/Cycle:	0.21	0.15	0.00	0.19	0.13	0.13	0.08	0.54	0.54	0.00	0.51	0.51
Volume/Cap:	1.13	0.39	0.00	0.56	1.13	0.40	0.95	1.13	0.57	0.00	0.95	0.25
Delay/Veh:	120.9	47.1	0.0	46.2	149	48.9	115.8	92.1	19.1	0.0	39.7	16.4
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:	120.9	47.1	0.0	46.2	149	48.9	115.8	92.1	19.1	0.0	39.7	16.4
LOS by Move:	F	D	A	D	F	D	F	F	B	A	D	B
HCM2kAvgQ:	25	4	0	7	17	3	8	61	12	0	38	4

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

APPENDIX P
HCS Freeway Mainline Calculations

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	I-805 / NB
From/To:	Olympic to Telegraph Cyn
Jurisdiction:	Chula Vista
Analysis Year:	2030
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	7738	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2036	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	1662	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	1662	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.7	mi/h
Number of lanes, N	5	
Density, D	25.7	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	I-805 / SB
From/To:	Telegraph Cyn to Olympic
Jurisdiction:	Chula Vista
Analysis Year:	2030
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	9544	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2512	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2049	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2049	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	60.6	mi/h
Number of lanes, N	5	
Density, D	33.8	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	I-805 / NB
From/To:	Olympic to Telegraph Cyn
Jurisdiction:	Chula Vista
Analysis Year:	2030
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	10020	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2637	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2152	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2152	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	58.3	mi/h
Number of lanes, N	5	
Density, D	36.9	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	I-805 / SB
From/To:	Telegraph Cyn to Olympic
Jurisdiction:	Chula Vista
Analysis Year:	2030
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	9261	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2437	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	1989	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	1989	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	61.6	mi/h
Number of lanes, N	5	
Density, D	32.3	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	I-805 / SB
From/To:	Telegraph Cyn to Olympic
Jurisdiction:	Chula Vista
Analysis Year:	2030
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	9261	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2437	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	1989	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	1989	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	61.6	mi/h
Number of lanes, N	5	
Density, D	32.3	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	I-805 / NB
From/To:	Main to Olympic
Jurisdiction:	Chula Vista
Analysis Year:	2030
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	7810	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2055	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	1677	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	1677	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.6	mi/h
Number of lanes, N	5	
Density, D	25.9	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	I-805 / SB
From/To:	Olympic to Main
Jurisdiction:	Chula Vista
Analysis Year:	2030
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	9633	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2535	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2069	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2069	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	60.2	mi/h
Number of lanes, N	5	
Density, D	34.4	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	I-805 / NB
From/To:	Main to Olympic
Jurisdiction:	Chula Vista
Analysis Year:	2030
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	10113	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2661	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2172	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2172	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	57.8	mi/h
Number of lanes, N	5	
Density, D	37.6	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	I-805 / SB
From/To:	Olympic to Main
Jurisdiction:	Chula Vista
Analysis Year:	2030
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	9347	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2460	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2007	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2007	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	61.3	mi/h
Number of lanes, N	5	
Density, D	32.7	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	I-805 / NB
From/To:	Main to Olympic
Jurisdiction:	Chula Vista
Analysis Year:	2030 With Project
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	7886	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2075	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	1693	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	1693	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.6	mi/h
Number of lanes, N	5	
Density, D	26.2	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	I-805 / NB
From/To:	Olympic to Telegraph Cyn
Jurisdiction:	Chula Vista
Analysis Year:	2030 With Project
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	7839	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2063	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	1683	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	1683	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.6	mi/h
Number of lanes, N	5	
Density, D	26.0+	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	I-805 / NB
From/To:	Main to Olympic
Jurisdiction:	Chula Vista
Analysis Year:	2030 With Project
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	10172	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2677	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2184	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2184	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	57.5	mi/h
Number of lanes, N	5	
Density, D	38.0	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	I-805 / NB
From/To:	Olympic to Telegraph Cyn
Jurisdiction:	Chula Vista
Analysis Year:	2030 With Project
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	10099	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2658	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2169	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2169	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	57.9	mi/h
Number of lanes, N	5	
Density, D	37.5	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	I-805 / SB
From/To:	Telegraph Cyn to Olympic
Jurisdiction:	Chula Vista
Analysis Year:	2030 With Project
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	9628	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2534	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2067	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2067	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	60.2	mi/h
Number of lanes, N	5	
Density, D	34.3	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	I-805 / SB
From/To:	Olympic to Main
Jurisdiction:	Chula Vista
Analysis Year:	2030 With Project
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	9696	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2552	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2082	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2082	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	59.9	mi/h
Number of lanes, N	5	
Density, D	34.8	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	I-805 / SB
From/To:	Telegraph Cyn to Olympic
Jurisdiction:	Chula Vista
Analysis Year:	2030 With Project
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	9377	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2468	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2014	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2014	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	61.2	mi/h
Number of lanes, N	5	
Density, D	32.9	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	I-805 / SB
From/To:	Olympic to Main
Jurisdiction:	Chula Vista
Analysis Year:	2030 With Project
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	9434	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2483	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2026	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2026	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	61.0	mi/h
Number of lanes, N	5	
Density, D	33.2	pc/mi/ln
Level of service, LOS	D	

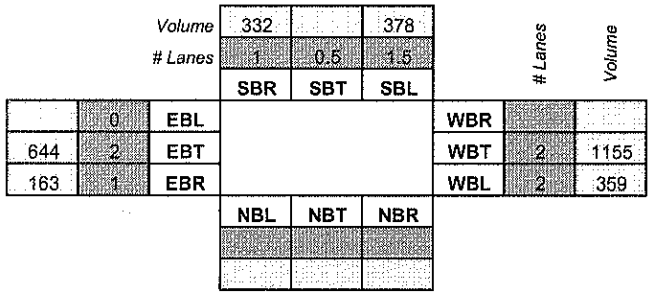
Overall results are not computed when free-flow speed is less than 55 mph.

APPENDIX Q
ILV Worksheets

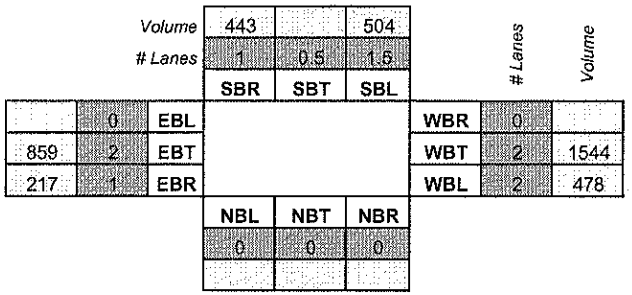
N/S Street I-805 SB Ramps
E/W Street Olympic Parkway

Scenario 2030 WITHOUT PROJECT CONDITIONS

AM



PM



AM Phasing

EBL	0	EBT	322	NBL	0	NBT	0
WBL	180	WBT	578	SBL	252	SBT	0
greater value:	180		578		252		0

SUBTOTAL 180 + 578 + 252 + 0

AM TOTAL **1009**

AM OPERATING CONDITION: **Stable**

PM Phasing

EBL	0	EBT	430	NBL	0	NBT	0
WBL	239	WBT	772	SBL	336	SBT	0
greater value:	239		772		336		0

SUBTOTAL 239 + 772 + 336 + 0

PM TOTAL **1347**

PM OPERATING CONDITION: **Unstable**

N/S Street I-805 NB Ramps
E/W Street Olympic Parkway

Scenario 2030 WITHOUT PROJECT CONDITIONS

AM

			Volume						# Lanes	Volume
			# Lanes							
			SBR	SBT	SBL					
230	2	EBL					WBR	1.5	302	
741	2	EBT					WBT	1.5	1143	
	0	EBR					WBL	0		
			NBL	NBT	NBR					
			1.5	1	1.5					
			292		284					

AM Phasing

EBL	*115*	EBT	*371*	NBL	*195*	NBT	*0*
WBL	*0*	WBT	*762*	SBL	*0*	SBT	*0*
greater value:	*115*		*762*		*195*		*0*

SUBTOTAL 115 + 762 + 195 + 0

AM TOTAL **1072**

AM OPERATING CONDITION: **Stable**

PM

			Volume						# Lanes	Volume
			# Lanes	0	0	0				
			SBR	SBT	SBL					
306	2	EBL					WBR	1.5	416	
988	2	EBT					WBT	1.5	1528	
	0	EBR					WBL	0		
			NBL	NBT	NBR					
			1.5	1	1.5					
			389		379					

PM Phasing

EBL	*153*	EBT	*494*	NBL	*259*	NBT	*0*
WBL	*0*	WBT	*1019*	SBL	*0*	SBT	*0*
greater value:	*153*		*1019*		*259*		*0*

SUBTOTAL 153 + 1019 + 259.3 + 0

PM TOTAL **1431**

PM OPERATING CONDITION: **Unstable**

N/S Street I-805 SB Ramps
E/W Street Main Street

Scenario 2030 WITHOUT PROJECT CONDITIONS

AM

			Volume	603		715		# Lanes	Volume
			# Lanes	1.5	1	1.5			
				SBR	SBT	SBL			
	0	EBL					WBR	0	
1296	2.5	EBT					WBT	3	1357
327	1	EBR					WBL	2	383
			NBL	NBT	NBR				

PM

			Volume	753		884		# Lanes	Volume
			# Lanes	1.5	1	1.5			
				SBR	SBT	SBL			
	0	EBL					WBR	0	
1449	2.5	EBT					WBT	3	1937
372	1	EBR					WBL	2	577
			NBL	NBT	NBR				
			0	0	0				

AM Phasing

EBL	*0*	EBT	*518*	NBL	*0*	NBT	*0*
WBL	*192*	WBT	*452*	SBL	*477*	SBT	*0*
greater value:	*192*		*518*		*477*		*0*

SUBTOTAL 192 + 518 + 477 + 0

AM TOTAL **1187**

AM OPERATING CONDITION: **Stable**

PM Phasing

EBL	*0*	EBT	*580*	NBL	*0*	NBT	*0*
WBL	*289*	WBT	*646*	SBL	*589*	SBT	*0*
greater value:	*289*		*646*		*589*		*0*

SUBTOTAL 289 + 646 + 589.3 + 0

PM TOTAL **1524**

PM OPERATING CONDITION: **Capacity**

N/S Street I-805 NB Ramps
E/W Street Main Street

Scenario 2030 WITHOUT PROJECT CONDITIONS

AM

			SBR	SBT	SBL		# Lanes	Volume
			Volume					
			# Lanes					
481	1	EBL				WBR	2	482
1679	2	EBT				WBT	3	1675
	0	EBR				WBL		
			NBL	NBT	NBR			
			1		2			
			453		499			

PM

			SBR	SBT	SBL		# Lanes	Volume
			Volume					
			# Lanes	0	0	0		
546	1	EBL				WBR	2	846
2164	2	EBT				WBT	3	2619
	0	EBR				WBL	0	
			NBL	NBT	NBR			
			1	0	2			
			566		724			

AM Phasing

EBL	*481*	EBT	*840*	NBL	*453*	NBT	*0*
WBL	*0*	WBT	*558*	SBL	*0*	SBT	*0*
greater value:	*481*		*840*		*453*		*0*

SUBTOTAL 481 + 840 + 453 + 0

AM TOTAL **1774**

AM OPERATING CONDITION: **Capacity**

PM Phasing

EBL	*546*	EBT	*1082*	NBL	*566*	NBT	*0*
WBL	*0*	WBT	*873*	SBL	*0*	SBT	*0*
greater value:	*546*		*1082*		*566*		*0*

SUBTOTAL 546 + 1082 + 566 + 0

PM TOTAL **2194**

PM OPERATING CONDITION: **Capacity**

N/S Street I-805 SB Ramps
E/W Street Olympic Parkway

Scenario 2030 WITH PROJECT CONDITIONS

AM

			Volume	332		412				
			# Lanes	1	0.5	1.5		*# Lanes*	*Volume*	
				SBR	SBT	SBL				
	0	EBL					WBR			
660	2	EBT					WBT	2	1171	
163	1	EBR					WBL	2	359	
			NBL	NBT	NBR					

PM

			Volume	443		549				
			# Lanes	1	0.5	1.5		*# Lanes*	*Volume*	
				SBR	SBT	SBL				
	0	EBL					WBR	0		
880	2	EBT					WBT	2	1562	
217	1	EBR					WBL	2	478	
			NBL	NBT	NBR					
			0	0	0					

AM Phasing

EBL	*0*	EBT	*330*	NBL	*0*	NBT	*0*
WBL	*180*	WBT	*586*	SBL	*275*	SBT	*0*
greater value:	*180*		*586*		*275*		*0*
SUBTOTAL	180	+	586	+	275	+	0

AM TOTAL **1040**

AM OPERATING CONDITION: **Stable**

PM Phasing

EBL	*0*	EBT	*440*	NBL	*0*	NBT	*0*
WBL	*239*	WBT	*781*	SBL	*366*	SBT	*0*
greater value:	*239*		*781*		*366*		*0*
SUBTOTAL	239	+	781	+	366	+	0

PM TOTAL **1386**

PM OPERATING CONDITION: **Unstable**

N/S Street I-805 NB Ramps
E/W Street Olympic Parkway

Scenario 2030 WITH PROJECT CONDITIONS

AM

			Volume						
			# Lanes					# Lanes	Volume
			SBR	SBT	SBL				
230	2	EBL				WBR	1.5	327	
790	2	EBT				WBT	1.5	1159	
	0	EBR				WBL	0		
			NBL	NBT	NBR				
			1.5	1	1.5				
			292		284				

PM

			Volume						
			# Lanes	0	0	0		# Lanes	Volume
			SBR	SBT	SBL				
306	2	EBL				WBR	1.5	436	
1054	2	EBT				WBT	1.5	1546	
	0	EBR				WBL	0		
			NBL	NBT	NBR				
			1.5	1	1.5				
			389		379				

AM Phasing

EBL	*115*	EBT	*395*	NBL	*195*	NBT	*0*
WBL	*0*	WBT	*773*	SBL	*0*	SBT	*0*
greater value:	*115*		*773*		*195*		*0*

SUBTOTAL 115 + 773 + 195 + 0

AM TOTAL **1082**

AM OPERATING CONDITION: **Stable**

PM Phasing

EBL	*153*	EBT	*527*	NBL	*259*	NBT	*0*
WBL	*0*	WBT	*1031*	SBL	*0*	SBT	*0*
greater value:	*153*		*1031*		*259*		*0*

SUBTOTAL 153 + 1031 + 259.3 + 0

PM TOTAL **1443**

PM OPERATING CONDITION: **Unstable**

N/S Street I-805 SB Ramps
E/W Street Main Street

Scenario 2030 WITH PROJECT CONDITIONS

AM

			Volume	603		829		# Lanes	Volume
			# Lanes	1.5	1	1.5			
				SBR	SBT	SBL			
	0	EBL					WBR	0	
1407	2.5	EBT					WBT	3	1478
327	1	EBR					WBL	2	473
			NBL	NBT	NBR				

PM

			Volume	753		1037		# Lanes	Volume
			# Lanes	1.5	1	1.5			
				SBR	SBT	SBL			
	0	EBL					WBR	0	
1598	2.5	EBT					WBT	3	2053
372	1	EBR					WBL	2	657
			NBL	NBT	NBR				
			0	0	0				

AM Phasing

EBL	0	EBT	563	NBL	0	NBT	0
WBL	237	WBT	493	SBL	553	SBT	0
greater value:	237		563		553		0

SUBTOTAL 237 + 563 + 553 + 0

AM TOTAL **1352**

AM OPERATING CONDITION: **Unstable**

PM Phasing

EBL	0	EBT	639	NBL	0	NBT	0
WBL	329	WBT	684	SBL	691	SBT	0
greater value:	329		684		691		0

SUBTOTAL 329 + 684 + 691.3 + 0

PM TOTAL **1704**

PM OPERATING CONDITION: **Capacity**

N/S Street I-805 NB Ramps
E/W Street Main Street

Scenario 2030 WITH PROJECT CONDITIONS

AM

			Volume					# Lanes	Volume
			# Lanes						
			SBR	SBT	SBL				
481	1	EBL				WBR	2	609
1904	2	EBT				WBT	3	1886
	0	EBR				WBL		
			NBL	NBT	NBR			
			1		2			
			453		579			

PM

			Volume					# Lanes	Volume
			# Lanes	0	0	0			
			SBR	SBT	SBL				
546	1	EBL				WBR	2	846
2164	2	EBT				WBT	3	2619
	0	EBR				WBL	0	
			NBL	NBT	NBR			
			1	0	2			
			566		724			

AM Phasing

EBL	*481*	EBT	*952*	NBL	*453*	NBT	*0*
WBL	*0*	WBT	*629*	SBL	*0*	SBT	*0*
greater value:	*481*		*952*		*453*		*0*

SUBTOTAL 481 + 952 + 453 + 0

AM TOTAL **1886**

AM OPERATING CONDITION: **Capacity**

PM Phasing

EBL	*546*	EBT	*1082*	NBL	*566*	NBT	*0*
WBL	*0*	WBT	*873*	SBL	*0*	SBT	*0*
greater value:	*546*		*1082*		*566*		*0*

SUBTOTAL 546 + 1082 + 566 + 0

PM TOTAL **2194**

PM OPERATING CONDITION: **Capacity**