Cathedral Square

Project# P05-161

SCH# 2006042162

Final
Environmental Impact Report

PREPARED FOR

THE CITY OF SACRAMENTO

JULY 2007

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FINAL ENVIRONMENTAL IMPACT REPORT

FOR THE

Cathedral Square Project

State Clearinghouse #2006042162

Prepared For:

City of Sacramento

Sacramento, CA

Prepared By:

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1. Introduction and List of Commenters

1 Introduction and list of Commenters

1.0 Introduction

This Final Environmental Impact Report (FEIR) contains public and agency comments received during the public review period of the Cathedral Square Project Draft Environmental Impact Report (DEIR). This document has been prepared by the City of Sacramento, as lead agency, in accordance with the California Environmental Quality Act (CEQA) and Guidelines (Section 15132). Chapter 1 discusses the background of the DEIR, organization of the FEIR, and lists the nine comment letters received.

1.1 Background

The Cathedral Square Project Draft EIR contains the following environmental analysis sections:

- Aesthetics;
- Air Quality;
- Cultural and Historic Resources;
- Noise and Vibration;
- Public Services and Utilities; and
- Transportation and Circulation.

The City used several methods to solicit public input on the DEIR. These methods included: the distribution of a Notice of Preparation on April 28, 2006 and the distribution of the DEIR for a 45-day comment period from March 23rd, to May 7th 2007. The DEIR was distributed to applicable public agencies, responsible agencies, and interested individuals. Copies of the document were made available at the public counter of the Development Services Department, located at 915 I Street, Third Floor, Sacramento, California.

1.2 Organization of the Final EIR

The FEIR is organized into the following chapters:

1. Introduction and List of Commenters
Chapter 1 provides an introduction and overview of the document, describing the background and organization of the FEIR. Chapter 1 also provides a list of commenters who submitted letters in response to the DEIR.

2. Executive Summary
Chapter 2 provides a brief summary of the letters received and the subsequent changes to the DEIR text required, if any.

3. Revisions to the DEIR Text
Chapter 3 is intended to summarize changes made to the DEIR text either in response to comment letters or minor staff edits that do not change the intent or content of the analysis or effectiveness of mitigation measures.

4. Comments and Responses
Chapter 4 presents all of the comment letters received, and responses to each comment. Each comment letter received has been numbered at the top and then bracketed to indicate how the letter has been divided into individual comments. Each comment is given a number with the letter number appearing first, followed by the comment number. For example, the first comment in Letter 1 would have the following format: 1-1.

5. Mitigation Monitoring Plan
The Mitigation Monitoring Plan in Chapter 5 includes a description of the requirements of the California Environmental Quality Act. The intent of the Mitigation Monitoring Plan is to prescribe and enforce the proper and successful implementation of the mitigation measures as identified within the Environmental Impact Report for this project.

1.3 List of Commenters

The following comment letters were received during the comment period for the Cathedral Square DEIR:

Letter 1..... Bruce De Terra – California Department of Transportation

Letter 2.....Laura Garcia-Heberger – CSLM, Inc.

Letter 3..... Christopher Huitt – California Department of Water Resources

Letter 4.....Traci Canfield – Sacramento Regional Transit District

Letter 5.....Jeane Borkenhagen – SMAQMD

Letter 6..... Barry Smith – Smith Gallery

Letter 7.....Sarenna Deeble – SRCSD

Letter 8.....Terry Roberts – OPR

Letter 9.....William D. Kopper

1.4 Recirculation

CEQA requires recirculation of an EIR when significant new information is added to the EIR after public notice is given of the availability of the DEIR for public review, but before circulation

(Section 15088.5). New information is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (Section 15088.5).

Because this FEIR did not result in the identification of any new significant environmental impacts, or a substantial increase in the severity of an environmental impact, this FEIR does not contain "significant new information," and a recirculation of the DEIR is not required prior to approval.

2. Executive Summary

2 Executive Summary

2.0 Introduction

This Final Environmental Impact Report (FEIR) contains public and agency comments received on the Cathedral Square Project Draft Environmental Impact Report (DEIR). This document has been prepared by the City of Sacramento, as lead agency, in accordance with the California Environmental Quality Act (CEQA) Guidelines (Section 15132). Chapter 3 summarizes the changes made to the DEIR. Chapter 4 responds to all the comments received, and Chapter 5 includes the Mitigation Monitoring Plan.

2.1 Summary of Revisions to the DEIR Text

The Cathedral Square Project Draft EIR contains the following environmental analysis Chapters:

- Aesthetics;
- Air Quality;
- Cultural and Historic Resources;
- Noise and Vibration;
- Public Services and Utilities; and
- Transportation and Circulation.

Based on the comment letters received changes were made to the Project Description, Air Quality Chapter, Cultural and Historic Resources Chapter, Noise and Vibration Chapter, and the Transportation and Circulation Chapter. In addition, to the extent that mitigation was revised, Table 2-1, Summary of Impacts and Mitigation Measures, of the DEIR Executive Summary, has also been revised. The revised DEIR mitigation measures are included in Chapter 5, Mitigation Monitoring Plan, of this FEIR.

Changes to the above chapters were for clarification purposes only. As defined in CEQA Guidelines Section 15088.5 significant new information was not introduced, nor would a new significant environmental impact result from the proposed project. Therefore, recirculation of the DEIR is not required prior to approval.

3. Revisions to the DEIR Text

3 Revisions to the DEIR Text

3.0 Introduction

This chapter presents all of the revisions made to the DEIR in response to comments received or minor staff edits. It should be noted that the following revisions do not change the intent or content of the analysis or effectiveness of mitigation measures presented in the DEIR.

3.1 Description of Changes

New text is double "underlined", and deleted text is ~~"struck through"~~. Text changes are presented in the page order in which they appear in the DEIR.

3.0 PROJECT DESCRIPTION

The following paragraph on page 3-7 of the project description is hereby revised as follows:

> **Residential Levels**
>
> The project would provide 233 residential units on floors ~~3~~ three through 25. Floors three and four would each contain 34 parking spaces. The residential tower and penthouse levels would be located above the fifth floor. Units would range in size from 730 sq. ft. to 2,000-plus sq. ft. In addition, the 5th floor would include 1,543 sq. ft. of community space and a pool.

This change corrects information within the DEIR and does not change the less-than-significant impact related to parking on the project site.

4.2 AIR QUALITY

Impact discussion 4.2-1, page 4.2-12 of the DEIR, is hereby amended to add the following mitigation measure:

> *4.2-1(c) If the projected construction equipment or construction phases change, or if the area disturbed by the project changes, the applicant shall coordinate with the SMAQMD to determine if the project is subject to payment of the District's mitigation fee as a result of an increase in emissions above the amount estimated in the EIR. The project applicant shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the current SMAQMD NOx Reduction Fee in place at the time of fee*

payment. That fee is currently $14,300/ton of NOx emissions generated, but will likely change over time. This fee shall be paid prior to issuance of building grading permits.

The above addition to DEIR Mitigation Measure 4.2-1 would serve to further reduce an impact that was previously determined to be less-than-significant upon implementation of the mitigation included in the DEIR. Impacts related to construction emissions would remain less-than-significant after the implementation of required mitigation measures.

4.3 CULTURAL AND HISTORIC RESOURCES

Impact Statement 4.3-1 on page 4.3-25 of the Cultural Resources chapter of the DEIR is hereby amended as follows:

4.3-1 Project grading could unearth previously unknown paleontological and archaeological resources.

The project area was historically inhabited by Native American peoples; however, the cultural resources report found that the presence of prehistoric cultural deposits within the project site is unlikely. The site is located a distance from the natural water sources available at that time. Furthermore, the relatively close proximity of the City Hall/Plaza Park site further reduces the likelihood of the project site being occupied, as villages would not have been placed in such close proximity. Excavations at a nearby project site, the 800 J Street Lofts, yielded only a few scattered prehistoric period artifacts, and intact cultural deposits were not found. Similarly, this site, so close to a major site, is not likely to contain an intact prehistoric period cultural deposit.

Additionally, because the project site soils have been highly disturbed during the construction and habitation of the current structures, any existing paleontological or cultural resources in the soils would have been previously discovered.

The mitigation measures for Impact 4.3-1 in the Cultural Resources section of the DEIR are hereby amended as follows:

4.3-1(a) *Prior to the issuance of grading permits, an archeological monitor shall be hired by the applicant and approved by the City to train the construction grading crew prior to commencement of demolition and excavation activity in regard to the types of artifacts, rock, or bone that they are likely to find, and when work shall be stopped for further evaluation. One trained crew member shall be on-site during all demolition and excavation activities, with the assigned responsibility of "monitor". If any earth-moving activities uncover artifacts, exotic rock, or unusual amounts of bone or shell, work*

shall be halted in the immediate area of the find and shall not be resumed until after the archeological monitor has inspected and evaluated the deposit and determined the appropriate means of curation. The appropriate mitigation measures may include as little as recording the resource with the California Archaeological Inventory database or as much as excavation, recordation, and preservation of the sites that have outstanding cultural or historic significance.

4.3-1(b) In the event that any paleontological or prehistoric subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 100 feet of the resource shall be halted, and the City's Preservation Director shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archaeologist, the City's Preservation Director and the qualified archeologist shall coordinate to determine the appropriate course of actions. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archaeologist according to current professional standards. These reports shall be filed with the North Central Information Center, the City of Sacramento, and the Sacramento Archives and Museum Collection Center.

4.3-1(~~b~~ c) Prior to construction in right-of-way, the applicant shall coordinate removal and storage of granite curbs and corners with the City's Department of Transportation.

~~*4.3-1(c) During construction, if bone is uncovered that may be human, the California Native American Heritage Commission, located in Sacramento, and the Sacramento County Coroner shall be notified. Should human remains be found, the Coroner's office shall be immediately contacted and all work halted until final disposition by the Coroner. Should the remains be determined to be of Native American descent, the Native American Heritage Commission shall be consulted to determine the appropriate disposition of such remains.*~~

4.3-1(d) If a human bone or bone of unknown origin is found during construction, all work shall stop within 100 feet of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the

Native American Heritage Commission, who shall notify the person most likely believed to be a descendent. The most likely descendent shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.

The above changes are included to clarify the mitigation measures necessary for the proposed project. Impacts related to unknown paleontological and archeological resources would remain less-than-significant after the implementation of required mitigation measures.

Mitigation Measure 4.3-2 on page 4.3-29 of the Draft EIR is hereby revised as follows:

4.3-2 *The applicant shall create an interpretive display ~~in the new building~~ on a publicly accessible location on the project site that reflects the age, history and character of the project area buildings. Historically important individuals and businesses were associated with this early downtown block. Their lives and contributions to the Sacramento community could be included in an informative and interesting display; one such example would be the incorporation of such a display into the water feature. The ~~display shall be submitted to the~~ applicant shall coordinate with the City's History and Science Manager, as well as the Preservation Director ~~for review and approval~~ prior to building occupancy, to ensure appropriate location and design of the display.*

The Draft EIR for the Cathedral Square project identified mitigation measures, which required interpretive displays. In order to make the displays more attractive and available to the public, these mitigation measures are being revised. In addition, these mitigation measures incorrectly identified the monitoring agent as the "Preservation Director;" the correct monitoring agent is the City's History and Science Manager (although coordination with the Preservation Director is encouraged). Because the Draft EIR concluded that the impacts to historic buildings and the Copenhagen Alley District would be significant and unavoidable, even with mitigation, the revisions to these mitigation measures do not alter the conclusion of the Draft EIR and re-circulation would not be required.

Mitigation Measure 4.3-3(a) on page 4.3-31 is hereby amended, as follows:

4.3-3(a) *Prior to the issuance of Demolition Permits, the architectural design shall be revised to integrate some design aspects of the alley façade, with respect to the scale of details and appropriate compatible materials, into the new construction. The revised design treatment shall include alley-compatible materials that would recall the detail concepts of the former buildings in terms of scale, detail, simplicity and spatial features. The addition of contemporary bay windows in appropriate proportions and scale would at least reflect the historic*

> *concept of living above the stores that was so much a part of downtown life for many decades. This would not reduce the impact of the Project but would make the new construction more compatible with the remainder of the alley and provide a pertinent historic reference. In addition, the buildings shall be recorded photographically using HABS level two standards, and the images used in an interpretive display at some location on the site of the new building(s). The revised design and interpretive display shall be submitted for the review and approval of the Preservation Director and City's History and Science Manager, respectively.*

Because the Draft EIR concluded that the impact to the Copenhagen Alley District would be significant and unavoidable, even with mitigation, the revision to this mitigation measure does not alter the conclusion of the Draft EIR and re-circulation would not be required.

In addition, Mitigation Measure 4.3-3(b), on page 4.3-32 of the Draft EIR is hereby revised as follows:

> *4.3-3(b)* *The applicant shall prepare an interpretative display featuring the spatial aspects and relationships of the buildings and the alley. The display shall ~~include a three dimensional model for display on the Project site that~~ illustrate~~s~~ the spatial relationships of the Copenhagen Alley District, ~~and~~ demonstrating the importance of these relationships to the original alley configuration and experience. ~~The~~A display, such as a plaque, shall be prominently located in a focal area of the proposed plaza. Prior to building occupancy, the applicant shall coordinate with the City's History and Science Manager, as well as the Historic Preservation Director, to ensure appropriate location and design of the display. ~~shall be submitted for the review and approval of the Preservation Director prior to building occupancy.~~*

The Draft EIR for the Cathedral Square project identified mitigation measures, which required interpretive displays. In order to make the displays more attractive and available to the public, these mitigation measures are being revised. In addition, these mitigation measures incorrectly identified the monitoring agent as the "Preservation Director;" the correct monitoring agent is the City's History and Science Manager (although coordination with the Preservation Director is encouraged). Because the Draft EIR concluded that the impacts to historic buildings and the Copenhagen Alley District would be significant and unavoidable, even with mitigation, the revisions to these mitigation measures do not alter the conclusion of the Draft EIR and re-circulation would not be required.

Impact discussion on pages 4.3-34 and 4.3-35 is hereby changed as follows:

4.3-5 Disturbance or destruction of previously unknown historic and prehistoric archaeological resources in combination with other development in the Sacramento area.

Buildout of approved and planned uses within the City have the potential to uncover previously unknown historic and prehistoric resources ~~sites~~. Each resource ~~site~~ is a unique contributor to the overall scientific understanding of a region's history and pre-history. Evaluation of cultural finds and resources within their original context is a critical component of their value. Disturbance, movement, and destruction of such resources would remove or preclude the analysis of the resource within the original context and therefore adversely affect the understanding of the development of human cultural history. Increased population and intensified land use patterns associated with cumulative growth could also increase the potential for vandalism and/or inadvertent destruction of such resources. Consequently, the *City of Sacramento General Plan EIR* found that cumulative development would create a potentially significant impact to cultural resources that could be mitigated to a less-than-significant level with implementation of certain mitigation measures.

This change is for clarification purposes only and does not change the conclusions presented in the DEIR.

4.4 NOISE AND VIBRATION

The third bullet in Mitigation Measure 4.4-6(a) is hereby amended as follows:

The pre-existing condition of all buildings within a 50-foot radius, including the entirety of the Crest Theater building, shall be recorded in order to evaluate damage from construction activities. Fixtures and finishes of buildings, as well as the entirety of the Crest Theater building, within a 50-foot radius~~,~~ of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction.

The above change is included for clarification purposes and to bolster the existing mitigation, and does not change the conclusions presented in the DEIR.

4.6 TRANSPORTATION AND CIRCULATION

Figure 4.6-2, on page 4.6-4 is hereby replaced with the revised Figure 4.6-2 in Appendix D of this FEIR. This change is for clarification purposes, as the figure included in the DEIR did not have the proper alignment of the light rail line. This change does not alter any conclusions contained within the DEIR.

Table 4.6-15 on page 4.6-42 of the DEIR is hereby revised as follows:

Table 4.6-15
Parking Generation

					ITE Demand	
	Size	**Unit**	**City Code Requirement**	**ITE**	**Retail**	**Residential**
Retail	10.1	ksf	0	2.65	27	
Residential	233	dwu	249	~~1.46~~ 1.10		~~340~~ 256
			249			
Adjustments						
Transit Adj. (-2.2% retail, -11.1% office)					-1	
Walk/Bike/Non-Auto Adj. (-11.6% retail, 2.8% office)					-3	
Internal Trip Adj.					-3	
Between downtown projects					-1	
Total Adj.					-8	
Adjusted Demand					19	~~340~~ 256
Total Adj. Project Demand				~~359~~ 274		
Supply vs. Demand						
Proposed Parking	326					
Adjusted Project Demand	~~359~~ 274					
	~~33~~ **52**					
Supply vs. Code Requirement						
Proposed Parking	326					
City Requirement	249					
	77					

This change is based upon a revised parking generation rate of 1.1 vehicles per dwelling unit. The revised rate is based on the fitted curve equation of weekday suburban peak period parking demand from ITE's *Parking Generation*, 3rd edition. The previous rate of 1.46 vehicle per dwelling unit was based on ITE's average suburban peak period parking demand ratio. The use of the fitted curve equation, which takes into account the number of dwelling units, is generally considered to be more appropriate if the number of dwelling units falls within the data range of the ITE studies. The impacts relating to parking associated with the proposed project remain less-than-significant.

Impact 4.6-3, page 4.6-39 of the DEIR, is hereby revised as follows:

Mitigation Measure(s)
~~No feasible mitigation measures were identified that would reduce the impact of the project on I-5 ramps. Widening the freeway would reduce the impact but was not considered feasible. The impacts of Proposed Project on freeway ramps~~ Implementation of the following mitigation measure would reduce the magnitude of the above impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts to regional traffic in the project area would remain ***significant and unavoidable***.

4.6-3 Prior to building occupancy, the applicant shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA), Phase I (MOS) project to mitigate the project's regional traffic impacts on the mainline freeway system in the Cathedral Square area. The City shall determine the project applicant's total fairshare contribution based on the capacity of the project's transit trips in relation to the DNA Phase I MOS project.

Similarly, Impact 4.6-11, page 4.6-48 of the DEIR, is hereby revised as follows:

Mitigation Measure(s)
~~No feasible mitigation measures were identified that would reduce the impact of the project on I-5 freeway mainline segments under the near-term plus project scenario. Widening the freeway would reduce the impact but was not considered feasible. The impacts of Downtown Projects on I-5 freeway segments~~ Implementation of the following mitigation measure would reduce the magnitude of the above impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts to regional traffic in the project area would remain ***significant and unavoidable***.

4.6-11 Implement Mitigation Measure 4.6-3.

Similarly, Impact 4.6-12, page 4.6-48 of the DEIR, is hereby revised as follows:

Mitigation Measure(s)
~~No feasible mitigation measures were identified that would reduce the impact of the project on I-5 and U.S. 50 freeway ramps under the near-term plus project scenario. Widening the freeway would reduce the impact but was not considered feasible. The impacts of Downtown Projects on freeway ramps~~ Implementation of the following mitigation measure would reduce the magnitude of the above impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be

fully mitigated. As such, the City has concluded that the project's impacts to regional traffic in the project area would remain ***significant and unavoidable***.

4.6-12 Implement Mitigation Measure 4.6-3.

In addition, Impact 4.6-13, page 4.6-49 of the DEIR, is hereby revised as follows:

Mitigation Measure(s)
Mitigation measure 4.6-10 (a) would reduce the queue for the southbound I-5 off ramp at J Street to 6,125 feet during the a.m. peak hour, but this would not be enough to eliminate the near-term cumulative impact. This mitigation measure would not affect the northbound I-5 off ramp queue at J Street, and no other feasible mitigation measures were identified that would reduce the impact of the projects at that location. ~~Widening the freeway would reduce the impact but was not considered feasible. The impacts of Downtown Projects on freeway ramp queues~~ Additionally, implementation of the following mitigation measure would reduce the magnitude of the above impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts to regional traffic in the project area would remain ***significant and unavoidable***.

4.6-13 Implement Mitigation Measure 4.6-3.

Impact 4.6-18, on page 4.6-55 of the DEIR, is hereby revised as follows:

Mitigation Measure(s)
~~No feasible mitigation measures were identified that would reduce the impact of the project on I-5 freeway mainline segments. Widening the freeway would reduce the impact but was not considered feasible. The impacts of Downtown Projects on I-5 freeway segments~~ Implementation of the following mitigation measure would reduce the magnitude of the above impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts to regional traffic in the project area would remain ***significant and unavoidable***.

4.6-18 Implement Mitigation Measure 4.6-3.

Impact 4.6-19, on page 4.6-55 of the DEIR, is hereby revised as follows:

Mitigation Measure(s)
~~No feasible mitigation measures were identified that would reduce the impact of the project on I-5 and U.S. 50 freeway ramps. Widening the freeway would reduce the impact but was not considered feasible. The impacts of Downtown Projects on freeway ramps~~ Implementation of the following mitigation measure would reduce

the magnitude of the above impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts to regional traffic in the project area would remain ***significant and unavoidable***.

4.6-19 Implement Mitigation Measure 4.6-3.

Impact 4.6-20, on page 4.6-55 of the DEIR, is hereby revised as follows:

Mitigation Measure(s)
Mitigation measure 4.6-10 (a) would reduce the queue for the northbound I-5 off ramp queue at J Street during the p.m. peak hour to 1,725 lane feet and would reduce the long-term cumulative impact during this time period to a *less-than-significant level.* This mitigation measure would not significantly affect this northbound I-5 off ramp queue at J Street during the a.m. peak hour. The mitigation measure would reduce the queue for the southbound I-5 off ramp at J Street to 6,100 feet during the a.m. peak hour, but this would not be enough reduction to eliminate the long-range cumulative impact. ~~Widening the freeway would reduce the impact but was not considered feasible. The impacts of the Downtown Projects on freeway ramp queues~~ Additionally, implementation of the following mitigation measure would reduce the magnitude of the above impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts to regional traffic in the project area would remain ***significant and unavoidable***.

4.6-20 Implement Mitigation Measure 4.6-3.

These changes correct information within the DEIR and do not change the significant and unavoidable impacts stated in the Transportation and Circulation Chapter of the DEIR.

5.0 CEQA CONSIDERATIONS

Table 5-1 on page 5-3 is hereby replaced to be consistent with the list used in the cumulative analysis, as follows:

~~**Table 5-1**~~ ~~**City of Sacramento List of Projects**~~	
~~Project~~	~~Land Use~~
~~Crocker Art Museum Expansion~~	~~N/A~~
~~301Capital Mall~~	~~Mixed-Used~~
~~601 Capital Mall~~	~~N/A~~
~~Metro Place~~	~~Mixed-Use~~
~~15th & L St. Hotel~~	~~Commercial~~
~~CalPers Headquarters Expansion~~	~~N/A~~
~~Sutter Medical Center and the Trinity Cathedral~~	~~N/A~~
~~CADA East End Gateway~~	~~Residential~~
~~Capital West Side Project~~	~~N/A~~
~~3rd St. Conversion~~	~~N/A~~
~~Amtrak Extension~~	~~N/A~~
~~*Source: Dowling, 2006.*~~	

Table 5-1 **City of Sacramento List of Pending Projects**	
Project	**Land Use**
500 Capitol Mall	Office
800 K Street	Mixed-Use
831 L Street	Office
Westfield Shoppingtown Downtown Plaza Expansion	Retail
The Metropolitan (10th Street and J Street)	Residential
Epic Tower (12th Street and I Street)	Residential
701 L Street	Office
The Library Lofts (8th Street and I Street)	N/A
Source: Dowling, 2006.	

This change is for clarification purposes only and does not change the conclusions presented in the DEIR.

4. Responses to Comments

4 Responses to Comments

This chapter responds to each of the nine comment letters on the DEIR received. Each bracketed comment letter is followed by numbered responses to each bracketed comment. Comment letter nine included several lengthy sections of reference materials and a collection of the resumes of those consulted in the preparation of the comment letter. In order to present the comments in a more accessible manner, these reference materials have been set aside from the following bracketed comment letter nine and are included as Appendices A & B of this FEIR.

Letter 1

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
VENTURE OAKS – MS 15
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SACRAMENTO, CA 94274-0001
PHONE (916) 274-0614
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TTY (530) 741-4509

Flex your power!
Be energy efficient!

May 2, 2007

07SAC0044
03-SAC-05 PM 23.511
Cathedral Square (P05-161)
Draft Environmental Impact Report
SCH# 2006042162

Mr. Michael Parker
City of Sacramento
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834

Dear Mr. Parker:

1-1 Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) for the Cathedral Square project. The 0.67 acre project on the southwest corner of 11th & J Streets proposes construction of a 472,020 sq. ft., 25 story residential mixed-use building with 233 residential units, 10,100 sq. ft. of ground floor retail, and 326 parking stalls. Our comments are as follows:

1-2
- It is noted that none of the near term or long term significant impacts to the freeway ramps or mainline are mitigated. The document states that there are no feasible mitigation measures. Caltrans disagrees with that finding. Feasible mitigation measures are available. We reiterate language from our prior letter which stated, "Feasible mitigation measures are available including proportional mitigation funding for future improvement such as ramp widening, ramp intersection improvements, signalization modification, auxiliary lanes, or mainline improvements such as the Interstate 5 Bus/Carpool Lanes project (EA 3C000)."

If you have any questions about these comments please contact Alyssa Begley at (916) 274-0635.

Sincerely,

BRUCE DE TERRA, Chief
Office of Transportation Planning—South

Attachment

"Caltrans improves mobility across California"

LETTER 1: CALIFORNIA DEPARTMENT OF TRANSPORTATION

Response to Comment 1-1

This is an introductory comment and does not address the adequacy of the DEIR.

Response to Comment 1-2

As stated in the DEIR, the proposed project would create a development that would enhance and revitalize Downtown Sacramento and would provide high density urban development within Downtown Sacramento, to support the existing offices and other uses in the downtown area. Therefore, the proposed project is considered a mitigation measure to improve the existing freeway system by providing more housing opportunities to the employees working in the downtown area and traveling every day to work.

As shown on Table 4.6-9 in the DEIR, the project would generate a total of 64 new trips in the AM peak hour and 31 new trips in the PM peak hour. Out of the 64 trips, less than ten trips would use the freeway system, assuming that project residents work outside the downtown area, which is a conservative assumption.

The City has concluded that a "fair share" contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA) Phase I project is a feasible mitigation measure to address the incremental impacts of the project on the congested segments of the mainline State Highway System in the Cathedral Square project area. The DEIR has been revised, where appropriate, to reference a "fair share" freeway congestion mitigation contribution to be imposed by the City, under the terms of the Conditions of Approval. However, the proposed project's impacts on the mainline State Highway System will remain unavoidable because the contribution of these funds does not ensure that the DNA project will be completed or will fully mitigate the Project's impacts. Thus, the City has concluded that these impacts will remain significant and unavoidable, even with a "fair share" contribution from the project applicant.

As described above, Impact 4.6-3, page 4.6-39 of the DEIR, is hereby revised as follows:

> Mitigation Measure(s)
> ~~No feasible mitigation measures were identified that would reduce the impact of the project on I-5 ramps. Widening the freeway would reduce the impact but was not considered feasible. The impacts of Proposed Project on freeway ramps~~ Implementation of the following mitigation measure would reduce the magnitude of the above impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts to regional traffic in the project area would remain ***significant and unavoidable***.

4.6-3 Prior to building occupancy, the applicant shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA), Phase I (MOS) project to mitigate the project's regional traffic impacts on the mainline freeway system in the Cathedral Square area. The City shall determine the project applicant's total fairshare contribution based on the capacity of the project's transit trips in relation to the DNA Phase I MOS project.

Similarly, Impact 4.6-11, page 4.6-48 of the DEIR, is hereby revised as follows:

Mitigation Measure(s)
~~No feasible mitigation measures were identified that would reduce the impact of the project on I-5 freeway mainline segments under the near-term plus project scenario. Widening the freeway would reduce the impact but was not considered feasible. The impacts of Downtown Projects on I-5 freeway segments~~ Implementation of Mitigation Measure 4.6-3 would reduce the magnitude of the above impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts to regional traffic in the project area would remain ***significant and unavoidable***.

4.6-11 Implement Mitigation Measure 4.6-3.

Similarly, Impact 4.6-12, page 4.6-48 of the DEIR, is hereby revised as follows:

Mitigation Measure(s)
~~No feasible mitigation measures were identified that would reduce the impact of the project on I-5 and U.S. 50 freeway ramps under the near-term plus project scenario. Widening the freeway would reduce the impact but was not considered feasible. The impacts of Downtown Projects on freeway ramps~~ Implementation of Mitigation Measure 4.6-3 would reduce the magnitude of the above impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts to regional traffic in the project area would remain ***significant and unavoidable***.

4.6-12 Implement Mitigation Measure 4.6-3.

In addition, Impact 4.6-13, page 4.6-49 of the DEIR, is hereby revised as follows:

Mitigation Measure(s)
Mitigation measure 4.6-10 (a) would reduce the queue for the southbound I-

5 off ramp at J Street to 6,125 feet during the a.m. peak hour, but this would not be enough to eliminate the near-term cumulative impact. This mitigation measure would not affect the northbound I-5 off ramp queue at J Street, and no other feasible mitigation measures were identified that would reduce the impact of the projects at that location. ~~Widening the freeway would reduce the impact but was not considered feasible. The impacts of Downtown Projects on freeway ramp queues~~ Additionally, implementation of Mitigation Measure 4.6-3 would reduce the magnitude of the above impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts to regional traffic in the project area would remain ***significant and unavoidable***.

4.6-13 Implement Mitigation Measure 4.6-3.

Impact 4.6-18, on page 4.6-55 of the DEIR, is hereby revised as follows:

Mitigation Measure(s)
~~No feasible mitigation measures were identified that would reduce the impact of the project on I-5 freeway mainline segments. Widening the freeway would reduce the impact but was not considered feasible. The impacts of Downtown Projects on I-5 freeway segments~~ Implementation of Mitigation Measure 4.6-3 would reduce the magnitude of the above impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts to regional traffic in the project area would remain ***significant and unavoidable***.

4.6-18 Implement Mitigation Measure 4.6-3.

Impact 4.6-19, on page 4.6-55 of the DEIR, is hereby revised as follows:

Mitigation Measure(s)
~~No feasible mitigation measures were identified that would reduce the impact of the project on I-5 and U.S. 50 freeway ramps. Widening the freeway would reduce the impact but was not considered feasible. The impacts of Downtown Projects on freeway ramps~~ Implementation of Mitigation Measure 4.6-3 would reduce the magnitude of the above impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts to regional traffic in the project area would remain ***significant and unavoidable***.

4.6-19 Implement Mitigation Measure 4.6-3.

Impact 4.6-20, on page 4.6-55 of the DEIR, is hereby revised as follows:

Mitigation Measure(s)
Mitigation measure 4.6-10 (a) would reduce the queue for the northbound I-5 off ramp queue at J Street during the p.m. peak hour to 1,725 lane feet and would reduce the long-term cumulative impact during this time period to a *less-than-significant level.* This mitigation measure would not significantly affect this northbound I-5 off ramp queue at J Street during the a.m. peak hour. The mitigation measure would reduce the queue for the southbound I-5 off ramp at J Street to 6,100 feet during the a.m. peak hour, but this would not be enough reduction to eliminate the long-range cumulative impact. ~~Widening the freeway would reduce the impact but was not considered feasible. The impacts of the Downtown Projects on freeway ramp queues~~ Additionally, implementation of Mitigation Measure 4.6-3 would reduce the magnitude of the above impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts to regional traffic in the project area would remain ***significant and unavoidable***.

4.6-20 Implement Mitigation Measure 4.6-3.

The above changes correct information within the DEIR and do not change the significant and unavoidable conclusions stated in the Transportation and Circulation Chapter of the DEIR.

Letter 2

May 7, 2007

Mr. Michael Parker
Development Services Department
City of Sacramento
915 I Street, 3rd Floor
Sacramento, CA 95814

Re: Draft EIR for Cathedral Square project
Project #P05-161

Dear Mr. Parker,

We (CSLM Inc.) are the operators of the Crest Theatre which would be impacted by the project, and we appreciate the opportunity to provide these comments on the Draft EIR. While we support the addition of housing downtown, we feel we must raise the following issues.

2-1 **Section 1.8:** The receipt of the CSLM Inc. and Wells Fargo Bank letters for the NOP are acknowledged, and this section states that the issues raised in the letters are addressed in Sections 4-4 and 4-6. We do not see how they are addressed in those sections, we are repeating the questions raised in those letters and expanding on them.

2-2 **Table 2.1, Section 4.4-1:** see below

Table 2.1, Section 4.4-6: This section addresses the building survey of all buildings, fixtures and finishes within a 50 foot radius. We feel the entire Crest building should be included and not just a 50' radius.

2-3 **Table 2.1, Section 4.5-4:** This section indicates that there will be no impacts to gas and electric facilities. We do not believe this is accurate given the amount of sub-surface utility work and excavation that will occur in the alley itself.

2-4 **Table 2.1, Section 4.6-8:** This section indicates that the only mitigation measure the site would be under is an off-peak hour restriction to loading dock use. We see the alley as possibly being heavily impacted depending on the tenant mix, given the square footage of the project and its occupant load. There is no discussion of the traffic & parking patterns by the predominantly residential occupants. IF the mix changes to a more retail or office use because of leasing challenges, our feeling is that the situation may be worse. Is there anything limiting such changes without additional mitigation?

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2-5 **Section 3.4:** There will be approximately 225 parking spaces on-site. Our feeling is that with the current occupancy levels of the existing parking structures, some currently at no vacancy during the day, this may further impact our ability to be viable with daytime rental uses. Why not require more on-site parking… or build additional parking garages to mitigate this impact?

2-6 **Figure 3-3, Page 3-5 - Site Plan:** The project's plot plan shows the building footprint to the edge of the existing alley. With the rest of the block's garbage dumpsters across from this building (existing conditions), the traffic problems will be significant. No mitigation measures for the dumpsters were noted.

2-7 **Section 3.4: Water** – It is noted that an 8", 4" and 2" water main will be constructed in the alley adjacent to the Crest building without apparent mitigation measures.

2-8 **Section 3.4: Wastewater** - The existing sanitary sewer lines in the alley adjacent to the project will be replaced by a new 21" sanitary sewer line. Again, this is major work without apparent mitigation measures.

2-9 **Section 4.4-1:** The Draft EIR indicates that the Cathedral, located 200' away from the construction noise source, would be the most sensitive impact. The Crest Theatre is 20' from the Project Site and will be far more impacted both by the magnitude of the noise due to the closer distance (sound and vibration levels fall off as a function of the SQUARE of the distance) and the nature of the theatre uses. The amplitude at the Crest Theatre site would be approximately 16 times as loud as at the Cathedral. The Cathedral's primary usage is on Sundays while the Crest is used on a regular basis 7 days a week from 8am through Midnight. We also run a 7 day a week film program in our below ground theatres 100' away and regularly do daytime film industry screenings in those theatres. The mitigation report indicates that these impacts would be significant and unavoidable. We would like to hear how this is supposed to work for us without having to completely shut down.

2-10 **Section 4.4-6:** Within the discussion of vibration induced damage, the Crest Theatre is again not listed as an adjacent historic property. Other historic brick structures (all 80+ years old) far closer to the project site than the Cathedral and Elks Building are the Shasta / Argus Hotel, Ransohoff's Building and the Smith Art Gallery. There is also the historic WPA mural in the CRA building. The use of the Esquire /Imax facade behavior as a comparison is questionable in that the Esquire was built in 1940 and is a steel reinforced poured concrete structure as opposed to the brick structures surrounding the project site. Also, at the time of the pile driving for the Esquire tower there were no nearby historic brick buildings that had been retrofitted with sprinklers - such as the Crest, Ransohoffs and the Shasta/Argus Hotel. The EIR acknowledges that breakage of fire sprinkler pipe joints can occur and suggests that monitoring is not necessary unless breakage actually occurs on this project. The Crest has an interior "wet" fire sprinkler system and breakage would result in catastrophic damage to the building and business interest. There are three levels of sprinklers in the attic of the Crest Theatre alone and any

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2-10 *Continued*

breakage would be immediate and catastrophic. The mitigation measures are inadequate in addressing that danger.

The other question we have is the "50' radius for recordation of existing conditions, fixtures and finishes". That would put it in about the middle of the auditorium for the Crest. We would recommend you record all adjacent buildings including the Elks building and the Cathedral (both of which are outside the 50' radius).

2-11

Section 4.5-3: Solid waste generation by the project is expected to be approximately 2000 lbs dry waste per day (using their generation figures) and a typical dumpster like what is currently used at the Crest is probably good for an average of 400 lbs of refuse which means we can expect the equivalent of 5 dumpsters per day to be generated and removed from the site. As proposed, it appears that all this trash will be removed through the loading dock on J Street. There is no additional room for dumpsters in the alley if the proposed removal plan is inadequate.

2-12

Section 4.5-4: This section discusses the impact of improvements to the electric and gas facilities, piping, cabling and subterranean transformer vault to the proposed project only, and not to the existing neighboring properties.

2-13

Section 4.6-8: The alley as indicated on the map would be 20' feet wide toward the west end of the project and 24" wide on the east end where there is the parking entrance. However, there are a couple additional items that need to factored into that calculation. For the west end, as notated on the map, there are fixed metal stairs that extend out from the Crest which are 3' thereby reducing the alley to 17' at that point and there are also the dumpsters for the businesses in the entire J K 10th 11th block on the south side of that alley. Now while the dumpsters are in theory moveable, they have been a permanent fixture to the alley and need to be accounted for when calculating the working and emergency clearance issue. On average, they are 4' thereby reducing the permanent usable portion of the alley to 16'.

As to the east end, the plan says 24' wide and again there is a permanent reduction in the usable width due to the existence of the gas meter for Pyramid in the alley which results in a permanent reduction of 2' 6". Additionally, Pyramid's two dumpsters are there which would result in a reduction of 4' at that point.

Recommendation – any above ground utility connections (gas, water) be contained within the footprint of the building so as to prevent any further reduction in alley width. Another recommendation would be to explore the possibility of relocating Pyramid's gas meter into a recessed alcove similar to the gas meter serving the Crest at the west end of the main building.

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2-14 Crest Alley Usage - Construction - There are no indications of proposals of how to maintain access to the Crest Alley doors during project construction and the installation of the new water, telephone, fiber and sewer main lines. There must be a way we can remain open for business, or some other means of mitigation.

2-15 Crest Alley Usage - Operations - The alley doors of the Crest Theatre are as important to its operation as the ornate front doors. Beyond the fact that the alley represents 50% or more of our emergency exiting capacity, we routinely close the alley (with City, SFD and SPD permission) to facilitate safe unloading and loading of large shows from trucks that are up to 45' Semi's. As designed, this alley closure practice needs to be continued, provided we close the alley after the entrance to the parking spaces. The other issue is the general loading zone that will be lost as a result of this reconfiguration. Where will general loading for the remaining businesses be located?

2-16 **Section 4.6-9:** The project "proposes" 326 parking spaces in this section but appears to provide only 253 spaces from section 3-4. Furthermore, the ITE method of analysis suggests that 359 spaces would be required even though city code requires a minimum of 249 spaces. Regardless, there does not appear to be a 77 space surplus as claimed. Under city code there would be a surplus of 4 spaces, and under the ITE method there would be a *shortage* of 106 spaces. We see this as a potential impact to the operations of neighboring businesses. No mitigation is suggested.

Thank for the opportunity to comment and we would be willing to sit down with the interested parties to work out any problems.

Best regards,

Laura S. Garcia-Heberger

Laura "Sid" Garcia-Heberger
for CSLM, Inc.

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LETTER 2: CSLM, INC.

Response to Comment 2-1

This is an introductory comment leading into subsequent comments. This comment does not raise any specific concerns that address the adequacy of the DEIR.

Response to Comment 2-2

In response to the concern presented regarding the inclusion of the entire Crest Building, the third bullet in Mitigation Measure 4.4-6(a) is hereby amended as follows:

> *The pre-existing condition of all buildings within a 50-foot radius, including the entirety of the Crest Theater building, shall be recorded in order to evaluate damage from construction activities. Fixtures and finishes of buildings, as well as the entirety of the Crest Theater building, within a 50-foot radius, of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction.*

The 50-foot radius includes only a portion of the Crest Building. The above modification results in the entire building to be evaluated. The purpose of this change is to broaden the scope of Mitigation Measure 4.4-6(a). This change fortifies existing mitigation and does not involve the identification of any new and significant impacts related to the proposed project.

Response to Comment 2-3

As discussed in Impact 4.5-4 on page 4.5-12 of the DEIR, the improvements related to the expansion of natural gas and electric facilities on the proposed project site would be required by law, to ensure that all utility connections would be constructed in accordance with all applicable Uniform Codes, City Ordinances, and Public Works standards to ensure an adequately sized and properly constructed electrical transmission and conveyance system (See Section 4.5-2, Regulatory Background, in the Public Services and Utilities chapter of the DEIR). Compliance with existing codes, ordinances and other standards would ensure that impacts related to gas and electric services on the project site and adjacent to the project site would not be significant.

Response to Comment 2-4

Please see impact discussions 4.6-1 through 4.6-20 in the Transportation and Circulation chapter of the DEIR for discussions of various traffic-related impacts associated with the proposed project and the required mitigation measures. Traffic and parking patterns by the predominantly residential occupants are addressed in impact discussions 4.6-1, 4.6-8, 4.6-9, 4.6-10, and 4.6-17 in the Traffic and Circulation chapter of the DEIR.

The retail, commercial and residential uses associated with the proposed project are subject to the City's approval of a Special Permit. Should any changes occur in the future, a modification to the Special Permit would be required and potential impacts evaluated. Therefore, the proposed project area would not be expected to experience any new impacts, beyond those presented in the DEIR.

Response to Comment 2-5

As stated in Impact 4.6-9 on page 4.6-41 of the DEIR, the proposed project would include a total of 326 parking spaces.

The Project Description chapter for the DEIR, which included an inventory of parking spaces included within the proposed project, contained a typographical error. The Project Description only included a listing of the locations of 259 of the 326 parking spaces included in the proposed project. The parking areas on the third and fourth floor, which were inadvertently left out of the Project Description, contain 34 spaces each. For clarification purposes the discussion (pg 3-7) is hereby revised as follows:

> **Residential Levels**
>
> The project would provide 233 residential units on floors ~~3~~ three through 25. Floors three and four would each contain 34 parking spaces. The residential tower and penthouse levels would be located above the fifth floor. Units would range in size from 730 sq. ft. to 2,000-plus sq. ft. In addition, the 5th floor would include 1,543 sq. ft. of community space and a pool.

This change is for clarification purposes only, and does not alter any of the analysis or conclusions contained within the DEIR. The number of parking spaces provided is consistent with the number required by the City Zoning Ordinance.

Response to Comment 2-6

Traffic impacts to on-site circulation, including the alleyway, were analyzed in Impact 4.6-8, on Page 4.6-40 of the DEIR. Impact 4.6-8 found that, though proposed loading docks on J Street and 11th street would require mitigation to reduce circulation impacts associated with the loading docks to a less-than-significant level, Impact 4.6-8 determined that impacts to the alleyway would not have a significant impact, and mitigation would not be required.

Response to Comment 2-7

The commenter is referred to Impact 4.5-1 of the Public Services and Utilities chapter of the DEIR for a discussion of impacts related to water supply. The City determines placement of new water distribution facilities as development plans are formulated and, through the approval process, the applicant would be required to submit proof that adequate fire flow and potable water exists for the proposed project. Therefore, the impacts related to the

addition of the water mains in question would be less-than-significant, and mitigation would not be required. In addition, construction would be conducted in accordance with City standards, which would ensure that the proposed project would not result in any significant impacts.

Response to Comment 2-8

The commenter is correct in noting that the proposed project includes the replacement of the two existing CSS pipelines located in the alley with a single 21-inch pipeline. However, as discussed in Impact 4.5-2 of the Public Services and Utilities chapter of the DEIR, because the additional infrastructure would provide adequate flows to support the additional need generated by the proposed project, the impacts related to the replacement of the existing CSS pipelines would be less-than-significant. Therefore, mitigation is not required.

Response to Comment 2-9

The DEIR identifies that the short-term construction-related noise impacts would be significant and unavoidable and that mitigation for noise-related impacts during demolition phases of the proposed project would not be available. This comment is consistent with the conclusions included in the noise chapter of the environmental analysis.

If the proposed project is approved, the City of Sacramento would be required to approve a statement of overriding considerations regarding this significant and unavoidable impact.

Response to Comment 2-10

Response to Comment 2-2 includes an amendment to Mitigation Measure 4.4-6(a), which would ensure that the Crest Theater would be included in the surveys of the pre-existing conditions of adjacent buildings, and that the proposed project would therefore be responsible for any damage caused by construction activities. As noted in Impact 4.4-6 of the DEIR, the vibration study for the Meridian Plaza project was used to estimate the potential for vibration impacts on nearby structures. The vibration study measured vibration levels from pre-drilled pile driving at the Esquire Plaza site, adjacent to the pile driving activities. Regardless of the surrounding structure building materials, the vibration report concluded that indicator pile driving generated vibrations well below the FHWA Architectural Threshold Limits for architectural damage to historic buildings.

However, the commenter is correct; the mitigation measures in this section would not adequately reduce the potential impacts resulting from construction-induced vibration. As stated in Impact 4.4-6 on page 4.4-13 of the DEIR, impacts related to construction-induced vibration would be significant and unavoidable because they could result in physical damage that would require repair. The physical damage that would require repair could include breakage (and failure) of fire sprinklers, which has reportedly been observed in the past at other sites. Because impacts related to construction-induced vibration could still cause damage requiring repair, a significant and unavoidable impact would result.

Response to Comment 2-11

The proposed project would be built to the property line west of the garage entrance. However, as illustrated in Figure 3-3, the project building would be set back four feet from the property line east of the garage entrance in the alley. This setback, which is located adjacent to the back exits for the commercial portion of the project, would allow for the placement of one or more trash bins for the project retail and commercial uses.

All remaining trash removal for the proposed project would be gathered in the central trash room (See Figure 3-3) and serviced via the loading dock on J Street. Therefore, the alley would not be impacted.

Response to Comment 2-12

As stated in Impact 4.5-4 all utility connections would be constructed in accordance with all applicable Uniform Codes, City Ordinances, and Public Works standards to ensure an adequately sized and properly constructed electrical transmission and conveyance system and the replacement of the existing electrical vault would be conducted in compliance with SMUD Guidelines. Therefore, the DEIR concludes that the impacts to gas and electric facilities would be less-than-significant for the proposed project and for surrounding areas.

Response to Comment 2-13

The proposed project would abide by existing City standards in regard to the placement of dumpsters and utility meters to ensure that the proposed project does not create any new impacts with regard to the emergency access through the alley. However, the proposed project is not required to mitigate for existing encroachments into the emergency access lane.

Response to Comment 2-14

Sacramento Municipal Code 12.20.020 requires that a traffic control plan be adopted when construction would obstruct vehicular or pedestrian traffic on City streets. In accordance with Sacramento Municipal Code 12.20.020, the proposed project applicant would be required to have a traffic control plan approved and available at the site for inspection during all work. This requirement mitigates impacts related to road closures in the vicinity of the proposed project and ensures that adequate access to the project vicinity is afforded.

Response to Comment 2-15

See Response to Comment 2-14 with regard to concerns regarding emergency access in the alleyway. The alley is not a private alleyway and all neighboring buildings have an equal

right to the use of the alley. The proposed project is not anticipated to interfere with deliveries and unloading activities within the alley.

Response to Comment 2-16

See Response to Comment 2-5 regarding accurate parking space counts. For the purposes of CEQA analysis, Sacramento City Zoning Code sets the standards of significance regarding adequate parking for the proposed project. The 326 parking space provided by the proposed project provides 77 spaces more than is required by the Sacramento Zoning Code. Therefore, the proposed project would have a less-than-significant impact regarding adequate parking on the proposed project site.

Letter 3

STATE OF CALIFORNIA -- THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF WATER RESOURCES
1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 942360001
(916) 653-5791

March 27, 2007

Michael Parker
City of Sacramento, Planning Division
2101 Arena Boulevard, Suite 200
Sacramento, California 95834

Cathedral Square Project
State Clearinghouse (SCH) Number: 2006042162

3-1 The project corresponding to the subject SCH identification number has come to our attention. The limited project description suggests your project may be an encroachment on the State Adopted Plan of Flood Control. You may refer to the California Code of Regulations, Title 23 and Designated Floodway maps at http://recbd.ca.gov/. Please be advised that your county office also has copies of the Board's designated floodways for your review. If indeed your project encroaches on an adopted food control plan, you will need to obtain an encroachment permit from the Reclamation Board prior to initiating any activities. The attached Fact Sheet explains the permitting process. Please note that the permitting process may take as much as 45 to 60 days to process. Also note that a condition of the permit requires the securing all of the appropriate additional permits before initiating work. This information is provided so that you may plan accordingly.

If after careful evaluation, it is your assessment that your project is not within the authority of the Reclamation Board, you may disregard this notice. For further information, please contact me at (916) 574-1249.

Sincerely,

Christopher Huitt
Staff Environmental Scientist
Floodway Protection Section

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Encroachment Permits Fact Sheet

Basis for Authority
State law (Water Code Sections 8534, 8608, 8609, and 8710 – 8723) tasks the Reclamation Board with enforcing appropriate standards for the construction, maintenance, and protection of adopted flood control plans. Regulations implementing these directives are found in California Code of Regulations (CCR) Title 23, Division 1.

Area of Reclamation Board Jurisdiction
The adopted plan of flood control under the jurisdiction and authority of the Reclamation Board includes the Sacramento and San Joaquin Rivers and their tributaries and distributaries and the designated floodways.

Streams regulated by the Reclamation Board can be found in Title 23 Section 112. Information on designated floodways can be found on the Reclamation Board's website at http://recbd.ca.gov/designated_floodway/ and CCR Title 23 Sections 101 - 107.

Regulatory Process
The Reclamation Board ensures the integrity of the flood control system through a permit process (Water Code Section 8710). A permit must be obtained prior to initiating any activity, including excavation and construction, removal or planting of landscaping within floodways, levees, and 10 feet landward of the landside levee toes. Additionally, activities located outside of the adopted plan of flood control but which may foreseeable interfere with the functioning or operation of the plan of flood control is also subject to a permit of the Reclamation Board.

Details regarding the permitting process and the regulations can be found on the Reclamation Board's website at http://recbd.ca.gov/ under "Frequently Asked Questions" and "Regulations," respectively. The application form and the accompanying environmental questionnaire can be found on the Reclamation Board's website at http://recbd.ca.gov/forms.cfm.

Application Review Process
Applications when deemed complete will undergo technical and environmental review by Reclamation Board and/or Department of Water Resources staff.

Technical Review
A technical review is conducted of the application to ensure consistency with the regulatory standards designed to ensure the function and structural integrity of the adopted plan of flood control for the protection of public welfare and safety. Standards and permitted uses of designated floodways are found in CCR Title 23 Sections 107 and Article 8 (Sections 111 to 137). The permit contains 12 standard conditions and additional special conditions may be placed on the permit as the situation warrants. Special conditions, for example, may include mitigation for the hydraulic impacts of the project by reducing or eliminating the additional flood risk to third parties that may caused by the project.

Additional information may be requested in support of the technical review of

your application pursuant to CCR Title 23 Section 8(b)(4). This information may include but not limited to geotechnical exploration, soil testing, hydraulic or sediment transport studies, and other analyses may be required at any time prior to a determination on the application.

Environmental Review
A determination on an encroachment application is a discretionary action by the Reclamation Board and its staff and subject to the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code 21000 et seq.). Additional environmental considerations are placed on the issuance of the encroachment permit by Water Code Section 8608 and the corresponding implementing regulations (California Code of Regulations – CCR Title 23 Sections 10 and 16).

In most cases, the Reclamation Board will be assuming the role of a "responsible agency" within the meaning of CEQA. In these situations, the application must include a certified CEQA document by the "lead agency" [CCR Title 23 Section 8(b)(2)]. We emphasize that such a document must include within its project description and environmental assessment of the activities for which are being considered under the permit.

Encroachment applications will also undergo a review by an interagency Environmental Review Committee (ERC) pursuant to CCR Title 23 Section 10. Review of your application will be facilitated by providing as much additional environmental information as pertinent and available to the applicant at the time of submission of the encroachment application.

These additional documentations may include the following documentation:

- California Department of Fish and Game Streambed Alteration Notification (http://www.dfg.ca.gov/1600/),
- Clean Water Act Section 404 applications, and Rivers and Harbors Section 10 application (US Army Corp of Engineers),
- Clean Water Act Section 401 Water Quality Certification, and
- corresponding determinations by the respective regulatory agencies to the aforementioned applications, including Biological Opinions, if available at the time of submission of your application.

The submission of this information, if pertinent to your application, will expedite review and prevent overlapping requirements. This information should be made available as a supplement to your application as it becomes available. Transmittal information should reference the application number provided by the Reclamation Board.

In some limited situations, such as for minor projects, there may be no other agency with approval authority over the project, other than the encroachment permit by Reclamation Board. In these limited instances, the Reclamation Board

may choose to serve as the "lead agency" within the meaning of CEQA and in most cases the projects are of such a nature that a categorical or statutory exemption will apply. The Reclamation Board cannot invest staff resources to prepare complex environmental documentation.

Additional information may be requested in support of the environmental review of your application pursuant to CCR Title 23 Section 8(b)(4). This information may include biological surveys or other environmental surveys and may be required at anytime prior to a determination on the application.

Letter 3: Department of Water Resources

Response to Comment 3-1

Page 28 of the Initial Study (Appendix C of the DEIR) for the proposed project states the following:

> The proposed project includes the development of new business, residential and commercial establishments. The most recent FEMA floodplain map (July, 1998) does not identify the project site as being located within the 100-year floodplain.

In addition, on review of the DWR Designated Floodway Maps, the proposed project was not found to be located within a designated floodway, and thus does not encroach on a State Adopted Plan of Flood Control. Therefore, the proposed project would not be expected to encroach on any existing floodplains, and revisions to the DEIR are not necessary.

Letter 4

Regional Transit

Sacramento Regional Transit District
A Public Transit Agency
and Equal Opportunity Employer

Mailing Address:
P.O. Box 2110
Sacramento, CA 95812-2110

Administrative Office:
1400 29th Street
Sacramento, CA 95816
(916) 321-2800
(29th St. Light Rail Station/
Bus 36,38,50,67,68)

Light Rail Office:
2700 Academy Way
Sacramento, CA 95815
(916) 648-8400

May 7, 2007

Mike Parker, Assistant Planner
City of Sacramento, Development Services Department
915 I Street, New City Hall, 3rd Floor
Sacramento, CA 95814

NAME OF DEVELOPMENT: Cathedral Square

CONTROL NUMBER: P05-161

TYPE OF DOCUMENT: DEIR

4-1 The Cathedral Square project proposes a 25 story high-rise building, consisting of 233 condominium units, 10,100 square feet of retail space, and a total of 326 parking spaces on .67 acres on the southwest corner of 11th and J streets in the Central Business District.

The area has an abundant supply of transit with many bus routes and light rail service provided in the Central City. Long range plans call for additional transit service to the area.

RT supports the overall project that will intensify development within Sacramento's Central Business District and support existing transit facilities.

4-2 RT staff has reviewed the DEIR and have the following comments:

- Figure 4.6-2 is incorrect; light rail travels on K Street, not L Street.

4-3

- Parking competes with transit usage. Therefore, parking shall not exceed the required standards for the Central City.

4-4

- Applicant shall join the Sacramento TMA. Employers should offer employees subsidized transit passes at 50% or greater discount to encourage using transit.
- Applicant should develop a program to offer transit passes at a 50% or greater discount to new residential owners for a period of six months or more to encourage using transit. Program shall be reviewed and approved by RT prior to approval of any special permit for the project.

4-5

- Bicycle parking facilities shall be provided at building/store entrances and in parking garage to encourage bicycling with transit.

4-6 • RT staff is interested in engaging the developer in a discussion pertaining to its efforts in developing a streetcar starter line in the downtown Sacramento area. Local developer fees are anticipated to be an important part of the financing strategy for the construction and operation of the streetcar system. RT would like this development to provide a fair share of the local contribution to the streetcar program.

4-7 • Project construction shall not impact transit service or pedestrian access to transit stops.

4-8 Thank you for the opportunity to comment. Please send any subsequent documents and hearing notices that pertain to this project as they become available. If you have further questions regarding these recommendations, please contact me at (916) 556-0513 or tcanfield@sacrt.com.

Sincerely,

Traci Canfield

Traci Canfield
Planner

c: Taiwo Jaiyeoba, Director of Planning, RT
Don Smith, Senior Planner, RT
Robert Hendrix, Facilities Supervisor, RT

I:\PL\Development Review Projects\City of Sacramento projects\Central City\Catherdral Square DEIR comments 050707.DOC

Letter 4: Sacramento Regional Transit District

Response to Comment 4-1

This is an introductory comment, which expresses the Regional Transit's overall support for the project.

Response to Comment 4-2

The commenter is correct. According to the Sacramento Regional Transit District Map (http://www.sacrt.com/systemmap/central.stm) the light rail line that is located along "L Street" in Figure 4.6-2 is misplaced and actually runs through the middle of the pedestrian portion of "K Street." This discrepancy does not change the conclusions included within the DEIR; however, the original Figure 4.6-2 is hereby replaced by Figure 4.6-2 that is included as Appendix D of this FEIR.

Response to Comment 4-3

Comment noted. For the purposes of CEQA analysis, Sacramento City Zoning Code sets the standards of significance regarding adequate parking for the proposed project. With 326 parking spaces, the proposed project provides 77 spaces more than the number required by the Sacramento Zoning Code. The Sacramento Zoning Code does not include any specifications regarding the maximum number of parking spaces allowed to be included in a residential development. Therefore, because the project meets the standards set by the Sacramento City Zoning Code, the parking for the proposed project site is adequate.

Response to Comment 4-4

This comment does not address the adequacy of the alternative transit discussion in the DEIR. As noted in Impact 4.6-5, the proposed project was found to have a less-than-significant impact on transit services. The proposed project is mainly a residential project and is not a primary place of business. Therefore, the project is not required to join the TMA. The applicant is not excluding the employees of future retail establishments within the proposed project from participating in transit programs. However, the decision regarding whether to utilize these programs would be up to the future businesses.

Response to Comment 4-5

Impact 4.6-9 identifies that the project, as proposed, would have inadequate facilities for bicycle parking and storage and would not satisfy the standards included in the City's Zoning Code Section 17.64.050. Mitigation Measure 4.6-9 would require the proposed project to revise site plans to include adequate bicycle stalls, in accordance with City Code. The commenter's suggestion as to the location of bicycle stalls is noted and will be forwarded to the developer for consideration.

Response to Comment 4-6

This comment does not address the adequacy of the DEIR. However, the Sacramento Regional Transit District is encouraged to contact the developer directly regarding discussions pertaining to a streetcar starter line. It should be noted that in response to the Caltrans letter (Response to Comment 1-2) revisions are made to transportation mitigation measures requiring the proposed project applicant to contribute fair-share funding towards the Downtown-Natomas-Airport Light Rail Extension Phase I project.

Response to Comment 4-7

Please see Response to Comment 2-14.

Response to Comment 4-8

This paragraph is a concluding statement and does not present any new issues related to the adequacy of the DEIR.

Letter 5

SACRAMENTO METROPOLITAN
AIR QUALITY
MANAGEMENT DISTRICT

Larry Greene
AIR POLLUTION CONTROL OFFICER

May 7, 2007

Mr. Michael Parker
Assistant Planner
City of Sacramento
915 I Street, 3rd Floor
Sacramento, CA 95814

RE: Cathedral Square DEIR SAC200500867C

Dear Mr. Parker:

Thank you for sending the Draft EIR for Cathedral Square to the Sacramento Metropolitan Air Quality Management District ("District") for review.

5-1

The URBEMIS 2002 model was used to analyze the operational and construction related ozone precursor (ROG and NOx) emissions from the project. The document states that emissions for construction exhaust emissions would be less than the District's threshold of significance.[1] Justification for that determination is contained in the URBEMIS computer run in Appendix D of the document. According to the notes regarding the assumptions used in the model, "*estimates of equipment types and usage over the construction period were provided by the project construction planners*."[2] This means the analyst did not use the District default protocol when analyzing the project. That's certainly acceptable if the construction schedule and assumptions are reliable and documented.

However, the District believes that more explanation is needed in this narration of assumptions. The reason for this is that the input values for the URBEMIS file include estimations for the numbers of pieces of equipment to be used like .045 crane, .43 "other" pieces of equipment, and .27 rough terrain forklift for the "erection" phase of building. The use of fractional pieces of equipment in URBEMIS is acceptable, yet, it's essential for the reader and reviewer to know why the values were chosen. In this case, it may have to do with the estimated schedule and duration of use for the various pieces of equipment. If that's the case, the document should include that schedule and the narration should explain how the values were obtained for all the phases of the URBEMIS run. There should also be a commitment that the proponent will be using this schedule and amount equipment usage.

[1] Cathedral Square DEIR, March 2007, pg 4.2-12 and Appendix D, pg. 13
[2] DEIR, Appendix D, pg 16

777 12th Street, 3rd Floor ▪ Sacramento, CA 95814-1908
916/874-4800 ▪ 916/874-4899 fax
www.airquality.org

5-1
Continued

If the District default values had been used in analyzing the impacts of this project for the URBEMIS analysis, the emissions would most likely have been greater and perhaps would have exceeded the District's threshold of significance.

5-2

The document also states that the operations of the project will result in emissions that are less than significant. This project will benefit from its proximity to the RT light rail system and the major employment center in downtown.

Despite the fact the project is less than significant for operational emissions, the District recommends that the City work with the project proponent to encourage the provision of discounted or subsidized transit passes for residents, reduced parking and adequate, convenient bicycle storage.

If you have any questions regarding these comments, please contact me at 916.874.4885 or jborkenhagen@airquality.org.

Sincerely,

Jeane Borkenhagen

Jeane Borkenhagen
Strategic Planning Division

cc: Larry Robinson
Rachel Green St Anton Partners

Letter 5: Sacramento Metropolitan Air Quality Management District

Response to Comment 5-1

The URBEMIS-2002 program was utilized to estimate construction emissions for each phase of construction. Based on preliminary schedule information provided by the construction planners for the project (Harbison Mahony Higgins Builders Inc.), the overall construction period was assumed to be 25 months. Demolition of existing structures was assumed to occur during the first month of construction, which was assumed to begin on April 1 of 2007. Site preparation, which includes excavation of the site and pile driving, was assumed to require two months to complete. The next 22 months were assumed to be spent constructing the building and completing the exterior and interior.

Estimates of equipment types and usage over the construction period were provided by the project construction planners. The number and duration of use for each equipment type were used to developed fractional numbers for each equipment type. Where URBEMIS-2002 did not include an identified equipment type, the equipment was designated as "other equipment." All equipment was assumed to be diesel powered with the exception of cranes and hoists specified as being electrical.

The list of equipment usage by phase provided by the construction planners is presented below. Because of the limitations of URBEMIS, the phasing shown does not match the phasing used in URBEMIS, however, the total amount, number and duration of use as well as number of vehicle trips are identical even though the definition of phases differed somewhat.

<u>Demolition</u>

Demolition emissions were estimated based on the square footage of the existing structures on the site and the one-month demolition period. The total amount of debris was divided by 22 working days to obtain the daily amount of debris generated. The URBEMIS-2002 default values for load capacity, distance, and number of daily truck trips were used. Based on SMAQMD guidance, a diesel-powered loader was assumed to be operational on the site for the entire month in addition to haul trucks.

<u>Site Preparation/Excavation</u>

Site preparation emissions were considered as Phase Two activities under URBEMIS-2002 nomenclature. A drill rig, excavator, pile driver, two generators and a loader were all assumed to be in use during this phase. As per SMAQMD guidance, fraction numbers were utilized based on the duration of use divided by length of the construction phase as follows:

Drill Rig: 1 month use/2 months = 0.5 drill rigs

Excavators: 5 weeks use/2 months = 0.625 excavators
Loaders: 7 days/2 months = 0.125 loaders
Generators: 2 months/2 months = 1.0 "other equipment"
Pile Driver: 1 month/2 months = 0.5 "other equipment"

Truck traffic emissions were estimated by URBEMIS-2002 by inputting "soil imported" and "soil exported" totals, resulting in a total number of truck trips that equaled the dump truck and concrete truck trip estimates provided by the construction planner. Activity during this phase was assumed to require 393 dump truck trips, plus 15 deliveries of concrete for foundation work, for a total of 408 truck trips. The average number of truck trips during this phase is 9.3 per work day.

Construction and Tenant Improvements

The construction of the building and finishing of the exterior/interior were considered as Phase Three activities under URBEMIS-2002 nomenclature. As per SMAQMD guidance, emissions from architectural coatings were not included. The project was also assumed to not include any significant asphalt paving. A forklift, concrete pump, concrete troweling machines, portable welder, small crane, and two conveyors were all assumed to be in use during this phase. As per SMAQMD guidance, fraction numbers were utilized based on the duration of use divided by length of the construction phase as follows:

Forklifts: 6 months/22 months = 0.2727 forklifts
Crane: 1 month/22 months = 0.04545 cranes
Concrete Pump: 50 days = 2.27 months/22 months = 0.103 "other equipment"
Concrete Trowel: 100 days = 4.54 months/22 months = 0.21 "other equipment"
Welder: 15 days = 0.68 months/22 months = 0.03 "other equipment"
Conveyors: 2 months/22 months = 0.091 "other equipment"

Truck traffic emissions are not included by URBEMIS-2002 for this phase of construction. The total of trips for concrete, rebar, glazing and crane delivery over this period average about 147 deliveries per month. This is less than the 204 trips per month that occur under Phase 2 (Site Preparation). Truck emissions for Phase Three activity were conservatively estimated as equal to those during Phase Two.

The detailed construction information used to generate the above assumptions in the air quality analysis is the product of Harbison Mahony Higgins Builders Inc. and their experience in the construction of similar projects. However, to further ensure that the construction of the proposed project adheres to the above assumptions, impact discussion 4.2-1, page 4.2-12 of the DEIR, is hereby amended to add the following mitigation measure:

4.2-1(c) If the projected construction equipment or construction phases change, or if the area disturbed by the project changes, the applicant shall coordinate with the SMAQMD

to determine if the project is subject to payment of the District's mitigation fee as a result of an increase in emissions above the amount estimated in the EIR. The project applicant shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the current SMAQMD NOx Reduction Fee in place at the time of fee payment. That fee is currently $14,300/ton of NOx emissions generated, but will likely change over time. This fee shall be paid prior to issuance of building grading permits.

Response to Comment 5-2

Comment noted. See Response to Comment 4-4, which also addresses this concern.

Letter 6

RECEIVED
MAY 31 2007
DEVELOPMENT SERVICES

Smith Gallery
1020 11th Street, Suite 100
Sacramento, CA 95814

4/30/07

To: Mike Parker, Asst. Planner
Emvironmental Planning Services

From: Barry Smith, Smith Gallery
RE: Cathedral Square Project (P05-161)

Dear Mike,

I am the next door business Smith Gallery (address above-top of this letter). I have concerns about this Cathedral Square Project as it relates to my business.

With a major multi-year giant construction site probably occurring next door to my business--on my same side of the street--worries me greatly. Without enough customers that buy my product, I will go out of business. I fear that the sidewalk on my side of the street will be closed. I fear the traffic nightmare that this construction site will cause, and the resulting loss of revenue due to reduced customers. I fear the noise and congestion that will cause my potential customers to avoid this area. The traffic patterns of my future customers are going to be impacted. This will no doubt result in less revenue for me and my business. Parking will also be greatly impacted, which will cause some of what would have been future customers to not bother coming to my gallery. Access to my business, by my vendors and by my future potential customers will be hindered causing me harm.

6-1 The visibility of my business will also be impacted negatively. This will probably be very noisy as well, which will be a negative economic impact. These negative impacts will all result in loss of revenue to some degree for my business. I don't have the economic resources to survive a diminished retail environment for long.

Obviously a small merchant like myself isn't going to stop progress, nor would I necessarily want to. However, since a neighboring business/property owner is going to engage in their activities which will impact my business (sideswalks possibly closed ,noise, etc outlined above) I would like to know, and request if possible, any and all economic relief or adjustments that might be made due to the negative impact on my business. Also, I would like to ask for, or discuss what options that I might have, that would mitigate the above estimated negative consequences that are either economic or of another nature.

Thank you for your consideration,

Barry Smith, Smith Gallery

(Please note; This letter will be mailed twice, on two different days).

Letter 6: Smith Gallery

Response to Comment 6-1

Please see Response to Comment 2-14 for a discussion of the proposed project's impacts on circulation, including pedestrian and vehicular traffic in the vicinity of the proposed project. In accordance with Sacramento Municipal Code 12.20.020, the proposed project applicant would be required to have a traffic control plan, which would address both vehicular and pedestrian traffic, approved and available at the site for inspection during all work.

As noted in the DEIR, the construction-phase impacts associated with the proposed project would be significant and unavoidable. However, these construction activities are exempt from the City's noise ordinance and would be temporary in nature.

The commenter's concerns regarding the social-economic impacts of the proposed project during the construction phases of the proposed project are noted and will be forwarded to the decision makers.

Letter 7

SRCSD

Wastewater Treatment

Technology in balance with nature

10545 Armstrong Avenue
Mather, CA 95655
Tele: [916] 876-6000
Fax: [916] 876-6160
Website: www.srcsd.com

Board of Directors
Representing:

County of Sacramento
County of Yolo
City of Citrus Heights
City of Elk Grove
City of Folsom
City of R
City of S
City of W

Mary K. Snyder
District Engineer

Stan R. Dean
Plant Manager

Wendell H. Kido
District Manager

Marcia Maurer
Chief Financial Officer

April 4, 2007

Mike Parker
Assistant Planner
City of Sacramento Development Services Department
905 I Street, 3rd Floor
Sacramento, California 95814

Dear Mr. Parker:

Subject: Draft Environmental Impact Report (EIR) for the Cathedral Square Project (P05-161)

7-1

The Sacramento Regional County Sanitation District (SRCSD) has reviewed the Draft Environmental Impact Report for the Cathedral Square Project.

SRCSD currently sees no major issues, as long as the maximum capacity (as per the Master Interagency Agreement) of 60 MGD for Sump 2 is not exceeded.

If you have any questions regarding these comments please contact me at (916) 876-9944.

Sincerely,

Sarenna Deeble
CSD-1/SRCSD
Policy and Planning

cc: Michael Meyer, Ruben Robles, SRCSD Development Services, CSD-1 Development Services

Printed on Recycled Paper

Sacramento Regional County Sanitation District

Letter 7: Sacramento Regional County Sanitation District

Response to Comment 7-1

The comment expresses approval of the proposed project conditional to the proposed project abiding by capacity issues included in the Master Interagency Agreement. As discussed in Impact 4.5-2, the proposed project would ensure that the guidelines dictated by the Master Interagency Agreement would be followed during the operational phases of the proposed project.

Letter 8

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

May 8, 2007

Michael Parker
City of Sacramento Planning Division
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834

Subject: Cathedral Square Project
SCH#: 2006042162

Dear Michael Parker:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 7, 2007, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

8-1 Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2006042162
Project Title Cathedral Square Project
Lead Agency Sacramento, City of

Type EIR Draft EIR

Description The project involves the demolition of the existing structures and the construction of a 25-story, 472,020 square foot (sq. ft.) building located on 0.67 acre. The Cathedral Square project would contain 233 residential units, approximately 10,100 sq. ft. of ground floor retail, and 326 parking stalls. The project entitlements include certification of the EIR, Tentative Map approval to subdivide the site into 233 condominium units, a Special Permit for a Major Project, a Special Permit for condominium development, a Special Permit for tandem parking, Design Review Commission, and Preservation Commission review.

Lead Agency Contact

Name Michael Parker
Agency City of Sacramento Planning Division
Phone (916) 808-7483 **Fax**
email
Address 2101 Arena Boulevard, Suite 200
City Sacramento **State** CA **Zip** 95834

Project Location

County Sacramento
City Sacramento
Region
Cross Streets 11th Street and J Street
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 5, 50, Bus 80, 99, 160, 275
Airports
Railways SPRR, Sac. Northern, West. Pacif
Waterways Sacramento River, American River
Schools Trinity School, David Lubin ES, Sutter MS, St. Francis ES, Court
Land Use The proposed project site is currently occupied by four buildings, containing a small amount of retail and restaurant uses.
Z: C-3 SPD, located within the Central Business District Special Planning District.
GP: Community Neighborhood Commercial and Offices.
Central City Community Plan: Multi-Use

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Cumulative Effects; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Parks and Recreation; Native American Heritage Commission; Reclamation Board; Office of Historic Preservation; Department of Fish and Game, Region 2; Department of Water Resources; California Highway Patrol; Caltrans, District 3

Date Received 03/23/2007 **Start of Review** 03/23/2007 **End of Review** 05/07/2007

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

Letter 8: Governor's Office of Planning and Research

Response to Comment 8-1

This comment states that the DEIR was submitted to the State Clearinghouse and that notification of the DEIR for the proposed project was sent to the appropriate public bodies for review. This comment does not address the adequacy of the DEIR.

Letter 9

William D. Kopper
Attorney at Law
417 E Street
Davis, CA 95616
(530) 758-0757
Fax (530) 758-2844

Paralegal
Kristin Rauh

May 7, 2007

VIA HAND DELIVERY

Mr. Michael Parker
Environmental Planner
City of Sacramento, Planning Division
2101 Arena Blvd., Suite 200
Sacramento, CA 95834

Re: Cathedral Square Draft Environmental Impact Report
(State Clearinghouse No. 2006042162)

Dear Mr. Parker:

9-1 I represent Brice A. Phillips, Mike P. Messner and Heerey C. Gaston, all residents of the City of Sacramento. These are their comments on the DEIR for the Cathedral Square Project. We incorporate the comments of all other individuals into these comments. My clients oppose the project. In addition to the comments included in this letter, we incorporate the traffic comments prepared by Daniel Smith, the energy comments prepared by Mr. Marshall Hunt, and the cultural resources comments completed by Barry Price. The consultants' comments are attached. Our additional comments are as follows:

1. <u>Failure to Consult With Sister Agencies</u>.

9-2 Guidelines, Section 15086(a) provides:

> "The lead agency shall consult with and request comments on the Draft EIR from: 4) any city or county which borders on a city or county within which the Project is located and 5) for a Project of statewide, regional, or area-wide significance, the transportation planning agencies and public agencies which have transportation facilities within their jurisdictions which could be affected by the Project. "Transportation facilities" includes: major local arterials and public transit within five miles of the Project site, and freeways, highways and rail transit service within ten miles of the Project site."

It appears from the comments on the Notice of Preparation that the City consulted with CALTRANS and perhaps provided the Notice of Preparation to CALTRANS. We assume that the City provided notice to the City of Sacramento and the City of West Sacramento and perhaps also

9-2 Continued

the County of Sacramento. However, it has been the practice of the City of Sacramento not to provide notice to Yolo County. Yolo County is an agency which has a local arterial within five miles of the Project site and freeways and highways within ten miles of the Project site. CEQA requires the City of Sacramento to provide notice to Yolo County.

2. **Failure to comply with the Zoning Code requirements of the Central Business District's Special Planning District for Historic Preservation.**

The Project EIR includes a discussion of the Historic Resource Preservation requirements of federal law, state law, and Title 15 of the Sacramento Municipal Code. However, there is no discussion included in the Project EIR of the Historical Resource Preservation requirements of Chapter 17.96 of the City Zoning Code (Central Business District's Special Planning District.)

§17.96.080 of the City Zoning Code finds that: "CBD-SPD has the capacity for another four million square feet of additional development without the removal of historically listed buildings."

Zoning Code §7.96.080(B)(3) states as follows:

> Thirdly, when demolition of a listed structure is requested, the applicant must prepare an Environmental Evaluation which addresses the following criteria pursuant to Chapter 15.124 of this Code:
>
> a. Demonstrate infeasibility of rehabilitation;
> b. Demonstrate financial capability of new project prior to issuance of demolition permit;
> c. Address architectural design and quality of new project in compliance with Urban Design and Architectural Guidelines;
> d. Demonstrate community benefits which may be incorporated into a portion of a new project as compensation for loss of listed structure;
> e. Demonstrate economic benefit of new project to the city.

9-3

The above guidelines set forth a Standard of Significance. The DEIR concludes that the buildings at 1014 J Street, 1016 – 1018 J Street, 1020 – 1022 J Street and1024 – 1026 J Street are eligible for listing as landmarks in the Sacramento Register. These buildings are part of Copenhagen Alley Historic District. It does not appear that the Project EIR has complied with §17.96.080 of the City Zoning Code. The EIR has not demonstrated the infeasibility of rehabilitation. The EIR does not include any information about the financial capability of the new Project prior to issuance of a demolition permit. Further, the EIR does not address the community benefits which may be incorporated into a portion of a new Project as compensation for loss of a listed structure. There does not appear to be any particular community benefit discussed in the Project description. The Project will provide approximately 233 new condominium units for relatively wealthy people and

9-3 Continued

will provide retail space for businesses. There is no large community space or theater which may be of benefit to the community at large. The EIR does not demonstrate the economic benefits of the new Project to the City. There is no economic study included as part of the EIR.

There is no statutory authority for the City to ignore elements of the Zoning Ordinance. These issues need to be addressed in detail in the Project EIR.

3. The EIR Fails to address the cumulative impacts of demolishing 1014 J Street, 1016 – 1018 J Street, 1020 – 1022 J Street and 1024 – 1026 J Street.

9-4

The Guidelines[1] define cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." (Guidelines, §15355.) The individual effects may be changes resulting from a single project or more than one project. (Guidelines, §§15355(a).) A cumulative impact is an impact created by the combination of the Project reviewed in the EIR together with other projects causing related impacts. (Guidelines, §15355(a)(1).) The cumulative impact from several projects is a change in the environment that results from the incremental effect of the project when added to other closely related past, present, and probable future projects. Cumulative impacts may result from individually minor but collectively significant projects taking place over a period of time. (Guidelines, §15355(b).)

In Impact §4.3-5, the Environmental Impact Report discusses "disturbances or destruction of previously unknown archeological resources." However, the EIR includes no discussion of the cumulative effects of the proposed Project and other projects on historical resources in the downtown area of the City of Sacramento. For example, the Project planned for 800 K and L Streets will have an impact on the hollow sidewalks, alley facades and also the historic Bel-Vue Apartments. The Metropolitan Project, another high-rise, will have impacts on the hollow sidewalks and also on alley vistas. The EIR needs to include a discussion of all of the pending projects and how cumulatively they will impact the historical resources of downtown Sacramento. Policy 1 of Goal A of the Preservation Element of the City's General Plan requires the City to "promote the recognition, preservation, and enhancement of historic and cultural resources throughout the City."

The proposed Project, along with other projects planned for the downtown core area, are resulting in the piecemeal destruction of historic resources throughout the downtown area. The EIR must include a discussion of how the proposed Project, along with other proposed projects in the downtown area, will result in a major diminution of cultural resources in the downtown area.

An EIR must discuss "any inconsistencies between the proposed project and applicable general plans and regional plans." (Guidelines, §15125(d).) In this case, the EIR may use the General Plan as a standard of significance to find that the Project will have a significant impact on historic resources. However, the EIR does not explicitly evaluate the inconsistencies between the Project and the City's General Plan.

1 "Guidelines" refer to the Guidelines for the California Environmental Quality Act, California Code of Regulations Title 14, §§ 15000-15387.

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9-4 Continued

The EIR needs to include a discussion as to how the Project is consistent with the General Plan Preservation element. If the Project is not consistent with the General Plan Preservation element, the EIR needs to make a finding that the Project is not consistent with the City's General Plan.

4. Failure to Consider Creation of Low Income or Mixed Income Housing

9-5

The Housing Element implementation of the City's General Plan includes the following mandate:

> 1. Support mixed income development to revitalize lower income neighborhoods. In new growth areas, this goal seeks to create housing affordable to low income people to increase economic diversity and to expand housing near job centers. In downtown Sacramento, this goal has major importance in sustaining the retail, commercial and civic life of the central city. Mixed income housing as an element of downtown Sacramento revitalization serves primarily moderate income households (80% to 120% of area median income).

The Project EIR provides no discussion as to how the Project is consistent with the requirement of the General Plan that housing projects in the downtown area are to be mixed income developments that are affordable to low income people. The 233 Unit Project does not include any units that are affordable to lower income people. The EIR needs to address its inconsistencies with the Housing Element of the City's General Plan.

5. The Noise Analysis is Inadequate and Incomplete.

9-6

Page 4.4-3 of the EIR included the noise measurements that are provided. The noise measurements appear to be for an approximately 15-minute period at four locations in the Project vicinity. The noise measurements do not produce Leq, which is the hourly average. The measurements are rather, 15-minute averages or Leq (15), measurements. If all the sources were constant or continuous, they could represent the hourly average values. But because of the variable traffic volumes, the sources of the sound could not be assumed to be continuous. More detailed measurements are necessary in order to establish the base line ambient noise conditions in the Project area. The authors of the EIR need to conduct nighttime sound testing so that there is an understanding of the sound levels during the nighttime period as well as during the daytime period.

9-7

The authors of the EIR state that they relied on the Federal highway administration (FHWA) traffic noise prediction model (RD-77-108) to model the noise in the area. The model was used to predict the existing sound levels from traffic as well as the sound levels with the Project and the Project under cumulative conditions. The authors state that "the model is based upon the Calveno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to receiver, and the acoustical characteristics of the site."

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9-7 Continued

The documents setting forth the parameters of the Federal highway noise model (FHWA-RD-77-108) is attached as Exhibit A. This model makes clear that it works only for relatively constant speeds of traffic, and the traffic speed for trucks must be above 31 miles per hour. The California Vehicle Noise Reference Energy Mean Emission Levels study (Calveno) includes some data for predicting noise at speeds down to 25 miles per hour, but it does not include a model or a formula for such predictions. The FHWA model shows that the accuracy drops dramatically for roads with stop and start traffic. The 1998 Technical Noise Supplement[2] prepared by the California Department of Transportation allows heavy trucks to be evaluated down to 25 miles per hour, using two equations that are not part of the FHWA model or the Calveno model. The two equations are not part of any software package. They do not work in the available Caltrans program nor FHWA model. The authors of the EIR do not indicate that they have developed any special software to model the truck traffic on J Street or K Street and do not provide any data that shows the runs of their noise model. Further, they provide no information as to the number of vehicles, traffic counts at the time of measurements, and the number of trucks in the traffic mix.

9-8

The EIR itself states that the noise was generated by assuming a constant traffic flow. As anyone who has driven on J Street and K Street knows, the traffic on those streets are stop and start and therefore, the noise levels are likely substantially higher than predicted by the models. There are new models that show that interrupted traffic is strongly influenced by the noise from heavy trucks. Accelerating trucks greatly increase the sound levels that will be experienced by the nearby recipients. Because the model assumed a constant speed, and especially a constant speed from heavy trucks, it underestimated the noise impacts of the Project.

9-9

The EIR needs to be revised. The authors need to obtain counts of the heavy trucks on J Street and to correctly calculate the impact of the noise related to those vehicles. The authors need to conduct traffic counts at the time of noise monitoring so that the model can be correctly calibrated.

9-10

The EIR is also deficient because it does not consider the impact of pure tone noise pollution created by heavy trucks. This may be a particular problem with respect to trucks starting and stopping on J Street, and also trucks using the loading dock at non-prime hours. Exhibit B shows that trucks leaving a loading dock produce almost 95 dba, which is a pure tone. The measurements in Exhibit B were completed by the Acoustics and Vibration Group. The EIR needs to consider the impact of pure tone noise from trucks on J Street and trucks pulling away from the loading dock on the ability to sleep of people buying the condominiums. Pure tone noise can be extremely irritating and may disturb individuals' sleep patterns.

9-11

The EIR indicates that the exterior noise levels of the residential buildings are predicted to be 70 db Ldn. With a correct noise analysis, these commenters believe that the levels will be somewhat higher than that. The solution proposed to get the interior levels below 45 db is to require windows having a minimum sound transmission class (STC) rating of 32. STC is a limited metric for

[2] R. Hendricks, Technical Noise Supplement: A Technical Supplement to the Traffic Noise Analysis Protocol, California Department of Transportation; Environmental Program; Environmental Engineering – Noise, Air Quality and Hazardous Waste Management Office; October, 1998.

9-11 Continued

controlling sound levels. It is heavily weighted in favor of the speech frequency range above 125 Hz and correlating with human hearing acuity. It is of little value in the lower frequency ranges. As set forth in the attached article, STC "is a poor guideline for construction to contain HVAC or other mechanical equipment noise, music, transportation noise or any other noise source which is more heavily weighted in the lower frequencies than speech." (See Exhibit C.) There is absolutely no evidence in the EIR that specifying STC windows with a rating of 32 will have the impact of lowering the transportation sound sources to an acceptable level in the living quarters. The EIR needs to include additional engineering discussion and data to determine whether an acceptable level of sound can be obtained inside the proposed dwellings.

6. The EIR fails to include feasible mitigation measures for noise vibrations.

9-12

The EIR concludes that the construction noise, primarily from pile drivers, will be a short term significant and unavoidable impact. There is also a possibility that the vibration impacts from pile driving could cause damage to nearby historical structures.

In the mitigation measures, the EIR admits that "the most significant source of ground born vibrations" would be from pile-drivers during periods of construction on the Project site. The EIR also notes that in previous pile-driving, sprinkling systems were set off by the pile-driving. The proposed mitigation includes the following:

> "Should damage occur to adjacent structures despite mitigation measures, construction operation shall be halted and the problem activity shall be identified. A qualified engineer shall establish vibration limits based on soil conditions and the types of buildings in the immediate area. A contractor shall monitor the buildings throughout the remaining construction period and follow all recommendations of a qualified structural engineer to repair any damage that has occurred to the preexisting state, and to avoid any further structural damage. The Project applicant shall be responsible for repairing any damaged areas to preexisting conditions.

In addition to the vibration from the pounding of piles, the pounding of piles results in noise-level violations. The EIR concludes that the construction noise, including specifically the pile-driving, is a short term significant and unavoidable environment impact.

In view of the fact that pile-driving is not a necessary method to construct a foundation, it would appear that the city should require as a mitigation measure that the developer use the torque screw method for constructing the building foundation. This method eliminates pile-driving and is to be used on the Epic Residential Tower which is of approximately the same size and height. Please see page 5.4-12 of the Epic EIR which is attached. (Exhibit D).

The authors of the EPIC EIR state that the torque-screw method of constructing the building foundation does away with pile driving and the noise from the torque-screw method is not greater than the noise from an average city bus. The fact that the torque-screw method does away with

9-12 Continued

terribly irritating pile-driving noise and also eliminates the vibration from the pile-driving should be considered as a required mitigation measure for the Cathedral Square Project. It appears that the torque-screw method is feasible and will mitigate a significant portion of the construction noise. CEQA requires a Project to adopt all feasible mitigation measures, even if those mitigation measures do not reduce the impact below a significant level.

7. Failure to identify projects that have cumulative impacts.

9-13

The authors of the EIR use a list method to determine which products should be considered for the evaluation of cumulative impacts. The list is included as Table 5-1. There are a number of projects that appear to be missing from the list, which were under consideration for environmental review at the time notice of preparation for the Cathedral Square Project. These projects include: 500 Capitol Mall, the Township 9 Project, the 800 K and L Street Project, and the Epic Tower. All of these projects should have been considered as part of the cumulative conditions.

8. The Project EIR does not address the energy impacts of the Project and does not adopt feasible mitigation measures to reduce the project's energy impacts.

9-14

Buildings in the United States use 65% of all electrical consumption, 36% of total energy use, and produce 30% of all greenhouse gases. The Project's EIR indicates that the project will comply with Title 24, which are the minimum State Energy Conservation Regulations for buildings. Title 24 is a minimum requirement that all buildings must comply with. The Cathedral Square Project will use the equivalent amount of energy of up to 2,000 houses. (See attached report of Marshal Hunt.) CEQA requires more than minimum compliance with the State Energy Conservation Regulations. Public Resources Code §21100(b)(3) states as follows: "The Environmental Impact Report shall include a detailed statement setting forth all of the following: (3) mitigation measures proposed to minimize the significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy." In *People v Kern County* (1976) 62 Cal.App.3d 761, 774, the court held that an EIR was fatally defective "because of its failure to include a detailed statement setting forth the mitigation measures proposed to reduce wasteful, inefficient, and unnecessary consumption of energy as required by Public Resources Code §21100." To facilitate the implementation of energy conservation and mitigation measures the CEQA Guidelines include Appendix F, which provides a list of potential energy impacts and conservation measures to assist in the preparation of an EIR. The Cathedral Square EIR does not comply with CEQA and the guidance of Appendix F.

The project description should include some of the following items:

1. Energy consuming equipment and processes which will be used during construction, operation and/or removal of the project. If appropriate, this discussion should consider the energy intensiveness of materials and equipment required for the project. (In this case the EIR could discuss the energy consuming aspects of removing the existing building, and how the removal could be completed in a way that would reduce energy impacts. Further, the

EIR should discuss the energy intensiveness and energy conservation measures in the construction process.)

2. Total energy requirements of the project by fuel type and end use. (This request for information concerning the energy requirements of the building was totally ignored in the EIR.)

3. Energy conservation equipment and design features. (The EIR does not discuss the energy conservation and equipment and design features except for the minimal requirements of Title 24. The accompanying report of Marshal Hunt includes many energy efficiency mitigation measures that should be implemented as part of the project.)

4. Initial and lifecycle energy costs for supplies. (The EIR is totally silent on the lifecycle energy costs of the building, and ways to reduce the energy costs of the building.)

5. Total estimated daily trips to be generated by the project and the additional energy consumed per trip by mode trip. (The EIR is totally silent with respect to this information listed in Appendix F.)

9-14 Continued

Section IIC. of Appendix F includes a number of environmental impacts related to energy that may be included in an EIR. These include the following:

1. The projects energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's lifecycle including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed. (This provision of Appendix F has been totally ignored by the Project EIR.)

2. The effects of the project on local and regional energy supplies and on requirements for additional capacity. (The EIR only provides a notation that the Project can be provided for by the local utilities.)

3. The effects of the project on peak and base period demands for electricity and other forms of energy. (This information is entirely missing from the Project Environmental Impact Report.) For the degree to which the project complies with existing energy standards.

4. The effects of the project on energy resources.

5. The projects projected transportation energy use requirements and its overall use of efficient transportation alternatives. (The EIR is silent on the Project's projected transportation energy use requirements, even though this is a very significant impact in light of the State's goal of reducing greenhouse gases and

increasing the use of efficient transportation alternatives.)

9-14 Continued

Appendix F II(d) includes proposed mitigation measures to reduce a project's wasteful, inefficient and unnecessary consumption of energy. The EIR is to discuss why certain measures were incorporated in the project and why other measures were dismissed. In the case of the Project EIR there are no proposed energy conservation mitigation measures that go beyond the requirements of Title 24. The EIR has failed to comply with the mandates of the CEQA statute as well as the proposals of Appendix F. The EIR does not discuss the following mitigations that are suggested in Appendix F IID:

1) The potential of citing, orientation and design to minimize energy consumption, including transportation energy;

2) The potential for reducing peak energy demand;

3) Alternative fuels (particularly renewable ones or energy systems;

4) Energy conservation which could result from recycling efforts.

The Environmental Impact Report's failure to address energy conservation in this era of energy shortages renders the Environmental Impact Report inadequate.

9-15

9. The EIR fails to address mitigation of the Project's generation of greenhouse gases (primarily carbon dioxide).

The effect of global warming is not speculative and scientific studies show that it is a measurable impact. On September 27, 2006, Governor Schwarzenegger signed Assembly Bill 32, the "California Global Warming Solutions Act of 2006." It is now a matter of law in the State of California that "global warming poses a serious threat to the economic well-being, public health, natural resources and the environment of California." (Health and Safety Code §38501(a)). Further, it is a matter of law that "the potential adverse impacts of global warming include the exacerbation of air quality problems [and] a reduction in the quality and supply of water to the State from the Sierra snow pack."

In the recent case of *Massachusetts v. EPA* (2007) ____ U.S. _____, the United States Supreme Court stated as follows:

> "The harms associated with climate change are serious and well-recognized. The government's own objective assessment of the relevant science and a strong consensus among qualified experts indicate that global warming threatens, *inter alia*, a precipitate rise in sea levels, severe and irreversible changes to natural ecosystems, a significant reduction in winter snow pack with direct and important economic consequences, and increases in the spread of disease and the ferocity of

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weather events."

9-15 Continued

The court stated that greenhouse gases fit within the Clean Air Act's definition of "air pollutant" and that greenhouse gases are to be regulated as an air pollutant.

The Project EIR is completely silent on addressing carbon dioxide as an air pollutant that is to be controlled and regulated as part of the project review process. The California Environmental Quality Act requires that all air pollutants, including greenhouse gases, be addressed as part of the Environmental Impact Report. The Environmental Impact Report needs to include a provision concerning the project's generation of greenhouse gases, and it needs to include mitigation measures for greenhouse gases. The mitigation measures may include among the following: 1) banning gas fireplaces in any of the residential units; 2) requiring that the project generate electricity with solar collectors; 3) requiring the project to meet energy efficiency standards that exceed title 24 by 25%.

The above recommended mitigation measures are only a few of the mitigation measures that may be included as part of the project to reduce its impact on the generation of greenhouse gases.

Sincerely

WILLIAM D. KOPPER

WD/lv

Enclosures

SMITH ENGINEERING & MANAGEMENT

May 4, 2007

Mr. William D. Kopper
Attorney at Law
417 E Street
Davis, CA 95616

Subject: Cathedral Square DEIR

P07007

Dear Mr. Kopper:

9-16 Per your request, I have reviewed the draft environmental impact report (hereinafter "the DEIR") for the Cathedral Square project ("the project") in the City of Sacramento (hereinafter "the City") with particular reference to the transportation and circulation component of the preceding draft environmental impact report (hereinafter 'the DEIR) and the responses to prior comment on the DEIR. My qualifications to perform this review include registration as a Civil and Traffic Engineer in California and thirty-nine years experience as a traffic and transportation engineering consultant in the State. I have both prepared and reviewed the transportation and circulation components of numerous environmental documents and am familiar with the downtown Sacramento area. My resume is attached herewith. My current comments follow.

DEIR Traffic Data Inconsistent With Other Concurrent City Documents

The DEIR "existing" traffic data base is inconsistent with "existing" traffic data in another concurrent DEIR circulated by the City, specifically that for the Township 9 project that is dated February, 2007. The data inconsistencies in the City's documents are doubly puzzling since the Transportation And Circulation analyses for both documents were prepared by the same transportation engineering consulting firm. Details of the inconsistencies are as follows.

9-17 In Table 4.6-6 the Cathedral Square DEIR reports that on northbound I-5 south of the L Street on-ramp the AM peak hour traffic volume is 5279 vehicles and the PM peak hour traffic volume is 3841 vehicles. However, for the same location[1], the Township 9 DEIR on Table 6.11-8 reports the AM peak hour volume as 5994 vehicles and the PM volume as 6073 vehicles. What this shows is counts that

[1] The identical location is alternately described as "north of J Street off ramp" in the Township 9 DEIR.

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9-17 Continued

should be identical have a 13.5% discrepancy in the AM and an enormous 58% discrepancy in the PM.

9-18

Also on northbound I-5, the Cathedral Square DEIR reports the existing AM peak volume south of the Richards Boulevard off ramp as 5806 vehicles and the existing PM peak volume for this location as 6011 vehicles. For this same location, the Township 9 DEIR reports the existing AM peak volume as 6478 vehicles and the existing PM peak volume as 8255 vehicles. In other words, counts that should be identical have an 11.6% discrepancy in the AM and a 37.3% discrepancy in the PM. Further, for the southbound direction of I-5, the referenced table in the Cathedral Square DEIR reports that north of the J Street off-ramp[2], the existing AM peak volume is 8104 vehicles and the existing PM peak volume is 6568 vehicles. By contrast, for this same location[3], the Township 9 DEIR reports the existing AM peak volume as 9322 vehicles and the existing PM peak volume as 7032 vehicles. In other words, counts that should be identical have a 15% discrepancy in the AM peak and a 7% discrepancy in the PM peak.

9-19

Also on I-5 southbound, for the segment north of the I Street on-ramp, the Cathedral Square DEIR reports that the existing AM peak volume is 6437 vehicles, while the existing PM peak volume is 6295 vehicles. For the identical location, the Township 9 DEIR reports that the existing AM peak volume is 7259 vehicles and the PM peak volume is 5741 vehicles. In other words, the volumes that should be identical at this location are 12.8% different in the AM peak and 9.6% discrepant in the PM peak.

9-20

Similar discrepancies in the reporting of existing traffic emerge in the analyses of ramp volumes and weaving sections (Table 4.6-7 in the Cathedral Square DEIR; Table 6.11-9 in the Township 9 DEIR). Consider the following:

For I-5 northbound, on the 'P to J weave', the Cathedral Square DEIR shows the existing AM volume as 7309 and the existing PM volume as 5920 whereas the Township 9 DEIR shows the same location having volumes of 7782 in the AM and 6534 in the PM. That is differences of 6.5% (AM) and 10.4% (PM) in volumes that should be identical. Also on I-5 northbound, Cathedral Square DEIR has the existing volumes on the Richards Boulevard off-ramp at 659 vehicles in the AM and 349 vehicles in the PM whereas Township 9 has the respective AM and PM volumes as 731 and 379, differences of 10.9% AM and 8.6% PM in traffic volumes that should be identical.

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[2] The table contains an obvious typographical error, identifying this location as north of the J Street *on-ramp*. However, there is no J Street on-ramp to I-5 in the southbound direction; there is only an off-ramp. Moreover, the narrative text describing intended analysis locations on page 4.6-8 of the DEIR makes clear that the segment is north of the J Street *off-ramp*.

[3] The Township 9 DEIR describes the identical location on I-5 southbound as *south of the Richards Boulevard on-ramp*.

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City Knowingly Circulated Cathedral Square DEIR With Incorrect Existing Traffic Volumes

Based on the City documents on record, what appears to have happened with respect to the existing traffic volumes on the freeway system components is the following:

- The Notice of Preparation (NOP) for the Cathedral Square DEIR was circulated dated April 28, 2006 with comments on the NOP due on May 30, 2006.
- Based on the documents contained in Cathedral Square DEIR Appendix I, the actual analysis for the DEIR's Transportation and Circulation section, including preparation of significant graphics was *completed* between June 2 and June 8, 2006. In essence, the DEIR Transportation and Circulation section was completed *before any relevant comments on the NOP could have been digested and input to the analysis.*
- On September 8, 2006, Caltrans officials met with City of Sacramento staff to provide comments on the Downtown Traffic Study that also apply to the several recent environmental documents on downtown Sacramento projects that base their traffic impact analysis on the Downtown Traffic Study including the Cathedral Square DEIR[4]. A significant specific component of the September 8, 2006 Caltrans comments concerns the fact that "existing" traffic volumes on the State highway system serving downtown Sacramento reported in the Downtown Traffic Study and the environmental documents based on it (as this subject DEIR is) are, according to the referenced Caltrans comments, on the average about 37 percent lower than Caltrans most up-to-date traffic counts. Per direct conversation between this writer and a knowledgeable Caltrans official, the reason the volumes on the freeway system reported in the subject studies are so significantly lower than current traffic volumes is because the City or its consultants obtained obsolete traffic data from an internet web site rather than obtaining the most recent traffic counts that were directly available from Caltrans.[5]
- We ourselves reiterated the Caltrans comments regarding the understated freeway traffic volumes in our comments on the FEIR for 800 K & L in December, 2006, as well as on the 500 Capitol Mall FEIR in January, 2007. The Transportation and Circulation section of the EIR for 800 K & L was prepared by the same transportation engineering consultant firm that prepared the City's Downtown Traffic Study, the Township 9 DEIR and the subject Cathedral Square DEIR. Clearly the City and its transportation

9-21

[4] The Caltrans comments of September 8, 2006 can be found at pages 4-10 and 4-11 of the Final Environmental Impact Report for the 800 K & L Streets Project and are incorporated herein by reference.
[5] In a major traffic study such as the Downtown Traffic Study it would be normal due-diligence procedure to contact Caltrans officials directly to obtain latest reliable counts available rather than just relying on data posted on the internet web site.

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consultant knew or should have known that the existing freeway volumes used in the Cathedral Square DEIR analysis were errant.

- The NOP for the Township 9 environmental analysis was issued on July 17, 2006. Per the dates on computation sheets in its Appendix N, the transportation and circulation analyses was performed in mid-December 2006 and its DEIR was circulated in February, 2007, a month before the DEIR for Cathedral Square was circulated. As noted previously, the DEIR for Township 9 contains higher freeway traffic volumes than the other environmental documents based on the City's Downtown Traffic Study, again indicative that the City and its transportation consultants knew that there was a problem with the existing traffic volumes assumed in the and updated them for Township 9, but not for Cathedral Square, even though its DEIR was not yet circulated.

9-21 Continued

What the above evidence indicates is that the problem with obsolete existing freeway traffic volumes was known to the City and its traffic consultants six months before the DEIR for Cathedral Square was circulated, that they had the updated traffic volumes and were using them elsewhere, but that nobody bothered to fix the errant traffic analysis in the Cathedral Square DEIR.

It is improper under CEQA for the City to knowingly circulate a DEIR containing incorrect information. Because of the way the analysis was performed, with estimates of traffic from "baseline" projects and the subject project incremented to the existing count data, the errors in the existing traffic counts cascade into the evaluation of future conditions with and without the project. Hence, the entire DEIR Transportation and Circulation section must be redone relying on a correct traffic data base and recirculated in draft status. Furthermore, since the City's improper action of knowingly circulating a DEIR with incorrect information has set the DEIR process back to square one, the list of baseline projects and the baseline analysis should be re-compiled to include those downtown projects that have been approved in the intervening time frame.

City Circulation of this DEIR without Acknowledgment of the Extensive Discussion of Mitigation of Significant Freeway System Impacts since September 2006 Is Improper

9-22

The Cathedral Square DEIR discloses in the near term (2013) analysis that the project would cause significant traffic impacts at freeway merge-diverge-weave areas, on freeway mainline segments and on freeway ramps. It characterizes these impacts as significant and *unavoid*able because it claims there are no known feasible mitigation measures. However, circulating this summary dismissive statement regarding these impacts in March, 2007 evades discussion of significant issues regarding potential freeway system mitigation measures that are currently in

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9-22 Continued

dispute. Such an evasion and failure to disclose issues of differing expert opinion is improper under CEQA. For the record, the situation is as follows:

In September 2006 we commented on the DEIR for 800 K & L Streets project in downtown Sacramento (a DEIR also based on the Downtown Traffic Study) that the City had too readily classified the significant project and cumulative impacts on the freeway system as "unavoidable" without the good faith effort to identify feasible mitigation required by CEQA. In response, the City consulted with Caltrans and, to the City's apparent surprise, Caltrans identified mitigation proposals that Caltrans considered feasible. Those mitigations include:

- Widening the Interstate 5 bridges of the American River north of downtown to provide an additional standard lane in each direction and re-establish standard shoulders.
- Two high-occupancy vehicle lane (HOV) projects on I-5 serving downtown Sacramento from the north and south, with HOV lanes from Garden Highway to the I-80 HOV lanes with direct connections and HOV lanes from the U.S. 50 interchange to Elk Grove Boulevard.

The City disclosed those Caltrans-proposed mitigations as response-to-comment in the FEIR for 800 K & L along with dismissive rationalizations for not considering the proposals as project mitigations and for continuing to regard the significant project and cumulative traffic impacts on the freeway system as "unavoidable".[6] In subsequent environmental documents, the City has continued to attempt to claim that the freeway mitigations identified by Caltrans are infeasible. The City's analysis of the mitigation and its conclusory assessment that the significant traffic impacts are "unavoidable" in those documents is simply an improper evasion of the CEQA obligation to mitigate significant impacts. Following are the City's arguments and rebuttal to them.

9-23

1. The City claims that although the freeway mitigation projects are included in the Metropolitan Transportation Plan (MTP), the mitigation projects are not guaranteed funding for construction and have not undergone environmental review.

   These claims are misleading. In a letter dated November 27, 2006[7], Caltrans informed the City that the HOV projects have preliminary approval have for federal funding through construction and that funding is virtually certain as long as the ordinary sequential steps in project development (including CEQA

[6] See Comment D-13 at page 4-33 and Response-to-Comment D-13 at pages 4-83 through 4-85 of the Final Environmental Impact Report for the 800 K & L Streets Project.
[7] The referenced November 27, 2006 letter is from Caltrans District 3 Director Jody Jones to Scott Johnson, City of Sacramento Development Service Department, Environmental Planning Services, and is published by the City in the Final Environmental Impact Report for the 500 Capitol Mall Project, December, 2006.

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9-23 Continued

review) are followed. The City is inconsistent in its claim that the proposed freeway mitigations should have cleared environmental review to be considered feasible. In the Township 9 DEIR, for instance, the City itself assumes that the street infrastructure for the Railyards development project and the Downtown Natomas Airport LRT line MOS segment will be in place to help serve the Township 9 project's transportation needs in the 2013 analysis. Yet neither Railyards nor DNA LRT has yet cleared environmental review as of this date. In general, major transportation mitigations to significant development projects or cumulative groups of projects rarely have already cleared environmental review when they are adopted as project or cumulative mitigation.

9-24

2. The City claims that neither the costs of the proposed mitigations nor the various project's fair share responsibility for mitigation have not been identified sufficiently to establish a mitigation fee mechanism whereby the project could contribute to the mitigation in a manner that complies with law in regard to nexus and rough proportionality of contribution to share of impact.

   Caltrans letter of November 27, 2006, has already notified the City that it has established and conveyed to the City cost estimates for the mitigation improvements at sufficient refinement for purposes. It also stated the quite evident fact that the information the City has created in its Downtown Traffic Study and the traffic portion of environmental documents of this and other downtown development projects comprise a sufficient basis to establish fee contribution shares that would comply with legal requirements regarding nexus and rough proportionality.

9-25

3. The City asserts that there is no mitigation fee structure or similar mitigation funding in place or means of assuring that Caltrans, which has sole authority over the State highways, will carry out the mitigations.

   This is simply a nonsensical circular argument. If the City chooses to establish a mitigation structure and enter into mitigation agreements with Caltrans, agreements which Caltrans indicates willingness to enter into, the ported obstacle would not exist.

9-26

4. The City, without substantiation, asserts that mitigation projects that would widen the freeway mainline would create new adverse impacts such as requiring removal of historic buildings in Old Sacramento, potentially requiring modifications to a floodwall/levee, and creating new barriers to access to Old Sacramento and the Sacramento riverfront.

   The DEIR's assertions in this regard are incorrect, as was known to the City prior to circulation of the DEIR. Caltrans notified the City in its letter of

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November 27, 2006, that the City was misinterpreting the nature of the proposed mitigation project. It unequivocally states that it does not propose to widen the freeway section in ways that would remove or affect historic buildings, alter the floodwall/levee or constitute new barriers.

9-27

5. With regard to I-5/Richards Boulevard freeway ramp mitigations (ramp widenings), the City asserts that mitigation is infeasible because ramps are under Caltrans jurisdiction, outside the control of the project applicant and the City and because no mitigation fee funding mechanism is in place.

   This is once again a circular argument. These obstacles to mitigation feasibility exist because the City chooses to cause them to exist. If the City chose to adopt a mitigation fee mechanism and entered into mitigation agreements with Caltrans, there would be no obstacles to mitigation.

9-28

In concluding our comments on this section, we note that Caltrans letter of November 27, 2006 that refutes many of the rationalizations the DEIR employs in characterizing the State highway mitigations as infeasible was in the City's Development Service Department Environmental Planning Services' possession long before the Cathedral Square DEIR was circulated in March, 2007. It is improper under CEQA for a lead agency to knowingly circulate an environmental document containing false information or to knowingly omit relevant information from the document.

Furthermore, by unreasonably characterizing the freeway system mitigations as infeasible, the City improperly shields the project from its CEQA obligation to mitigate impacts.

9-29

The City Has Failed To Analyze Whether The Signal Timing Changes It Proposes to Mitigate the Significant Project and Cumulative Traffic Impacts on Downtown Intersections are Feasible

The DEIR proposes to mitigate the significant project and cumulative traffic impacts on numerous downtown intersections by altering the timing of the phase-splits of the traffic signals at intersections where impacts are disclosed to occur. In essence, the mitigation proposal is to optimize signal timing for the traffic demands at each impacted intersection, taking away "green time" from the approaches of an intersection that appear to have sufficient green time to respond satisfactorily to traffic demand and to reallocate that "green time" to other approaches of the same intersection that would otherwise experience excessive traffic delay due to insufficient green time in comparison to traffic demand.

Although the concept has a satisfyingly logical simplicity – take away green time from the intersection approaches where it is surplus and reallocate it to the

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9-29 Continued

approaches where it is needed – but it only common practice that works as a sure mitigation where the traffic signals at the subject intersections operate in isolation. When traffic signals are part of coordinated traffic signal systems as are those in downtown Sacramento, the ability to adjust signal timing splits is limited by the need to maintain adequate progression intervals so that "platoons" of traffic moving along major street corridors can move through a sequence of signalized intersections without the need to stop. If optimization of timing of individual signals supposedly within the coordinated system is allowed to take place on an isolated basis, the delay to drivers in the entire coordinated system due to failure to maintain sufficient progression intervals may be greater than the theoretical delay savings at the intersections optimized on an individual isolated basis as is proposed as mitigation in this DEIR. Some of the signal timing changes proposed as mitigation in this DEIR amount to reductions of up to 20 percent in the available progression interval along key major streets – a change of a scale that could cause more detriment to traffic than mitigation. The only way to tell whether the signal timing changes proposed as mitigation are feasible and effective is to perform a system analysis of the coordinated signal system. The City has not performed any such study; hence the proposed mitigations cannot be regarded as proven feasible and effective. While the City's claim in its responses to comments on the signal timing change proposals in the environmental documents on other downtown projects that "optimization of the signal system timing is beyond the scope of the study" may be true in regard to the scope of the contract of the City's traffic consultant, it is not true relative to the scope of a good faith effort to disclose impact and to mitigate impact required by CEQA. If the City is attempting to mitigate an impact of traffic delay through signal timing changes, it cannot claim to have done so without evaluating the reasonable possibility that it may have created an equivalent level of traffic delay in another way through the timing changes.

9-30

Entire Traffic Analysis Flawed Due To Inappropriate Discounting and Double-Discounting of Trips of Downtown Projects

The DEIR traffic study unreasonably discounts the new external trips it estimates the project to generate in two ways.

- It discounts a hypothetical estimate of the trips to/from the existing use on the site from the project trips. The hypothetical estimate of trips from existing uses is greater than what would likely be found if the trips to and from the existing uses were actually counted.
- It discounts trips from the project based on an unaccountable purported travel relationship between the project and other new projects in downtown. This discount is in essence a double discounting since the trip generation analysis already discounted project trips for transit, walk and bike trips made to all uses including the new projects.

Details of this improper discounting are as follows:

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9-31 Inappropriate hypothetical trip discount for existing use: The DEIR analysis subtracts from the project's estimated trip generation a hypothetical estimate of the trip generation of the existing uses on the site that would be eliminated. Such an deduction is appropriate; the manner in which it is carried out is not. Trip generation for the existing uses is *estimated* from data in *Trip Generation, 7th Edition*, with customary adjustment for downtown Sacramento location. The problem is that even with the downtown adjustment, the theoretical trip generation rates are likely to be much higher than the actual trip generation of uses in a building or buildings so obsolete as to be candidates to be torn down and replaced. If the restaurant uses are simply fast food and 'greasy-spoons' that draw their trade from downtown foot traffic, or even a place that is a popular bar/restaurant/nightclub in the evening but depends on local foot traffic in the daytime, and the 'warehouse' use is simply a place where downtown agencies or businesses have off-site storage of 'dead' files, uses that would be characteristic of an older building in 'throw-away' condition, then the use of the hypothetical trip generation rates completely overstates the traffic from the existing use that would be eliminated. To justify taking the reduction and to compile it, the DEIR should have actually measured the trip generation of the existing use. The discounting for existing use as performed in the DEIR results in a 40 percent reduction of project trips in the AM peak and an 82 percent reduction of project trips in the PM peak, so the consequences of overstatement of existing trips on the site are potentially highly significant in the analysis.

9-32 Inappropriate double-discounting of project trips: The DEIR and the Downtown Traffic Study on which it is based estimate trips of the subject proposed project and other concurrent downtown projects using the following method. Trip generation for the various land uses and square footage in each development project is initially estimated from rates in *Trip Generation, 7th Edition*. Then, because the trip generation rates in this reference source are normally measured at suburban sites, and because downtown Sacramento land uses have higher rates of travel by transit, and by walking, bicycling and other non-motorized means (presumably including travel by skateboards and razor scooters) than suburban sites, the initial vehicular trip generation estimated from *Trip Generation, 7th Edition* is adjusted downward based on specific studies of downtown travel behavior. This adjustment is entirely appropriate as is another adjustment to account for trip internalization within each mixed-use downtown project.

However, the vehicle trip generation rates of the subject project as well as all the other new downtown projects is then further adjusted, purportedly to "to account for trips likely to be made by non-motorized travel modes among the new projects proposed for Downtown".[8] There is no justification for this further discounting of trip generation *since it is completely duplicative of the discounts already taken for transit use and non-motorized travel based on downtown location.*

[8] Downtown Traffic Study, page 30

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9-32 Continued

This inappropriate 'double-discounting' of trip generation is on a scale that would result in the DEIR traffic study's failure to disclose significant traffic impacts and in the failure of the downtown intersection mitigation measures to actually mitigate the traffic impacts. For the subject project itself, the improper double-discounting results in an under-reporting of project trips of 6 percent in the AM commute peak hour and 13 percent in the PM commute peak hour (after the other improper discount of existing use has been taken). But it must be recognized that the inappropriate double-discounting of trip generation has been applied to *all* of the new downtown projects that comprise the "baseline" scenario. When that is considered, the total number of under-reported vehicle trips in the "baseline" scenario is 107 in the AM peak and 322 in the PM peak – equivalent to a trip generation that is 167 percent more than the net trips the DEIR estimates for the Cathedral Square project in the AM peak and 1038 percent greater (yes, that means more than 10 times greater) than the net trips the DEIR estimates for the Cathedral Square project in the PM peak. This scale of difference in overall peak vehicle trips downtown is of a scale that would change the DEIR's conclusions regarding traffic impacts and mitigations at downtown intersections. The entire analysis should be recompiled with the inappropriate double-discounting eliminated.

9-33

DEIR Misstates City Thresholds of Significance for Parking Impacts and Fails to Disclose Project's Significant Parking Impacts

On page 4.6-30, the subject DEIR states the following regarding standards of significant impacts:

> "For the purposes of this EIR, impacts to parking are considered significant if the Proposed Project would:
> - Result in parking demand that exceeds the available or planned parking supply for typical day conditions. *However, the impact would not be significant if the Project is consistent with the parking requirements stipulated in the City Code."*

On 3-29-07 we requested and obtained from City of Sacramento traffic engineering staff the City's official traffic impact guidelines that they indicated is current and has been in effect for several years. Those guidelines contain the above statement except that the italicized portion negating significant impact if the project is consistent with parking requirements of City Code is not included. Obviously, someone involved in preparation of this DEIR has made an unauthorized reinterpretation of the guidelines regarding significant parking impacts. Regardless of its unauthorized nature, the reinterpretation makes no sense anyway because, if parking demand exceeds supply, the impact would not be negated if City code happened not to require a parking supply sufficient to meet demand. City code

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9-33 Continued

would simply be deficient and the parking impact would remain. Significant impact cannot be erased or mitigated by deficient City code.

The DEIR correctly identifies parking demand for the project at 359 spaces and the proposed supply at 326 spaces, a situation in which demand would exceed supply by 33 spaces, which constitutes a significant parking impact under the guidelines. However, because City codes require only a minimum of 249 spaces for the subject land use, which is 77 spaces less than the total proposed to be supplied, it errantly concludes that there is no parking impact because code would be met and fails to require appropriate mitigation. The DEIR should be revised to make a finding of significant parking impact and to require appropriate mitigation.

Conclusion

9-34

This completes my comments on the Cathedral Square DEIR. For the above reasons, I believe the document inadequate relative to Transportation/Traffic impacts and mitigations, and furthermore, was circulated in a condition that is improper under CEQA.

Sincerely,

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Exp. 6-30-08
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STATE OF CALIFORNIA

Daniel T. Smith Jr., P.E.
President

Cathedral Square

25 Story Condominium Tower

SCH No. 2006042162

Project No. P05-161

City of Sacramento California

Review of Draft EIR Document

May 4, 2007

By

Marshall Hunt, P.E.
Mechanical Engineer
123 C Street, Davis, CA 95616

Overview

The following is a review of the Cathedral Square proposed condominium tower project.

> The project involves the demolition of the existing structures and the construction of a 25-story, 472,020 square foot (sq. ft.) building located on 0.67 acres. The Cathedral Square project would contain 233 residential units, approximately 10,100 sq. ft. of retail, and 326 parking stalls (See figures included in Chapter 3).
>
> The proposed building would be 25 stories high, approximately 250 feet in height. The building would have a 30-foot step back along 11th Street above the 5th floor (at approximately 70 feet high) to preserve the Capitol View Corridor. The Lobby would be located on 11th Street to create a more pedestrian friendly entrance. The building would have six general floor plate components: below ground level, the first floor, the second through the fourth floor, the fifth floor, the residential tower, and penthouse levels. [1]

9-35

The requirements for documentation and discussion of energy use impacts of a proposed project are detailed in the California Environmental Quality Act (CEQA) *Guidelines*[2]. Appendix F Energy Conservation, *Guidelines* states that "Potentially significant energy implications of a project should be considered in an EIR" and contains a list of topics to include in the project EIR submittal package. The proposed project has a significant impact on the energy use of Sacramento and California consuming about 1 million kilowatt hours a year of electricity, with a peak demand of over 300 kilowatts and over 60,000 therms of natural gas a year. The proposed project is a significant residential development and thus has significant energy use. Mitigation measures that will cost effectively reduce the project's energy and environmental impacts are practical and becoming standard practice for projects which achieve efficiency levels that exceed California Energy Commission Building Energy Efficiency Standards (Title 24) by 30%. Efficiency at this level would make the proposed 233 unit project the energy equivalent of the 154 unit "Environmentally Superior" alternative. Both the Sacramento Municipal Utility District (SMUD) and Pacific Gas & Electric Company (PG&E) offer new construction incentives.

Energy Impact Information

9-36

The Cathedral Square Draft EIR document fails to provide any meaningful information with respect to the energy use and energy demand impacts of the proposed expansion project. As stated in CEQA *Guidelines* Appendix F:

> In order to assure that energy implications are considered in project decisions, the California Environmental Quality Act requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy.

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[1] page 2-1, Draft Environmental Impact Report, SCH No. 2006042162 Cathedral Square, project number P05-161, City of Sacramento, March 2007.
2 Title 14 CCR, Chapter 3, Guidelines for Implementation of CEQA

9-36 Continued

There is no information to be found in the EIR Project Description or any other part of the EIR Draft and Final that complies with the requirements of Appendix F, Section II.A. The only statements concerning energy efficiency appear on page 4.1-15 and page 4.5-6 of the Draft EIR.

> Mitigation Measure(s)
> Implementation of the following mitigation measures would reduce the above impact to a ***less-than-significant*** level by reducing the glare generated by the proposed project.
> *4.1-3 Highly reflective mirrored glass walls shall not be used as a primary building material for façades. Instead, Low E glass, or an equivalent approved by the City's Development Services Department, shall be used in order to reduce the reflective qualities of the building.*
>
> *Energy - State Building Energy Efficiency Standards, Title 24*
> The energy consumption of new buildings in California is regulated by State Building Energy Efficiency Standards, Title 24. These are contained in the California Code of Regulations. Title 24 applies to all new construction of both residential and non-residential buildings, and regulates energy consumed for heating, cooling, ventilation, water heating, and lighting. Title 24 is the minimum requirement for energy efficiency.

The use of Low E glass is for mitigation of glare and the energy efficiency aspects are not mentioned. The reference to Title 24 is correct and revealing. The authors appear to take the position that just complying with minimum requirements is enough to make energy use insignificant.

There are no electricity and natural gas energy mitigation measures discussed in the EIR. Compliance with building codes, both life safety and energy, are the minimum that must be achieved much like the "D" grade students must receive to not take the class again. The applicable building energy efficiency code is California's Title-24, Part 6 commonly referred to as Title 24. That the project will meet Title 24 is not sufficient to meet the CEQA requirements because the CEQA Guidelines document does not limit itself to energy use topics covered by Title 24, Part 6, and specifically states that potential energy use impacts should be discussed in the project description.

As an example, the elevations of the building are shown, in part, and the materials used are discussed. There appears to be balconies and overhangs but they are not discussed. Noise levels are discussed and found to be of concern. Improved fenestration is sited as the solution, but there is no discussion of whether the windows will be operable. Energy efficiency and indoor air quality can be improved with operable windows and in general occupants want to be able to open their windows. Operable windows will make the building have a different appearance. This type of discussion is needed so that decision makers have the information they need on such critical issues as the exterior of the building.

9-37

Energy Consumption is a Significant Environmental Impact

Public Resources Code Section 21100(b)(2)(B) requires than an EIR include a detailed statement setting forth any significant energy-related effects on the environment that would be irreversible if a proposed project is implemented. However, there is no mention of the amount of total energy use or peak energy demand that will be required to sustain the proposed project. Capacity may be sufficient but supply in California at peak times is limited. The peak demand in the summer of 2006 indicates just how important the issue is for the health and safety of the society. Also, significant growth continues to occur in the surrounding community, but the EIR does not address the

cumulative impact of the expansion on the adequacy of the electricity and natural gas delivery systems. Without discussion of the amount of increase in electricity use or demand, there is no means for the reader to understand the degree of impact the project might have upon the energy generation and delivery infrastructure. The peak demands experienced in 2001, 2002 and 2006 had a significant impact on the local and statewide economies. What is the project's contribution to the local and statewide electricity demand increase individually and cumulatively as the project induces further growth in the region? These questions remain unanswered by any of the EIR documents.

9-37 Continued

Is it possible that energy use impacts were omitted because their potential impacts were determined to be insignificant? In the CEQA *Guidelines*, "threshold of significance" is defined:

> "Thresholds" include guidance provided by the CEQA Guidelines, agency standards, legislative or regulatory requirements as applicable and professional judgment. All impacts that do not exceed the stated significance criteria described for each section are assumed to be less than significant and are therefore not discussed in detail in the document (California Public Resources Code Section 21100 and CEQA Guidelines Section 15128).

This seems to imply that where an agency does not provide specific regulatory guidance, then the threshold of significance is left to professional judgment. It is our opinion that the energy impacts of the project are significant. In making this assessment we rely upon an estimate of energy consumption based the California Energy Commission Residential Appliance Saturation (California Energy Commission publication #400-04-009, June 2004), which finds that the average apartment consumes 3953 kilowatt hours and 270 therms a year.

Mitigation Measures Missing

9-38

The Draft EIR contains section "2.4 Summary of Impacts and Mitigation Measures" which contains Table 2-1 starting on page 2-8. It is indicative of the inadequacy of the Draft EIR that there is no section for Energy. In the Air Quality section reducing emission by saving on site energy consumption, both electricity and natural gas, is not mentioned as a mitigation measure. The EIR does not seriously consider potential energy savings as a mitigation measure for criteria pollutants. Since the project is located in a "nonattainment" designated area for ozone these omissions should of great concern to the public. If the air basin of this region consistently fails to meet its air quality standards, it could be faced with the loss federal dollars for highway construction and maintenance. In the "Existing Environmental Setting" no mention is made of mitigating the increased demand for electricity. Even in the most complete section concerning Transportation and Circulation the importance of using the configuration, size and usage rules of project provided parking to mitigate the wasteful use of energy is not mentioned.

In the summer of 2006 the California Legislature passed and the Governor signed into law AB32 the California Global Warming Solutions Act of 2006. The goal of the bill is to reduce California Green House Gas emissions to 1990 levels by 2020. This can only be done with a massive, coordinated effort that will begin with a full reporting of GHG sources and quantities followed by regulations for cutting emissions. The Cathedral Square dwelling should be ready for occupancy about the same time that AB32 implementing regulations take effect. While no one can predict the exact form and structure the regulations will take, it is prudent to begin now to plan ahead. Energy efficiency improvements in new building are one of the lowest cost ways to reduce GHG.

California Environmental Quality Act *Guidelines* Inadequately Addressed

In Appendix F, Section II.A, the CEQA *Guidelines* list what an EIR should include. The first item is of particular importance for the Cathedral Square project since it will require the removal of a existing buildings, the excavation of the site, and the building of the 25 story apartment tower.

1. *Energy consuming equipment and processes which will be used during construction, operation and/or removal of the project. If appropriate, this discussion should consider the energy intensiveness of materials and equipment required for the project.*

9-39

The EIR discusses the removal of the existing building terms of its architectural significance with the conclusion being alternatives such as façade preservation are not required. There is no discussion of the energy and environmental impacts and mitigation measures related to demolition and removal of existing building. Recycling and reuse of parts of the existing building can help to mitigate the significant impacts. There is no mention of the energy intensiveness of the new construction and thus no discussion of alternatives. Thus the EIR as written does not meet the requirement of Appendix F, Section II.A.1. The US Green Building Council, LEED[3] provides a comprehensive catalog of building materials, sources and methods and a measurement tool that can be used to minimize the embodied energy of the building. The EIR could provide a copy of the LEED residential checklist and discuss why specific measures were not included in the proposed design. With this information the public can learn how energy efficiency and resource conservation will be addressed through the selection of local and sustainable building products.

2. *Total energy requirements of the project by fuel type and end use.*

9-40

To meet the requirements of this item the EIR should assess the energy use of the proposed building as compared to a building that meets **minimum** Title 24 building efficiency standards. This information is readily available from qualified energy compliance standards consultant. The EIR should discuss the expected energy use intensity in kBTU per square foot per year broken down by end use area, for example lighting, heating, cooling, ventilation and water heating. Most important in California, due to limited energy in the peak summer cooling season, the EIR should discuss the peak demand requirements of the proposed building in kW in July and August. The expected energy use intensities and demand requirements should then be compared to similar buildings in California. With this information the public can learn how energy efficient the building is compared to others, and in which specific end uses there may still exist opportunities for improvement in energy efficiency.

3. *Energy conservation equipment and design features.*

9-41

The document should describe the unique features of the proposed building's energy-using equipment which will contribute toward decreasing the Energy Use Intensity of the building and improving the performance beyond the Title 24 minimum building energy efficiency standards. The lighting power density, minimum target EER of air conditioning equipment, the minimum efficiency of gas-fired equipment, use of premium efficient motors, and variable frequency drives all need to be considered. This topic should go beyond the simply discussing the energy efficiency specifications of the building equipment and include a discussion of how the unique features of the proposed

[3] http://www.usgbc.org/DisplayPage.aspx?CMSPageID=

building will decrease its reliance on electricity and natural gas. For example, how would the use of combined heat and power system, using a clean-burning combined heat and power system to create electricity and hot water for space heating, cooling and domestic uses, reduce the need for electricity and natural gas from outside energy suppliers? Also, the EIR should include a description of the unique features of the proposed building that will increase its use of renewable energy resources such as the installation of solar photovoltaic panels to generate emissions-free energy on-site.

Topic A.4: *Initial and life-cycle energy costs or supplies.*

9-41 Continued

This topic area should compare the life-cycle energy cost of the building to the initial construction cost. Cost effectiveness analysis would show that the payback for energy efficiency and on-site generation measures is justified compared to the expected life of the building. The schematic building design, or the design of other similar facilities, are used to determine the optimum, most cost effective design strategy and set the target energy use intensity (EUI) accordingly. This target EUI can be compared to the statewide average EUI to demonstrate the degree to which this building is more efficient than other high-rise apartment buildings. Simply stating that the building will meet the minimum state energy codes does not satisfy this requirement. With this information public could evaluate the selection of equipment and identify unnecessary environmental impacts or suggest alternatives to mitigate these impacts.

Title 24 established the maximum amount of energy a building can consume based on what is cost effective in the most generic, simplified case of a building that incorporates a set of prescriptive energy efficiency measures. Project specific analysis will discover energy efficiency that reduces the energy consumed by the project beyond Title 24 based on a whole building performance analysis which allows for the optimization of energy efficiency and cost effectiveness. There are energy efficiency measures that reduce first cost and operating costs. There are other measures which increase first costs while reducing operating costs. When all of these are combined and analyzed, by computer based simulation program, the design team can run various scenarios to determine which yields the best combination of efficiency and first cost.

Because none of these issues are discussed in the EIR it is incomplete and inadequate in its coverage the project life cycle energy costs.

Exterior Lighting

The Draft EIR mentions lighting on the outside of the building on page 4.1-14.

9-42

> The proposed project would add light-producing fixtures into the downtown area. Most of the light would be internal, due to the 24-hour activity of the residents and guests of the building. The additional light sources would not significantly affect the ambient light in the downtown area due to the large amount of night lighting that already exists. Exterior lighting is not clearly indicated on the building elevations. However, as part of the Design Commission review, the project would be required to comply with the City's lighting standards. Therefore, the proposed project would not result in a substantial new source of light.

There is not enough information to assess exterior lighting will be installed and how it will be operated. Title 24, 2005, regulates outdoor, sign and building façade lighting. It is not clear that the EIR authors are aware of how the building will be impacted by Title 24 regulations. Decision

9-42 Continued

makers do not have the information they need to approve or disapprove exterior lighting without understanding what regulations require. Without this information a concept could be approved that would later be found to be noncompliant with Title 24. They will need to be designed with Title 24 regulations in mind and not exceed the allowed wattage. Lighting in some areas may need to be designed with "cut-offs" that limit the light going up. A growing concern over night sky light pollution should be addressed with the consideration of wall washing façade lighting that is mounted at the top and shines down the wall.

Bicycle and Carpool Parking

9-43

As proposed the project has 77 more parking spaces that the minimum required by the City. Eliminating these and replacing them with parking for bicycles, vanpools and carpools would help mitigate the impact of additional traffic. Bicycle usage is encouraged by having secured and sheltered parking. Vanpools are encouraged by the location of designated parking. Carpools are encouraged when they received preferred parking locations. Electric vehicles such as plug-in hybrids will need electrical outlets at the parking spots. None of these options are discussed in the EIR.

Recommendations

9-44

The Cathedral Square high-rise apartment building project should be required to mitigate its significant environmental and energy impacts by achieving energy efficiency that 30% better than Title 24 required. This will require the setting of energy efficiency goals as mitigation measures to the significant impact of the proposed project energy use. The positive components of the "Environmentally Superior" alternative of reducing the number of dwellings to 154 from 233 can be achieved by reducing the water, energy, solid waste, wastewater, and transportation impacts of the 233 dwellings. This would meet the need for housing Sacramento's central business district, reduce the cost of utilities for residents and reduce the project's demands on the utility infrastructure. Establishing the goals at the beginning of the project will allow the project development team, working with city staff, to optimize the solutions for impact and cost effectiveness.

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7 May 2007

Mr. William D. Kopper
Attorney at Law
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Davis, CA 95616

RE: Draft Environmental Impact Report for the Cathedral Square Project

Dear Mr. Kopper:

Per your request, I have reviewed the Draft Environmental Impact Report (DEIR) for the Cathedral Square Project, which envisions the construction of a 25-story building on 0.67 acres at the southwest corner of 11th and J Streets in downtown Sacramento. The building would contain residential units, retail space, and parking stalls. The project involves the demolition of four 19th century brick buildings ranging from one to three stories. You have requested my assessment of the cultural resources section of the DEIR to determine whether it meets the requirements of the California Environmental Quality Act (CEQA), and whether it proposes feasible mitigation measures for potential impacts to historical resources.

In this regard, I have reviewed Section 4.3 of the DEIR as well as technical appendices F and G concerning the cultural resources. The authors have examined the relevant background archival sources, gathered source materials from a variety of repositories, reviewed the regulatory contexts, and compiled the information into a credible document examining the archaeological and historical potential of the project site.

9-45 Appendix G, *Cultural Resource Overview for the Cathedral Square Project* (Peak 2006) and Appendix H, *Cathedral Square, Cultural Resources Supplementary Report* (Historic Environment Consultants 2007) thoroughly document the archaeological and architectural potential of the project site. Peak (2006) compiles a historical context for the site, identifies and evaluates the significance of potential resources under California Register of Historical Resources (CRHR) significance criteria, identifies impacts to these resources, and recommends mitigation measures to the proposed project and project alternatives. Historic Environment Consultants (2007) supplements Peak's report with additional information on the City of Sacramento's regulatory requirements, historic context, historic background on the occupants and history of the buildings, significance of identified resources, and proposed mitigation measures.

The authors conclude that the four building's alley facades, the alley itself, and the underground "hollow" sidewalks contain design elements that contribute importantly to the recommended Copenhagen Alley District and the historic character of downtown historic Sacramento. They further state that the proposed demolition of the four buildings, alley, and underground sidewalks will have a significant impact on the environment. The impacts to these resources are significant and unavoidable. Significant buried historical archaeological resources (e.g., privies, structural remains, artifact concentrations, original cobblestone paving, etc.) also may exist behind the buildings on the back portions of the lots facing the alley. Peak (2006) recommends that if such resources are identified during project construction an archeological firm should be contacted to "…assess the situation, and quickly

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9-45 Continued

recover any findings." Peak (2006) concludes that the presence of intact prehistoric cultural deposits with the project area is unlikely.

9-46

The Cultural Resources Overview (Appendix F) and the Historical Resources Assessment (Appendix G) meet current professional and technical standards and requirements for an inventory and evaluation, with a few notable exceptions. I saw no reference in either the technical report or EIR to consultation with the regional Information Center of the California Historical Resources Information System (CHRIS). Such consultation typically includes a records search to identify prior cultural resources investigations and recorded cultural resources within and adjacent to the project area, and is a standard requirement at the inventory phase. Moreover, it does not appear that there was any consultation with local Native American tribal representatives. Native American consultation is typically included in cultural resource studies when tribal resources may be affected. Although frequently overlooked on projects in urban settings under the assumption that prehistoric sites have been destroyed by subsequent urban development, Peak (2006) observed that the project is in close proximity to the large village site *Sacum* at City Hall/Plaza Park and notes that excavations at the nearby 800 J Street Lofts produced scattered prehistoric period artifacts. Peak ultimately concludes that the potential for recovering intact prehistoric remains at the Cathedral Square site is low because "…it does not seem likely that another site would be located so close to the City Hall/Plaza Park site," a conclusion echoed on page 4.3-25 of the DEIR. Given the other sites in the area and the importance of *Sacum*, consultation with the regional Information Center and local Native American tribal members would allow for a more realistic assessment of the sensitivity of prehistoric deposits in the project area. The Governor's Office of Planning and Research strongly recommends that Native American concerns and the concerns of other associations and societies be solicited as part of the process of cultural resources inventory. This task should be included in the inventory phase of the project and reported in the EIR.

9-47

Another important consideration when assessing the impact of a project on significant or potentially significant resources is the cumulative impact that project may have on the historical resources of the Project as well as in the vicinity as a whole. This cumulative impact is not discussed in either technical report or the DEIR. Given the number of projects planned for the downtown area and the historic significance of the buildings, alleys, underground sidewalks, and other architectural and archaeological features (many of which are planned for demolition), this impact should be addressed in the Final EIR.

9-48

With regards to the DEIR, I noticed inconsistencies between the consultant's recommendations in Appendix F and G and the mitigation measures proposed in the DEIR. With regard to prehistoric archaeological deposits, Peak (2006) suggests a sensitivity training course for construction personnel prior to initiation of site excavation. She further outlines procedures to follow for the identification and recovery of significant resources, artifact processing, curation, technical reporting, and report dissemination. For historic-era deposits, she recommends the development of a research design and testing/data recovery program following building demolition but prior to subsurface excavation. Following the identification, testing and data recovery work, if warranted, she further recommends pre-field sensitivity training for construction workers to recognize historic period artifacts/features that may be discovered in non-tested areas during construction. These proposed mitigation measures have not been included in the DEIR. In their place the DEIR authors have substituted measures 4.3-1(a-b) that do not take into account the professional recommendations provided in Appendix F. Most glaring is the omission of Peak's recommendation to develop a research design and test the site for significant buried

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9-48 continued

historical resources. To defer this work to the construction phase if artifacts are discovered, as implied in mitigation measure 4.3-1(a) of the DEIR, is inconsistent with CEQA, which requires that significant resources and impacts be identified in advance, and that feasible mitigation measures be carried out prior to project impacts.

9-49

Because the proposed project could affect the significance of previously unknown archaeological resources, mitigation measure 4.3-1 should be rewritten for the final EIR to include Peak's (2006) recommendations. At a minimum, a qualified archaeologist should monitor all ground disturbance in areas that may contain historical or prehistoric archaeological remains, rather than relying on "trained" construction crew members as the DEIR recommends. Preferably, monitoring should be preceded by Native American consultation, and historical maps and other archival materials should be used to identify sensitive locations.

9-50

Additionally, this mitigation measure should state that if data recovery is the only feasible mitigation, CEQA Guidelines Section 15126.4(b)(3)(C) requires that a data recovery plan be prepared prior to excavation. The mitigation measure also should stipulate provisions for reporting and artifact curation.

9-51

As an aside, the introductory paragraph of Section 4.3 of the DEIR states that the section describes the potential effects to historical, archaeological, and paleontological resources. However, I found no reference to a paleontological study of the project area in the appendices and there have been no conclusions drawn in Section 4.3 regarding the potential effects to paleontological resources in the project area. As such, the reference to paleontological resources should be excluded from the introduction in the final EIR.

Thank you for the opportunity to review and comment on the cultural resources analysis of the DEIR for the Cathedral Square Project. Please contact me if you have any questions on the comments offered above, or wish to discuss the project further.

Sincerely,

Barry A Price

Barry A Price, M.A., RPA
Vice President
Applied EarthWorks, Inc.

Letter 9: William D. Kopper

Response to Comment 9-1

This is an introductory comment, which states the commenter's opposition to the proposed project and introduces topics to be discussed. This comment does not raise any specific issues that address the adequacy of the DEIR.

Response to Comment 9-2

The City provided public notice of the Notice of Preparation and Notice of Availability, consistent with Public Resource Code 21092. Due to the relatively small number of vehicle freeway trips that the proposed project would be expected to generate (See Table 4.6-9 of the DEIR), the affected freeway interchanges and mainline circulation are located within the City of Sacramento and Yolo County/West Sacramento would not be directly affected by the proposed project. The Sacramento Area Council of Governments (SACOG) is the transportation planning agency for the region. The City of West Sacramento and Yolo County participate in regional transportation issues affected by cumulative development as members of SACOG. SACOG and SACOG's member agencies were consulted during the drafting of the traffic studies for the proposed project.

Response to Comment 9-3

The commenter is correct in identifying the need to include an environmental analysis in conjunction with any requests for demolition of any historically listed site, as stated in the City Zoning Code Section 7.96.080(B)(3). This requirement must be satisfied prior to the demolition of any of the structures on-site as part of the entitlement process and is not required as part of the DEIR.

The commenter's assertion that the DEIR concludes that the buildings at 1014 J Street, 1016–1018 J Street, and 1024-1026 J Street are eligible for listing as landmarks in the Sacramento Register is incorrect. Impact statement 4.3-2 states that only the 1020–1022 J Street building possesses historic importance and would be eligible for listing as a historic resource. All of the properties are eligible for listing as contributing resources to the recommended Copenhagen Alley District; however, the Alley District has not been established. Because the structures are not currently listed as a historic resources, the requirements of City Zoning Code Section 7.96.080(B)(3) do not apply.

However, it should be noted that the demolition of this structure would result in a significant and unavoidable impact even after the implementation of suggested mitigation.

Response to Comment 9-4

The impacts of the demolition of 1014 J Street, 1016-1018 J Street, 1020-1022 J Street, 1024-1026 J Street, and 1028-1030 J Street are analyzed cumulatively in that the impacts to all of these buildings were considered in combination in concluding that the project would result in significant and unavoidable impacts to historic buildings (Impact 4.3-2, pp. 4.3-27 to 29) and to the recommended Copenhagen Alley District (Impact 4.3-3, pp. 4.3-30 to 32). The EIR also identified cumulative impacts on unknown archaeological resources in combination with other development in the Sacramento area as a significant and unavoidable impact. As part of that discussion, although not part of the impact title, it is noted that "the project would contribute toward cumulative impacts related to *historic* or prehistoric resources" and that such impact is considered significant and unavoidable (DEIR, page 4.3-33 and 34). Regarding General Plan consistency, the EIR does not discuss consistency with the City's General Plan because such impacts are not significant. Per CEQA Guidelines § 15128, an EIR shall include a brief discussion of impacts that are not significant and therefore not discussed in detail in the EIR; such a discussion may be included in the Initial Study. As noted in the Initial Study (DEIR Appendix C, p. 30), the project is consistent with the General Plan, Central City Community Plan, and Zoning Ordinance. Furthermore, the DEIR lists applicable goals and policies from the General Plan Preservation Element. The goals and policies require the City to promote: recognition, preservation, enhancement, and conservation of historic resources; and to review new development. The policies require the City to promote certain activities; they do not require the City to mandate them. Therefore, the proposed project would not violate the policies. Furthermore, the DEIR was conducted as part of the City's review of the proposed new development. Therefore, the proposed project complies with the General Plan Preservation Element.

Response to Comment 9-5

The proposed project is consistent with Housing Element of the City of Sacramento General Plan, which requires new developments to support mixed income development to revitalize lower income neighborhoods. The proposed project would provide market rate housing to sustain "the retail, commercial and civic life in downtown Sacramento." The General Plan does not require all downtown housing projects to be mixed income developments "affordable to lower income people." The General Plan does not require that the City provide affordable housing in every project. A mix of market rate and affordable housing is desirable, especially in the Central Business District that contains a disproportionate amount of low-income housing. The proposed project is not located within a New Growth Area as defined in the General Plan, and thus is not required to adhere to the affordable housing requirement included in the Housing Element of the General Plan.

In addition, the Proposed Project is a private development that would generate property tax increments to the Redevelopment Agency. Per the Merged Downtown Redevelopment Plan, as amended, at least 30 percent of the tax increment generated by the project, as well as tax increment revenues from other developments in the Project

Area, must be used to provide housing affordable to moderate, low and very low income households. The Agency uses this tax increment to construct and rehabilitate affordable housing within the Project Area.

In March 2006, the Agency adopted production goals for the New Single-Room Occupancy (SRO) units, authorizing the Release of Request for Applications for the construction of new very low-income efficiency apartments, adopted production goals for rehabilitating 100 SRO units within the Central City, and amended the Agency's budget allocating $15,000,000 from the Tax Allocation Revenue Bound Downtown Housing fund for the SRO housing project. Overall, the tax increment revenues and Housing Trust Fund in-lieu fees from the project would enhance the ability of the Agency (and its constituent entity the SHRA) to develop affordable housing.

Response to Comment 9-6

The commenter's assertion that hourly average noise levels cannot be extrapolated from 15-minute noise measurements is incorrect. In fact, when conducting noise level measurements in an urban setting such as the project site, the average noise level, or Leq, stabilizes within minutes. Due to the logarithmic nature of the decibel scale, the Leq is typically stable within tenths of a decibel by the 15th minute of a sample, thereby providing a reliable indication of the hourly average noise level. In traffic noise environments, 15-minute samples are the industry standard means of calibrating traffic noise exposure for an entire hour.

In addition, as stated on page 4.4-2 of the DEIR, the day-night Average Level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Therefore, the nighttime noise levels have been adequately estimated, and the noise analysis included in the DEIR is considered to be accurate.

Response to Comment 9-7

The commenter acknowledges that the FHWA Traffic Noise Prediction Model RD-77-108 can, in fact, be used at speeds as low as 25 mph with Calveno noise curves that were appropriately used for this assessment. The additional calculations identified by the commenter were preformed using a proprietary spreadsheet version of the FHWA Model. The commenter need only replace the curves provided in the original FHWA Model RD-77-108 with the Calveno Curves to achieve accurate calculations. Because the noise level measurements were conducted to generally assess ambient conditions in the immediate project vicinity, not to calibrate the FHWA Model, vehicle classification counts were not warranted during the ambient noise sample. The model is based on the professional opinion of Bollard Acoustical Consultants (BAC), the experts consulted during the preparation of the DEIR. CEQA allows for disagreement among experts, and states in

CEQA Guidelines Section 15151, "Disagreement among experts does not make an EIR inadequate."

Response to Comment 9-8

Regarding the use of the FHWA Model to assess changes in traffic noise environment due to increased roadway traffic, according to Bollard Acoustical Consultants (BAC) the important factor is the change in traffic volume, not the flow of traffic. The traffic flow in the project vicinity is at times constant flow, and at times interrupted. This is normal for urban traffic that is affected by controlled intersections. Regardless, provided all other variables are held constant except for the increase in traffic volume due to the project, the FHWA model will return a reasonably accurate assessment of the increase in traffic noise due to the project, this analysis includes noise generated from heavy truck traffic (See Response to Comment 9-9). For example, if existing traffic is comprised of part constant flow and part interrupted, it is reasonable to conclude that existing plus project traffic will similarly be part constant flow and part interrupted flow. Therefore, if the baseline traffic volume were to double as a result of the project, for example, then the project would be expected to generate a 3 dB increase in traffic noise, regardless of whether the traffic flow were constant, interrupted flow, or a combination. Because an "apples to apples" assessment of the critical traffic noise generation variables was conducted for this project, the projected traffic noise level increases described in the DEIR are representative of actual conditions that will result from the project. These conclusions are based on the professional opinion of BAC, the experts consulted during the preparation of the DEIR. CEQA allows for disagreement among experts, and states in CEQA Guidelines Section 15151, "Disagreement among experts does not make an EIR inadequate."

Response to Comment 9-9

The noise generation of heavy trucks was included within the ambient noise level surveys performed for the DEIR (See Appendix H of the DEIR). In addition, the heavy truck traffic was conservatively assumed to be three percent of total vehicle traffic on the local roadway network.

Response to Comment 9-10

The commenter is correct, heavy truck noise does contain more low frequency content than automobile noise. However, because the project trucks would be operating in an area already exposed to heavy truck noise, and because heavy trucks currently and routinely accelerate from a stop in the project vicinity, the truck noise generation of the project would not represent either a new type of noise source, or a change in frequency content of sources currently operating in the immediate project vicinity. Please see Response to Comment 9-11 regarding the adequacy of suggested mitigation measures.

Response to Comment 9-11

The commenter is correct, sound transmission class ratings are weighted in favor of the speech frequency range correlating with human hearing activity, and noise created by construction and mechanical equipment contains more low frequency content than speech. The commenter states "STC is a poor guideline for construction to contain HVAC or other mechanical equipment noise, music, transportation noise, or any other noise source which is more heavily weighted in the lower frequencies than speech." However, BAC's proprietary interior room acoustic analysis methodologies take into consideration the frequency content of the noise source, as well as the performance of the window assemblies in each 1/3 octave frequency band, so that the windows with the appropriate STC rating can be selected. In 20 years of conducting traffic noise analyses and specifying various improvements to building construction, including window upgrades to mitigate traffic noise impacts, BAC has conducted before and after testing of new residences constructed overlooking major highways to verify the performance of the window and facade assemblies. In cases where window STC rating upgrades were recommended, the test results indicated that the improved assemblies satisfied expectations with regard to the mitigation of noise impacts.

The mitigation proposed to reduce interior noise levels to below 45 dB, which requires windows having a minimum sound transmission class rating of 32, is based on the professional opinion of BAC, the experts consulted during the preparation of the DEIR. While the comment has been noted, CEQA allows for disagreement among experts, and states in CEQA Guidelines Section 15151, "Disagreement among experts does not make an EIR inadequate."

Response to Comment 9-12

Impact 4.4-6 on page 4.4-13 of the DEIR concludes that impacts related to construction-induced vibration would be significant and unavoidable because they could result in physical damage that would require repair. Additionally, Impact 4.4-6 states the following:

> The vibration report concluded that indicator pile driving at the Esquire Plaza site generated vibrations well below the FHWA Architectural Threshold Limits for architectural damage to historic buildings. All pile holes were pre-drilled. Damage was not observed and none would be expected at the buildings adjacent to the Cathedral Square building based on this information.

Because the proposed project would not be expected to exceed the FHWA Architectural Threshold Limits for damage to historic buildings, the use of alternate methods, such as the torque screw method for constructing foundations is not required as the proposed project would be within the vibration threshold limits. In addition, a guarantee cannot be made that the torque screw method would reduce the potential for physical damage to adjacent buildings.

Therefore, even with the inclusion of the torque screw method, the impact would remain significant and unavoidable.

Response to Comment 9-13

The commenter is correct in that Table 5-1 does not contain an inclusive list of the cumulative plus project setting. However, page 4.6-43 of the Transportation and Circulation chapter of the DEIR, includes the cumulative project list, which was used for the analysis. Therefore, Table 5-1 on page 5-3 is hereby amended to be consistent with the list used in the cumulative analysis, as follows:

~~**Table 5-1**~~ ~~**City of Sacramento List of Projects**~~	
~~Project~~	~~Land Use~~
~~Crocker Art Museum Expansion~~	~~N/A~~
~~301Capital Mall~~	~~Mixed-Used~~
~~601 Capital Mall~~	~~N/A~~
~~Metro Place~~	~~Mixed-Use~~
~~15th & L St. Hotel~~	~~Commercial~~
~~CalPers Headquarters Expansion~~	~~N/A~~
~~Sutter Medical Center and the Trinity Cathedral~~	~~N/A~~
~~CADA East End Gateway~~	~~Residential~~
~~Capital West Side Project~~	~~N/A~~
~~3rd St. Conversion~~	~~N/A~~
~~Amtrak Extension~~	~~N/A~~
~~*Source: Dowling, 2006.*~~	

Table 5-1 **City of Sacramento List of Pending Projects**	
Project	**Land Use**
500 Capitol Mall	Office
800 K Street	Mixed-Use
831 L Street	Office
Westfield Shoppingtown Downtown Plaza Expansion	Retail
The Metropolitan (10th Street and J Street)	Residential
Epic Tower (12th Street and I Street)	Residential
701 L Street	Office
The Library Lofts (8th Street and I Street)	N/A
Source: Dowling, 2006.	

The above changes are for clarification purposes only and is included to provide an accurate list of the projects used in the cumulative analysis and thus do not change the analysis nor conclusions presented in the DEIR.

Response to Comment 9-14

The City's thresholds of significance for energy use during the construction and operational phases of the proposed project are based on the provider's ability to serve the project, and all providers were contracted during the NOP process. Pacific Gas and Electric (PG&E) and Sacramento Municipal Utility District (SMUD) have previously indicated the ability to serve the Central City. In addition, in a letter to the applicant dated June 25, 2007, SMUD has indicated that they will be able to provide service to the proposed project. SMUD produces power through renewable hydroelectric, thermal (natural gas), wind and solar resources, as well as purchasing wholesale power, and does not anticipate major problems in serving the City.

The comment refers to CEQA Guidelines Appendix F, the goal of which is to promote the conservation of energy, which "implies the wise and efficient use of energy" and discourages the "wasteful, inefficient, and unnecessary consumption of energy." The comment includes numbered items from Appendix F and states that these are requirements for the analysis. CEQA does not "require all EIRs" to assess energy impacts. Impacts related to energy are not included as issues in the Appendix G Initial Study checklist. CEQA Guidelines Section 15126.4(a)(1) states "(1) An EIR shall describe feasible measures which could minimize significant adverse impacts, including ***where relevant*** (emphasis added), inefficient and unnecessary consumption of energy." Section (a)(1)(C) further states that: "energy conservation measures, as well as other appropriate mitigation measures, shall be discussed ***when relevant*** (emphasis added). Examples of energy conservation measures are provided in Appendix F." Appendix F specifically states that the referenced items may be included in the project description, but does not require that these items be considered standards by which to judge the project.

The proposed project would comply with Title 24 of the California Building Standards Code, which set building standards to ensure the efficient use of energy. Because the proposed project would abide by the Title 24 regulations with regard to energy conservation, energy consumption by the proposed project would not be considered wasteful, inefficient or unnecessary.

Response to Comment 9-15

Gases in the Earth's atmosphere, classified as atmospheric greenhouse gases, play a critical role in determining the Earth's surface temperature. The sun emits solar radiation, which enters Earth's atmosphere from space. A portion of the radiation is absorbed by the Earth's surface and the rest is reflected back toward space. However, the properties of the radiation change from short-wave/high-frequency solar radiation to long-wave/lower-

frequency infrared radiation. Greenhouse gases (GHGs), which are transparent to solar radiation, absorb infrared radiation. As a result, the radiation that previously would have dispersed into space is now retained, resulting in warming of the atmosphere. This process is known as the greenhouse effect.

Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and synthetic halocarbons (chlorofluorocarbons [CFCs], hydrofluorocarbons, perfluorocarbons, halons and sulphur hexafluoride). The primary GHG is CO_2, which is a main byproduct of fossil fuel combustion. Methane, a GHG approximately 21 times more potent than CO_2, results from off-gassing associated with agricultural practices and landfills. Processes that absorb and accumulate CO_2, often called CO_2 "sinks," include uptake by vegetation and dissolution into the ocean.

Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for enhancing the greenhouse effect[i]. Emissions of GHGs contributing to global climate change are attributable in large part to human activities at stationary sources of GHG emissions such as industry/manufacturing, utilities, residential and commercial buildings, and some portions of the agricultural sector. In addition, mobile sources of GHG emissions include cars, airplanes, non-electric trains, and other vehicles that combust carbon based fuels. In California, the transportation sector is the largest emitter of GHGs, producing 41 percent of all emissions. Electricity generation is the second largest emitter (including out of state emissions for imported electricity) followed by electricity generation (California Energy Commission 2006a).

While California is a significant contributor of GHGs, global climate change is a global problem. The cumulative effect of worldwide emissions is the driving force behind climate change. In 2002, depending on the source, California ranked as the 10th to 16th largest emitter of CO_2 in the world (ranking also includes Texas, the only state to emit more CO_2 than California) and produced 492 million gross metric tons of CO_2 equivalents in 2004 (California Energy Commission 2006a).

Carbon dioxide equivalents are used when measuring GHGs to account for the different potential of the various GHGs to retain infrared infrared radiation in the atmosphere and contribute to the greenhouse effect. The global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. For example, one ton of Methane has the same contribution to the climate changes as approximately 21 tons of CO_2 (California Energy Commission 2006a). Expressing GHG emissions in CO_2 equivalents allows the contribution of all GHG emissions to be measured as a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

<u>Global Changes</u>

The IPCC report indicates that the average global temperature is likely to increase between 3.6 and 8.1 degrees Fahrenheit, with larger increases possible but not likely. The

increase in temperature is expected to lead to higher temperature extremes, precipitation extremes leading to increased flooding and droughts, ocean acidification from increased carbon content, and rising sea levels. Climate change is likely to make dry areas drier, and rising sea levels may inundate coastal areas. Subtropical and low-lying areas are expected to be affected most.

Changes in the Western United States and California Climate

Climate models indicate that if GHG emissions continue to proceed at a medium or high rate, temperatures in California are expected to increase by 4.7 to 10.5 degrees Fahrenheit by the end of the century[ii]. Lower emission rates would reduce the projected warming to 3 to 5.6 degrees Fahrenheit. Almost all climate scenarios include a continuing trend of warming through the end of the century given that vast amounts of greenhouse gases already released, and the difficulties associated with reducing emissions to a level that would stabilize the climate. Temperature increases would in turn lead to environmental impacts in a wide variety of areas, including: reduced snowpack resulting in changes to the existing water resources, increased risk of wildfires, changing weather expectations for farmers and ranchers, and public health hazards associated with higher peak temperatures, heat waves, and decreased air quality.

<u>The State of California's Response to Climate Change</u>

Assembly Bill 1493

In 2002, then-Governor Gray Davis signed Assembly Bill (AB) 1493. AB 1493 requires that the California Air Resources Board (ARB) develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty truck and other vehicles determined by the Air Resources Board (ARB) to be vehicles whose primary use is noncommercial personal transportation in the state." Currently, the State is waiting for a determination on the State's request for a waiver from the USEPA to begin regulation of GHG emissions from vehicles.

Executive Order S-3-05

In 2005, Governor Schwarzenegger signed Executive Order S-3-05, which established total greenhouse gas emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80% below the 1990 level by 2050. The Executive Order directed the Secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce greenhouse gas emissions to the target levels. The Secretary is also directed to submit biannual reports to the governor and state legislature describing: (1) progress made toward reaching the emission targets; (2) impacts of global warming on California's resources; and (3) mitigation and adaptation plans to combat these impacts.

To comply with the Executive Order, the Secretary of the CalEPA created a Climate Act Team (CAT) made up of members from various state agencies and commission. CAT released its first report in March 2006. In addition, the CAT has releases several "white papers" addressing issues pertaining to the potential impacts of climate change on California.

Assembly Bill 32, The California Climate Solutions Act of 2006

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To implement the cap, AB 32 directs ARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then ARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Senate Bill 1368

SB 1368 is the companion bill of AB 32 and was signed by Governor Schwarzenegger in September 2006. SB 1368 requires the California Public Utilities Commission (PUC) to establish a greenhouse gas emission performance standard for baseload generation from investor owned utilities by February 1, 2007. The California Energy Commission (CEC) must establish a similar standard for local publicly owned utilities by June 30, 2007. These standards cannot exceed the greenhouse gas emission rate from a baseload combined-cycle natural gas fired plant. On January 27, 2007, the PUC adopted an interim Greenhouse Gas Emissions Performance Standard to require that all new long-term commitments for baseload power generation to serve Californians have do not exceed the emissions of a combined cycle gas turbine plant. The legislation further requires that all electricity provided to California, including imported electricity, must be generated from plants that meet the standards set by the PUC and CEC.

<u>California Air Resources Board (ARB)</u>

The ARB is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for the California Clean Air Act (CCAA) adopted in 1988. The CARB has primary responsibility in California to develop and implement air pollution control plans designed to achieve and maintain the National Ambient Air Quality Standards established by the USEPA. As discussed above, the ARB is charged with developing rules and regulations to cap and reduce GHG emissions

The City Sacramento's Response to Climate Change

Although the anticipated amount of GHG emissions can be calculated for projects proposed in the City of Sacramento, currently a method to determine a project's contribution to the global problem has not been determined. Therefore, the City ensures compliance with Title 24.

Project Emissions

The proposed project GHG emissions would stem from both mobile and stationary sources.

Mobile Emissions

The proposed project would be responsible for the emissions of GHGs from motor vehicles involved in the demolition of the existing structures, construction of the proposed project, and future trips by residents, visitors (including shoppers), and delivery trucks. The proposed project does not include any requirements or mitigations measures to reduce GHG emissions from mobile sources. However, future emissions can be reduced by providing opportunities for compact living arrangements in the City center with ample opportunities for residents to use alternatives to the personal automobile, including: nearby services that may be reached on foot or bike, and access to public transportation. As shown in Table 4.6-9 on page 4.6-23 of the DEIR, the project's location and surrounding amenities allowed for the projected daily weekday automobile trips to be reduced from 2,632 to 1,965 (a reduction of approximately 25 percent). The reduction in vehicle trips comes on top of the difference between the trip generation rate for the proposed project (approximately 4.72 daily trips per dwelling unit) as compared to the trip generation rate for a single-family home (approximately 9.5 daily trips per unit). Therefore, and the availability of transit options would lead to fewer than half of the average daily vehicle trips per residential unit when compared to a single-family home. In addition, as fuels are reformulated to include a higher percentage of biofuels the project's emissions would be even further decreased.

Stationary Emissions

The proposed project would be responsible for the emissions of GHGs from stationary sources involved in the fabrication of building components, as well as future emission that would occur in order to provide electricity, and potentially gas heat to project residents. The commenter requests that mitigation be included to require that the project exceed Title 24 requirements by 25 percent. The DEIR did not require any measures to reduce GHG emissions. The project applicant has not indicated an intention to exceed Title 24, nor has the City required the applicant to exceed Title 24 requirements. In addition, plan review of the energy facilities for development occurs during the design review stage of the planning process.

The proposed project would contain 233 residential units, ranging is size from 730 square feet (sq. ft.) to 2,000-plus sq. ft., with an approximate average of 1,080 sq. ft. (252,350 sq. ft./233 residential units). The average size of a new single-family home in the United States now exceeds 2,200 square feet. Generally speaking, reductions in square footage reduce the amount of energy required to heat, cool, and light the residence.

Conclusion

Climate Change is an issue larger than Sacramento, or even California. Climate Change is a global issue. Therefore, as stated above, the provision of compact, high-density housing near transit options is at the leading edge of the City's response to the challenges presented by Climate Change, and thus mitigation measures are not required.

Response to Comment 9-16

As mentioned in the Downtown Traffic Study, the existing freeway and mainline data used in the DEIR were provided by the California Department of Transportation (Caltrans) at the time the Downtown Traffic Study was prepared. The Cathedral Square project was included in the Downtown Traffic Study. Caltrans data were supplemented by intersection and ramp volume counts conducted during the same period the study intersections counts were conducted. Existing traffic data for both projects mentioned in the comment (Cathedral Square DEIR and Township 9 DEIR) were provided by Caltrans staff at different time periods and for several stations at the Freeway system. The locations studied in both documents may not be for the same location/station. Therefore, it is not accurate for the commenter to conclude that the two documents are inconsistent if both data are provided by the same state agency at different time periods.

Please note that for a major traffic study such as the Downtown Traffic Study, The City of Sacramento coordinated with Caltrans, which reviewed the scope of work of the study, and City staff directly obtained the latest counts available at the time of the traffic study.

Response to Comment 9-17

As mentioned in Response to Comment 9-16, the existing traffic volumes were based on data provided by Caltrans at the time of the study and were presumed to be correct. The commenter specified several locations that are not consistent in the Cathedral Square DEIR and the Township 9 DEIR. The commenter compared data presented on Table 4.6-6 of the Cathedral Square DEIR with Table 6.11-8 of Township 9 DEIR. As mentioned in response to Comment 9-16 above, this data may not be for the same exact locations and the descriptions given in both tables are not the same.

Response to Comment 9-18

See Response to Comment 9-17.

Response to Comment 9-19

See Response to Comment 9-17.

Response to Comment 9-20

See Response to Comment 9-17.

Response to Comment 9-21

The commenter presented his own hypothesis of what appears to have happened with respect to the existing traffic volume on the freeway system components without presenting any facts for his assumptions. For example, the commenter assumed that the DEIR Transportation and Circulation section was completed between June 2 and June 8, 2006; in essence, that the DEIR Transportation and Circulation section was completed before any relevant comments on the NOP could have been digested and included in the analysis. This assumption is not accurate. In June 2006, the DEIR Transportation and Circulation section was under preparation and was not complete. Additionally, City staff reviewed and considered all NOP comments, and incorporated them into the DEIR. Furthermore, the commenter did not specify any NOP comment that was not considered in the DEIR Transportation and Circulation section.

The commenter cited a conversation with a knowledgeable Caltrans official and assumed the volumes on the freeway system reported in the subject studies were significantly lower than current traffic volumes because the City, or the City's consultants, obtained obsolete traffic data from an internet website rather than obtaining the most recent traffic counts that were directly available from Caltrans. As mentioned in response to Comment 9-16 above, the freeway data was obtained directly from Caltrans staff and not from any other resources or website.

As mentioned in Response to Comment 9-17 and after a September 8, 2006 meeting with Caltrans, Caltrans staff acknowledged its responsibility of all traffic data presented in the Downtown Traffic Study and did not require any further action to be taken, because these volumes were considered valid at the time the data was provided to the City of Sacramento.

Response to Comment 9-22

The commenter cited several comments he submitted to the City on another project included in the Downtown Traffic Study (800 K & L Streets DEIR) regarding freeway impacts. As stated in the Project Objectives, the proposed project would create a development that would enhance and revitalize Downtown Sacramento, and would

provide high density urban development within Downtown Sacramento to support the existing offices and other uses in the downtown area. Therefore, the proposed project is considered a mitigation measure to improve the existing freeway system by providing more housing opportunities to the employees working in the downtown area and traveling everyday to work.

As mentioned in the DEIR, the project would generate a total of 64 new trips in the morning peak hour and 31 new trips in the afternoon peak hour. Out of the 64 trips, less than ten trips would use the freeway system, assuming project residents work outside the downtown area, which is a conservative assumption. Additionally, under the baseline plus project scenario, impacts to freeway mainline and ramp queues are less than significant, but the cumulative impacts for this project and the other downtown projects are considered significant because the freeway system is operating at Level of Service (LOS) F without the proposed project. The freeway system will continue to operate at LOS F without any additional trips to the system. Mitigation measures have been added to the DEIR to reduce the magnitude of the above impacts; however the impacts would remain significant and unavoidable. Please refer to Response to Comment 2-1, in Chapter 3 of this FEIR, for further detail on the revisions.

As stated in the February 26, 2007 letter from City Manager Ray Kerridge to Caltrans Director Will Kempton, the City of Sacramento is committed to work in good faith with Caltrans and other regional partners to develop feasible mitigation measures to address the traffic impacts of new developments that would create significant levels of congestion on the state highway system. The City will also continue working with Caltrans to identify the funding that is needed for transportation improvements to accommodate growth in the City of Sacramento, in order to ensure that the appropriate level of access and mobility are maintained.

Response to Comment 9-23

Please see Response to Comment 9-22.

Response to Comment 9-24

Please see Response to Comment 9-22.

Response to Comment 9-25

Please see Response to Comment 9-22.

Response to Comment 9-26

Please see Response to Comment 9-22.

Response to Comment 9-27

The DEIR did not include the cited mitigation measure.

Response to Comment 9-28

Please see Response to Comments 9-16 and 9-17. In addition, the commenter is referred to the response to the Caltrans letter (Response to Comment 1-2 in Chapter 3 of this FEIR).

Response to Comment 9-29

Adjusting signal timing splits to reduce the overall stop controlled delay at intersections is common practice. The effects of adjusting the signal timing splits to improve efficiency would not significantly affect signal progression and would mitigate impacts to less-than-significant levels, according to the criteria used by the City to evaluate project impacts. Additionally, the mitigation measure stated that the applicant shall pay a fair share contribution to recover the costs of the City's Traffic Operation Center monitoring and retiming of the several traffic signals at the impacted intersections.

Response to Comment 9-30

The commenter's understanding of the procedure conducted to prepare the trips generation for the proposed project is noted.

Response to Comment 9-31

Customarily, the number of trips generated by existing use is calculated based on industry-accepted data published in ITE's *Trip Generation* and implementing the same transit and other none auto travel adjustments to the estimated number of trips generated from the existing uses. Because the same procedure is used to estimate the existing and proposed use, it is considered fair argument that the presented data for the existing uses is acceptable and no further action is required.

Response to Comment 9-32

Comment noted. The adjustments for "trips to-from other proposed projects" should have been applied only to the analysis of cumulative conditions, not to the baseline condition. Therefore, the project would generate 4 more trips in the AM peak hour and 3 more trips in the PM peak hour under the baseline condition than had been stated in the study. A review of the study results shows that the level of service at none of the study locations is at the verge of any significant threshold, and the increase of 4 trips in the AM and 3 trips in the PM would not likely alter the results of the analysis. The baseline condition assumes that none of the remaining eight downtown projects would be constructed. Therefore, the cumulative effect discussed in the comment is not appropriate for the baseline condition. Changes have not been made to the study because the internal trip reduction between the nine projects is still valid.

Response to Comment 9-33

The City of Sacramento Traffic Impact Guidelines, Page 2, state the procedure to analyze parking as follows, "Compare the expected demand for parking (using ITE or other information) with the proposed supply and City zoning requirements." Additionally, Page 5 of the Traffic Impact Guidelines states that several categories do not have thresholds of significance; however, problems should be identified and recommendations should be made for improvements in these categories. Parking is considered one of the categories that does not have a specific threshold. Therefore, the traffic study shall compare the expected demand for parking (using ITE or other information) with the proposed supply, and shall identify shortfalls.

Table 4.6-15, Parking Generation, in the DEIR has been revised to reflect a residential parking generation rate of 1.1 vehicle per dwelling unit, which results in a residential demand of 256 spaces or a total adjusted demand of 274 spaces. The revised demand will be satisfied by the proposed parking supply. The revised rate is based on the fitted curve equation of weekday suburban peak period parking demand from ITE's *Parking Generation*, 3rd edition. The previous rate of 1.46 vehicle per dwelling unit was based on ITE's average suburban peak period parking demand ratio. The use of the fitted curve equation, which takes into account the number of dwelling units, is generally considered to be more appropriate if the number of dwelling units falls within the data range of the ITE's studies. In the case of Cathedral Square, the proposed 233 dwelling units fall within ITE's data range.

As described above, Table 4.6-15 on page 4.6-42 of the DEIR is hereby revised as follows:

Table 4.6-15
Parking Generation

					ITE Demand	
	Size	**Unit**	**City Code Requirement**	**ITE**	**Retail**	**Residential**
Retail	10.1	ksf	0	2.65	27	
Residential	233	dwu	249	~~1.46~~ 1.10		~~340~~ 256
			249			
Adjustments						
Transit Adj. (-2.2% retail, -11.1% office)					-1	
Walk/Bike/Non-Auto Adj. (-11.6% retail, 2.8% office)					-3	
Internal Trip Adj.					-3	
Between downtown projects					-1	
Total Adj.					-8	
Adjusted Demand					19	~~340~~ 256
Total Adj. Project Demand				~~359~~ 274		
Supply vs. Demand						
Proposed Parking	326					
Adjusted Project Demand	~~359~~ 274					
	~~33~~ **52**					
Supply vs. Code Requirement						
Proposed Parking	326					
City Requirement	249					
	77					

Response to Comment 9-34

Based on Response to Comments 9-16 through 9-33, the EIR is adequate relative to Transportation/Traffic impacts and mitigations, as well as CEQA.

Response to Comment 9-35

See Response to Comment 9-14 regarding requirements for the discussion of energy impacts under CEQA. The significance of the impact is determined by the energy provider's ability to meet the project's demand.

The commenter's support for energy-reducing measures is noted; however, because the proposed project would comply with Title 24 standards and because the energy providers for the proposed project area have indicated that they have ample energy supplies to support the development of the proposed project, the proposed project would not have a significant impact on energy resources under CEQA.

Response to Comment 9-36

Mitigation measures associated with the use of natural gas and electricity are not required because the proposed project's impact on natural gas and electricity were not determined to be significant. See Response to Comment 9-14 for further discussion of Title 24 compliance and confirmation of available resources as the standards of significance.

Response to Comment 9-37

The commenter's opinion that the proposed project would have a significant impact in regard to energy is noted. However, as quoted by the commenter, the environmental analysis associated with the DEIR is subject to the thresholds of significance used by the lead agency. According to the thresholds of significance (as discussed in Response to Comment 9-14), the proposed project was not found to have a significant environmental impact.

Response to Comment 9-38

As discussed in Response to Comment 9-14, compliance with Title 24 regulations would ensure that energy consumption by the proposed project would not be considered wasteful, inefficient or unnecessary, which is the standard by which energy impacts are measured in Appendix F of the CEQA Guidelines. Because compliance with Title 24 is required by law, a specific discussion of energy was not included in the DEIR. Without a specific finding of impact, mitigation cannot be required. The commenter does not provide evidence of a significant impact to prove the assertion that the DEIR omits necessary mitigation measures. Therefore, additional mitigation measures are not warranted and the DEIR is adequate.

As stated by the commenter, the standards associated with AB32 have not yet been determined and are not yet in effect. Therefore, the proposed project is responsible for abiding by existing standards. As discussed in Response to Comment 9-14 and 9-15, the proposed project does not interfere with AB32 implementation.

Response to Comment 9-39

See Response to Comment 9-14 regarding the significance of energy-related impacts associated with the proposed project and the adequacy of the DEIR. In addition, Mitigation Measure 4.5-3, on page 4.5-11 of the DEIR, requires a recycling plan for construction materials.

Response to Comment 9-40

See Response to Comment 9-14 regarding the significance of energy-related impacts associated with the proposed project and the adequacy of the DEIR.

Response to Comment 9-41

See Response to Comment 9-14 regarding the significance of energy-related impacts associated with the proposed project and the adequacy of the DEIR.

Response to Comment 9-42

The proposed project compliance with existing construction standards, such as Title 24, is assumed. Impact 4.1-3 includes the following discussion:

> The additional light sources would not significantly affect the ambient light in the downtown area due to the large amount of nightlighting that already exists. Exterior lighting is not clearly indicated on the building elevations. However, as part of the Design Commission review, the project would be required to comply with the City's lighting standards. Therefore, the proposed project would not result in a substantial new source of light.

Though the proposed project would be a source of additional light and glare, the impact associated with the additional lighting would not be considered a new and significant impact.

Response to Comment 9-43

Impact 4.6-9 in the DEIR includes a discussion of the adequacy of the parking facilities associated with the proposed project. As noted in the discussion, the proposed project, as designed, would not meet the City's Zoning Code Section 17.64.050, which requires new and expanded developments to provide one bicycle parking space for every ten required vehicle parking spaces. The DEIR includes Mitigation Measure 4.6-9, which would

require the proposed project to include adequate bicycle stalls to satisfy City requirements.

The commenter's suggestions regarding electrical facilities and preferred parking for carpools and vanpools are noted and City staff will forward the comment to the Planning Commission for their consideration. However, because preferred parking for carpools, vanpools, and electric vehicles is not a requirement found in the City's Zoning Code, additional mitigation is not required.

Response to Comment 9-44

The commenter's support for the environmentally superior alternative, and suggestion that the City adopt a higher energy standard than is required under the standards of significance are noted. However, the proposed project would not result in a significant impact in regard to energy resources (See Response to Comment 9-14.) Therefore, the commenter's assertion that additional mitigation should be required is not founded, and additional mitigation is not required.

Response to Comment 9-45

This comment offers a brief review of the conclusions reached in the DEIR and does not raise any concerns regarding the adequacy of the DEIR.

Response to Comment 9-46

The commenter concedes that the report provided by Melinda Peak, the consulting archeologist for the proposed project, ultimately concluded that the likelihood is low for any significant prehistoric resources to exist on the proposed project site. The site is located in close proximity to the *Sacum* site at City Hall/Plaza Park, where scattered prehistoric period artifacts have been unearthed. The Peak report states "It does not seem likely that another site would be located so close to the City Hall/Plaza Park site." In addition, the Peak report indicates that the project site "lies away from any natural water source; therefore, as most village sites were located adjacent to a water source, the site is not likely to contain prehistoric cultural materials." Furthermore, excavations at a nearby project site yielded only a few scattered prehistoric period artifacts, and did not yield any intact cultural deposits. Based on this evidence, the Peak report deduces that the project site is also not likely to contain an intact prehistoric period cultural deposit.

Additionally, while the possibility exists that a few scattered artifacts from the prehistoric period could be found, isolated finds of artifacts are not considered significant resources under California Register criteria, and the DEIR includes mitigation measures to address the potential discovery of prehistoric period artifacts or an intact cultural deposit on the project site. Mitigation Measures 4.3-1(a) and 4.3-1(c) include training of grading crew by an approved archeologist to monitor for artifacts, exotic rock, or unusual amounts of bone or shell. Should any of the above be unearthed during grading, work would be

halted until after the archeological monitor has inspected and evaluated the deposit and determined the appropriate means of curation.

While the commenter recommends further assessment of the potential for significant prehistoric resources at the project site, the DEIR relies on the conclusions reached through the expert opinion of Melinda Peak. CEQA Guidelines Section 15151 allows for disagreement among experts, stating "Disagreement among experts does not make an EIR inadequate."

Response to Comment 9-47

The DEIR includes an analysis of the proposed project's cumulative impacts to cultural resources that exist on site in Impact 4.3-5. It should be noted that although the specific phrase "historic resources" is not included in the impact statement, the statement of significance on 4.3-34 of the DEIR states the following: "As feasible mitigation does not exist to reduce impacts to a less-than-significant level, the project's contribution to the cumulative loss of historic resources would be *significant and unavoidable*." The commenter is correct that the title of this impact statement and the discussion of this impact do not include direct references to historic-era resources. This was an inadvertent omission. To address this omission, the impact discussion on pages 4.3-33 and 4.3-34 is hereby revised as follows:

> **4.3-5 Disturbance or destruction of previously unknown historic and prehistoric archaeological resources in combination with other development in the Sacramento area.**
>
> Buildout of approved and planned uses within the City have the potential to uncover previously unknown historic and prehistoric resources ~~sites~~. Each resource ~~site~~ is a unique contributor to the overall scientific understanding of a region's history and pre-history. Evaluation of cultural finds and resources within their original context is a critical component of their value. Disturbance, movement, and destruction of such resources would remove or preclude the analysis of the resource within the original context and therefore adversely affect the understanding of the development of human cultural history. Increased population and intensified land use patterns associated with cumulative growth could also increase the potential for vandalism and/or inadvertent destruction of such resources. Consequently, the *City of Sacramento General Plan EIR* found that cumulative development would create a potentially significant impact to cultural resources that could be mitigated to a less-than-significant level with implementation of certain mitigation measures.

Response to Comment 9-48

As recommended by the Peak report, the DEIR includes mitigation that would provide for an on-site monitor and require that all construction ground crew members receive training to help them to be able to recognize prehistoric artifacts that may be uncovered during earthmoving activities. However, in response to the comment, the mitigation measures for Impact 4.3-1 in the Cultural Resources section of the DEIR are hereby amended as follows to provide more detailed instructions regarding the discovery of any potential resources on-site:

4.3-1(a) *Prior to the issuance of grading permits, an archeological monitor shall be hired by the applicant and approved by the City to train the construction grading crew prior to commencement of demolition and excavation activity in regard to the types of artifacts, rock, or bone that they are likely to find, and when work shall be stopped for further evaluation. One trained crew member shall be on-site during all demolition and excavation activities, with the assigned responsibility of "monitor". If any earth-moving activities uncover artifacts, exotic rock, or unusual amounts of bone or shell, work shall be halted in the immediate area of the find and shall not be resumed until after the archeological monitor has inspected and evaluated the deposit and determined the appropriate means of curation. The appropriate mitigation measures may include as little as recording the resource with the California Archaeological Inventory database or as much as excavation, recordation, and preservation of the sites that have outstanding cultural or historic significance.*

4.3-1(b) *In the event that any paleontological or prehistoric subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 100 feet of the resource shall be halted, and the City's Preservation Director shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archaeologist, the City's Preservation Director and the qualified archeologist shall coordinate to determine the appropriate course of actions. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In*

addition, a report shall be prepared by the qualified archaeologist according to current professional standards. These reports shall be filed with the North Central Information Center, the City of Sacramento, and the Sacramento Archives and Museum Collection Center.

4.3-1(~~b~~c) Prior to construction in right-of-way, the applicant shall coordinate removal and storage of granite curbs and corners with the City's Department of Transportation.

~~*4.3-1(c) During construction, if bone is uncovered that may be human, the California Native American Heritage Commission, located in Sacramento, and the Sacramento County Coroner shall be notified. Should human remains be found, the Coroner's office shall be immediately contacted and all work halted until final disposition by the Coroner. Should the remains be determined to be of Native American descent, the Native American Heritage Commission shall be consulted to determine the appropriate disposition of such remains.*~~

4.3-1(d) If a human bone or bone of unknown origin is found during construction, all work shall stop within 100 feet of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendent. The most likely descendent shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.

The above changes are included to bolster the existing mitigation measures included in the Cultural Resources section of the DEIR. Impact 4.3-1 would remain less-than-significant after the implementation of suggested mitigation measures.

Response to Comment 9-49

Please see Response to Comment 9-48. Response to Comment 9-48 includes amendments to Mitigation Measures for Impact 4.3-1, which includes provisions for dealing with any unknown culturally sensitive materials that may exist on-site. The additional measures introduced in Response to Comment 9-48 would ensure that any cultural resources on-site would be located and handled appropriately by a qualified archeologist.

Response to Comment 9-50

The discussion included in Section 15126.4(b)(3)(C) of the CEQA Guidelines would be applicable if any currently unknown cultural resources are discovered on the proposed project site.

As noted in Mitigation Measure 4.3-1, should any artifacts, exotic rock, or unusual amounts of bone or shell be uncovered during the construction process, all work would cease and a qualified archeological monitor shall inspect and evaluate the site. Mitigation, should currently unknown resources be discovered, would be based upon the level of mitigation that is deemed appropriate by the qualified archeological monitor. Mitigation Measure 4.3-1 notes that mitigation could vary from cataloging the resources to excavation and preservation should the sites be found to have outstanding historical significance. Mitigation 4.3-1 also includes guidelines regarding the recording of any discovered resources and a provision that the archeological monitor determine the appropriate means of curation for any discovered resource.

Response to Comment 9-51

The commenter is correct, paleontological resources were only mentioned in the introduction. Paleontological resources are not known to exist in the project area, and unearthing such resources is unlikely as the cultural resources report found that the presence of prehistoric cultural deposits within the project site is unlikely. If fossils or bones were discovered in the course of excavation they would be addressed under the mitigation included in the DEIR to address unknown archaeological resources. Specifically, Mitigation Measure 4.3-1(a) requires that work be halted if "earth-moving activities uncover artifacts, exotic rock, or unusual amounts of bone or shell." For clarification purposes Impact Statement 4.3-1 on page 4.3-25 and 4.3-26 of the Cultural Resources chapter of the DEIR is hereby amended as follows:

> **4.3-1 Project grading could unearth previously unknown <u>paleontological and</u> archaeological resources.**
>
> <u>Significant paleontological finds are not known to exist on the project site.</u> The project area was historically inhabited by Native American peoples; however, the cultural resources report found that the presence of prehistoric cultural deposits within the project site is unlikely. The site is located a distance from the natural water sources available at that time. Furthermore, the relatively close proximity of the City Hall/Plaza Park site further reduces the likelihood of the project site being occupied, as villages would not have been placed in such close proximity. Excavations at a nearby project site, the 800 J Street Lofts, yielded only a few scattered prehistoric period artifacts, and intact cultural deposits were not found. Similarly, this site, so close to a major site, is not likely to contain an intact prehistoric period cultural deposit.

Additionally, because the project site soils have been highly disturbed during the construction and habitation of the current structures, any existing paleontological or cultural resources in the soils would have been previously discovered.

The buildings fronting on J Street do not all extend the full 160 foot depth to the alley. Buildings are set at varying depths, leaving space between the back of the street-facing buildings and the edge of the alley at the rear. Possible reasons for the empty space on these lots may have been that there were small buildings on the alley built to serve the needs of the owners as garages, storage, stables, or perhaps small dwellings, preventing construction of the larger buildings all the way to the alley.

All of the small alley structures are now gone, but the spaces they occupied may have affected potential decisions to extend the larger buildings fronting J Street farther back to the alley edge. However, the vacant ground between them and the back of the street-facing buildings were prime areas for the collection of refuse over the last 120 to 130 years, and may contain a variety of archeological artifacts.

In addition, other portions of the project area could yield subsurface materials related to the early settlement of the City. The buildings on lots 2 and 3 were apparently jacked up in the 1860s and there may be materials present below the floors of these buildings. The large buildings on lot 4 have been modified and re-built. The buildings on this lot do not appear to have been jacked up, but rather, the original street level became the basement level. The 1911-1912 re-build apparently involved demolition to the street level, with the additional stories added above the existing basement level building. Earlier deposits are unlikely to exist below the original street level of the building.

Another category of historic archeological resource would be the cobblestones used as a base for the alley street when first constructed, and some granite edging along the sides. Part of this is visible in the alley in back of 1022 J Street. The cobblestones and the granite edging are concealed by later road surface material but are likely still in place in parts of the alley beneath that surface. In addition, a probable original cornerstone is still in place beneath the sidewalks on the corner of 11th and J Streets, under the former ‘Country Maid’ restaurant.

Therefore, because the potential exists that previously unknown resources could be discovered, a *potentially significant* impact could result.

Mitigation Measure(s)
Implementation of the following mitigation measures would reduce the impact to a ***less-than-significant*** level.

4.3-1(a) *Prior to the issuance of grading permits, an archeological monitor shall be hired by the applicant and approved by the City to train the construction grading crew prior to commencement of demolition and excavation activity in regard to the types of artifacts, rock, or bone that they are likely to find, and when work shall be stopped for further evaluation. One trained crew member shall be on-site during all demolition and excavation activities, with the assigned responsibility of "monitor". If any earth-moving activities uncover artifacts, exotic rock, or unusual amounts of bone or shell, work shall be halted in the immediate area of the find and shall not be resumed until after the archeological monitor has inspected and evaluated the deposit and determined the appropriate means of curation. The appropriate mitigation measures may include as little as recording the resource with the California Archaeological Inventory database or as much as excavation, recordation, and preservation of the sites that have outstanding cultural or historic significance.*

4.3-1(b) *In the event that any paleotological or prehistoric subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 100 feet of the resource shall be halted, and the City's Preservation Director shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archaeologist, the City's Preservation Director and the qualified archeologist shall coordinate to determine the appropriate course of*

actions. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archaeologist according to current professional standards. These reports shall be filed with the North Central Information Center, the City of Sacramento, and the Sacramento Archives and Museum Collection Center.

4.3-1(~~b~~c) *Prior to construction in right-of-way, the applicant shall coordinate removal and storage of granite curbs and corners with the City's Department of Transportation.*

~~*4.3-1(c)* *During construction, if bone is uncovered that may be human, the California Native American Heritage Commission, located in Sacramento, and the Sacramento County Coroner shall be notified. Should human remains be found, the Coroner's office shall be immediately contacted and all work halted until final disposition by the Coroner. Should the remains be determined to be of Native American descent, the Native American Heritage Commission shall be consulted to determine the appropriate disposition of such remains.*~~

4.3-1(d) *If a human bone or bone of unknown origin is found during construction, all work shall stop within 100 feet of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendent. The most likely descendent shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.*

Implementation of these mitigation measures would ensure that any subsurface cultural resources uncovered during project construction would be preserved, recorded, and disposed of in an appropriate fashion.

This change is for clarification purposes only and does not change the conclusions presented in the DEIR.

Endnotes:

[i] Le Treut, H., R. Somerville, U. Cubasch, Y. Ding, C. Mauritzen, A. Mokssit, T. Peterson and M. Prather, 2007: Historical Overview of Climate Change. In: *Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change* [Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor and H.L. Miller (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.
[ii] California Climate Change Center. *Our Changing Climate: Assessing the Risks to California*, 2006.

5. Mitigation Monitoring Plan

5 MITIGATION MONITORING PLAN

5.0 INTRODUCTION

Section 15097 of the California Environmental Quality Act (CEQA) requires all state and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a "mitigated negative declaration" or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring Plan (MMP) for the Cathedral Square project. The project as approved includes mitigation measures. The intent of the MMP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Environmental Impact Report for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMP shall be funded by the applicant.

5.1 MITIGATION MONITORING PLAN

The MMP contained herein is intended to satisfy the requirements of CEQA as they relate to the Environmental Impact Report for the Cathedral Square project prepared by the City of Sacramento. This MMP is intended to be used by City staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMP were developed in the Environmental Impact Report prepared for the proposed project.

The Cathedral Square project Environmental Impact Report presents a detailed set of mitigation measures that will be implemented throughout the lifetime of the project. Mitigation is defined by CEQA as a measure which:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

The intent of the MMP is to ensure the effective implementation and enforcement of adopted mitigation measures and permit conditions. The MMP will provide for monitoring of

construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Sacramento. The table attached to this report identifies the mitigation measure, the monitoring action for the mitigation measure, the responsible party for the monitoring action, and timing of the monitoring action. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMP. The City of Sacramento will be responsible for ensuring compliance.

During construction of the project, the City will assign an inspector who will be responsible for field monitoring of mitigation measure compliance. The inspector will report to the City Development Services Department and will be thoroughly familiar with permit conditions and the MMP. In addition, the inspector will be familiar with construction contract requirements, construction schedules, standard construction practices, and mitigation techniques. In order to track the status of mitigation measure implementation, field-monitoring activities will be documented on compliance monitoring report worksheets. The time commitment of the inspector will vary depending on the intensity and location of construction. Aided by the attached table, the inspector will be responsible for the following activities:

- On-site, day-to-day monitoring of construction activities;
- Reviewing construction plans and equipment staging/access plans to ensure conformance with adopted mitigation measures;
- Ensuring contractor knowledge of and compliance with the MMP;
- Verifying the accuracy and adequacy of contract wording;
- Having the authority to require correction of activities that violate mitigation measures, securing compliance with the MMP;
- Acting in the role of contact for property owners or any other affected persons who wish to register observations of violations of project permit conditions or mitigation. Upon receiving any complaints, the inspector shall immediately contact the construction representative. The inspector shall be responsible for verifying any such observations and for developing any necessary corrective actions in consultation with the construction representative and the City of Sacramento;
- Obtaining assistance as necessary from technical experts in order to develop site-specific procedures for implementing the mitigation measures; and
- Maintaining a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.

5.2 MITIGATION MONITORING PLAN

The following plan indicates the mitigation measure number, the impact the measure is designed to address, the mitigation, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
4.1 Aesthetics					
4.1-3	The proposed project could create light or glare that could cause public hazard or annoyance for a sustained period of time.	*4.1-3 Highly reflective mirrored glass walls shall not be used as a primary building material for facades. Instead, Low E glass or an equivalent approved by the City's Development Services Department, shall be used in order to reduce the reflective qualities of the building.*	Development Services Department	Prior to issuance of building permit	
4.2 Air Quality					
4.2-1	Particulate matter emissions (PM_{10}) from project-associated construction activities.	*4.2-1(a) The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall*	Sacramento Metropolitan Air Quality Management District	During construction	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.			
		4.2-1(b) Prior to issuance of a grading permit, the applicant/developer shall incorporate the following measures into the construction contract documents, which shall be submitted for the review and approval of the City Engineer: • *Strict compliance with SMAQMD's Rule 403, or approved equivalent, shall be written into construction contracts.* • *Keep soil moist at all times.* • *Maintain at least two feet of freeboard (i.e. the minimum required space between the top of the load and the top of the trailer) for any hauling vehicles containing potential particulate matter.* • *Use emulsified diesel or diesel catalysts, or approved equivalent, on applicable heavy-duty construction equipment.*	Development Services Department	Prior to issuance of grading permit	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		• *Water soil piles three times daily.* *4.2-1(c) If the projected construction equipment or construction phases change, or if the area disturbed by the project changes, the applicant shall coordinate with the SMAQMD to determine if the project is subject to payment of the District's mitigation fee as a result of an increase in emissions above the amount estimated in the EIR. The project applicant shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the current SMAQMD NOx Reduction Fee in place at the time of fee payment. That fee is currently $14,300/ton of NOx emissions generated, but will likely change over time. This fee shall be paid prior to issuance of building grading permits.*	Sacramento Metropolitan Air Quality Management District	Prior to issuance of grading permit	
4.3 Cultural Resources					
4.3-1	Project grading could unearth previously unknown archaeological resources.	*4.3-1(a) Prior to the issuance of grading permits, an archeological monitor shall be hired by the applicant and approved by the City to train the construction grading crew prior to commencement of demolition and excavation activity in*	Development Services Department	Prior to issuance of grading permit	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		regard to the types of artifacts, rock, or bone that they are likely to find, and when work shall be stopped for further evaluation. One trained crew member shall be on-site during all demolition and excavation activities, with the assigned responsibility of "monitor". If any earth-moving activities uncover artifacts, exotic rock, or unusual amounts of bone or shell, work shall be halted in the immediate area of the find and shall not be resumed until after the archeological monitor has inspected and evaluated the deposit and determined the appropriate means of curation. The appropriate mitigation measures may include as little as recording the resource with the California Archaeological Inventory database or as much as excavation, recordation, and preservation of the sites that have outstanding cultural or historic significance.			
		4.3-1(b) In the event that any paleontological or prehistoric subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-	Development Services Department	During demolition and construction	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		moving activities, all work within 100 feet of the resource shall be halted, and the City's Preservation Director shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archaeologist, the City's Preservation Director and the qualified archeologist shall coordinate to determine the appropriate course of actions. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archaeologist according to current professional standards. These reports shall be filed with the North Central Information Center, the City of Sacramento, and the Sacramento Archives and Museum Collection Center			
		4.3-1(c) Prior to construction in right-of-way, the applicant shall coordinate removal and storage of granite curbs and corners with the City's Department of	City Department of Transportation	Prior to commencement of construction activities in the right-	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		Transportation.		of-way	
		4.3-1(d) *If a human bone or bone of unknown origin is found during construction, all work shall stop within 100 feet of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendent. The most likely descendent shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.*	County Coroner Native American Heritage Commission	During Construction	
4.3-2	Impacts to historic buildings.	*4.3-2* *The applicant shall create an interpretive display on a publicly accessible location on the project site that reflects the age, history and character of the project area buildings. Historically important individuals and businesses were associated with this early downtown block. Their lives and contributions to the Sacramento community could be included in an informative and interesting display; one such example*	History and Science Manager Preservation Director	Prior to building occupancy	

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		would be the incorporation of such a display into the water feature. The applicant shall coordinate with the City's History and Science Manager, as well as the Preservation Director prior to building occupancy, to ensure appropriate location and design of the display.			
4.3-3	Impacts to the Copenhagen Alley District.	*4.3-3(a) Prior to the issuance of Demolition Permits, the architectural design shall be revised to integrate some design aspects of the alley façade, with respect to the scale of details and appropriate compatible materials, into the new construction. The revised design treatment shall include alley-compatible materials that would recall the detail concepts of the former buildings in terms of scale, detail, simplicity and spatial features. The addition of contemporary bay windows in appropriate proportions and scale would at least reflect the historic concept of living above the stores that was so much a part of downtown life for many decades. This would not reduce the impact of the Project but would make the new construction more compatible with the remainder of the alley and provide a pertinent historic reference. In addition, the buildings shall be recorded*	Preservation Director History and Science Manager	Prior to issuance of demolition permits	

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		photographically using HABS level two standards, and the images used in an interpretive display at some location on the site of the new building(s). The revised design and interpretive display shall be submitted for the review and approval of the Preservation Director and City's History and Science Manager, respectively.			
		4.3-3(b) The applicant shall prepare an interpretative display featuring the spatial aspects and relationships of the buildings and the alley. The display shall illustrate the spatial relationships of the Copenhagen Alley District, demonstrating the importance of these relationships to the original alley configuration and experience. A display, such as a plaque, shall be prominently located in a focal area of the proposed plaza. Prior to building occupancy, the applicant shall coordinate with the City's History and Science Manager, as well as the Historic Preservation Director, to ensure appropriate location and design of the display.	Preservation Director	Prior to building occupancy	
4.3-4	Impacts to underground sidewalks.	*4.3-4 The applicant shall retain in place the segment of the underground sidewalk area at 1020 J Street, stabilize the segment, and use the segment as an*	Preservation Director	Prior to issuance of Demolition Permits	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
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		interpretive display that helps explain how and why the downtown city streets were raised circa 1869. Viewing the actual final configuration contributes substantially to understanding the "hollow sidewalk" features and history, a unique Sacramento heritage. The segments to be retained shall be shown on plans submitted, including a temporary shoring plan, for the review and approval of the Preservation Director prior to the issuance of Demolition Permits for the remaining elements of the proposed project.			
4.3-5	Disturbance or destruction of previously unknown historic and prehistoric resources in combination with other development in the Sacramento area.	*4.3-5 Implement Mitigation Measures 4.3-1 to 4.3-4.*	N/A	N/A	
4.4 Noise and Vibration					
4.4-4	Traffic Noise Levels at Proposed Interior Residential Areas on the Project Site.	*4.4-4 All residential windows, which face J Street, shall have a minimum Sound Transmission Class (STC) rating of 32. This requirement shall be indicated on the building drawings and in contract specifications.*	City Building Official	Prior to final map approval	
4.4-6	Construction-induced vibration impact.	*4.4-6(a) Compliance with the following mitigation measures shall be indicated on the building drawings for the review and approval of the City Building Official*	City Building Official	Prior to issuance of building permit	

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		prior to the issuance of the building permit. • *All pile driving holes shall be pre-drilled.* • *Provide protective coverings or temporary shoring of historic features on or underneath adjacent buildings as directed by the City Building Official.* • *The pre-existing condition of all buildings within a 50-foot radius, including the entirety of the Crest Theater building, shall be recorded in order to evaluate damage from construction activities. Fixtures and finishes at buildings, as well as the entirety of the Crest Theater building within a 50-foot radius of construction activities, susceptible to damage shall be documented (photographically and in writing) prior to construction.*			
		4.4-6(b) Should damage occur to adjacent structures despite the above mitigation measures, construction operations shall be halted and the problem activity shall be identified. A qualified engineer shall	City Building Official	During construction	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		establish vibration limits based on soil conditions and the types of buildings in the immediate area. The contractor shall monitor the buildings throughout the remaining construction period and follow all recommendations of a qualified structural engineer to repair any damage that has occurred to the pre-existing state, and to avoid any further structural damage. • *The pre-existing condition of all buildings within a 50-foot radius shall be recorded in order to evaluate damage from construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction.* • *If sprinkler failures are reported in adjacent buildings, the contractor shall provide increased monitoring of adjacent buildings during construction and repairs to sprinkler systems shall be provided as soon as practicable after being informed of the damage.*			

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
4.5 Public Services and Utilities					
4.5-3	Increased demand for solid waste disposal/recycling services.	*4.5-3 Prior to the commencement of demolition, the project developer shall submit a recycling plan for construction materials to the City Building Official for review and approval. The plan shall include which materials would be acceptable for disposal in the sanitary landfill or be recycled/reused. Documentation of the material type, amount, where taken and receipts for verification and certification statements shall be included in the plan. The project developer shall submit a performance deposit, as established in the project's conditions of approval with the City to ensure recycling of demolition materials. In addition the project developer shall cover all staff costs related to the review, monitoring and enforcement of this condition through the deposit account.*	City Building Official	Prior to commencement of demolition	
4.6 Transportation and Circulation					
4.6-3	Impacts to freeway merge/diverge/weave area under baseline plus project conditions.	*4.6-3 Prior to building occupancy, the applicant shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA), Phase I (MOS) project to mitigate the project's regional traffic impacts on the mainline freeway system in the Cathedral*	Development Services Department & Department of Transportation	Prior to building occupancy	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		Square area. The City shall determine the project applicant's total fairshare contribution based on the project's transit trips in relation to the capacity of the DNA Phase I MOS project.			
4.6-6	Impacts to bicycle circulation under baseline plus project conditions.	*4.6-6 Bicycle access consistent with the City of Sacramento Bikeway Master Plan shall be provided between J Street and the alley at the south edge of the project site.*	Development Services Department	Prior to issuance of building permit	
4.6-8	Impacts to on-site circulation under baseline plus project conditions.	*4.6-8 Restrict loading dock operation to off-peak hours. This would minimize conflict between vehicles maneuvering into or out of the loading dock and traffic on J Street.*	Development Services Department & Department of Transportation	Prior to building occupancy	
4.6-9	Impacts to parking under baseline plus project conditions.	*4.6-9 Prior to the issuance of grading permits, the project proponent shall revise the project site plans to demonstrate compliance with the City of Sacramento bicycle parking requirements for the review and approval of the City Development Services Department and Development Engineering Department.*	Development Services Department & Department of Transportation	Prior to issuance of grading permits	
4.6-10	Impacts to study intersections under near term plus project condition.	*4.6-10(a) At the 3rd Street / J Street intersection, modify the traffic signal phase splits during the a.m. peak period by increasing the phase time for the southbound I-5 off-ramp approach (eastbound) to 40 seconds, maintaining the 50 second phase time for the northbound I-5 off-ramp, and decreasing the north and southbound 3rd Street*	Development Services Department & Department of Transportation	Prior to issuance of building permit	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		phase time to 10 seconds. This mitigation measure would reduce average vehicle delay by 33 seconds during the a.m. peak hour and would reduce the near-term cumulative impact to a ***less-than-significant*** *level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*			
		4.6-10(b) At the 3rd Street / L Street intersection, modify the westbound approach to provide one left-turn lane, two through lanes (to the northbound I-5 on-ramp), and one right-turn lane. This mitigation measure would reduce average vehicle delay by 40 seconds during the p.m. peak hour and maintain LOS C operations during the a.m. peak hour. The mitigation measure would reduce the near-term cumulative impact to a ***less-than-significant*** *level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and restriping of this intersection.*	Development Services Department & Department of Transportation	Prior to issuance of building permit	
		4.6-10(c) At the 3rd Street / N Street intersection, modify the traffic signal phase splits during the a.m. peak period by	Development Services Department &	Prior to issuance of building permit	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		increasing the southbound 3rd Street signal phase time to 34 seconds, decreasing the eastbound N Street approach to 15 seconds, and maintaining the phase time for the eastbound Tower Bridge approach at 21 seconds. This mitigation measure would improve traffic operations to LOS C during the a.m. peak hour and would reduce the near-term cumulative impact to a ***less-than-significant*** *level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*	Department of Transportation		
		4.6-10(d) At the 3rd Street / P Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 32 seconds for the westbound P Street approach and decreasing the southbound 3rd Street approach to 18 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a ***less-than-significant*** *level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and*	Development Services Department & Department of Transportation	Prior to issuance of building permit	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		retiming of this intersection.			
		4.6-10(e) At the 5th Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the westbound L Street approach and decreasing the northbound and southbound 5th Street approaches to 42 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a ***less-than-significant*** *level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*	Development Services Department & Department of Transportation	Prior to issuance of building permit	
		4.6-10(f) At the 7th Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 22 seconds for the westbound L Street approach and decreasing the northbound and southbound 5th Street approaches to 28 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact	Development Services Department & Department of Transportation	Prior to issuance of building permit	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		*to a **less-than-significant** level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*			
		*4.6-10(g) At the 8th Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 25 seconds for the westbound L Street approach and decreasing the northbound 8th Street signal phase time to 25 seconds. This mitigation measure would improve traffic operations to LOS B during the p.m. peak hour and would reduce the near-term cumulative impact to a **less-than-significant** level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*	Development Services Department & Department of Transportation	Prior to issuance of building permit	
		4.6-10(h) At the 9th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the eastbound J Street approach and decreasing the southbound	Development Services Department & Department of Transportation	Prior to issuance of building permit	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		9th Street signal phase time to 22 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a ***less-than-significant*** *level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*			
		4.6-10(i) At the 10th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the eastbound J Street approach and decreasing the northbound 10th Street signal phase time to 22 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a ***less-than-significant*** *level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*	Development Services Department & Department of Transportation	Prior to issuance of building permit	
		4.6-10(j) At the 12th Street / J Street intersection, modify the traffic signal phase splits	Department Services	Prior to issuance of building permit	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		during the p.m. peak period by increasing the signal phase time to 22 seconds for the eastbound J Street approach and decreasing the 12th Street signal phase time to 28 seconds This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a ***less-than-significant*** *level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*	Department & Department of Transportation		
		4.6-10(k) At the 15th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the eastbound J Street approach to 30 seconds, and decreasing the southbound 15th Street signal phase time to 20 seconds. This mitigation measure would reduce average vehicle delay by 61.4 seconds during the p.m. peak hour and would reduce the near-term cumulative impact to a ***less-than-significant*** *level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this*	Development Services Department & Department of Transportation	Prior to issuance of building permit	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		intersection.			
		4.6-10(l) At the 15th Street / X Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the southbound 15th Street approach to 28 seconds, decreasing the eastbound U.S. 50 off-ramp phase time to 28 seconds, and maintaining 17 seconds for the X Street approach. This mitigation measure would reduce average vehicle delay by 34.4 seconds during the p.m. peak hour and would reduce the near-term cumulative impact to a ***less-than-significant*** *level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*	Development Services Department & Department of Transportation	Prior to building occupancy	
		4.6-10(m) At the 16th Street / H Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the northbound 15th Street approach to 26 seconds, decreasing the phase times for the eastbound H Street left and through movements to 18 and 24 seconds, respectively, and maintaining 6 seconds for the westbound H Street right-turning	Development Services Department & Department of Transportation	Prior to issuance of building permit	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		movement. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a ***less-than-significant*** *level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*			
4.6-11	Impacts to freeway mainline under near term plus project condition.	*4.6-11 Implement Mitigation Measure 4.6-3.*	N/A	N/A	
4.6-12	Impacts to freeway merge / diverge / weave areas under near term plus project condition.	*4.6-12 Implement Mitigation Measure 4.6-3.*	N/A	N/A	
4.6-13	Impacts to freeway ramp queues under near term plus project condition.	*4.6-13 Implement Mitigation Measure 4.6-3.*	N/A	N/A	
4.6-17	Impacts to study intersections under long term plus project condition.	*4.6-17(a) At the 3rd Street / J Street intersection, implement the near-term Mitigation Measure (a) (modification of signal phase splits) and also modify the lanes on the southbound I-5 off-ramp approach (eastbound) to provide one combination left-through lane, one through lane, one combination through-right lane, and one exclusive right turn lane. This mitigation measure would reduce average vehicle delay during the a.m. peak hour by 32.5 seconds and would improve traffic operations during the p.m. peak hour to*	Development Services Department & Department of Transportation	Prior to issuance of building permit	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		LOS C. This mitigation measure would reduce the long-term cumulative impact to a ***less-than-significant*** *level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and restriping of this intersection.*			
		4.6-17(b) At the 3rd Street / L Street intersection, implement the near-term Mitigation Measure (b) (modification of the westbound approach lanes) and also modify the traffic signal phase splits during the p.m. peak period by increasing the southbound 3rd Street approach to 23 seconds, decreasing the westbound L Street signal phase time to 38 seconds, and decreasing the northbound 3rd Street left-turning movement to 9 seconds. This mitigation measure would reduce average vehicle delay by 43.5 seconds during the p.m. peak hour and provide LOS C traffic operations during the a.m. peak hour. This mitigation measure would reduce the near-term cumulative impact to a ***less-than-significant*** *level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center*	Development Services Department & Department of Transportation	Prior to issuance of building permit	

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		monitoring and retiming of this intersection.			
		4.6-17(c) At the 3rd Street / N Street intersection, implement the near-term Mitigation Measure (c) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the a.m. peak hour and would reduce the long-term cumulative impact to a ***less-than-significant*** *level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*	Development Services Department & Department of Transportation	Prior to issuance of building permit	
		4.6-17(d) At the 3rd Street / P Street intersection, implement the near-term Mitigation Measure (d) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a ***less-than-significant*** *level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*	Development Services Department & Department of Transportation	Prior to issuance of building permit	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		4.6-17(e) At the 5th Street / I Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 30 seconds for the northbound and southbound 5th Street approaches and decreasing the westbound I Street approach to 70 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a ***less-than-significant*** *level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*	Development Services Department & Department of Transportation	Prior to issuance of building permit	
		4.6-17(f) At the 5th Street / L Street intersection, implement the near-term Mitigation Measure (e) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a ***less-than-significant*** *level.*	Development Services Department & Department of Transportation	Prior to issuance of building permit	
		4.6-17(g) At the 7th Street / L Street intersection, implement the near-term Mitigation Measure (f) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C	Development Engineering Department & Department of Transportation	Prior to issuance of building permit	

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		*during the p.m. peak hour and would reduce the long-term cumulative impact to a **less-than-significant** level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*			
		*4.6-17(h) At the 8th Street / L Street intersection, implement the near-term Mitigation Measure (g) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS B during the p.m. peak hour and would reduce the long-term cumulative impact to a **less-than-significant** level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*	Development Services Department & Department of Transportation	Prior to issuance of building permit	
		*4.6-17(i) At the 9th Street / J Street intersection, implement the near-term Mitigation Measure (h) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a **less-than-significant** level. The*	Development Services Department & Department of Transportation	Prior to issuance of building permit	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
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		applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.			
		4.6-17(j) At the 10th Street / J Street intersection, implement the near-term Mitigation Measure (i) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a ***less-than-significant*** *level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*	Development Services Department & Department of Transportation	Prior to issuance of building permit	
		4.6-17(k) At the 12th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the eastbound J Street approach to 23 seconds and decreasing the southbound 12th Street and northbound right-turn movement signal phase time to 27 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-	Development Services Department & Department of Transportation	Prior to issuance of building permit	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		*term cumulative impact to a **less-than-significant** level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*			
		*4.6-17(l) At the 15th Street / J Street intersection, implement the near-term Mitigation Measure (k) (modification of signal phase splits). This mitigation measure would reduce average delay by 59.2 seconds during the p.m. peak hour and would reduce the long-term cumulative impact to a **less-than-significant** level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*	Development Services Department & Department of Transportation	Prior to issuance of building permit	
		*4.6-17(m) At the 15th Street / X Street intersection, implement the near-term Mitigation Measure (l) (modification of signal phase splits). This mitigation measure would reduce average vehicle delay by 32.8 seconds during the p.m. peak hour and would reduce the long-term cumulative impact to a **less-than-significant** level. The applicant of the Proposed Project shall pay a fair share to recover the costs*	Development Services Department & Department of Transportation	Prior to issuance of building permit	

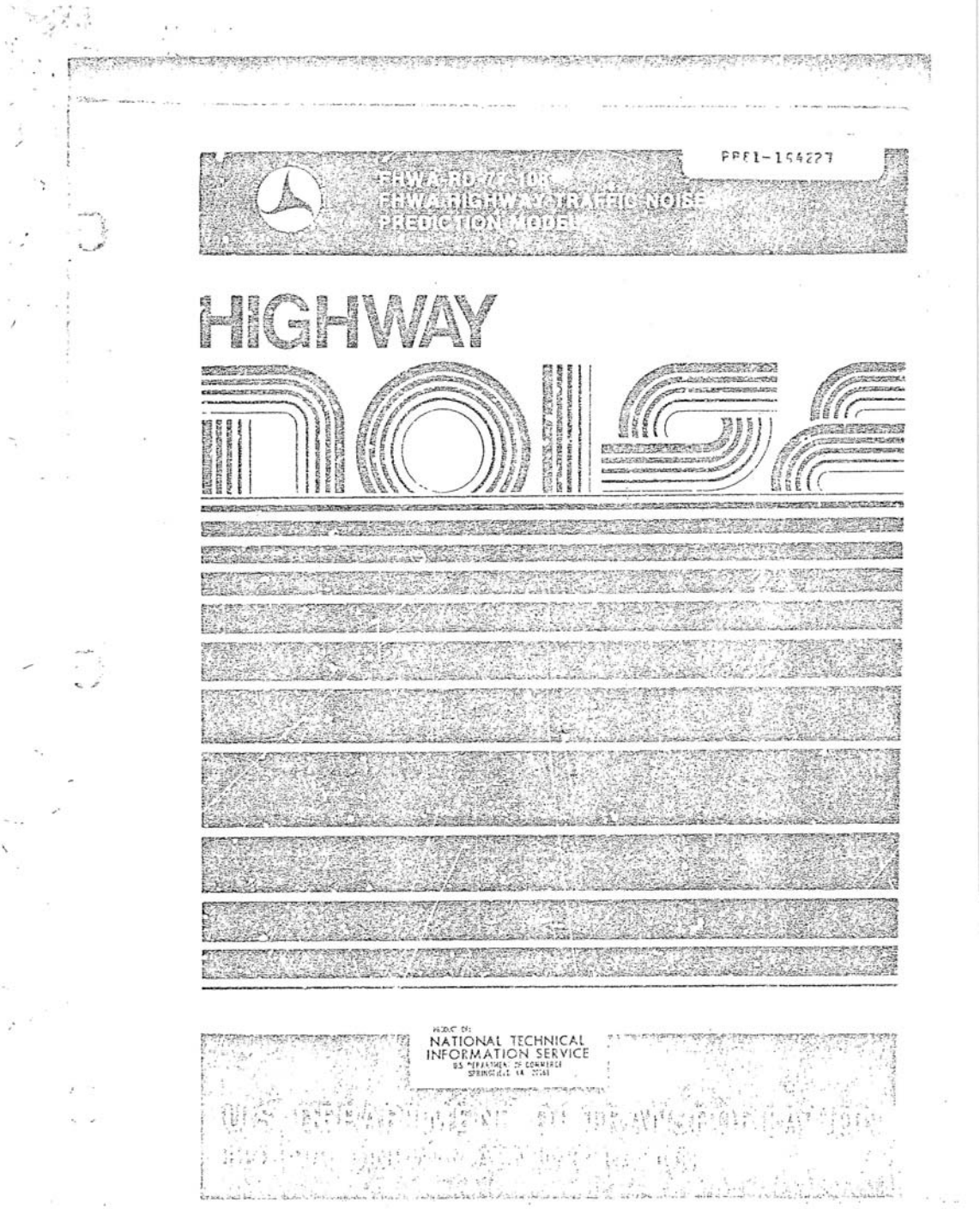
MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		of the City's Traffic Operation Center monitoring and retiming of this intersection.			
		4.6-17(n) At the 16th Street / H Street intersection, implement the near-term Mitigation Measure (m) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a ***less-than-significant*** *level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.*	Development Services Department & Department of Transportation	Prior to issuance of building permit	
4.6-18	Impacts to freeway mainline under long term plus project condition.	*4.6-18 Implement Mitigation Measure 4.6-3.*	N/A	N/A	
4.6-19	Impacts to freeway merge / diverge / weave areas under long term plus project condition.	*4.6-19 Implement Mitigation Measure 4.6-3.*	N/A	N/A	
4.6-20	Impacts to freeway ramp queues under long term plus project condition.	*4.6-20 Implement Mitigation Measure 4.6-3.*	N/A	N/A	
Initial Study Mitigation Measures					
VII Hazards and Hazardous Material					
VII. b & c	Create or emit a significant	*VII-1 Prior to issuance of a demolition permit*	City Building	Prior to issuance of	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
	hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials	*by the City for any on-site structures, the project proponent shall provide a site assessment which determines whether any structures to be demolished contain asbestos and/or lead-based paint. If any structures contain asbestos, the application shall include an asbestos abatement plan consistent with local, state, and federal standards, subject to the City Building Official approval.*	Official	demolition permit for any on-site structures	
VII. b & c	Create or emit a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials	*VII-2* *Prior to the issuance of demolition permits for existing onsite structures, the project proponent shall provide a site assessment, which determines whether any structures to be demolished contain lead-based paint. If such paint is found all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with local, state, and federal regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with local, state, and federal regulations subject to the City Building Official approval.*	City Building Official	Prior to issuance of demolition permit for any on-site structures	

Appendix A

APPENDIX 1

EXHIBIT A


PB81-154227
FHWA-RD-77-108
FHWA HIGHWAY TRAFFIC NOISE
PREDICTION MODEL
HIGHWAY
NATIONAL TECHNICAL
INFORMATION SERVICE

FOREWORD

This report presents the FHWA method for predicting equivalent sound levels generated by constant speed highway traffic and will be of interest to highway traffic noise specialists involved in the prediction and assessment of noise impacts due to traffic.

Research in highway noise and vibrations is included in the Federally Coordinated Program of Highway Research and Development as Task 5 of Project 3F, "Pollution Reduction and Environmental Enhancement." Dr. Howard Jongedyk is Project Manager and Dr. Timothy M. Barry is the Task Manager.

This report is the result of a joint effort between the Federal Highway Administration's Offices of Research and Environmental Policy. The prediction model presented in this report is developed in a straightforward manner with numerous example problems designed to emphasize the model's important features. The model was calibrated using data collected in 1975 by the Transportation Systems Center, U.S.D.O.T.

Sufficient copies of the report are being distributed to provide a minimum of one copy to each FHWA regional office, division office, and State highway agency. Direct distribution is being made to the division offices.

Charles F. Scheffey
Director, Office of Research
Federal Highway Administration

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16. Abstract

This report presents the FHWA method for predicting noise generated by constant speed highway traffic. The report is intended to be a users' manual as well as a reference document detailing the development, use, and limitations of the prediction method. In the main body of the report, the prediction procedure is presented in a step-by-step fashion and includes numerous example problems designed to highlight important concepts and features. For those interested in the theoretical development of the model, an extremely detailed derivation is presented in the appendices. The basis of the model is the equivalent sound level, Leq, although an adjustment for conversion to L10 is provided. The method incorporates three classes of vehicles--automobiles, medium trucks, and heavy trucks. Adjustments for absorptive ground covers and finite length barriers are also included. Certain special topics such as nonuniform highway sites and determination of equivalent day-night levels, L_{dn}, are also included.

17. Key Words Traffic Noise, Traffic Noise Prediction, Traffic Noise Abatement		18. Distribution Statement This document is available to the public through: National Technical Information Service, Springfield, Virginia 22161	
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 272	22. Price

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PREFACE

This manual is the result of a one year joint project between the Offices of Research and Environmental Policy of the Federal Highway Administration. The objective of the project was to develop a logical, easy to use traffic noise prediction model for the highway traffic noise specialist. Reviews of past experiences with earlier prediction models show that the models have often been inadvertently misused, most often as a direct result of an incomplete understanding of the basic assumptions and limitations inherent in the models. Cookbook procedures are valuable only when the user has a clear understanding of the assumptions and limitations of the procedure. Without an understanding of these working bounds, cookbook procedures become inflexible tools.

In developing the FHWA Highway Traffic Noise Prediction Model, our objective was to synthesize a prediction procedure based on best available techniques and data, and to present the model in a logical, step by step format, clearly identifying our assumptions and pointing out the resulting limitations. Our basic approach was to separate the problem of traffic noise prediction into a series of adjustments, each of which has physical significance to the highway noise specialist. The approach allows the user to see the effects of vehicle noise emission levels, traffic volumes, distances, ground effects, etc., as individual effects related to the overall problem. At the same time, our approach allows the user to modify the basic model to meet the special requirements of highway sites or conditions not taken into account in the basic model.

The authors wish to express their sincere appreciation for the contributions of the many people who provided technical advice and assistance during the development of the model and during preparation of the manuscript. Special thanks are due Jim Kirschensteiner of the Office of Environmental Policy (FHWA) who developed the computer versions of the model appearing in Appendix D, Lynn Runt of the Office of Development (FHWA) who performed the numerical integrations, and Ms. Beverly Williams of the Office of Environmental Policy who typed the manuscript.

Timothy M. Barry, Sc.D.
Jerry A. Reagan, P.E.

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THE FHWA HIGHWAY TRAFFIC NOISE PREDICTION MODEL

1.0 INTRODUCTION

The FHWA Highway Traffic Noise Prediction Model (hereafter referred to as the FHWA model), like several other prediction models, arrives at a predicted noise level through a series of adjustments to a reference sound level. In the FHWA model, the reference level is the energy mean emission level. Adjustments are then made to the reference energy mean emission level to account for traffic flows, for varying distances from the roadway, for finite length roadways, and for shielding. All of these variables are related by the following equation:

$$
\begin{aligned}
L_{eq}(h)_i = {} & (\overline{L_o})_{E_i} && \text{reference energy mean emission level} \\
& +10 \log \left(\frac{N_i \pi D_o}{S_i T} \right) && \text{traffic flow adjustment} \\
& +10 \log \left(\frac{D_o}{D} \right)^{1+\alpha} && \text{distance adjustment} \\
& +10 \log \left(\frac{\psi_o(\phi_1, \phi_2)}{\pi} \right) && \text{finite roadway adjustment} \\
& +\Delta_s && \text{shielding adjustment} \qquad (1)
\end{aligned}
$$

where

$L_{eq}(h)_i$ is the hourly equivalent sound level of the ith class of vehicles.

$(\overline{L_o})_{E_i}$ is the reference energy mean emission level of the ith class of vehicles.

N_i is the number of vehicles in the ith class passing a specified point during some specified time period (1 hour).

D is the perpendicular distance, in metres, from the centerline of the traffic lane to the observer.

D_o is the reference distance at which the emission levels are measured. In the FHWA model, D_o is 15 metres. D_o is a special case of D.

S_i is the average speed of the ith class of vehicles and is measured in kilometres per hour (km/h).

T is the time period over which the equivalent sound level is computed (1 hour).

α is a site parameter whose values depend upon site conditions.

ψ is a symbol representing a function used for segment adjustments, i.e., an adjustment for finite length roadways.

Δ_s is the attenuation, in dB, provided by some type of shielding such as barriers, rows of houses, densely wooded areas, etc.

The first two lines of Equation 1 predict the equivalent sound level generated by a flow of vehicles of a single class traveling at a constant speed on an effectively infinite, flat roadway at a reference distance of 15 metres. The last three lines of Equation (1) represent adjustments that deal with the site conditions between the observer and the roadway.

Once computation of the $L_{eq}(h)_i$'s is complete, the total hourly equivalent sound level, $L_{eq}(h)$ can be determined. The $L_{eq}(h)$ is the sum of the acoustic contributions of the various classes of vehicles using the roadway. In the FHWA model, there are three classes of vehicles: automobiles (A), medium trucks (MT), and heavy trucks (HT). The three classes of vehicles will be defined in the next section. The total hourly equivalent sound level is computed as:

$$L_{eq}(h) = 10 \log \left(10^{\frac{L_{eq}(h)_A}{10}} + 10^{\frac{L_{eq}(h)_{MT}}{10}} + 10^{\frac{L_{eq}(h)_{HT}}{10}} \right). \qquad (2)$$

When the hourly sound level exceeded 10% of the time, $L_{10}(h)$, is desired, an adjustment is used to convert the $L_{eq}(h)_i$ to $L_{10}(h)_i$. The total $L_{10}(h)$ is also computed by logarithmically summing the contribution from each class:

$$L_{10}(h) = 10 \log \left(10^{\frac{L_{10}(h)_A}{10}} + 10^{\frac{L_{10}(h)_{MT}}{10}} + 10^{\frac{L_{10}(h)_{HT}}{10}} \right). \qquad (3)$$

A complete discussion of the mathematical development of this model can be found in Appendices A and B.

Figure 1 is a flow diagram that shows the computational sequence followed in the FHWA manual method in arriving at a predicted sound level.

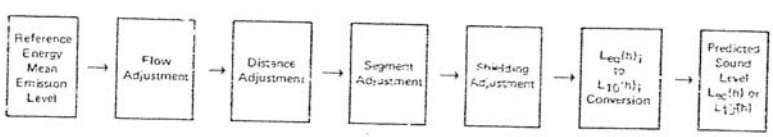


Figure 1. Flow Diagram of the Computational Sequence Used in the FHWA Model

The computational procedure shown in Figure 1 is followed in Chapter 2 where each of the variables is discussed in detail. Each variable will be discussed separately and presented in graphical form for ease of calculations. Sample problems are included to illustrate the use of each chart or charts as they are developed. Finally, a summary is included at the end of each discussion to aid the user in following the computational sequence shown in Figure 1.

Chapter 3 examines equivalent lane distances with and without barriers present at the sites. Chapter 4 presents some nomographs which can be used to quickly estimate traffic noise levels. Chapter 4 also deals with the development of a computer program for a handheld calculator. Chapter 5 briefly discusses the accuracy of the FHWA model for those situations where D is equal to or greater than 15 metres. Chapter 6 discusses noise prediction when the observer is close to the highway (D is less than 15 metres), Chapter 7 presents some problems involving multilane highways.

2.0 FHWA MODEL — MANUAL METHOD ($D \geq 15$ Metres)

a. Introduction

As discussed in Chapter 1, the FHWA model arrives at a predicted sound level through a series of adjustments to the reference energy mean emission level. The actual value of these adjustments depends on input data concerning traffic characteristics, topography, and roadway characteristics. In the FHWA manual method presented in this chapter, these adjustments are read from figures and tables. Thus, the procedure used in arriving at a predicted noise level using the manual method developed for the FHWA model is very similar to the manual method used in the NCHRP 117/144 model. The figures have been changed, and the basic model is drastically different, but the computational procedure is very similar.

Table 1 has been prepared to assist the user in keeping track of these adjustments. The notation in Table 1 is slightly different from that used in Equation (1). The reason for this will become apparent as each term in Equation 1 is discussed.

NAME _____ PROJECT DESCRIPTION _____

DATE _____

1.	LANE NO. ROAD SEGMENT																					
2.	VEHICLE CLASS		A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT		
3.	N(vph)																					
4.	S(km/hr)																					
5.	D(m)																					
6.	θ_1 (degrees)	Fig. 5																				
7.	θ_2 (degrees)	Fig. 5																				
8.	$(L_w)_E$ (dBA)	Fig. 2																				
9.	10 LOG (N/S) (dB)	Fig. 3																				
10a.	10 LOG (D_0/D) (dBA)	Fig. 4																				
10b.	15 LOG (D_0/D) (dBA)	Fig. 4																				
11a.	10 LOG $(\psi_{12}/(\theta_1-\theta_2))$ (dBA)	Fig. 6																				
11b.	10 LOG $(\psi_{12}/(\theta_1-\theta_2))$ (dBA)	Fig. 7																				
12.	θ_L (degrees)	Fig. 10																				
13.	θ_R (degrees)	Fig. 10																				
14.	d_0 (metres)	Fig. 9																				
15.	N_0	Eq. 16																				
16.	Δ_g (dBA)	Appendix B																				
17.	CONSTANT L_E		-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25		
18.	$L_{eq}(h)$ (dBA)																					
19.	$L_{eq}(t)$ (dBA)																					
20.	Δ_t (dBA)	Fig. 8																				
21.	$L_{10}(h)$ (dBA)																					
22.	$L_{eq}(h)$ (dBA)																					
23.	N/S (m/km)																					
24.	$(L_{10}-L_{eq})$ (dB)	Fig. 15																				
25.	$L_{10}(h)$ (dBA)																					
26.	$L_{10}(h)$ (dBA)																					
27.	$L_{10}(h)$ (dBA)																					

Table 1. Noise Prediction Worksheet

b. Reference Energy Mean Emission Level

Figure 1 indicated that the first step in the prediction procedure was to determine the reference energy mean emission level for each class of vehicles that uses the highway. This requires a

knowledge of the emission levels of the individual vehicles traveling on the highway. The emission level, L_o is defined as the A-weighted peak pass-by noise level generated by a vehicle as measured by a microphone at a specified location. In the FHWA model, the microphone is located on a line perpendicular to the centerline of the traffic lane at a distance of 15 metres from the centerline of the traffic lane. Microphone height is 1.5 metres. The intervening terrain between the traffic lane and the microphone should be flat and free of reflective surfaces. When the measurement is made, the vehicles should be operating on a straight, flat roadway under constant speed conditions and in cruise mode in the near lane. Care must be taken to insure that the measured emission levels are free from extraneous sounds. Detailed procedures for measuring noise emission levels are given in a manual under preparation by FHWA [1,12].

Unfortunately, the vehicles that use the highways do not have identical emission levels. Emission levels depend on several factors such as the type of vehicle, engine size, speed, tire type, etc. Since it is not practical to determine the emission levels for all vehicles in each class, it becomes necessary to measure the emission levels of a large number of different types of vehicles at various speeds and statistically determine the reference energy mean emission levels. This is usually done on a computer using standard curve fitting and statistical techniques. This type of analysis has been done [2] using the data acquired in the Four-State Noise Inventory [3]. Based on this analysis and other data [2-6], vehicles can be placed in three acoustic source groups:

(1) *Automobiles (A)* — all vehicles with two axles and four wheels designed primarily for transportation of nine or fewer passengers (automobiles), or transportation of cargo (light trucks). Generally, the gross vehicle weight is less than 4,500 kilograms.

(2) *Medium trucks (MT)* — all vehicles having two axles and six wheels designed for the transportation of cargo. Generally, the gross vehicle weight is greater than 4,500 kilograms but less than 12,000 kilograms.

(3) *Heavy trucks (HT)* — all vehicles having three or more axles and designed for the transportation of cargo. Generally, the gross weight is greater than 12,000 kilograms.

The FHWA model uses the following A-weighted national reference energy mean emission levels:

$$(\overline{L_o})_{E_A} = 38.1 \log (S) - 2.4 \tag{4}$$

$$(\overline{L_o})_{E_{MT}} = 33.9 \log (S) + 16.4 \tag{5}$$

$$(\overline{L_o})_{E_{HT}} = 24.6 \log (S) + 38.5 \tag{6}$$

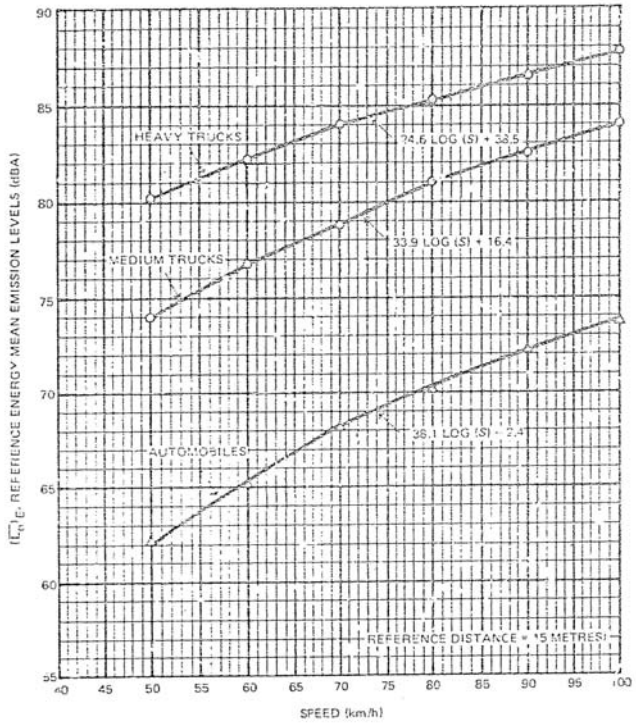
where S is the average vehicle speed of the vehicle class in km/h.

Equation (4) is from FHWA Research Report No. FHWA-RD-77-19 [4]. Equations (5) and (6) are from FHWA Research Report FHWA-RD-78-64 [2].

The reference energy mean emission levels shown here are plotted in Figure 2. It is emphasized that the truck levels are national averages based on the truck data acquired in the Four-State Noise Inventory [3].

The Four-State Noise Inventory indicated that there are regional trends in vehicle types. For example, the majority of large trucks in Florida had four axles. Consequently, the reference energy mean emission level given in Equation (6) may result in overprediction of the noise levels on Florida highways. Users of this manual may develop their own reference levels using the FHWA prescribed measurement procedures [12].

The three vehicle categories discussed here are identical to those reported in NCHRP Report 173. Although the vehicle categories are the same, the emission levels are not. The reason for this is unclear. One possible explanation is that the measurements were made at different times. The



○ SOURCE: "Statistical Analysis of FHWA Traffic Noise Data," FHWA-RD-78-64

△ SOURCE: "Update of TSC Highway Traffic Noise Prediction Code (1974)," FHWA-RD-77-19

Figure 2. National Reference Energy Mean Emission Levels as a Function of Speed

vehicle measurements shown in NCHRP Report 173 were made before 1974. The vehicle measurements in the Four-State Noise Inventory were made in 1975.

One interesting point is the distinction made in NCHRP Report 173 between emission levels and source levels. NCHRP Report 173 reported a 4 dB error between measured sound levels and predicted sound levels. This 4 dB error was subtracted from the emission levels, and these quantities were defined as source levels. The source levels given in NCHRP Report 173 and the emission levels given here have approximately the same numerical values for the emission levels of the automobiles and medium trucks. The levels for the heavy trucks are approximately the same at high speed but not at low speed. This is because the source level for heavy trucks in NCHRP 173 is independent of speed.

One word of caution. The reference mean emission levels shown in Figure 2 represent cruise conditions on a flat roadway between 50 km/h and 100 km/h. Below 50 km/h, heavy trucks' emissions increase because these vehicles cannot operate in a cruise mode at speeds less than 50 km/h.

PROBLEM 1

What are the reference energy mean emission levels for automobiles (A), medium trucks (MT), and heavy trucks (HT) at 75 km/h?

SOLUTION

Step 1. Complete Line 4, Table 1-1.

Step 2. The reference energy mean emission levels can be computed using Equations (4), (5), and (6) or read directly from Figure 1-1. Record the values on Line 8, Table 1-1 (the values shown here are based on Figure 1-1).

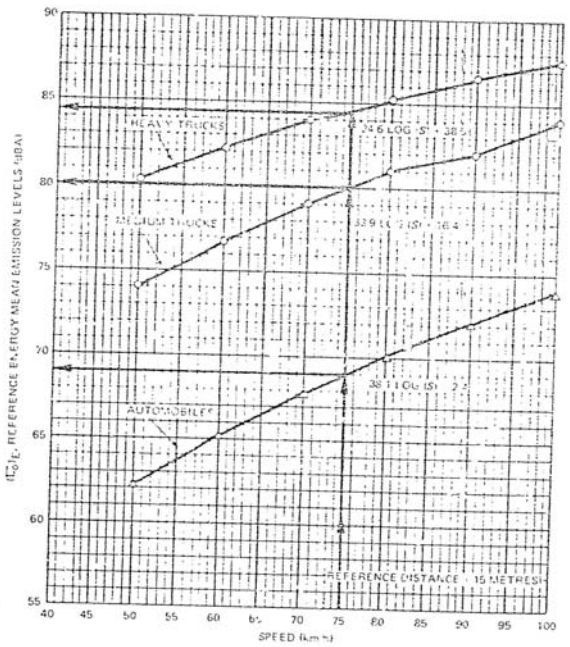


Figure 1-1. Reference Energy Mean Emission Levels as a Function of Speed

(Continued)

PROBLEM 1 (Continued)

NAME _____ PROJECT DESCRIPTION PROBLEM 1

DATE _____

1.	LANE NO./ROAD SEGMENT		A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT
2.	VEHICLE CLAS.																			
3.	N(vph)																			
4.	S(km/h)		–	75	–															
5.	D(m)																			
6.	ϕ_1 (degrees)	Fig. 5																		
7.	ϕ_2 (degrees)	Fig. 5																		
8.	$(L_{eq})_F$ (dBA)	Fig. 2	69.	80.	84.5															
9.	10 LOG $(N/D_0/S)$ (dB)	Fig. 3																		
10a.	10 LOG (D_0/D) (dBA)	Fig. 4																		
10b.	15 LOG (D_0/D) (dBA)	Fig. 4																		
11a.	10 LOG $(\psi_0(\phi_1, \phi_2)/\pi)$ (dBA)	Fig. 6																		
11b.	10 LOG $(\psi_{1/3}(\phi_1, \phi_2)/\pi)$ (dBA)	Fig. 7																		
12.	ϕ_L (degrees)	Fig. 10																		
13.	ϕ_R (degrees)	Fig. 10																		
14.	L_0 (metres)	Fig. 9																		
15.	N_0	Eq. 16																		
16.	Δ_B (dBA)	Appendix B																		
17.	CONSTANT (dB)		-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25
18.	$L_{eq}(h)$ (dBA)																			
19.	$L_{eq}(h)$ (dBA)																			
20.	Δ_s (dBA)	Fig. 8																		
21.	$L_{eq}(h)$ (dBA)																			
22.	$L_{eq}(h)$ (dBA)																			
23.	$N/D/S$ (m/km)																			
24.	$(L_{10}-L_{eq})$ (dB)	Fig. 15																		
25.	$L_{10}(h)$ (dBA)																			
26.	$L_{10}(h)$ (dBA)																			
27.	$L_{10}(h)$ (dBA)																			

Table 1-1. Noise Prediction Worksheet

Summary

$L_{eq}(h)_i = (\overline{L_o})_{E_i}$	reference energy mean emission level (Figure 2 and line 8 of Table 1)
+	traffic flow adjustment
+	distance adjustment
+	finite roadway adjustment
+	shielding adjustment

The procedures in Section 2(b) can be used to predict the reference energy mean emission level. This is the predicted equivalent peak sound level produced by the passage of a single representative vehicle traveling at constant speed at the reference distance of 15 metres from a flat, infinitely long highway. This is not a very useful value. In Section 2(c), traffic flow adjustments will be introduced.

c. Traffic Flow Adjustments to the Reference Levels

Figure 2 is used to determine the reference energy mean emission level for a single vehicle representative of a particular class. This value must then be adjusted for traffic flows by use of the term

$$10 \log (N_i \pi D_o / T S_i) . \tag{7}$$

This expression is valid for any consistent set of units. The units used by highways engineers are not consistent. N_i is the number of vehicles in the ith class passing a given point over a 1-hour period; D_o is equal to 15 metres; T is equal to 1-hour; and S_i is measured in kilometres per hour. Consequently, for ease of use, the expression $10 \log (N_i \pi D_o / T S_i)$ is simplified to $10 \log (N_i D_o / S_i) - 25$ (Note: $-25 = 10 \log \pi - 10 \log 1000$). Consequently, the adjustment for traffic flow reduces to

$$10 \log \left(\frac{N_i D_o}{S_i} \right) - 25 . \tag{8}$$

Note that in Table 1, Line 17, the −25 is treated as an equation constant. The units are the same as defined above.

D_o is kept in Equation (8) for two reasons:

(1) It emphasizes that the emission levels used in the FHWA model were measured at a distance of 15 metres.

(2) It serves as an alert mechanism. When L is less than 15 metres, noise predictions must be made in accordance with the procedures in Chapter 6.

Since D_o is a constant in the term $10 \log (N_i D_o / S_i)$, the traffic flow adjustment factor varies as the logarithm of N_i / S_i. If N_i is held constant, the adjustment factor decreases with increasing speed at the rate of 3 dBA per doubling of speed. If S_i is held constant and the volume increases, the adjustment factor increases by 3 dBA for each doubling of volume.

The name given to the adjustment in this section—the traffic flow adjustment—is somewhat of a misnomer because Equation (7) has one other important function. Recall that T is the time period over which the equivalent sound level is computed. By making T equal to one hour, the reference energy mean emission level (a peak value) is converted to an hourly equivalent sound level.

The adjustment for traffic flows can be read directly from Figure 3.

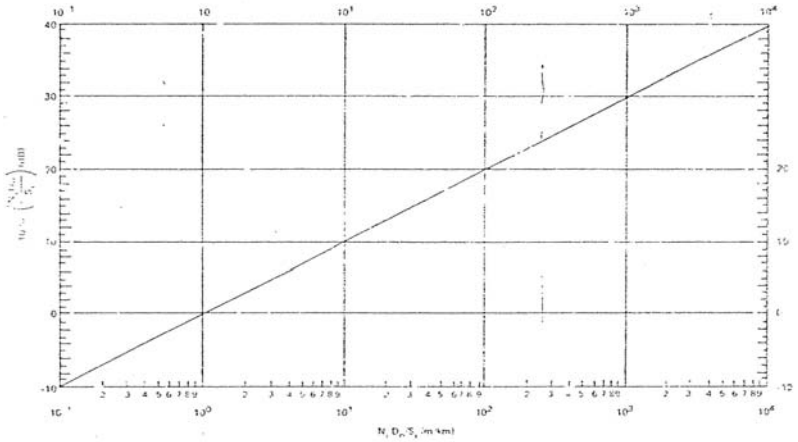


Figure 3. Adjustment for Real Traffic Flows

PROBLEM 2

A two-lane, east-west highway carries the following hourly traffic:

Vehicle Class	Eastbound Lane	Westbound Lane
A	317	281
MT	24	12
HT	22	25

The lane width is 3.66 m and the operating speed is 75 km/h. Determine the reference energy mean emission levels and the traffic flow adjustment factors for each class of vehicles.

SOLUTION

Step 1. Enter the lane designations on Line 1, Table 2-1.

Step 2. Enter the number of vehicles in each class in the proper columns in Line 3, Table 2-1.

Step 3. Enter the speed for each vehicle group in Line 4, Table 2-1.

Step 4. Determine the reference energy mean emission levels for each class of vehicles and enter these values on Line 8, Table 2-1 (values shown were read from Figure 1-1).

Step 5. Since there are three classes of vehicles in each lane, and the number of vehicles vary between classes, six traffic flow adjustment factors must be determined. Compute $N_i D_o / S_i$ for each vehicle group for each lane and enter Figure 2-1 with these values. The adjustment can then be read directly on the vertical scale. Alternately, the adjustments could be obtained directly from solving Equation (8) (note that Equation (8) includes a constant of −25). Record these values on Line 9, Table 2-1.

(Continued)

PROBLEM 2 (Continued)

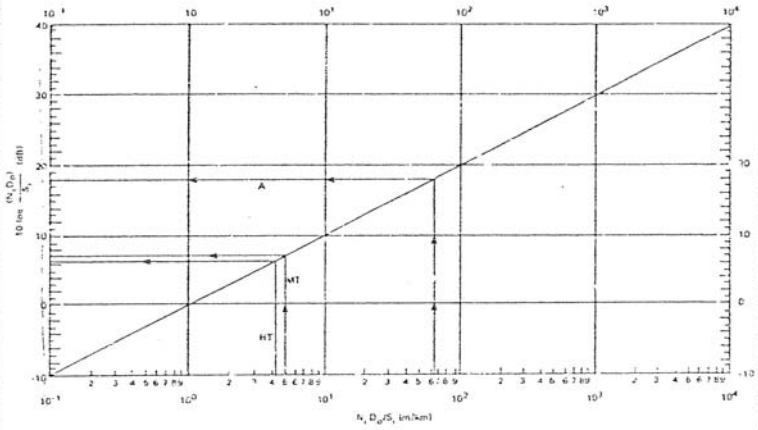


Figure 2-1. Adjustment for Real Traffic Flows

(Continued)

PROBLEM 2 (Continued)

NAME _____ PROJECT DESCRIPTION PROBLEM 2

DATE _____

1.	LANE NO./ROAD SEGMENT		EB			WB																	
2.	VEHICLE CLAS		A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT
3.	N(veh)		217	24	22	281	12	25															
4.	S(km/h)		–	75	–	–	75	–															
5.	D(m)																						
6.	ϕ_1 (degrees)	Fig. 5																					
7.	ϕ_2 (degrees)	Fig. 5																					
8.	$(\overline{L_o})_E$ (dBA)	Fig. 2	24	80.	84.5	69	80	84.5															
9.	10 LOG $(N_i D_o / S_i)$ (dB)	Fig. 3	18.	7.	6.5	17.5	4	7.															
10a.	10 LOG (D_o/D) (dBA)	Fig. 4																					
10b.	15 LOG (D_o/D) (dBA)	Fig. 4																					
11a.	10 LOG $(\psi_{1/2}(\phi_1, \phi_2)/\pi)$ (dBA)	Fig. 6																					
11b.	10 LOG $(\psi_{1/2}(\phi_1, \phi_2)/\pi)$ (dBA)	Fig. 7																					
12.	ϕ_L (degrees)	Fig. 10																					
13.	ϕ_W (degrees)	Fig. 10																					
14.	Δ_g (metres)	Fig. 9																					
15.	N_o	Eq. 18																					
16.	Δ_B (dBA)	Appendix B																					
17.	CONSTANT (dB)		-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25
18.	$L_{eq}(h^1)$ (dBA)																						
19.	$L_{eq}(h)$ (dBA)																						
20.	Δ_s (dBA)	Fig. 8																					
21.	$L_{eq}(h)$ (dBA)																						
22.	$L_{eq}(h)$ (dBA)																						
23.	N.D./S (m/km)																						
24.	$\lvert L_{10} - L_{eq} \rvert$ (dB)	Fig. 15																					
25.	$L_{10}(h)$ (dBA)																						
26.	$L_{10}(h)$ (dBA)																						
27.	$L_{10}(h)$ (dBA)																						

Table 2-1. Noise Prediction Worksheet

Summary

$L_{eq}(h)_i = (\overline{L_o})_{E_i}$	reference energy mean emission level (Figure 2 and line 8 of Table 1)
$+10 \log \left(\frac{N_i D_o}{S_i}\right)$	traffic flow adjustment (Figure 3 and line 9 of Table 1)
+	distance adjustment
+	finite roadway adjustment
+	shielding
−25	constant (line 17 of Table 1)

At this point in the development of the FHWA manual method, the user can predict the equivalent sound level at the reference distance of 15 metres from a flat, infinitely long highway produced by the passage of a group of vehicles of a particular class. In Section 2(d) distance adjustments will be introduced.

d. Distance Adjustment to the Reference Levels

The reference energy mean emission levels are equivalent sound levels based on single vehicle, peak pass-by noise level measurements made at a distance of 15 metres from the roadway. Predicting the noise level at distances greater than 15 metres requires that the reference energy mean emission levels be adjusted for the new distances. The distances adjustment is generally referred to as the drop-off rate and is expressed in terms of decibels per doubling of distance (dB/DD). Since the reference energy mean emission levels are equivalent sound levels, the distance adjustment factor can be expressed as

$$10 \log \left(\frac{D_o}{D}\right)^{1+\alpha} \tag{9}$$

where

D is the perpendicular distance between the centerline of the travel lane and the observer.

D_o is the reference distance at which the reference energy mean emission level was measured and equals 15 metres. Note that D_o is a special case of D

α is a site parameter whose value depends upon site conditions.

Theoretically, it can be shown that when the ground between the roadway and observer is acoustically hard, the site is reflective ($\alpha = 0$). Consequently, the distance adjustment factor reduces to

$$10 \log \left(\frac{D_o}{D}\right) \tag{10}$$

and the drop-off rate is 3 dB per doubling of distance (3 dBA/DD). Values close to this theoretical value have been measured in the field [3].

Field studies [3,5] have also shown that when the intervening ground is acoustically soft the site is absorptive ($\alpha \simeq 1/2$). In this situation, the distance adjustment factor reduces to

$$15 \log \left(\frac{D_o}{D}\right) \tag{11}$$

and the drop-off rate is 4.5 dBA per doubling of distance (4.5 dBA/DD). In this case, it appears that the 4.5 dBA/DD attenuation is made up of two components—the 3.0 dBA/DD due to geometric spreading and an excess attenuation of 1.5 dBA/DD due to ground effects.

It is important that the users of this manual understand what the values given by Equations 10 and 11 represent. Consider the situation where two sound level meters (SLM's) are located adjacent to a highway. One SLM is located at distance D and the other SLM is located at distance $2D$. As a vehicle approaches and passes the SLM's, the noise level increases up to a peak level and then decreases. If simultaneous readings of the peak levels were recorded, the difference in levels between the two SLM's would be 6 or 7.5 dBA (6.0 dBA due to divergence and 1.5 dBA due to excess attenuation if the site is absorptive). However, if comparisons were made between the equivalent sound levels computed from the pass-by envelopes, the difference in the equivalent sound levels between the SLM's would range from 3 to 4.5 dBA. Equations (10) and (11) are based on equivalent sound levels.

In the FHWA model, the user must decide the proper drop-off rate to use. Table 2 has been prepared to help the user make this decision.

As shown earlier, the 3 dBA/DD takes the form of 10 (log D_o/D) and the 4.5 dBA/DD takes the form of 15 log (D_o/D). These functions are shown graphically in Figure 4.

Table 2. Criteria for Selection of Drop-Off Rate Per Doubling of Distance

Situation	Drop-Off Rate
1. All situations in which the source or the receiver are located 3 metres above the ground or whenever the line-of-sight* averages more than 3 metres above the ground.	3 dBA ($\alpha = 0$)
2. All situations involving propagation over the top of a barrier 3 metres or more in height.	3 dBA ($\alpha = 0$)
3. Where the height of the line-of-sight is less than 3 metres and	
(a) There is a clear (unobstructed) view of the highway, the ground is hard and there are no intervening structures.	3 dBA ($\alpha = 0$)
(b) The view of the roadway is interrupted by isolated buildings, clumps of bushes, scattered trees, or the intervening ground is soft or covered with vegetation.	4.5 dBA ($\alpha = 1/2$)

*The line-of-sight (L/S) is a direct line between the noise source and the observer.

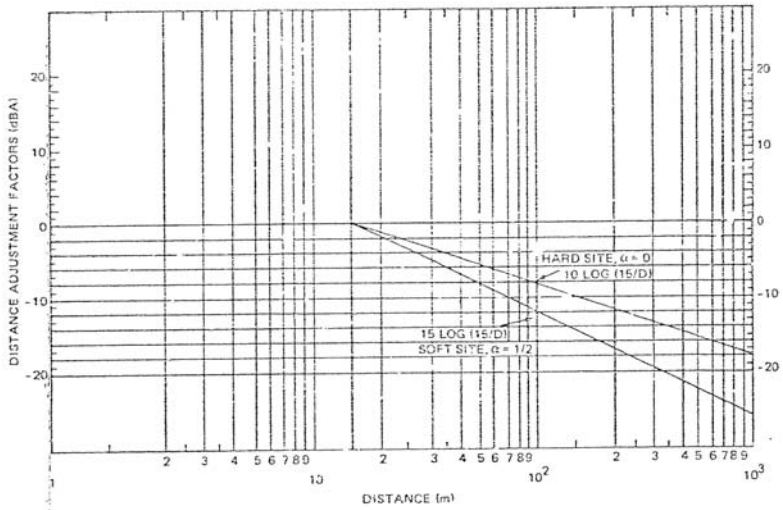


Figure 4. Adjustments for Distances Other than 15 Metres

PROBLEM 3

(a) In Problem 2, what would be the distance adjustment factors at an observer located 60 metres south of the centerline of the eastbound lane if the line-of-sight (L/S) was less 3 metres above the ground and the intervening ground was paved?

(b) What would be the distance adjustment factors if the intervening ground was covered with grass?

The lane width is 3.66 m.

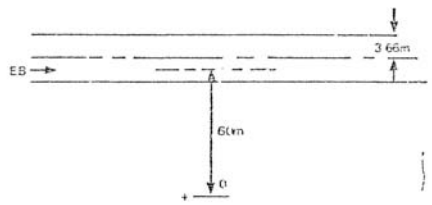


Figure 3-1. Highway Site Geometry for Problem 3

SOLUTION

Refer to Table 3-1.

Step 1. Since there are two problems, identify them in Line 1, Table 3-1.

Step 2. Determine the perpendicular distance, D, from the observer to the centerline of the EB and WB lanes. Record these values on Line 5, Table 3-1.

Step 3. Consider the problem where the L/S is less than 3 metres and the intervening ground is paved. Table 2 indicates that a drop-off rate of 3 dBA/DD is appropriate. Use Figure 3-2 and locate the line that represents a drop-off rate of 3 dBA/DD (10 log (15/D)). Using the distances, D, determined in Step 2, read the distance adjustment factors directly from the graph and record them on Line 10(a), Table 3-1. Alternately, the adjustments could be obtained directly from Equation (10).

Step 4. Consider the problem where the L/S is less than 3 metres and the intervening ground is covered with grass. Table 2 indicates that a drop-off rate of 4.5 dBA/DD is appropriate. Use Figure 3-2 and locate the line that represents 4.5 dBA/DD (15 log (15/D)). Using the distances, D, determined in Step 2, read the distance adjustments directly from the graph and record them on Line 10(b), Table 3-1. Alternately, the adjustments could have been obtained directly from Equation (11).

(Continued)

PROBLEM 3 (Continued)

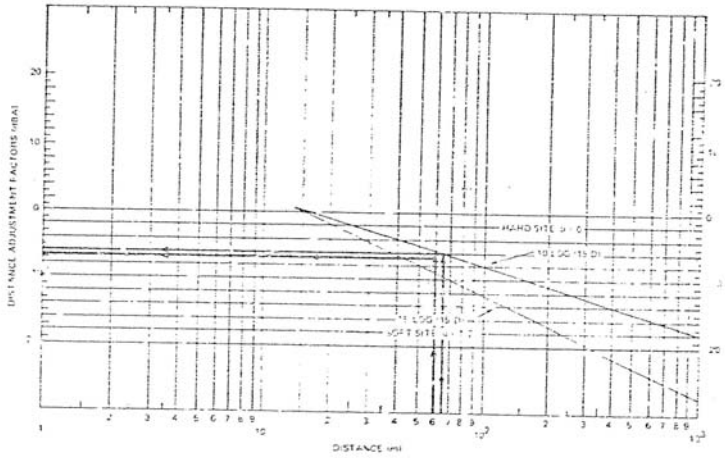


Figure 3-2. Adjustments for Distances Other than 15 Metres

(Continued)

PROBLEM 3 (Continued)

NAME _____ PROJECT DESCRIPTION PROBLEM 3

DATE _____

		(a) Hard Site						(b) Soft Site											
1	LANE NO./ROAD SEGMENT	EB			WB			EB			WB								
2	VEHICLE CLAS.	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT
3	N_i(vph)																		
4	S_i(km/h)																		
5.	D(m)	60			64			60			64								
6.	ϕ_1(degrees) Fig. 5																		
7.	ϕ_2(degrees) Fig. 5																		
8.	$L_o(h)$, (dBA) Fig. 2																		
9.	10 LOG (N_iD_o/S_i) (dB) Fig. 3																		
10a	10 LOG (D_o/D) (dB) Fig. 4	-6.			-6.5														
10b	15 LOG (D_o/D) (dBA) Fig. 4							-9			-9.5								
11a	10 LOG (ϕ_1/ϕ_2) (dB) Fig. 6																		
11b	10 LOG (ϕ_1/ϕ_2) (dBA) Fig. 7																		
12	ϕ_1 (degrees) Fig. 10																		
13	ϕ_2 (degrees) Fig. 10																		
14	d_1 (meters) Fig. 9																		
15	N_g Eq. 17																		
16	Δ_g (dBA) Appendix B																		
17	CONSTANT (dB)	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25
18.	$L_{eq}(h)$ (dBA)																		
19	$L_{eq}(h)$ (dBA)																		
20	Δ_g (dBA) Fig. 8																		
21	$L_{eq}(h)$ (dBA)																		
22	$L_{eq}(h)$ (dBA)																		
23	LAD S_i (km/h)																		
24	$(L_{eq} - L_{eq})$ (dB) Fig. 15																		
25	$L_{eq}(h)$ (dBA)																		
26	$L_{eq}(h)$ (dBA)																		
27	$L_{eq}(h)$ (dBA)																		

Table 3-1. Noise Prediction Worksheet

Summary

$L_{eq}(h) = (\overline{L_o})_{E_i}$ — reference energy mean emission level (Figure 2 and line 8 of Table 1)

$+10 \log \left(\frac{N_i D_o}{S_i}\right)$ — traffic flow adjustment (Figure 3 and line 9 of Table 1)

$+ \begin{cases} 10 \log (D_o/D) \\ 15 \log (D_o/D) \end{cases}$	distance adjustment factor, hard site (Figure 4 and line 10(a) of Table 1) distance adjustment factor, soft site (Figure 4 and line 10(b) of Table 1)
+	finite roadways adjustment
+	shielding
−25	constant

At this point in the development of the FHWA manual method, the user can predict the hourly equivalent sound level, at any point located 15 metres or greater from a flat, infinitely long highway produced by the passage of a group of vehicles from a particular class. In Section 2(e) finite roadway adjustment will be discussed.

e. Finite Length Roadway Adjustments to the Reference Levels

Up to this point, it has been assumed that the roadway is infinitely long in both directions in relation to the observer. In many cases, this is not true, and it becomes necessary to adjust the reference level to account only for the energy contribution of the roadway that is visible to the observer. Additionally, it is often necessary to separate a roadway into sections to account for changes in topography, traffic flows, shielding, etc. In these situations, the roadway will be divided into segments of finite length [6]. The finite length roadway adjustment depends on the orientation of these highway segments relative to the observer and on ground effects.

1. *Orientation of Highway Segement*

The following procedure will be used to determine the angular relationship between the roadway segment and an observer facing the highway segment. (Refer to Figure 5)

Step 1. Draw a perpendicular line from the roadway, or the roadway extension to the observer. All angles are measured from this perpendicular.

Step 2. Draw a line from the observer to the left most end of the highway segment. The angle measured from the perpendicular drawn in Step 1 to the line connecting the observer and the left most end of the roadway segment is ϕ_1. If ϕ_1 is measured to the left of the perpendicular it is negative. If ϕ_1 is measured to the right of the perpendicular it is positive.

Step 3. Draw a line from the observer to the right most end of the highway segment. The angle measured from the perpendicular drawn in Step 1 to the line connecting the observer and the right most end of the highway segment is ϕ_2. If ϕ_2 is measured to the left of the perpendicular, it is negative, if ϕ_2 is measured to the right of the perpendicular it is positive.

Step 4. Check the angles ϕ_1 and ϕ_2 by use of the equation

$$\Delta\phi = \phi_2 - \phi_1 \tag{12}$$

where

ϕ_1 and ϕ_2 are the angles in degrees identified in Steps 1-3 above.

In all cases $\Delta\phi$ will be positive and will be numerically equal to the included angle subtended by the roadway relative to the receiver.

Based on this procedure, only three cases are possible:

Case A — ϕ_1 is negative, ϕ_2 is positive.
Case B — ϕ_1 is negative, ϕ_2 is negative.
Case C — ϕ_1 is positive, ϕ_2 is positive.

These three cases are illustrated in Figure 5.

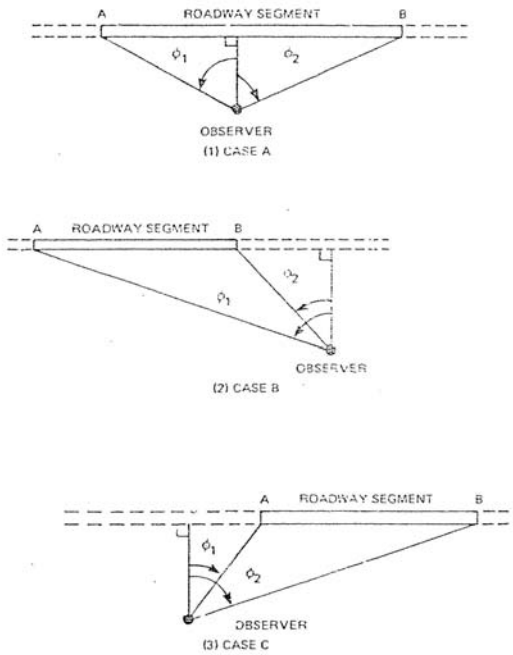


Figure 5. Angle Identification of Roadway Segments

PROBLEM 4

Determine ϕ_1 and ϕ_2 for the segments shown in Figure 4-1. Use $\Delta\phi$ to check the answers.

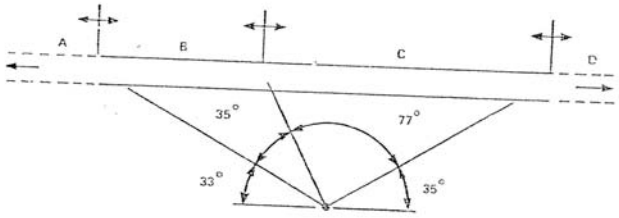


Figure 4-1. Highway Site Geometry for Problem 4

SOLUTION

Refer to Figure 5 and Table 4-1.

Step 1. The procedure established for the FHWA model requires that all angles be measured from the perpendicular line connecting the roadway and the observer. Draw a perpendicular line and remeasure the angles, as shown in Figure 4-2.

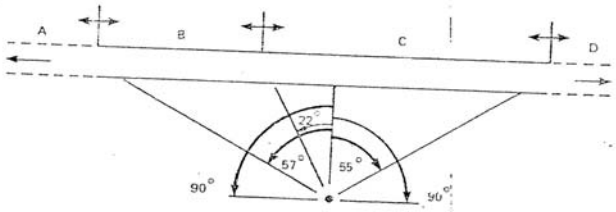


Figure 4-2. Identification of Angles for Problem 4

(Continued)

PROBLEM 4 (Continued)

Step 2. Using Figure 4-2 and the procedures for angle orientation, determine the angles and their signs.

1. Segment A: $\phi_1 = -90^\circ \quad \phi_2 = -57^\circ$

   Check $\Delta\phi = \phi_2 - \phi_1 = -57^\circ - (-90^\circ) = \underline{+33^\circ}$

   ($\Delta\phi$ is the included angle for segment A, Figure 4-2).

2. Segment B: $\phi_1 = -57^\circ, \quad \phi_2 = -22^\circ$

   Check $\Delta\phi = \phi_2 - \phi_1 = -22^\circ - (-57^\circ) = \underline{+35^\circ}$

   ($\Delta\phi$ is the included angle for segment B).

3. Segment C: $\phi_1 = -22^\circ \quad \phi_2 = +55^\circ$

   Check $\Delta\phi = \phi_2 - \phi_1 = 55^\circ - (-22^\circ) = \underline{+77^\circ}$

   ($\Delta\phi$ is the included angle for segment C).

4. Segment D: $\phi_1 = 55^\circ \quad \phi_2 = 90^\circ$

   Check $\Delta\phi = \phi_2 - \phi_1 = 90^\circ - 55^\circ = \underline{+35^\circ}$

   ($\Delta\phi$ is the included angle for segment D).

Step 3. Record the angles ϕ_1 and ϕ_2 on Lines 6 and 7, Table 4-1.

NAME _____ PROJECT DESCRIPTION PROBLEM 4

DATE _____

			Segment A			Segment B			Segment C			Segment D								
1.	LANE NO./ROAD SEGMENT																			
2.	VEHICLE CLAS.		A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT	A	MT	HT
3.	N(v/h)																			
4.	S(km/h)																			
5.	D(m)																			
6.	ϕ_1 (degrees)	Fig. 5	-90			-57			-22			+55								
7.	ϕ_2 (degrees)	Fig. 5	-57			-22			+55			+90								
8.	$(L_E)(\ell_1)$ (dBA)	Fig. 2																		
9.	10 LOG $(W/\ell_1/\ell_2)$ (dB)	Fig. 3																		
10a.	10 LOG (D_0/D) (dBA)	Fig. 4																		
10b.	15 LOG (D_0/D) (dBA)	Fig. 4																		
11a.	10 LOG $[\ell_C(\phi_1, \phi_2)/\pi]$ (dBA)	Fig. 6																		
11b.	10 LOG $[\ell_{1/2}(\phi_1, \phi_2)/\pi]$ (dBA)	Fig. 7																		
12.	ϕ_L (degrees)	Fig. 10																		
13.	ϕ_R (degrees)	Fig. 10																		
14.	ℓ_0 (metres)	Fig. 9																		
15.	N_0	Eq. 18																		
16.	Δ_B (dBA)	Appendix B																		
17.	CONSTANT (dB)		-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25	-25
18.	$L_{eq}(h)$ (dBA)																			
19.	$L_{eq}(h)$ (dBA)																			
20.	Δ_g (dBA)	Fig. 8																		
21.	$L_{eq}(h)$ (dBA)																			
22.	$L_{eq}(h)$ (dBA)																			
23.	ND/S (m/km)																			
24.	$(L_{10}-L_{eq})$, (dB)	Fig. 15																		
25.	$L_{10}(h)$ (dBA)																			
26.	$L_{10}(h)$ (dBA)																			
27.	$L_{10}(h)$ (dBA)																			

Table 4-1. Noise Prediction Worksheet

2. *Ground Effects*

The problem of finite length roadways is complicated by the fact that ground effects must be taken into account. In the section on distance adjustments, it was indicated that the drop-off rate was a function of the height of the line-of-sight and the nature of the terrain between the observer and the roadway. The finite length roadway adjustment is also affected by these factors. Consequently, the finite length roadway adjustment factor takes the form of

$$10 \log \left(\frac{\psi_\alpha(\phi_1, \phi_2)}{\pi} \right) \tag{13}$$

where

$\psi_\alpha(\phi_1, \phi_2)$ is a factor that takes finite length roadways into account.

ϕ_1, ϕ_2 are the angles defined in Figure 5.

α is the site parameter.

When $\alpha = 0$, the site is reflective (i.e., the drop-off rate is 3 dBA/DD) and the term $10 \log(\psi_0(\phi_1, \phi_2)/\pi)$ reduces to $10 \log(\Delta\phi/\pi)$ where $\Delta\phi$ is defined in Equation (12).

This implies that roadways subtending equal angles contribute equal energy regardless of their position relative to the observer when the site is reflective. The function (Equation (13) is illustrated graphically in Figure 6.

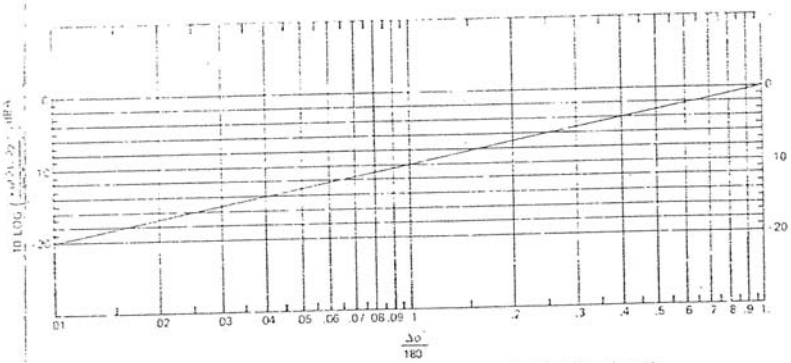


Figure 6. Adjustment Factor for Finite Length Roadways for Hard Sites ($\alpha = 0$)

When $\alpha = 1/2$, the site is absorptive (i.e., the drop-off rate is 4.5 dBA/DD). At absorbing sites, the correction $10 \log(\psi_{1/2}(\phi_1, \phi_2)/\pi)$ reduces to an integration of $\sqrt{\cos \phi}$ over the angular limits of the roadway. This integration has been performed for $\alpha = 1/2$ and the results plotted as a family of curves shown in Figure 7. One extremely important *consequence of absorption* at a highway site is that roadways subtending equal angles will not necessarily contribute equal energies. The amount of energy contributed will depend on the position of the observer relative to the roadway segment. Figure 7 also indicates that the adjustment for an infinitely long roadway is a −1.2 dBA. This results from the assumption that there are no differences in emission levels (measured at 15 metres) over hard and soft sites. (See Appendices A and C for further details.)

Although the distance adjustment and the finite length roadway adjustment were discussed separately, both values depend on the site parameter α. Under free field conditions (the observer has a unobstructed view of the highway or highway section), the same site parameter should be used to make both adjustments on the same highway or highway segment. Thus if $\alpha = 1/2$ is used for the distance adjustment, it should also be used for the finite length roadway adjustment.

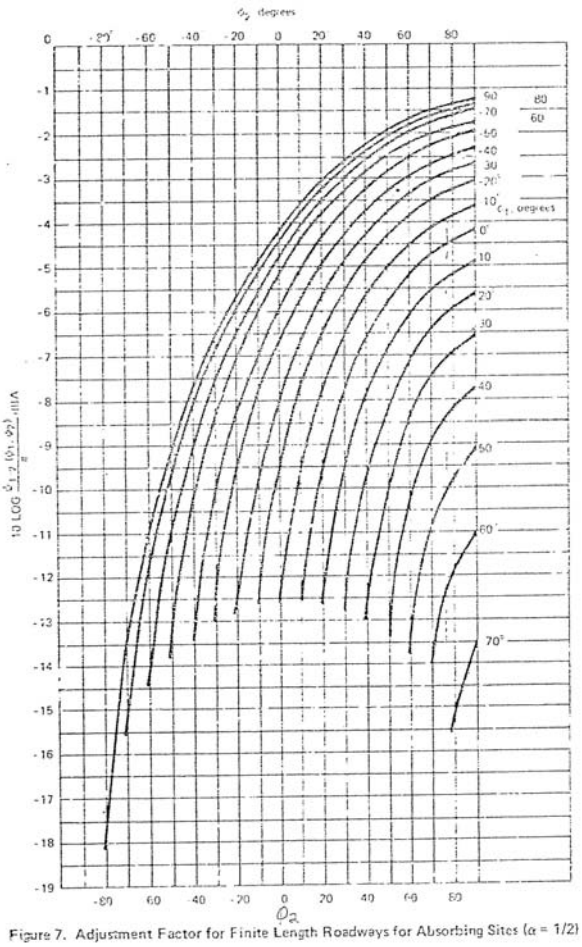


Figure 7. Adjustment Factor for Finite Length Roadways for Absorbing Sites ($\alpha = 1/2$)

EXHIBIT B

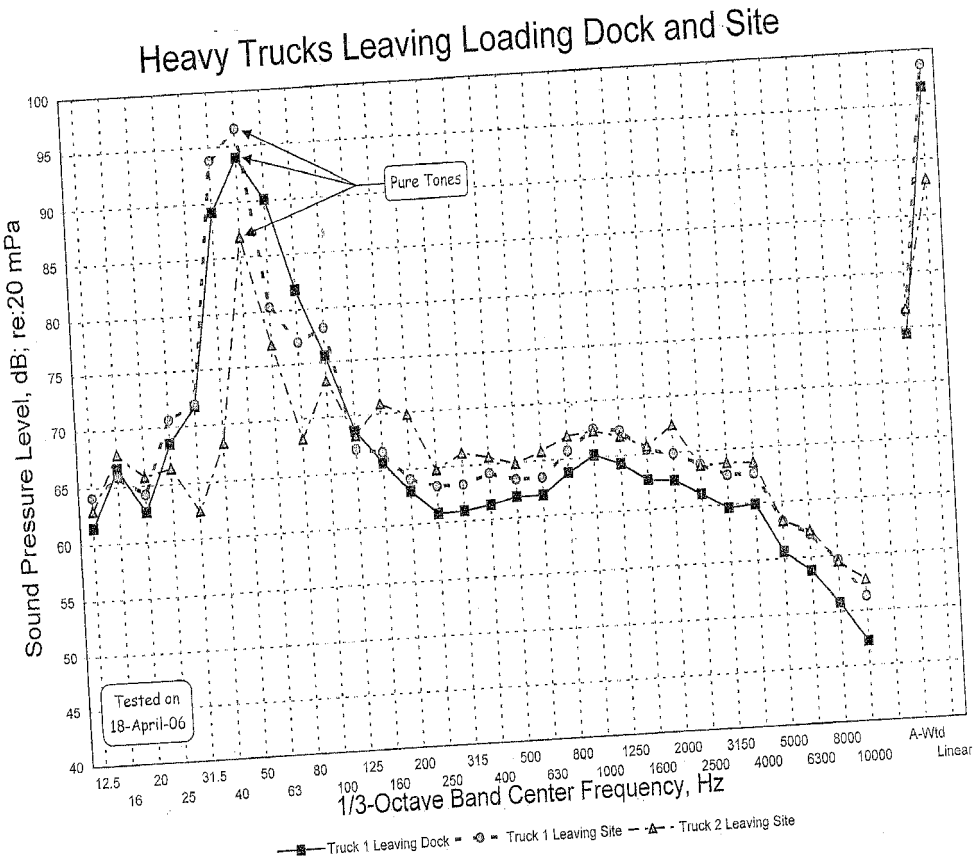
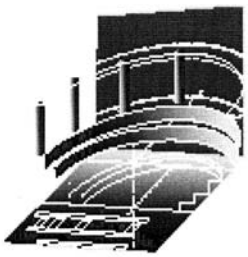
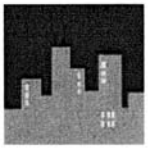
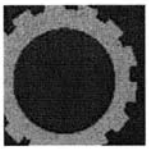


Figure 1. Sound Tones Measured for Two Trucks at Different Positions In the Departure from Loading Docks.

EXHIBIT C







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SOUND TRANSMISSION CLASS - DISCUSSION AND USE

DEFINITION: Sound transmission Class (STC) is a single number quantifier used to rate partitions, doors and windows for their effectiveness in blocking sound. The number assigne to a particular partition design as a result of STC testing represents a best fit type of approach to a set of curves which define that sound transmission class. The test is conducted in such a way to make it independent of the test environment, and yields a number for the partition only. The reverberance and size of the room are factored out.

Transmission Loss data is measured in a laboratory by means of a standardized procedure defined in ASTM E90 for laboratories and E336 for field tests in actual buildings, while the STC curve is defined in ASTM E413. The STC, is heavily weighted in favour of the speech frequency range above 125 Hz and correlating with human hearing acuity. For the determination of the final STC number, the values between 400 Hz and 1250Hz are somewhat discounted, the values below 400Hz are increasingly discounted. The STC number is determined from Transmission Loss values using an algebraic formula for maximum or sum of deficiencies. The standard test method also requires minimum room volumes for the test to be correct at low frequencies.

Due to the definition of the rating, STC is only applicable to air-borne sound, and is a poor guideline for construction to contain HVAC or other mechanical equipment noise, music, transportation noise, or any other noise source which is more heavily weighted in the low frequencies than speech. The standard thus only considers frequencies above 125 Hz. Composite partitions composed of elements such as doors and windows as well as walls wi tend to have an STC close to the value of the lowest STC of any component.

In practice, the STC of the laboratory sample represents the optimum condition, and is rarel achieved in actual construction. The difference between the actual or Field STC (FSTC) anc the laboratory STC is a result of leaks and flanking paths, in other words, sound entering a wall in a common assembly is also entering the floor, traveling through the floor and breakin out in the adjoining space, by-passing the wall. A similar effect is found if sound is allowed t enter air return plenum spaces above or below walls. The degree to which these flanking paths are disconnected will determine how closely the field test results approach the laboratory results.

STC -Lab	Field STC	Subjective description of effectiveness
26-30	20-22	Most sentences clearly understood
30-35	25-27	Many phrases and some sentences understood without straining to hear
35-	30-32	Individual words and occasional phrases clearly heard and understood

40		
42-45	35-37	Medium loud speech clearly audible, occasional words understood
47-50	40-42	Loud speech audible, music easily heard
52-55	45-47	Loud speech audible by straining to hear; music normally can be heard and may be disturbing
57-60	50-52	Loud speech essentially inaudible; music can be heard faintly but bass notes disturbing
62-65	55	Music heard faintly, bass notes "thump"; power woodworking equipment clearly audible
70	60	Music still heard very faintly if played loud.
75+	65+	Effectively blocks most air-borne noise sources

Table 1: Subjective interpretation of effects of STC as measured (assumes normal/quiet background level - NC 35)

Note: The actual effect perceived effect of STC depends on the background noise levels, room volumes, surface areas, sound absorption values and spectral content of the sound source.

WHAT IS STC?

The actual behavior of two partitions with the same STC rating can be dramatically different as the STC is weighted in favor of the part of the sound spectrum that represents the humar voice. In practice, one of the most annoying transmitted sounds between dwelling units tenc to be the bass in music, a part of the sound spectrum far removed from the voice range. So an eight inch concrete block wall rated at STC 50, that can block 20 dB more sound in some bass frequencies would be a better choice than an STC 50 drywall partition for an applicatic where music or mechanical noise will be a problem.

Changes in the National Building Code 1990, now require that partitions separating dwelling units meet an STC 50 requirement, and the building code provides sample ratings for sever types of wall constructions. Unfortunately, test ratings of the same wall section vary from tes to test, and in field situations, walls cannot be expected to perform as well as the test sampl in laboratory conditions. This drop in performance can leave the builder liable for additional construction to bring up the performance of the wall if the tenants obtain field test results fro the dwelling units that confirm a reduced STC.

For example, a wall section listed by the NBC 1990 as meeting the STC 50 requirement has staggered 2 x 4 wood studs on a 2 x 6 plate with batt insulation filling the cavity and a single layer of drywall either side. In laboratory tests, the STC rating of that particular wall section varies from STC 47 to STC 51. In field tests, the wall might get only about STC 46, even wit caulking at the plates. Any cracks in the wall or holes for electrical or mechanical servicing will further reduce the actual field result, leaving the builder responsible for upgrades. Rigid connections between wall surfaces can also seriously degrade the wall performance. The higher the target STC, the more critical are the sealing and structural isolation requirements The builder's best options for getting a satisfactory STC result are to specify partitions with a

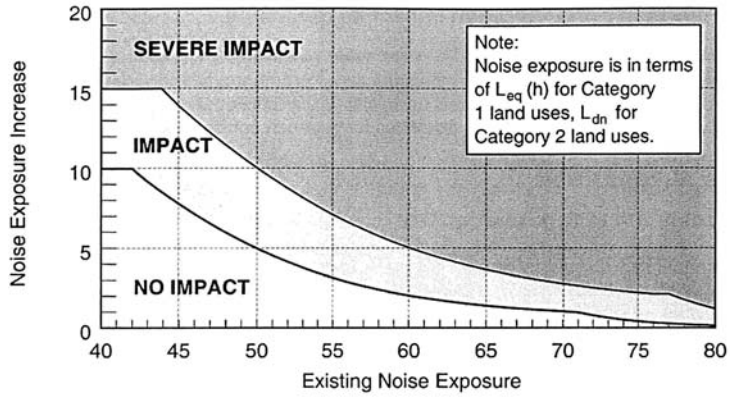
laboratory rating of STC 54 or better. If in doubt at an early stage in the construction, testing can be done to rate the construction and upgrades recommended before costly finishing is i place.

An STC test is conducted on partitions by placing a noise source on one side, a measuring microphone on the other side, and a spectrum analyzer connecting the two. The drop in decibels through the wall (Transmission Loss or TL), background sound level and reverberation time RT60 is measured and the resulting information compared to the standar STC definitions to arrive at the STC rating of the wall or floor. In order to be applicable, the test must be carried out according to defined test procedures from ASTM E336. Professiona acoustic consultants such as **STATE OF THE ART ACOUSTIK** can perform these tests an report on the rating, and if necessary recommend improvements in construction to achieve the code required STC. Simply adding extra material to the wall can be a hit and miss procedure. As an example, if you take two wall sections, both made up of five to six layers c drywall, two inches of fibreglass batt, resilient channel and a single row of 2 x 4 studs. Both walls cost about the same, but one section gets STC 43 while the other gets STC 61, depending on the order in which the layers are arranged. More information on STC ratings can be obtained by calling us or referring to the NRC library.

STATE OF THE ART ACOUSTIK has designed and tested partitions with a field STC abov 80, and a 63 Hz transmission loss of 56 dB, easily besting the THX standard for cinemas.

STATE OF THE ART ACOUSTIK INC.
Unit 43, 1010 Polytek Street, Ottawa, ON Canada K1J 9J3
Tel: 613-745-2003 Fax: 613-745-9687 e:sota@sota.ca

EXHIBIT D



Graph 5.4-1 Federal Transit Administration's Incremental Noise Impact Criteria

TABLE 5.4-4

NOISE IMPACT CRITERIA: EFFECT ON CUMULATIVE NOISE EXPOSURE

L_{dn} or L_{eq} in dBA (rounded to nearest whole decibel)			
Existing Noise Exposure	**Allowable Project Noise Exposure**	**Allowable Combined Total Noise Exposure**	**Allowable Noise Exposure Increase**
45	51	52	7
50	53	55	5
55	55	58	3
60	57	62	2
65	60	66	1
70	64	71	1
75	65	75	0

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, April 1995, p. 3-7.

Project-Specific Impacts and Mitigation Measures

5.4-1 Construction of the proposed project would produce temporary noise. This is a *short-term significant impact.*

During construction of the proposed project, noise levels would be produced by the operation of heavy-duty equipment and various other construction activities. According to the project applicant, pile driving would not be used for constructing the building foundation and structure ("founding"). The current program for founding the building would use a torque screw displacement method/steel pile method. This method does not create the need for disposal or export of material. Secondly, it does not create the pounding or vibration associated with driven pile systems. The torque screw method is driven by a diesel engine and creates noise pollution approximate to that produced by a local city bus. Construction noise would affect surrounding uses to varying degrees throughout the construction schedule, approximately 31 months. As discussed in the environmental setting, there

Appendix B

APPENDIX 2

SMITH ENGINEERING & MANAGEMENT

DANIEL T. SMITH, Jr.
President

EDUCATION

Bachelor of Science, Engineering and Applied Science, Yale University, 1967
Master of Science, Transportation Planning, University of California, Berkeley, 1968

PROFESSIONAL REGISTRATION

California No. 21913 (Civil)
California No. 938 (Traffic)
Nevada No. 7969 (Civil)
Arizona No. 22131 (Civil)
Washington No. 29337 (Civil)

PROFESSIONAL EXPERIENCE

Smith Engineering & Management, 1993 to present. President.
DKS Associates, 1979 to 1993. Founder, Vice President, Principal Transportation Engineer.
De Leuw, Cather & Company, 1968 to 1979. Senior Transportation Planner.
Personal specialties and project experience include:

Litigation Consulting. Provides consultation, investigations and expert witness testimony in highway design, transit design and traffic engineering matters including condemnations involving transportation access issues; traffic accidents involving highway design or traffic engineering factors; land use and development matters involving access and transportation impacts; parking and other traffic and transportation matters.

Urban Corridor Studies/Alternatives Analysis. Principal-in-charge for State Route (SR) 102 Feasibility Study, a 35-mile freeway alignment study north of Sacramento. Consultant on I-280 Interstate Transfer Concept Program, San Francisco, an AA/EIS for completion of I-280, demolition of Embarcadero freeway, substitute light rail and commuter rail projects. Principal-in-charge, SR 238 corridor freeway/expressway design/environmental study, Hayward (Calif.) Project manager, Sacramento Northeast Area multi-modal transportation corridor study. Transportation planner for I-80N West Terminal Study, and Harbor Drive Traffic Study, Portland, Oregon. Project manager for design of surface segment of Woodward Corridor LRT, Detroit, Michigan. Directed staff on I-80 National Strategic Corridor Study (Sacramento-San Francisco), US 101-Sonoma freeway operations study, SR 92 freeway operations study, I-880 freeway operations study, SR 152 alignment studies, Sacramento RTD light rail systems study, Tasman Corridor LRT AA/EIS, Fremont-Warm Springs BART extension plan/EIR, SRs 70/99 freeway alternatives study, and Richmond Parkway (SR 93) design study.

Area Transportation Plans. Principal-in charge for transportation element of City of Los Angeles General Plan Framework, shaping nations largest city two decades into 21'st century. Project manager for the transportation element of 300-acre Mission Bay development in downtown San Francisco. Mission Bay involves 7 million gsf office/commercial space, 8,500 dwelling units, and community facilities. Transportation features include relocation of commuter rail station; extension of MUNI-Metro LRT; a multi-modal terminal for LRT, commuter rail and local bus; removal of a quarter mile elevated freeway; replacement by new ramps and a boulevard; an internal roadway network overcoming constraints imposed by an internal tidal basin; freeway structures and rail facilities; and concept plans for 20,000 structured parking spaces. Principal-in-charge for circulation plan to accommodate 9 million gsf of office/commercial growth in downtown Bellevue (Wash.). Principal-in-charge for 64 acre, 2 million gsf multi-use complex for FMC adjacent to San Jose International Airport. Project manager for transportation element of Sacramento Capitol Area Plan for the state governmental complex, and for Downtown Sacramento Redevelopment Plan. Project manager for Napa (Calif.) General Plan Circulation Element and Downtown Riverfront Redevelopment Plan, on parking program for downtown Walnut Creek, on downtown transportation plan for San Mateo and redevelopment plan for downtown Mountain View (Calif.), for traffic circulation and safety plans for California cities of Davis, Pleasant Hill and Hayward, and for Salem, Oregon.

Transportation Centers. Project manager for Daly City Intermodal Study which developed a $7 million surface bus terminal, traffic access, parking and pedestrian circulation improvements at the Daly City BART station plus development of functional plans for a new BART station at Colma. Project manager for design of multi-modal terminal (commuter rail, light rail, bus) at Mission Bay, San Francisco. In Santa Clarita Long Range Transit Development Program, responsible for plan to relocate system's existing timed-transfer hub and development of three satellite transfer hubs. Performed airport ground transportation system evaluations for San Francisco International, Oakland International, Sea-Tac International, Oakland International, Los Angeles International, and San Diego Lindberg.

Campus Transportation. Campus transportation planning assignments for UC Davis, UC Berkeley, UC Santa Cruz and UC San Francisco Medical Center campuses; San Francisco State University; University of San Francisco; and the University of Alaska and others. Also developed master plans for institutional campuses including medical centers, headquarters complexes and research & development facilities.

Special Event Facilities. Evaluations and design studies for football/baseball stadiums, indoor sports arenas, horse and motor racing facilities, theme parks, fairgrounds and convention centers, ski complexes and destination resorts throughout western United States.

Parking. Parking programs and facilities for large area plans and individual sites including downtowns, special event facilities, university and institutional campuses and other large site developments; numerous parking feasibility and operations studies for parking structures and surface facilities; also, resident preferential parking .

Transportation System Management & Traffic Restraint. Project manager on FHWA program to develop techniques and guidelines for neighborhood street traffic limitation. Project manager for Berkeley, (Calif.), Neighborhood Traffic Study, pioneered application of traffic restraint techniques in the U.S. Developed residential traffic plans for Menlo Park, Santa Monica, Santa Cruz, Mill Valley, Oakland, Palo Alto, Piedmont, San Mateo County, Pasadena, Santa Ana and others. Participated in development of photo/radar speed enforcement device and experimented with speed humps. Co-author of Institute of Transportation Engineers reference publication on neighborhood traffic control.

Bicycle Facilities. Project manager to develop an FHWA manual for bicycle facility design and planning, on bikeway plans for Del Mar, (Calif.), the UC Davis and the City of Davis. Consultant to bikeway plans for Eugene, Oregon, Washington, D.C., Buffalo, New York, and Skokie, Illinois. Consultant to U.S. Bureau of Reclamation for development of hydraulically efficient, bicycle safe drainage inlets. Consultant on FHWA research on effective retrofits of undercrossing and overcrossing structures for bicyclists, pedestrians, and handicapped.

MEMBERSHIPS

Institute of Transportation Engineers Transportation Research Board

PUBLICATIONS AND AWARDS

Residential Street Design and Traffic Control, with W. Homburger *et al.* Prentice Hall, 1989.

Co-recipient, Progressive Architecture Citation, *Mission Bay Master Plan*, with I.M. Pei WRT Associated, 1984.

Residential Traffic Management, State of the Art Report, U.S. Department of Transportation, 1979.

Improving The Residential Street Environment, with Donald Appleyard et al., U.S. Department of Transportation, 1979.

Strategic Concepts in Residential Neighborhood Traffic Control, International Symposium on Traffic Control Systems, Berkeley, California, 1979.

Planning and Design of Bicycle Facilities: Pitfalls and New Directions, Transportation Research Board, Research Record 570, 1976.

Co-recipient, Progressive Architecture Award, *Livable Urban Streets, San Francisco Bay Area and London*, with Donald Appleyard, 1979.

MARSHALL B. HUNT

POSITION:	President and Program Director Valley Energy Efficiency Corporation, a California 501 (c) (3) non profit 434 D Street, Davis, CA 95616 530-753-9337, mhunt@cityofdavis.org	10/2002 to Present
EDUCATION:	Bachelor of Science, University of Davis, California University of California at Davis, in Atmospheric Science, Micrometeorology. Course work completed for a Masters of Science in Atmospheric Science, Micrometeorology with an emphasis on Arctic Air/Ice interactions as they impact global climate change	1971
PROFESSIONAL REGISTRATION:	Professional Engineer, Mechanical Engineering, registered in the State of California, #024975. General Contract and Heating and Cooling Contractor, B & C-20, License No. 707828.	1987 to present
EXPERIENCE:	Super Efficient Gas Water Heater Appliance Initiative (SEGWHAI), program director, whose mission is to implement a performance-based, comprehensive program that will cost-effectively maximize energy efficiency and savings in the North American residential replacement and new construction gas water heater market.	11/2005 to present
	Davis Energy Efficiency Program and Yolo Energy Efficiency Program, program director of local energy efficiency programs competitively awarded by the California Public Utilities Commission that achieved energy goals and were completed on time and under budget.	10/2002 To 10/2006
	Pacific Gas & Electric Company Senior Program Engineer, Customer Energy Management, assigned to the internal technical support group for the purpose of Energy Efficiency program design, implementation and support with special emphasis in codes & standards. Also, taught classes in HVAC design at the Energy Training Center at Stockton.	2/1997 to 9/2002 1/2006 to Present as Contractor
	Pacific Management Dynamics Corp. Principal Consultant/ Engineer Projects included being the technical director for the Super Efficient Refrigerator Project, the California Home Energy Efficiency Rating Systems, and working with PG&E to start the Consortium for Energy Efficiency.	1988 to 1992
	Davis Energy Group, Inc. Principal Conducted Energy Conservation studies for the following local governments: Roseville, Chico, Davis, Yolo County, and Lake County. Worked as a Technical consultant to Sacramento Municipal Utility District on a continuing basis for six years. Technical consultant to Carrier Corporation for energy efficiency codes & standards. Managed the design and construction of the model complex for a 120-unit passive solar subdivision in West Sacramento, which received an energy award from Pacific Gas and Electric Company.	1980 to 1986
	California Energy Commission Energy Specialist III, Solar Energy Office, team lead of the Passive Solar team. One of the authors of the technical sections of the California Solar Tax Credit.	1976 to 1978
VOLUNTEER POSITIONS:	Board Member/first Chairman of the Board of the California Association of Building Energy Consultants (CABEC). Member of the City of Davis Building Code Board of Appeals. Member of the American Society of Heating Refrigeration and Air-conditioning Engineers	

Curriculum Vitae

BARRY A. PRICE, RPA

Applied EarthWorks, Inc.
5090 N. Fruit Avenue, Suite 101 • Fresno, CA 93711
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EDUCATION

M.A. Cultural Resource Management, Sonoma State University, 1994.
B.A. Anthropology (with honors), Sonoma State University, 1976.

Specialized Training

2004 "CEQA for the CRM Professional." American Cultural Resources Association/Hicks and Company.

2003 "The California Environmental Quality Act: How Does It Fit in Historic Preservation Efforts?" Planning and Conservation League and the Educational Foundation of America.

1999 "The New 36 CFR Part 800: Highlights of Changes." Advisory Council on Historic Preservation.

1995 "California Environmental Quality Act: A Step-by-Step Approach to Compliance," University of California, Davis, Land Use and Natural Resources Program

1995 "Cultural Resources Industry Outreach Training Course," Federal Energy Regulatory Commission (FERC) Office of Pipeline Regulation

1994 "Advanced Seminar on Preparing Agreement Documents under Section 106." U.S. General Services Administration and the University of Nevada, Reno

1992 "Federal Projects and Historic Preservation Law," Advisory Council on Historic Preservation

1992 Lithic Technology Workshop, Dr. Jeffrey Flenniken, California State University, Fresno

PROFESSIONAL EXPERIENCE

1997– **Vice President, Principal Archaeologist, and Western Division Manager, Applied EarthWorks, Inc., Fresno, California.** Project administration and technical management for projects throughout the western United States. Ensure compliance with federal and state laws and regulations, and certify technical quality of reports and other documents. Serve as principal liaison with clients and government agencies. Direct divisional marketing, new business development, and personnel management. Supervise preparation of bids and proposals, engage in contract negotiations, and manage budgets and workscopes. Also fulfill corporate administrative duties assigned by the president and board of directors.

1995–1996 **Senior Archaeologist and Western Division Manager, Applied EarthWorks, Inc., Fresno, California.** Project administration and technical management for a corporate division encompassing California, southern Oregon, and western Nevada. Prepare bids and proposals, negotiate budgets and workscopes, and serve as principal liaison with clients and government agencies. Ensure regulatory compliance and technical quality of reports and other documents. Participate in marketing and new business development, personnel management, and other duties assigned by the president.

1991–1995 **Vice President (1992–1995)/Assistant Vice President (1991–1992), INFOTEC Research, Inc., Fresno, California.** Project administration and technical management for a variety of large and small projects throughout the western U.S. Ensure technical quality of reports and other documents. Prepare bids and proposals and manage budgets and workscopes. Serve as principal liaison with clients and government agencies. Participate in marketing and new business development, personnel management, and other duties assigned by the president.

1989–1991 **Senior Archaeologist/Program Manager for Nevada, INFOTEC Research, Inc., Fresno, California.** Various administrative and technical functions relating to project design, data acquisition, laboratory analysis, report preparation, and technical management.

1984–1989 **Principal Archaeologist and Project Director, Retrospect Research Associates, Ely, Nevada.** As owner/operator of a small cultural resources consulting firm, directed nearly 200 archaeological projects on private and federally-administered property, under contract to both federal agencies and to a variety of oil and gas, mining, and other private firms. A wide variety of projects were completed, including large and small surveys, test excavations at both historic and prehistoric sites, literature reviews, data analyses, architectural and historical surveys, and preservation-oriented feasibility studies and development plans.

1985–1988 **Historical and Archaeological Collections Manager, White Pine Public Museum, Ely, Nevada.** Served as technical consultant to the Museum Board of Directors. Developed and implemented a collections management policy covering acquisition, registration, storage, preservation, curation, and deaccession of Museum collections.

1986 **Consultant, Henderson to Boulder City Rail Line Reuse Feasibility Study.** Under subcontract with Shortline Enterprises and the Nevada State Department of Museums and History, conducted an analysis of the state-owned railroad line between Henderson and Boulder City, Nevada. Responsible for researching the line's history, reviewing and contrasting it with other similar lines throughout the nation, exploring potential uses of the property, and investigating the legal liabilities and ramifications of reuse.

1985 **Project Supervisor, Lower Osceola Historic Site Evaluation.** Under contract to the U.S. Department of Interior (Bureau of Land Management), conducted a non-disturbing archaeological evaluation of 26WP1674. Archival and field data were used to address site significance, research potential, and National Register eligibility. Site management alternatives including protection, data recovery, and interpretation were presented.

1984–1985 **Principal Investigator and Project Director, Downtown McGill Historic Survey.** Under a grant from the Nevada Division of Historic Preservation and Archaeology, conducted an historical and architectural survey of McGill, Nevada, a twentieth-century company mining town. An inventory of historically significant buildings, structures, and sites was produced, and the National Register eligibility of the district was evaluated.

1984 **Principal Investigator and Project Director, Nevada Northern Railway Tourism Complex Development Plan.** Produced a feasibility study and development plan for historic railroad properties in East Ely, White Pine County, Nevada. The study included preparation of plans and cost estimates for restoration of buildings, rolling stock, and other equipment, an estimate of the cost of establishing excursion service, and an assessment of other expenses involved in establishing the facility as a major historic/recreational railroad attraction.

1984 **Principal Investigator, East Ely Historic Revitalization Project.** Under grants from several state agencies, directed a survey of 80 locations in East Ely, producing an inventory

of historically significant buildings, structures, and sites, and a plan for preserving and developing an historic district organized around the Nevada Northern Railway complex.

1983–1984 **Staff Archaeologist, Bureau of Land Management, Ely District.** Conducted cultural resource clearance surveys on a variety of range-related projects including spring developments, fencelines, and pipelines. Assisted the District Archaeologist in clearances of mining notices and plans of operation.

1983–1984 **Field Director, Intermountain Research, Silver City, Nevada.** Directed 12 cultural resource clearance surveys on federal property in eastern Nevada.

1982–1983 **Archaeological Specialist/Historian, California Department of Parks and Recreation, Sacramento.** Excavation of sealed historic deposits (1850–1860) beneath the Fallon Hotel, Columbia State Historic Park. Inventory of nearly 200 historic sites in Calaveras and Tuolumne Counties.

1982 **Field Technician and Laboratory Analyst, Infotec Development, Inc., Sonora, California.** Conducted field mapping and excavation of five prehistoric sites in the Stanislaus National Forest. Lab responsibilities included cleaning, sorting, cataloguing, and describing artifacts. Also reprocessed and reanalyzed material from previously excavated sites.

1981 **Archaeologist, Stanislaus and Mendocino National Forests.** Conducted cultural resource clearance surveys in advance of timber sales and other Forest projects.

1981 **Field Technician, Infotec Development, Inc., Sonora, California.** New Melones Reservoir Project. Excavation of prehistoric village sites in Calaveras and Tuolumne counties, California.

1979–1981 **Staff Archaeologist, Archaeological Resource Service, Novato, California.** Served as field director or crew chief on a variety of cultural resource management projects in the San Francisco Bay Area and North Coast Ranges, California. Responsible for proposal writing, administration and budget, field direction, and report preparation.

1977–1979 **Staff Archaeologist, Cultural Resources Facility, Sonoma State University Foundation.** Field directed and/or administered more than 30 contracts for archaeological and historical studies in the San Francisco Bay Area and North Coast Ranges of California. Clients included federal, state, and local agencies as well as private businesses.

1976–1977 **Archaeological Technician, Bureau of Land Management, Redding and Ukiah Districts.** Conducted cultural resource clearance surveys for timber sales, leaseholds, land exchanges, recreation sites, and other BLM projects.

1975–1977 **Curatorial Assistant, Anthropology Laboratory, Sonoma State University.** Coordinated field and lab projects and supervised the analysis and curation of archaeological specimens. Also assisted the program director in a variety of other capacities including project administration, budget and personnel management, research planning, and data processing and distribution.

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1985 *Red Metal Railroad: The History of the Nevada Northern Railway*. Nevada Governor's Office of Community Services and White Pine County Chamber of Commerce.

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Price, Barry A.

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Nevada Archaeological Association
Fresno County Archaeological Society
San Luis Obispo County Archaeological Society
Mining History Association
National Trust for Historic Preservation

GRANTS, AWARDS, AND HONORS

Nevada Division of Historic Preservation and Archaeology survey and planning grants for historical and architectural surveys in White Pine County, Nevada, 1983–1987. Three projects totaling $28,067.

Nevada Humanities Committee grants for humanities related projects in White Pine County, 1984–1987. National Endowment for the Humanities funds for two projects totaling $37,818.

Nevada Governor's Office of Community Services grants for tourism and economic development. One project totaling $8,750.

Sonoma State University Department of Anthropology research grant for $500 to analyze prehistoric cultural remains from Mendocino County, California, 1981.

National Science Foundation Fellowships in Microbiology and Bioscience, LaSalle College and Hahnemann Medical College and Hospital, Philadelphia, Pennsylvania, 1968–1969.

Appendix C

Sacramento Downtown Traffic Study

Prepared for:
City of Sacramento

Submitted by:

Dowling Associates, Inc.
Transportation Engineering • Planning • Research • Education

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Contact: Mark Bowman

June 22, 2006

June 22, 2006

Ms. Samar Hajeer
City of Sacramento
Development Engineering & Finance Division
1231 I Street, Suite 200
Sacramento, CA 95814

Subject: Sacramento Downtown Traffic Study [P5003.6]

Dear Samar:

We are pleased to submit the revised draft report for the Sacramento Downtown Traffic Study. The report was revised to account for new land uses of the 800 K Street project.

This study is intended to provide a stand-alone assessment of the cumulative impacts of a large number of projects currently proposed for Downtown. The study is also intended to provide an assessment of baseline and cumulative conditions that will be used as a common basis for the assessment of project impacts for each of the proposed projects.

Please let me know if you have any questions or comments.

Sincerely,

Dowling Associates, Inc.

[Sent via email]

Mark Bowman

Principal

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Introduction

The Sacramento Downtown Traffic Study was prepared to assist the City staff in the assessment of transportation impacts for projects planned in Downtown Sacramento. The study evaluated existing conditions, baseline conditions expected to occur after development of Downtown projects already approved, and the cumulative impacts of all nine proposed projects in combination with other growth expected to occur in the region. The study evaluated two cumulative horizon years: a near-term 2013 horizon and a long-term 2030 horizon.

The elements of the Downtown Traffic Study are expected to provide a common basis for project-specific studies that will be conducted for each of the nine projects in compliance with the California Environmental Quality Act (CEQA).

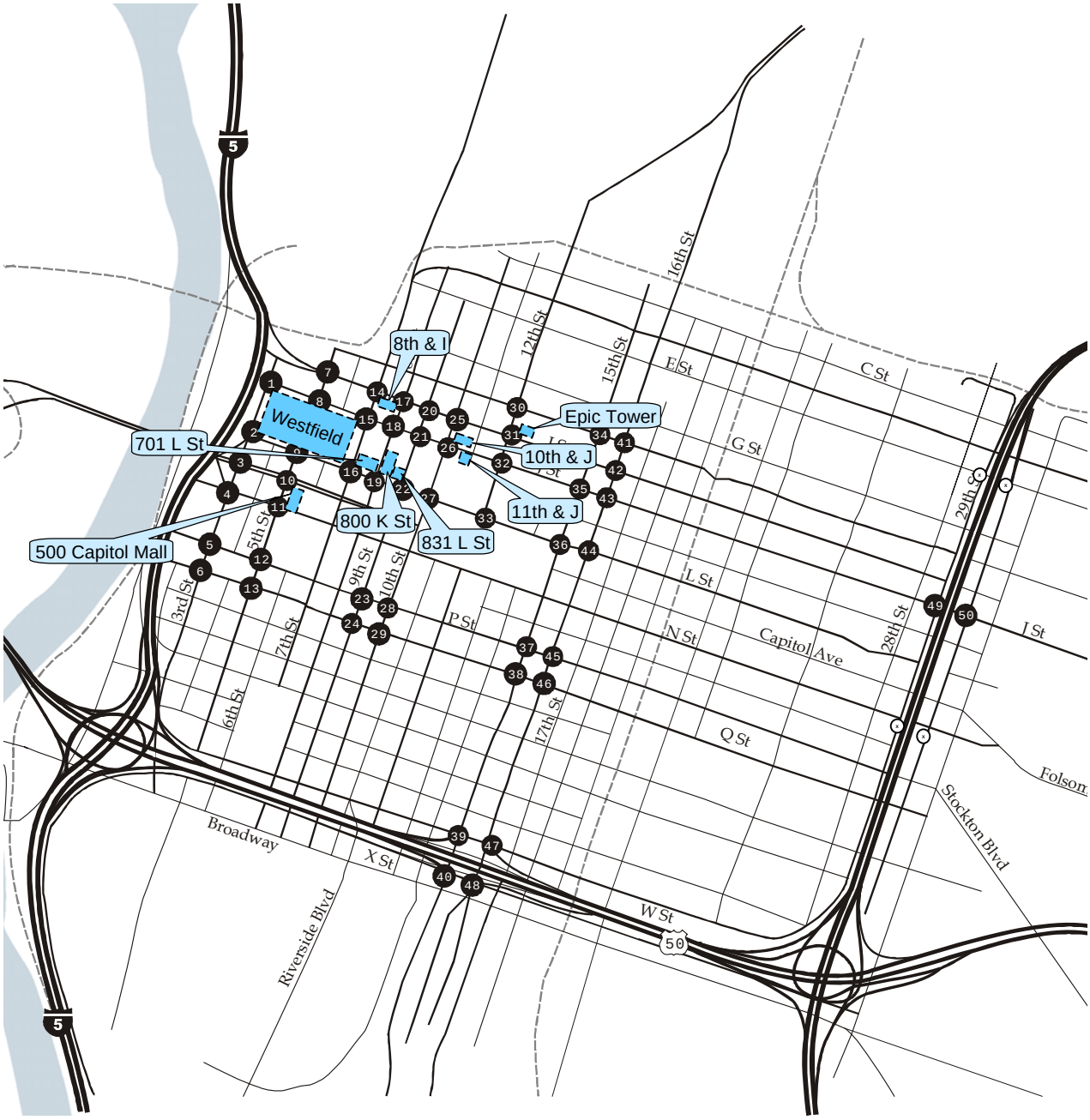
Project Description

The Downtown Traffic Study analyzed the cumulative impacts of nine proposed developments. Each of the proposed developments is briefly described below. An area map showing the location of the proposed Downtown development projects is provided in Figure 1.

800 K Street

Located along the east side of 8th Street between K and L Streets, the proposed 800 K Street project would include 300,000 square feet of office space, 17,730 square feet of retail area, 300 condominium units, and 722 parking spaces. Both the residential tower and the office tower would be positioned above ground floor retail. Access to both towers would be provided from 8th and 9th Streets and the alley that connects them.

Existing land uses on the site include 17,600 square feet of functional retail space and 26 occupied apartment units, all of which would be replaced by the proposed project.



KEY

40 = Study intersection

Dowling Associates, Inc.

Sacramento Downtown Traffic Study

N
W E
S

Figure 1
LOCATIONS OF PROPOSED PROJECTS

831 L Street (9th & L)

The 831 L Street project (sometimes referred to as the 9th & L Street project) is proposed at the corner of 9th and L Streets, just east of the 800 K Street project. The project would include 140,000 square feet of office space, 10,000 square feet of ground level retail area, and 510 parking spaces. Access to the site would be provided by a two-way driveway at L Street and an exit-only driveway at 9th Street. The existing office space on the project site is currently vacant.

Westfield Shoppingtown Downtown Plaza Expansion

The proposed Westfield Downtown Plaza expansion would reconfigure the existing buildings bounded by J Street, L Street, 3rd Street, and 7th Street to accommodate the addition of a new 150,000 square-foot discount anchor store and multi-screen movie theater and reconfiguration of retail space and food court areas. The new uses would replace 61,000 square feet of existing office space, 30,000 square feet of retail space, and the existing movie theater. No changes are proposed to the existing 4,000-space parking facility nor would existing access to the

500 Capitol Mall

The proposed 500 Capitol Mall project is located on the east side of 5th Street between Capitol Mall and N Street and would provide 503,000 square feet of office space, 15,200 square feet of retail area, a 20,200 square-foot restaurant, and 716 parking spaces. Vehicular access would be provided on 5th for retail and restaurant parking and on N Street for office parking. The existing bank building on the project site is currently vacant.

The Metropolitan (10th & J)

The Metropolitan project (sometimes referred to as the 10th & J Street project) lies along the north side of J Street between 10th and 11th Streets. The Metropolitan project would include 340 residential units, 13,000 square feet of retail space, and 545 parking spaces. Vehicular access is through an alleyway that provides access to 10th and 11th Streets at the north edge of the site. The existing 43,000 square feet of office space on the site would be replaced by the proposed project.

Cathedral Square (11th & J)

Located at the southwest corner of J and 11th Street, the Cathedral Square project (sometimes referred to as the 11th & J Street project) would include 242 condominium units, 7,290 square feet of ground level retail space, and 350 parking spaces. Vehicular access to 10th and 11th Streets would be provided via an existing one-way alley on the south side of the site. The alley

would be converted to two-way operations between the project driveway and 11th Street.

Existing land uses on the site include 12,810 square feet of functional retail space and 11,530 square feet of storage space that would be replaced by the proposed project.

Epic Tower

The proposed Epic Tower project would be located at the northeast corner of 12th and I Streets. The project would contain 39,000 square feet of office space, 26,850 square feet of retail area, 354 condominium units, and 413 parking spaces. Vehicular access would be provided directly to I Street and to 12th and 13th Streets through an north of the site. The existing 118-space parking lot on the site would be replaced by the proposed project.

701 L Street

The 701 L Street project, located on the north side of L Street between 7th and 8th Streets, would provide 240,000 square feet of office space, 10,500 square feet of retail area, 80 apartment units, and 570 parking spaces. Vehicular access for the residential parking area would be provided to 7th and 8th Streets via an alley north of the site. Access for the office parking area would be provided directly to L Street. The existing Greyhound bus station would be replaced by the proposed project.[1]

The Library Lofts (8th & I)

On the south side of I Street between 7th and 8th Streets, The Library Lofts project (sometimes referred to as the 8th & I Street project) would provide 295 residential units, 30,000 square feet of office space, 5,000 square feet of retail area, and 450 parking spaces. Vehicular access to/from its parking facility would be provided directly to 8th Street. The vacant former Bank of American building would be replaced by the proposed project.

Environmental Setting

The existing roadway, transit, bicycle and pedestrian components of the transportation system within the study area are described below.

[1] The eventual location of the bus station is not known but is assumed to remain downtown at a nearby location. No adjustment in traffic was made for displacement of the bus station.

Existing Roadway Network

Regional vehicular access to Downtown Sacramento is provided primarily by the freeway system that serves the central areas of Sacramento. Interstate 5 (I-5) is a north-south facility located just west of Downtown. Access from Downtown to I-5 is provided via I, L and P Streets, and access from I-5 to Downtown is provided via J and Q Streets. To the south, I-5 provides access to southern portions of the City and County, as well as other Central Valley communities. To the north, I-5 provides access to I-80, northern portions of the City and County, Sacramento International Airport, and other Central Valley communities.

The east-west U.S. Route 50 (U.S. 50) lies approximately 1.5 miles south of Downtown. Access to U.S. 50 from Downtown is provided via 9th and 15th Streets to the 11th and 16th Street on-ramps. Access from U.S. 50 to Downtown is provided from the 16th and 10th Street off-ramps. To the east, U.S. 50 serves eastern portions of the City and County and extends into El Dorado County. To the west, U.S. 50 extends via the Pioneer Bridge to West Sacramento and Yolo County.

Business Loop Interstate 80 (Business 80), also known as State Route 51 between US 50 and Auburn Avenue, lies approximately 2 miles east of Downtown. Although access between Downtown and Business 80 is available at several locations along the east edge of Central City, more direct access to Business 80 is provided via State Route 160 (SR 160) and the 12th and 16th Street crossings of the American River. SR 160 provides access to North Sacramento, northeastern portions of the City and County, South Natomas via Northgate Boulevard, and I-80 extending into Placer County.

Downtown Sacramento is served by a grid street system. North-south streets have numbered street names and east-west streets have lettered street names. Near Downtown, many streets operate as one-way facilities. In general, the one-way streets carry three travel lanes, with parking permitted along both curbs. Two-way streets generally have one lane in each direction with parking on both sides of the street. To accommodate critical traffic volumes and turning movements in selected locations, parking has been prohibited to provide additional lanes. Most major intersections in Downtown are signal-controlled.

Important east-west streets for Downtown access include H, J, N, Q, and X Streets, which are one-way eastbound, and I, L, P, and W Streets, which are one-way westbound. Capitol Mall is a two-way east-west facility that extends from the Tower Bridge to the State Capitol at 10th Street. Capitol Mall has two to three lanes in each direction between the Tower Bridge and 9th Street, separated by a grass median. Between 9th and 10th Streets, the roadway includes a mid-block traffic circle.

Important north-south streets for Downtown access include 3rd, 7th, 9th, 12th, and 15th Streets, which are one-way southbound (except for a portion of 3rd

street between L and J Street) and 5th, 8th, 10th, and 16th Streets, which are one-way northbound (except for a portion of 5th Street between J and L Streets.

Existing Transit System

The Sacramento Regional Transit District (RT) provides extensive bus and light rail services in the Downtown area, as shown in Figure 2, and throughout the city. A number of other transit services connect Downtown Sacramento with neighboring communities. Such services are provided by El Dorado Transit, Folsom Stage Lines, Roseville Transit, San Joaquin Regional Transit District, Vallejo Transit, Yolobus, Yuba-Sutter Transit. Amtrak provides train service from its Downtown depot at 4th and I Street and Greyhound Lines, and limousine and taxi services provide additional transit services to the downtown.

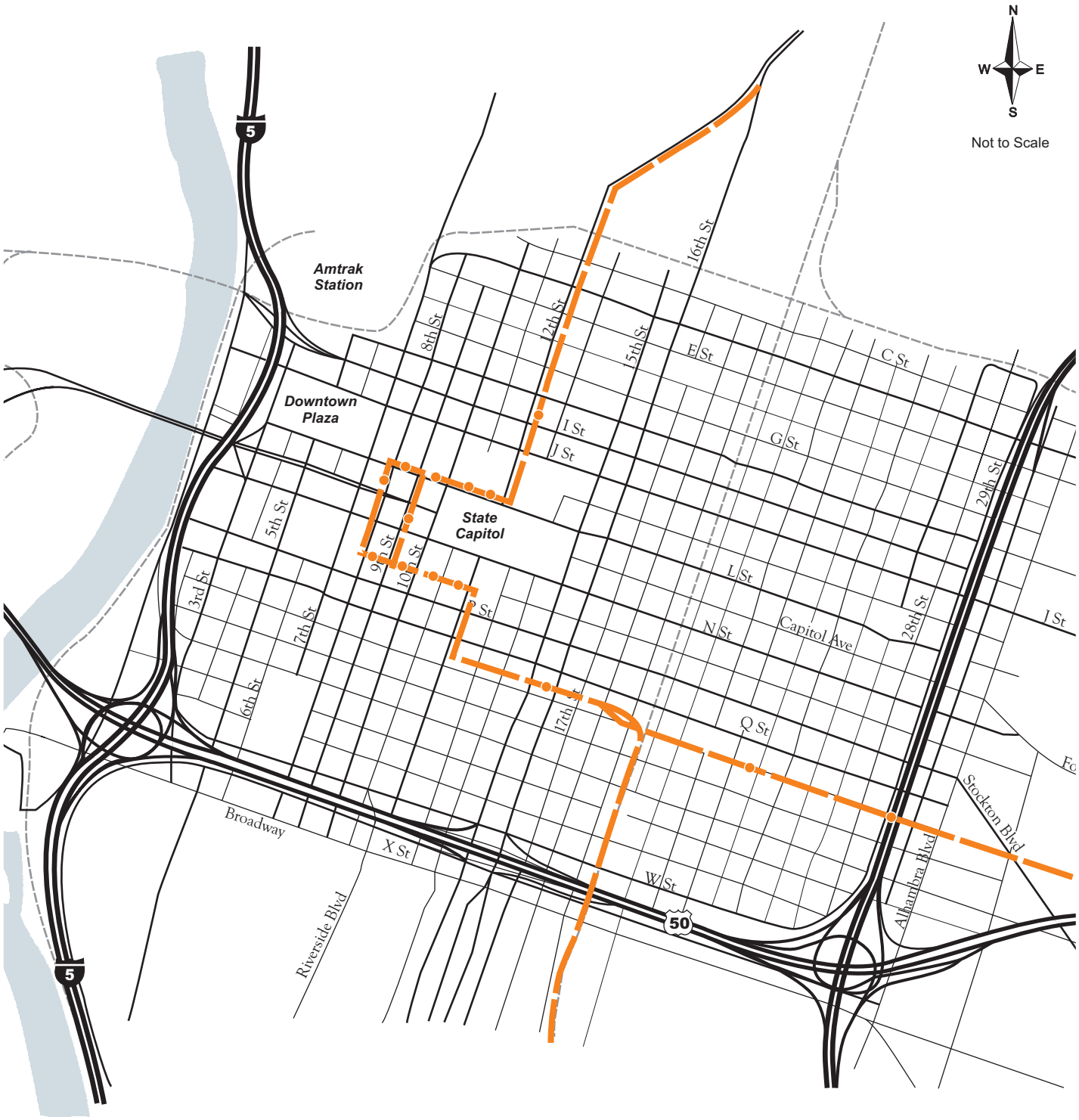
Regional Transit (RT)

Regional Transit is the major transit provider within Sacramento County, providing light rail service and fixed-route bus service on more than 70 routes. Light rail service and many of the bus routes are oriented to the downtown area. Downtown access is provided to and from all areas served by RT. Current light rail service extends from the downtown area to the Watt / I-80 station to the northeast and to the Mather Field / Mills Station to the east. Thirty stations are located along the line. Transit schedules are synchronized to provide "timed transfers" between bus routes and light rail at several stations. Many suburban stations include park-and-ride facilities. Light rail operates at 15 minute headways daily and on weekends, and at a 30-minute headway during the evening.

In addition to light rail service, many bus routes serve the downtown area within walking distance of the project site. Regular bus service is provided at a convenient walking distance to all proposed project sites.

Other Transit Services

Other transit operators provide service to Downtown, consisting primarily of peak-period services designed to accommodate the commuter. El Dorado Transit operates commuter service from Placerville, Shingle Springs, Cameron Park, El Dorado Hills to Downtown Sacramento. Folsom Stage Lines operates commuter transit service from Folsom to Downtown Sacramento. Roseville Transit provides commuter service from Roseville to Downtown Sacramento. Yolobus operates bus routes connecting to Downtown Sacramento from Davis, Woodland, Winters, and West Sacramento. Yolobus also operates transit service between Downtown Sacramento and the Sacramento International Airport. Yuba-Sutter Transit provides commuter transit service from Yuba and Sutter counties to Downtown Sacramento with connections to Regional Transit bus and light rail service. The San Joaquin



Source: Sacramento Regional Transit District System Map - www.sacrt.com

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Figure 2
Existing Light Rail Service

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Regional Transit District has service to Sacramento from park-and-ride locations in Stockton and Lodi.

Amtrak operates daily scheduled passenger train service from the Sacramento station at 4th and I Streets to Richmond-BART-Oakland-San Francisco-San Jose, the San Joaquin Valley, Los Angeles, and Portland-Seattle. Reno-Denver-Chicago service is also available. Connections can be made to locations throughout the United States and Canada.

Existing and Planned Pedestrian and Bicycle Facilities

Within the Downtown grid street system, sidewalks on both sides of virtually all streets accommodate pedestrians. Pedestrian crossings of major streets are accommodated by pedestrian signals and marked crosswalks at Downtown signalized intersections.

A Sacramento City / County Bicycle Task Force developed a 2010 Bikeway Master Plan for the region. The Master Plan is a policy document that was prepared to coordinate and develop a bikeway system that will benefit and serve the recreational and transportation needs of the public. Officially designated bicycle facilities are classified as follows:

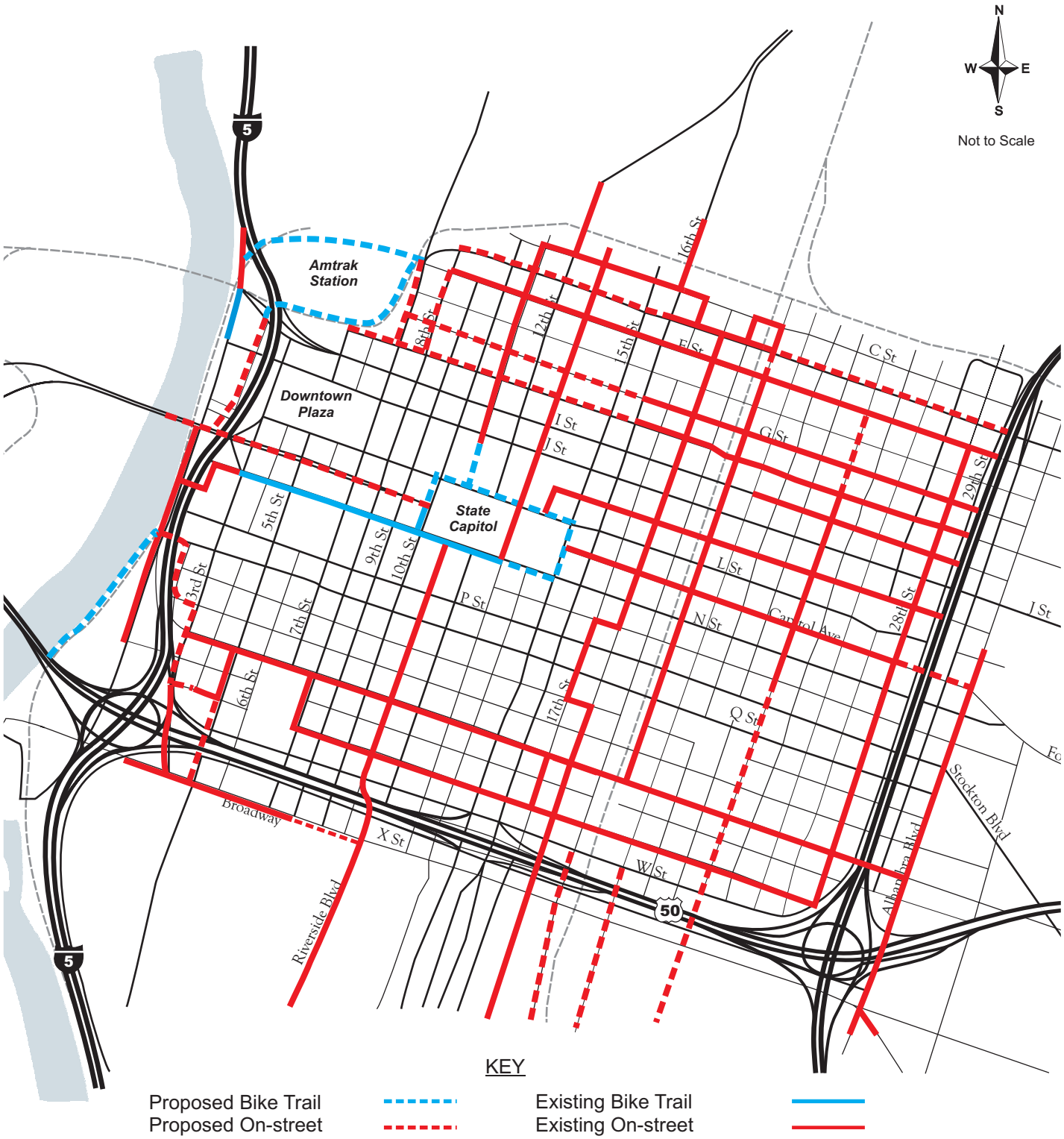
Class I	Off-street bike trails or paths which are physically separated from streets or roads used by motorized vehicles.
Class II	On-street bike lanes with signs, striped lane markings, and pavement legends.
Class III	On-street bike routes marked by signs and shared with motor vehicles and pedestrians. Optional four-inch edge lines painted on the pavement.

According to the Bikeway Master Plan map contained in the City of Sacramento Parks and Recreation Master Plan 2005-2010, existing bikeways may be found along the following roadways in the project area:

- E Street between 8th and 35th Streets
- G Street between 16th Street and Alhambra Boulevard
- H Street between 16th Street and Elvas Avenue
- K Street between 14th Street and Alhambra Boulevard
- Capitol Avenue between 15th Street and city limit
- N Street between 2nd and 13th Streets
- Front Street between Capitol Mall and Marina View Drive

- 11th Street between C and J Streets; and between N and W Street, then continue on Riverside Boulevard to around 43rd Avenue
- 13th Street between C and N Streets
- 18th Street between D Street and 2nd Avenue (with short segment on 17th Street)

Additional bikeways were proposed to further enhance the already extensive network. Proposed bikeways located in Downtown include on-street bike lanes along D, G, and H Streets and Capitol Mall. Bike trails are proposed around the perimeter of Capitol Park. Figure 3 shows the existing and planned bikeways under the Bikeway Master Plan.



Source: Sacramento Regional Transit District System Map - www.sacrt.com

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Figure 3
Bicycle Facilities

Study Area

A set of intersections, freeway mainline segments, freeway merge/diverge areas, and freeway ramps were selected for study based upon the anticipated volume and distributional patterns of project traffic and known locations of operational difficulty. This selection was made in collaboration with the City of Sacramento Development Engineering & Finance Division and Caltrans staff members. The following locations, shown in Figure 4, were studied:

Intersections:

1. 3rd Street / J Street
2. 3rd Street / L Street
3. 3rd Street / Capitol Mall
4. 3rd Street / N Street
5. 3rd Street / P Street
6. 3rd Street / Q Street
7. 5th Street / I Street
8. 5th Street / J Street
9. 5th Street / L Street
10. 5th Street / Capitol Mall
11. 5th Street / N Street
12. 5th Street / P Street
13. 5th Street / Q Street
14. 7th Street / I Street
15. 7th Street / J Street
16. 7th Street / L Street
17. 8th Street / I Street
18. 8th Street / J Street
19. 8th Street / L Street
20. 9th Street / I Street
21. 9th Street / J Street
22. 9th Street / L Street
23. 9th Street / P Street
24. 9th Street / Q Street
25. 10th Street / I Street
26. 10th Street / J Street
27. 10th Street / L Street
28. 10th Street / P Street
29. 10th Street / Q Street
30. 12th Street / H Street
31. 12th Street / I Street
32. 12th Street / J Street
33. 12th Street / L Street
34. 15th Street / H Street
35. 15th Street / J Street
36. 15th Street / L Street
37. 15th Street / P Street
38. 15th Street / Q Street
39. 15th Street / W Street
40. 15th Street / X Street
41. 16th Street / H Street
42. 16th Street / I Street
43. 16th Street / J Street
44. 16th Street / L Street
45. 16th Street / P Street
46. 16th Street / Q Street
47. 16th Street / W Street
48. 16th Street / X Street
49. 29th Street / J Street
50. 30th Street / J Street

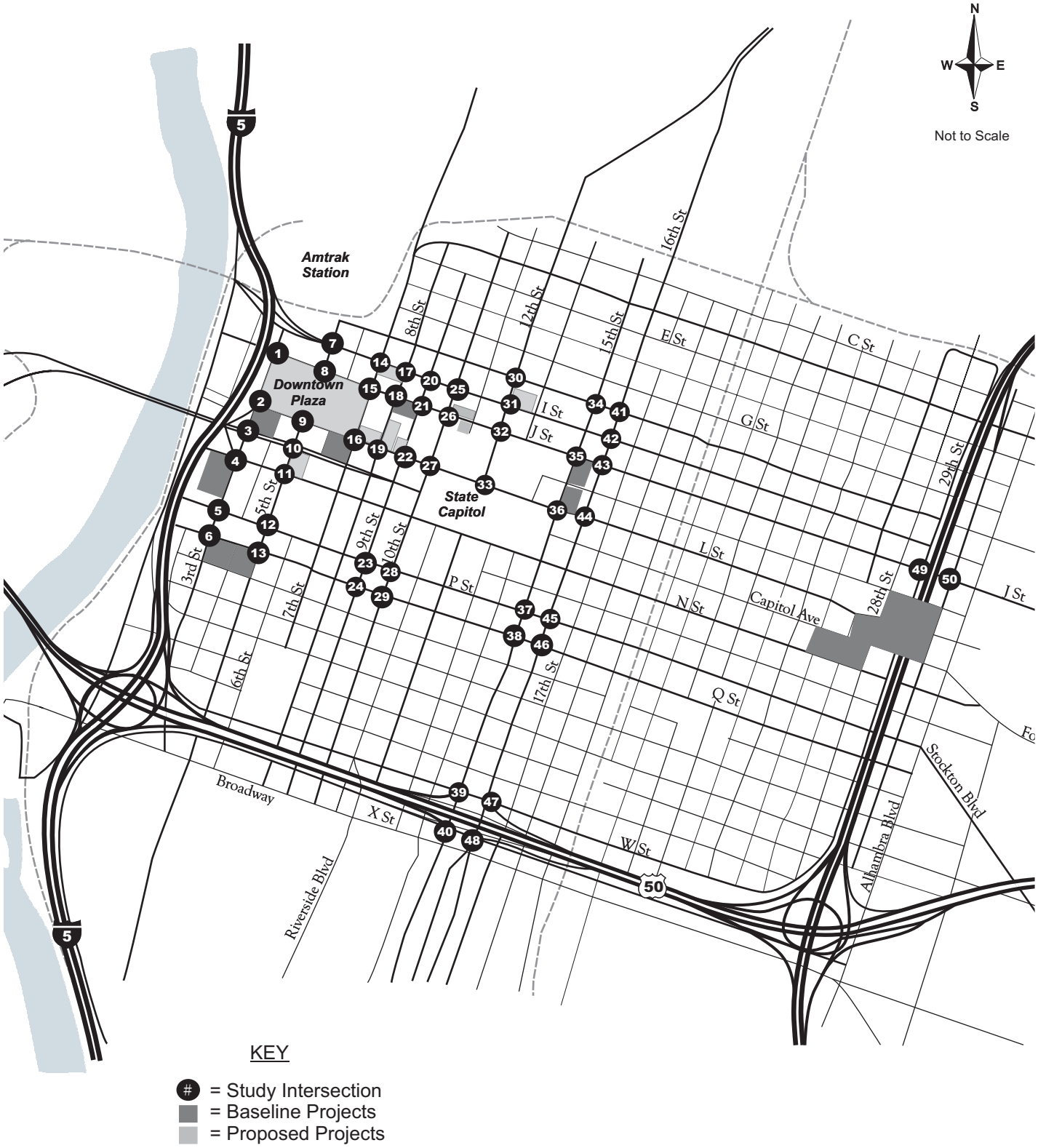

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Figure 4
Study Intersections and Freeway Locations

Freeway Mainline:

- I-5 Northbound
  - South of US 50 on-ramp
  - North of US 50 on-ramp
  - South of L Street on-ramp
  - South of I Street on-ramp
  - South of Richards Boulevard off-ramp
- I-5 Southbound
  - North of Richards Boulevard on-ramp
  - North of J Street off-ramp
  - North of I Street on-ramp
  - North of US 50 off-ramp
- US 50 Eastbound
  - West of I-5 on-ramp
  - West of 15th Street off-ramp
  - West of 10th Street on-ramp
  - West of 16th Street on-ramp
- US 50 Westbound
  - East of SR 99 on-ramp
  - East of 10th Street off-ramp
  - East of 15th Street on-ramp
  - East of I-5 off-ramp

Freeway Merge / Diverge / Weave:

- I-5 Northbound
  - US 50 on-ramp
  - P Street to J Street weave
  - L Street on-ramp
  - I Street on-ramp
  - Richards Boulevard off-ramp
- I-5 Southbound
  - Richards Boulevard on-ramp
  - J Street off-ramp
  - I Street to Q Street weave
  - US 50 off-ramp
- US 50 Eastbound
  - I-5 on-ramp
  - 15th Street off-ramp
  - 10th Street on-ramp
  - 16th Street to Business 80/SR99 weave
- US 50 Westbound
  - Business 80 to 16th Street weave
  - 10th Street off-ramp
  - 15th Street on-ramp
  - I-5 off-ramp

Freeway Ramp Queues:

- I-5 Northbound
  - Q Street off-ramp
  - J Street off-ramp
- I-5 Southbound J Street off-ramp
- US 50 Eastbound 15th Street off-ramp
- US 50 Westbound
  - 16th Street off-ramp
  - 10th Street off-ramp

Existing Traffic Operations

Traffic Volumes

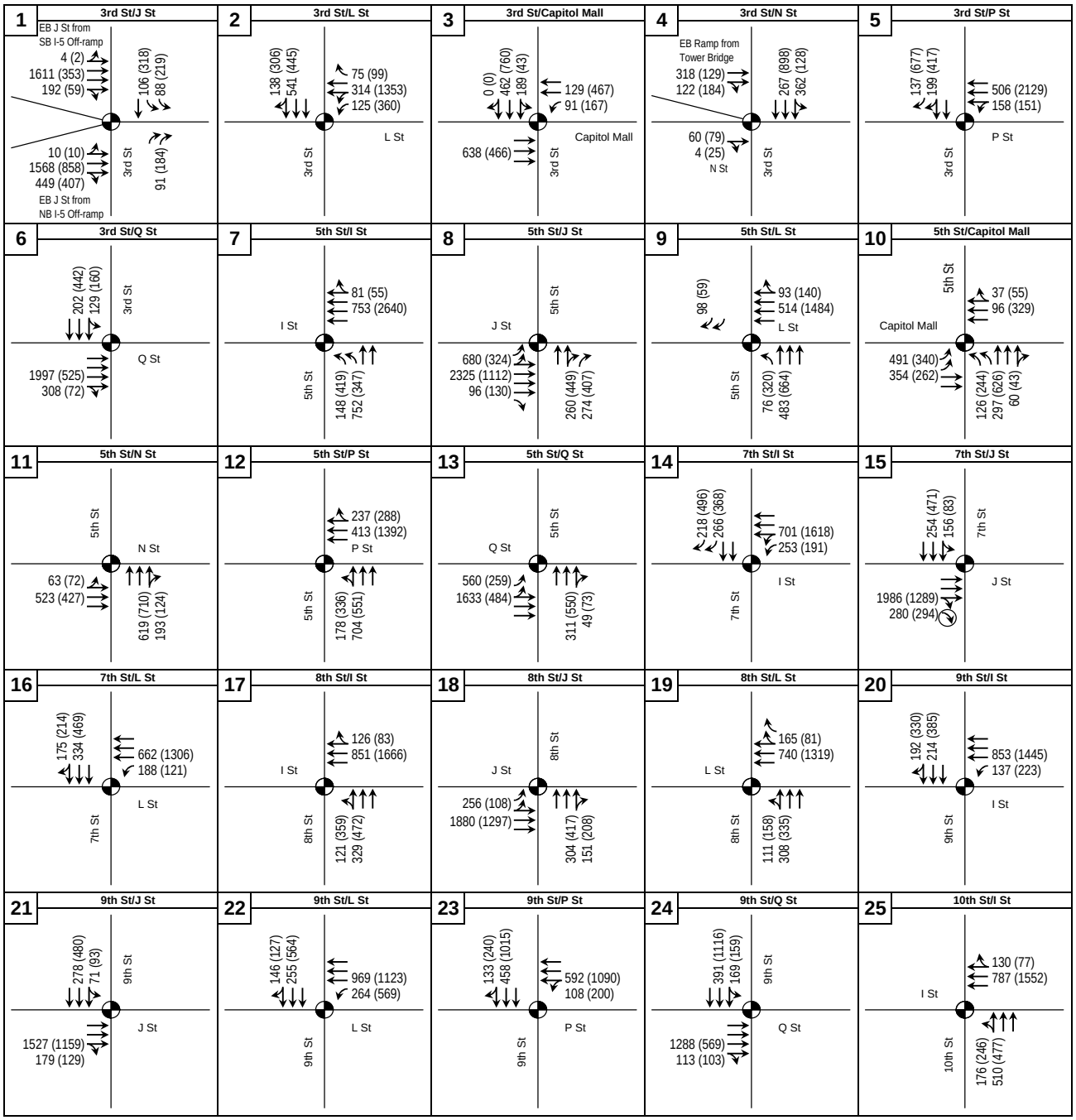
An inventory of traffic controls was developed for each of the study area intersections, ramps, and freeway mainline segments. Turning traffic volumes observed at the study intersections between September 2004 and February 2006. The existing traffic volumes, lane configurations, and traffic controls at study area intersections are shown in Figure 5.

Freeway mainline and ramp data were provided by the California Department of Transportation (Caltrans). Caltrans data were supplemented by intersection and ramp volume counts conducted during the same period as mentioned above. Freeway traffic volumes and lane configurations are provided in Appendix A.

Levels of Service

"Levels of service" describe the operating conditions experienced by motorists. Level of service is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort and convenience. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. Level of Service (LOS) "A" through "E" generally represent traffic volumes at less than roadway capacity, while LOS "F" represents over capacity and/or forced flow conditions.

The City of Sacramento General Plan (October 1987) outlines the goals and policies that coordinate the transportation and circulation system with planned land uses. The General Plan (Goal D, Street and Road section) identifies LOS C as the goal for City's local and major street system except at freeway ramp intersections, where the goal is LOS D. In addition, the General Plan smart growth principles identify the need for a balanced transportation system, including walkability and improved bicycle infrastructure. The current LOS C goal is being reexamined as part of the upcoming General Plan update. The revised policy is expected to recognize alternative mode opportunities, support developments in infill areas and near transit stations.



KEY

31 (27) = AM (PM) peak hour traffic volume

◐ = Signalized intersection

↙ = Intersection approach lane

(↙) = Lane provided during AM peak, only

☑ = Lane provided during PM peak, only

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N W E S

Figure 5
EXISTING TRAFFIC VOLUMES, LANES, AND TRAFFIC CONTROLS

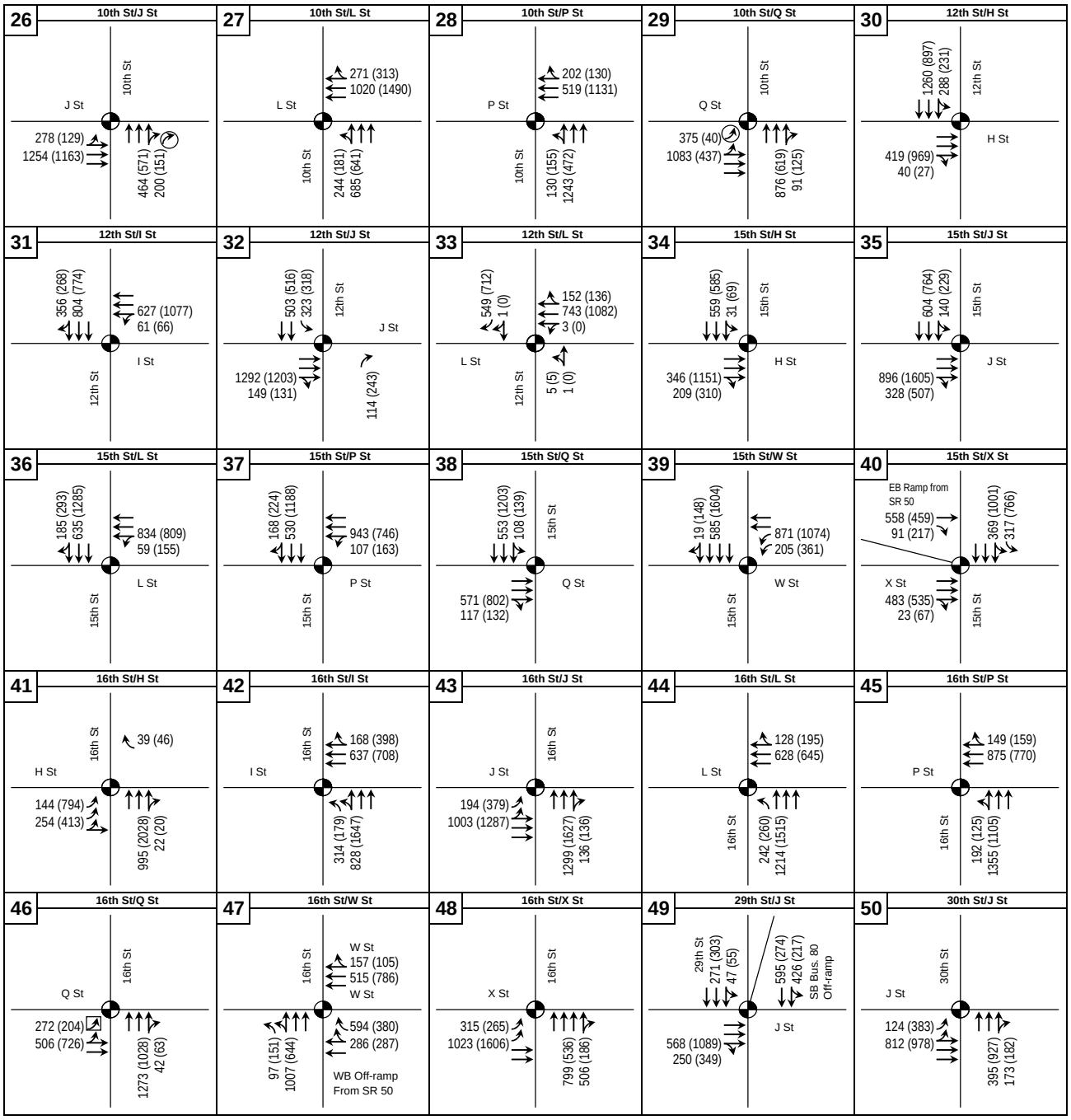

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Figure 5
EXISTING TRAFFIC VOLUMES, LANES, AND TRAFFIC CONTROLS

Signalized Intersections Analysis

Signalized intersection analyses were conducted using the operational methodology outlined in the *Highway Capacity Manual* (Transportation Research Board, Washington, D.C., 2000, Chapters 10 and 16). This procedure calculates an average stopped delay per vehicle at a signalized intersection, and assigns a level of service designation based upon the delay. The method also provides a calculation of the volume-to-capacity (v/c) ratio of the critical movements at the intersection. Table 1 shows level of service criteria for signalized intersections.

Freeway Segment Analysis

The freeway mainline was analyzed utilizing a methodology outlined in the *Highway Capacity Manual* (Transportation Research Board, Washington, D.C., 2000, Chapters 13 and 23). Maximum service flow rates of 2,200 vehicles per lane per hour for typical freeway lanes and 1,600 vehicles per lane per hour for auxiliary lanes were used, based upon data collected by Caltrans in the Sacramento urban area. Table 2 shows the relationship of freeway volume-to-capacity ratios and density to level of service.

Freeway Ramp and Merge / Diverge Analysis

Freeway ramps and merge / diverge areas were analyzed using a methodology outlined in the *Highway Capacity Manual* (Transportation Research Board, Washington, D.C., 2000, Chapters 13 and 25). Freeway ramp operating conditions are dependent upon traffic volumes and the ramp characteristics. These characteristics include the length and type of acceleration / deceleration lanes; free-flow speed of the ramps; number of lanes; grade; and types of facilities that the ramps interconnect. Table 3 shows the relationship of level of service to freeway density.

Table 1
Level Of Service Criteria – Signalized Intersections

Level of Service (LOS)	Average Delay (seconds/vehicle)	Description
A	≤ 10	Very Low Delay: This level of service occurs when progression is extremely favorable and most vehicles arrive during a green phase. Most vehicles do not stop at all.
B	> 10 and < 20	Minimal Delays: This level of service generally occurs with good progression, short cycle lengths, or both. More vehicles stop than at LOS A, causing higher levels of average delay.
C	> 20 and < 35	Acceptable Delay: Delay increases due to only fair progression, longer cycle lengths, or both. Individual cycle failures (to service all waiting vehicles) may begin to appear at this level of service. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	> 35 and < 55	Approaching Unstable Operation/Significant Delays: The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume / capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 55 and < 80	Unstable Operation/Substantial Delays: These high delay values generally indicate poor progression, long cycle lengths, and high volume / capacity ratios. Individual cycle failures are frequent occurrences.
F	> 80	Excessive Delays: This level, considered unacceptable to most drivers, often occurs with oversaturation (that is, when arrival traffic volumes exceed the capacity of the intersection). It may also occur at nearly saturated conditions with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

Source: Transportation Research Board, *Highway Capacity Manual*, Washington, D.C., 2000, pages 10-16 and 16-2.

Table 2
Level of Service Criteria – Freeway Mainline

Level of Service	Maximum Volume-to-Capacity Ratio	Maximum Density (passenger vehicles per mile per lane)
A	0.32	11
B	0.53	18
C	0.74	26
D	0.90	35
E	1.00	45
F	Varies	Varies

Source: Transportation Research Board, Highway Capacity Manual, Washington, D.C., 2000, pages 23-3 and 23-4.

Table 3
Level Of Service Criteria – Freeway Ramp Merge / Diverge Areas

Level of Service	Maximum Density (passenger vehicles per mile per lane)
A	10
B	20
C	28
D	35
E	> 35
F	Demand exceeds capacity

Source: Transportation Research Board, *Highway Capacity Manual*, Washington, D.C., 2000, page 25-5.

As shown in Table 3, the basic criterion used to determine Freeway Ramp LOS is vehicle density in the merge or diverge area. Note that the 2000 Highway Capacity Manual[2] requires that several additional criteria be considered so that LOS F is automatically attained for a ramp if:

- At an on-ramp, volume exceeds capacity (V>C) in:
  1. The segment of a freeway downstream, or
  2. The merge-area defined by the on-ramp and the two adjacent freeway lanes,
- At an off-ramp, volume exceeds capacity (V>C) in:
  1. The segment of a freeway upstream OR downstream,
  2. The off-ramp itself, or
  3. The diverge-area defined by the two adjacent freeway lanes approaching the ramp

Table 4 shows maximum service flow rates for freeway ramps, based upon information presented in the *Highway Capacity Manual* (Transportation Research Board, Washington, D.C., 2000, Chapters 13 and 25; 1985, Chapter 5). This methodology is used in cases where the freeway ramp configuration governs the operating condition.

The freeway ramps were also analyzed in terms of the expected queues versus the storage capacity. The length of a vehicle is assumed to be 25 feet long.

[2] See *Highway Capacity Manual*, Transportation Research Board, Washington, D.C., 2000, pages 13-22 and 13-23.

Table 4
Level of Service Definitions – Freeway Ramps

Level of Service (LOS)	Service Flow Rates for Single Lane / Two Lane Ramps Ramp Design Speed (Mph)					Definition
	< 20	21-30	31-40	41-50	> 51	
A	(1)	(1)	(1)	(1)	800/ 1,550	Conditions of free flow; speed is controlled by driver's desires, speed limits, or physical conditions.
B	(1)	(1)	(1)	1,150/ 2,250	1,150/ 2,350	Conditions of stable flow; operating speeds beginning to be restricted; little or no restrictions on maneuverability from other vehicles.
C	(1)	(1)	1,400/ 2,600	1,600/ 3,100	1,700/ 3,350	Conditions of stable flow; speeds and maneuverability more closely restricted
D	(1)	1,550/ 2,900	1,700/ 3,200	1,950/ 3,850	2,050/ 4,150	Conditions approach unstable flow; tolerable speeds can be maintained, but temporary restrictions may cause extensive delays; little freedom to maneuver; comfort and convenience low.
E	1,800/ 3,200	1,900/ 3,500	2,000/ 3,800	2,100/ 4,100	2,200/ 4,400	Conditions approach capacity; unstable flow with stoppages of momentary duration; maneuverability severely limited.
F	Widely Variable					Forced flow conditions; stoppages for long periods; low operating speeds.

(1) Level of service not attainable due to restricted design speed.
Sources: Transportation Research Board, Highway Capacity Manual, Washington, D.C., 2000, page 25-5.
Transportation Research Board, Highway Capacity Manual, Washington, D.C., 1985, page 5-15.

Existing Levels of Service

The existing a.m. and p.m. peak hour operating conditions at the study area intersections are shown in Table 5. All study intersections currently operate at or above the City's level of service "C" goal except for the 3rd Street / J Street intersection, which operates at LOS D during the a.m. peak hour.

Table 5
Intersection Levels of Service – Existing Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	LOS[1]	Delay[2]	LOS[1]	Delay[2]
1) 3rd St/J St	D	44.4	B	15.7
2) 3rd St/L St	B	13.2	B	15.4
3) 3rd St/Capitol Mall	B	19.0	B	18.1
4) 3rd St/N St	C	21.1	B	19.0
5) 3rd St/P St	A	8.9	B	14.1
6) 3rd St/Q St	A	9.7	B	10.3
7) 5th St/I St	B	11.0	B	14.6
8) 5th St/J St	C	20.5	B	11.4
9) 5th St/L St	B	13.8	C	21.7
10) 5th St/Capitol Mall	C	20.2	B	18.0
11) 5th St/N St	B	13.2	B	13.2
12) 5th St/P St	B	10.3	B	12.0
13) 5th St/Q St	A	9.5	A	9.9
14) 7th St/I St	A	9.8	B	18.2
15) 7th St/J St	B	16.5	B	12.4
16) 7th St/L St	B	11.2	B	14.5
17) 8th St/I St	B	10.3	B	17.5
18) 8th S/tJ St	B	16.1	B	12.1
19) 8th St/L St	B	11.5	B	15.2
20) 9th St/I St	B	12.7	C	20.7
21) 9th St/J St	B	18.1	B	12.4
22) 9th St/L St	A	9.6	B	11.5
23) 9th St/P St	A	9.0	B	10.8
24) 9th St/Q St	B	10.6	B	10.9
25) 10th St/I St	B	14.4	C	21.2
26) 10th St/J St	C	21.3	B	16.6
27) 10th St/L St	B	12.0	B	13.5
28) 10th St/P St	B	11.4	A	8.6
29) 10th St/Q St	B	10.9	A	8.5
30) 12th St/H St	B	16.5	B	13.3
31) 12th St/I St	A	6.3	A	7.3
32) 12th St/J St	B	16.1	B	14.3
33) 12th St/L St	B	12.6	B	14.0
34) 15th St/H St	A	9.7	B	11.9
35) 15th St/J St	B	11.1	B	19.9
36) 15th St/L St	B	10.9	B	11.2
37) 15th St/P St	B	11.2	B	11.0
38) 15th St/Q St	B	10.0	B	11.1
39) 15th St/W St	B	12.3	B	14.4
40) 15th St/X St	C	22.5	C	29.5

Table 5
Intersection Levels of Service – Existing Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	LOS[1]	Delay[2]	LOS[1]	Delay[2]
41) 16th St/H St	B	11.3	B	17.3
42) 16th St/I St	B	10.3	B	11.5
43) 16th St/J St	B	11.6	B	13.2
44) 16th St/L St	B	10.8	B	11.8
45) 16th St/P St	B	11.3	B	10.8
46) 16th St/Q St	B	11.6	A	9.9
47) 16th St/W St	C	23.5	C	23.7
48) 16th St/X St	B	13.7	B	15.8
49) 29th St/J St	C	28.6	C	22.0
50) 30th St/J St	B	12.2	B	14.0

Source: Dowling Associates, Inc., 2006.
[1] LOS = Level of Service
[2] Weighted average control delay in seconds

Table 6 shows levels of service for freeway mainline study segments. The calculations are provided in Appendix A. Analysis showed that the freeway mainline study segments operate acceptably although it is apparent from experience that most of the freeway study segments operate at LOS F during peak periods. The analysis is based on the number of vehicles that travel through each freeway segment. During congested conditions, fewer vehicles are able to pass, resulting in low estimates of congestion. The analysis shows many segments are near capacity (Volumes/Capacity are close to 1.00), so the analysis of future conditions would identify segments that are likely to be impacted.

Table 6
Freeway Mainline Operations – Existing Conditions

Location	AM Peak Hour			PM Peak Hour		
	Volume	V/C[1]	LOS[2]	Volume	V/C[1]	LOS[2]
Northbound I-5						
South of US 50 on-ramp	3,417	0.54	C	2,872	0.46	**F**[3]
North of US 50 on-ramp	7,119	0.85	D	5,235	0.62	**F**[3]
South of L Street on-ramp	5,279	0.84	D	3,841	0.61	**F**[3]
South of I Street on-ramp	5,471	0.65	C	4,598	0.55	**F**[3]
South of Richards Blvd off-ramp	5,806	0.58	C	6,011	0.60	**F**[3]
Southbound I-5						
North of Richards Blvd on-ramp	7,628	0.91	E	5,797	0.69	C
North of J Street on-ramp	8,104	0.96	E	6,568	0.78	D
North of I Street on-ramp	6,437	0.77	D	6,295	0.75	**F**[3]
North of US 50 off-ramp	5,978	0.63	C	6,149	0.65	**F**[3]
Eastbound US 50						
West of I-5 on-ramp	3,176	0.38	B	1,434	0.17	A
West of 15th Street off-ramp	8,183	0.68	C	6,334	0.52	B
West of 10th Street on-ramp	7,534	0.72	C	5,658	0.54	C
West of 16th Street on-ramp	8,319	0.69	C	6,403	0.53	B
Westbound US 50						
East of Hwy 51/US 99 on-ramp	3,637	0.36	B	3,250	0.33	B
East of 10th Street off-ramp	6,483	0.62	C	6,058	0.58	C
East of 15th Street on-ramp	5,555	0.53	B	5,709	0.54	C
East of I-5 off ramp	6,029	0.48	B	6,375	0.51	B

Source: Dowling Associates, Inc., 2006.
[1] V/C = Volume / Capacity
[2] LOS = Level of Service
[3] Queuing extends from downstream bottlenecks.

Table 7 provides a summary of traffic operations at study area interchanges and backup calculations are provided in Appendix A. The analysis showed several interchanges operated at LOS F during both the a.m. and p.m. peak hours.

Table 7
Freeway Interchange Operations – Existing Conditions

Ramp	AM Peak Hour			PM Peak Hour		
	LOS[1]	Density[2] (Flow)	Volume	LOS[1]	Density[2] (Flow)	Volume
Northbound I-5						
US 50 on-ramp	**F**	41.52	3,269	D	28.76	1,997
P Street to J Street weave	C	23.09	7,306	C	18.62	5,920
L Street on-ramp	C	(209)	192	C	(826)	757
I Street on-ramp	B	11.61	335	B	18.69	1,413
Richards Boulevard off-ramp	B	19.05	659	C	21.82	349
Southbound I-5						
Richards Boulevard on-ramp	C	(519)	476	C	(841)	771
J Street off-ramp	B	19.37	1,667	B	15.70	273
I Street to Q Street weave	B	18.56	6,725	C	23.27	7,342
US 50 off-ramp	**F**	14.29	3,809	**F**	14.70	4,301
Eastbound U.S. 50						
I-5 on-ramp	**F**	44.94	5,007	**F**	40.99	4,900
15th Street off-ramp	D	32.34	649	C	24.88	676
10th Street on-ramp	B	18.89	785	B	15.23	745
16th Street to Business 80/SR99 weave	D	31.68	8975	C	25.64	6743
Westbound U.S. 50						
Business 80 to 16th Street weave	B	15.88	4,880	B	16.33	4883
10th Street off-ramp	C	26.83	928	C	22.01	349
15th Street on-ramp	C	27.81	474	D	30.04	666
I-5 off-ramp	**F**	(4224)	3,853	B	(3592)	3,276

Source: Dowling Associates, Inc., 2006.

[1] LOS = Level of Service

[2] Numbers with decimals indicate the density of passenger vehicles per mile per lane in the merge or diverge area. Whole numbers indicate the ramp flow rate in passenger car equivalents where a lane is added to the freeway at an on-ramp.

Table 8 compares the a.m. and p.m. peak hour vehicle queues and the storage capacity at freeway off-ramps. The northbound I-5 off ramp to J Street has inadequate storage capacity during the a.m. peak hour, during which time the queues extend onto the freeway.

Table 8
Freeway Ramp Queues - Existing Conditions

Location	Storage Capacity (feet)	AM Peak Hour		PM Peak Hour	
		Queue (feet)	Adequate Capacity	Queue (feet)	Adequate Capacity
I-5 NB Q Street off-ramp	3500	700	Yes	150	Yes
I-5 NB J Street off-ramp	1750	3450	**No**	825	Yes
I-5 SB J Street off-ramp	3600	3000	Yes	600	Yes
US 50 EB 15th Street off-ramp	1600	600	Yes	650	Yes
US 50 WB 16th Street off-ramp	1625	975	Yes	900	Yes

Source: Dowling Associates, Inc., 2006

Note: **Bold** values show substandard traffic operations.

Regulatory Provisions

Roadway operations are regulated by agencies with jurisdiction of a particular roadway. In the study area, the interstate freeways are under the jurisdiction of Caltrans. The non-freeway roadways are under the jurisdiction of the City of Sacramento.

Impacts and Mitigation Measures

The standards of significance, methods of analysis, and traffic impacts and mitigation measures are summarized below.

Standards of Significance

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. For the purposes of this analysis, an impact is considered significant if the proposed projects would have the effects described below.

The standards of significance in this analysis are based upon the current practice of the appropriate regulatory agencies. For most areas related to

transportation and circulation, the standards of the City of Sacramento have been used. For traffic flow on the freeway system and associated interchanges, the standards of Caltrans have been used.

Intersections

In the City of Sacramento, a significant traffic impact occurs at a signalized or unsignalized intersection (except for freeway ramp/arterial intersections within North Natomas) when:

The traffic generated by the project degrades peak period level of service (LOS) from A, B, or C (without the project) to D, E, or F (with the project); or,

The level of service (without project) is D, E, or F and project generated traffic increases the average vehicle delay by 5 seconds or more.

These standards have been developed consistent with a goal set forth in the City of Sacramento, General Plan Update (1988). Specifically, Section 5-11 - Goal D, states to "Work towards achieving a Level of Service C on the City's local and major street system."

Freeway Ramps and Mainline

Caltrans considers the following to be significant impacts:

Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway.

Project traffic increases that cause any ramp's merge / diverge level of service to be worse than the freeway's level of service.

Project traffic increases that cause the freeway level of service to deteriorate beyond level of service "E."

In addition, a significant ramp impact would occur if the expected queue is greater than the storage capacity.

Bikeways

For the purposes of this analysis, impacts to bikeways are considered significant if the proposed projects would:

Hinder or eliminate an existing designated bikeway, or interfered with implementation of a proposed bikeway; or

Result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts.

Pedestrian Circulation

For the purposes of this analysis, impacts to pedestrian circulation are considered significant if the proposed projects would:

Result in unsafe conditions or create a hindrance for pedestrians, including unsafe pedestrian/bicycle or pedestrian/motor vehicle access.

Transit System

For the purposes of this analysis, impacts to the transit system are considered significant if the proposed projects would:

Increase ridership, when added to the existing or future ridership, would exceed available or planned system capacity. Capacity is defined as the total number of passengers the system of buses and light rail vehicles can carry during the peak hours of operations.

Trip Generation

Trip generation of the proposed projects is based upon information compiled by the Institute of Transportation Engineers (*Trip Generation, Seventh Edition*, 2003 and *Trip Generation Handbook*, 2004). Table 9 shows the number of trips that would be generated by the proposed projects. In summary, all the proposed downtown projects combined have the potential to generate about 28,111 new external trips on an average day. Of the external trips, approximately 2,379 external trips would occur during the weekday morning peak hour and 3,154 external trips during the weekday evening peak hour.

The external trips were derived by adjusting the Institute of Transportation Engineers (ITE) trip generation estimates. ITE trip generation estimates are based on empirical data collected at *suburban* locations throughout the United States. Adjustments to the ITE trip generation estimates were made to account for higher transit ridership, higher levels of walking and bicycle use, and the interaction of land uses in the Downtown area. Adjustments for the higher use of transit and walk, bike, and other non-auto travel were based on information contained in the *Pre-Census Travel Behavior Report: Analysis of the 2000 SACOG Household Travel Survey* (DKS, 2001).

After the adjustments were made for transit, walk, bike, and other non-auto travel, an adjustment was made to account for internal trips between different types of land uses within each project site. The internal trip adjustments were performed using procedures recommended by the Institute of Transportation Engineers for multi-use developments (*Trip Generation Handbook*). Internal trips are trips that would occur between different land uses on the same site without accessing the external street system.

Finally, adjustments were made to account for trips likely to be made by non-motorized travel modes among the new projects proposed for Downtown. The ITE method for determining internal trips was used and considered all the proposed downtown projects as one project (because of the ease of walking between the new projects). Only the trips generated over and above the

internal trips for each individual project were considered appropriate for this adjustment.

No pass-by trips were assumed for Downtown retail uses because it is not convenient to drive by, park and stop to shop as would be the case in suburban locations. Most of these types of trips would be served by non-motorized travel modes – walking or biking.

Details of the adjustments made to the ITE trip generation estimates are provided in Appendix B.

Trip Distribution

The distribution of trips associated with the project site was derived from the SACMET 2027 travel demand model, observations of travel patterns near the site, and knowledge of the proposed access locations associated with the Project. Two sets of trip distribution percentages were developed to better represent the different land uses included in the Project. One set of estimated percentages represent Office and Retail uses, and another for Residential use. From a selected zone assignment of traffic for each land use type, the distribution of inbound and outbound trips was estimated. Figure 6 and Figure 7 show the estimated trip distribution percentages for each proposed land use type. Assigned traffic volumes for each project are shown in Appendix C.

Table 9 Trip Generation for Proposed Projects

Land Use	Amount	Trips Generated						
		Weekday	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
800 K Street								
Proposed Project								
Office (General Office Building)	300KSF	3,109	398	54	452	71	344	415
Retail (Shopping Center)	18KSF	2,206	34	21	55	96	104	200
High Rise Residential Condominium	300Units	1,355	22	94	116	73	44	117
Total Project Trips		6,670	454	169	623	240	492	732
Transit Adjustments		-429	-46	-9	-55	-12	-42	-54
Walk, Bike & Other Non-Auto Travel Adjustments		-473	-17	-11	-28	-19	-26	-45
Internal Trips Within This Project		-549	-6	-6	-13	-24	-24	-48
Trips To-From Other Proposed Projects		-440	-13	-13	-26	-20	-20	-41
New External Trips		4,778	371	129	501	165	380	544
Existing Site								
Retail (Shopping Center)	18KSF	2,195	34	21	55	96	103	199
Mid Rise Apartment	26Units	175	4	9	13	9	7	16
Total Project Trips		2,370	38	30	68	105	110	215
Transit Adjustments		-53	-1	0	-1	-2	-2	-4
Walk, Bike & Other Non-Auto Travel Adjustments		-272	-4	-3	-7	-12	-12	-24
Internal Trips		-109	-4	-4	-8	-6	-6	-12
Existing External Trips		1,936	29	23	52	85	90	175
Net New External Trips		2,842	342	106	449	80	290	369

Table 9 Trip Generation for Proposed Projects

Land Use	Amount	Trips Generated						
		Weekday	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Westfield Shoppingtown Downtown Plaza								
Proposed Project								
Office (General Office Building)	221KSF	2,453	311	42	353	55	271	326
Retail (Shopping Center)	843KSF	27,140	343	219	562	1,227	1,329	2,556
Free Standing Discount Store	150KSF	8,403	86	40	126	380	380	759
Multiplex Movie Theater	3,800Seats	0	0	0	0	109	195	304
Total Project Trips		37,996	740	301	1,041	1,771	2,175	3,945
Transit Adjustments		-1,054	-43	-11	-54	-44	-72	-116
Walk, Bike & Other Non-Auto Travel Adjustments		-4,192	-59	-31	-90	-201	-228	-429
Internal Trips Within This Project		-781	-14	-14	-28	-44	-44	-88
Trips To-From Other Proposed Projects		-862	-1	-1	-2	-32	-32	-63
New External Trips		31,107	623	244	867	1,450	1,799	3,248
Existing Site								
Office (General Office Building)	281KSF	2,959	378	51	429	67	327	394
Retail (Shopping Center)	873KSF	27,775	350	224	574	1,256	1,361	2,617
Multiplex Movie Theater	2,320Seats	0	0	0	0	67	119	186
Total Project Trips		30,734	728	275	1,003	1,390	1,807	3,197
Transit Adjustments		-939	-50	-11	-61	-36	-70	-106
Walk, Bike & Other Non-Auto Travel Adjustments		-3,305	-52	-27	-79	-155	-181	-336
Internal Trips		-943	-12	-12	-24	-41	-41	-82
Existing External Trips		25,547	614	225	839	1,158	1,515	2,673
Net New External Trips		5,560	9	19	28	292	284	575

Table 9 Trip Generation for Proposed Projects

Land Use	Amount	Trips Generated						
		Weekday	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
831 L Street								
Proposed Project								
Office (General Office Building)	140KSF	1,729	216	30	246	40	196	236
Retail (Shopping Center)	10KSF	1,520	24	15	39	66	71	137
Total Project Trips		3,249	240	45	285	106	267	373
Transit Adjustments		-225	-25	-3	-28	-5	-24	-29
Walk, Bike & Other Non-Auto Travel Adjustments		-224	-9	-3	-12	-9	-14	-23
Internal Trips Within This Project		-92	-1	-1	-2	-3	-3	-6
Trips To-From Other Proposed Projects		-363	-7	-7	-14	-16	-16	-31
New External Trips		2,345	198	31	230	73	210	284
500 Capitol Mall								
Proposed Project								
Office (General Office Building)	503KSF	4,628	601	82	683	109	533	642
Retail (Shopping Center)	15KSF	1,996	31	20	51	87	94	181
Restaurant	20KSF	2,568	121	112	233	135	86	221
Total Project Trips		9,192	753	214	967	331	713	1,044
Transit Adjustments		-614	-70	-12	-82	-17	-63	-80
Walk, Bike & Other Non-Auto Travel Adjustments		-659	-35	-17	-52	-29	-36	-65
Internal Trips Within This Project		-276	-6	-6	-12	-8	-8	-17
Trips To-From Other Proposed Projects		-1,026	-23	-23	-46	-44	-44	-88
New External Trips		6,618	619	156	775	233	562	795

Table 9 Trip Generation for Proposed Projects

Land Use	Amount	Trips Generated						
		Weekday	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
The Metropolitan (10th & J)								
Proposed Project								
Retail (Shopping Center)	13KSF	1,803	28	18	46	78	85	163
High Rise Residential Condominium	340Units	1,505	24	103	127	81	50	131
Total Project Trips		3,308	52	121	173	159	135	294
Transit Adjustments		-79	-2	-3	-5	-4	-4	-8
Walk, Bike & Other Non-Auto Travel Adjustments		-353	-5	-10	-15	-16	-14	-30
Internal Trips Within This Project		-311	-4	-4	-8	-15	-15	-30
Trips To-From Other Proposed Projects		-264	-2	-2	-4	-6	-6	-12
New External Trips		2,302	39	102	141	118	96	215
Existing Site								
Office (General Office Building)	43KSF	697	84	11	95	22	105	127
Transit Adjustments		-77	-10	-1	-11	-2	-12	-14
Walk, Bike & Other Non-Auto Travel Adjustments		-20	-3	0	-3	-1	-3	-4
Existing External Trips		600	71	10	81	19	90	109
Net New External Trips		1,702	-32	92	60	99	6	106
Epic Tower								
Proposed Project								
Office (General Office Building)	39KSF	646	77	11	88	21	101	122
Retail (Shopping Center)	27KSF	2,889	43	28	71	126	137	263
High Rise Residential Condominium	354Units	1,558	25	107	132	84	52	136
Total Project Trips		5,093	145	146	291	231	290	521
Transit Adjustments		-177	-11	-5	-16	-7	-17	-24
Walk, Bike & Other Non-Auto Travel Adjustments		-503	-9	-11	-20	-23	-23	-46
Internal Trips Within This Project		-683	-8	-8	-16	-31	-31	-62
Trips To-From Other Proposed Projects		-500	-7	-7	-13	-19	-19	-39
New External Trips		3,229	110	115	226	151	200	350

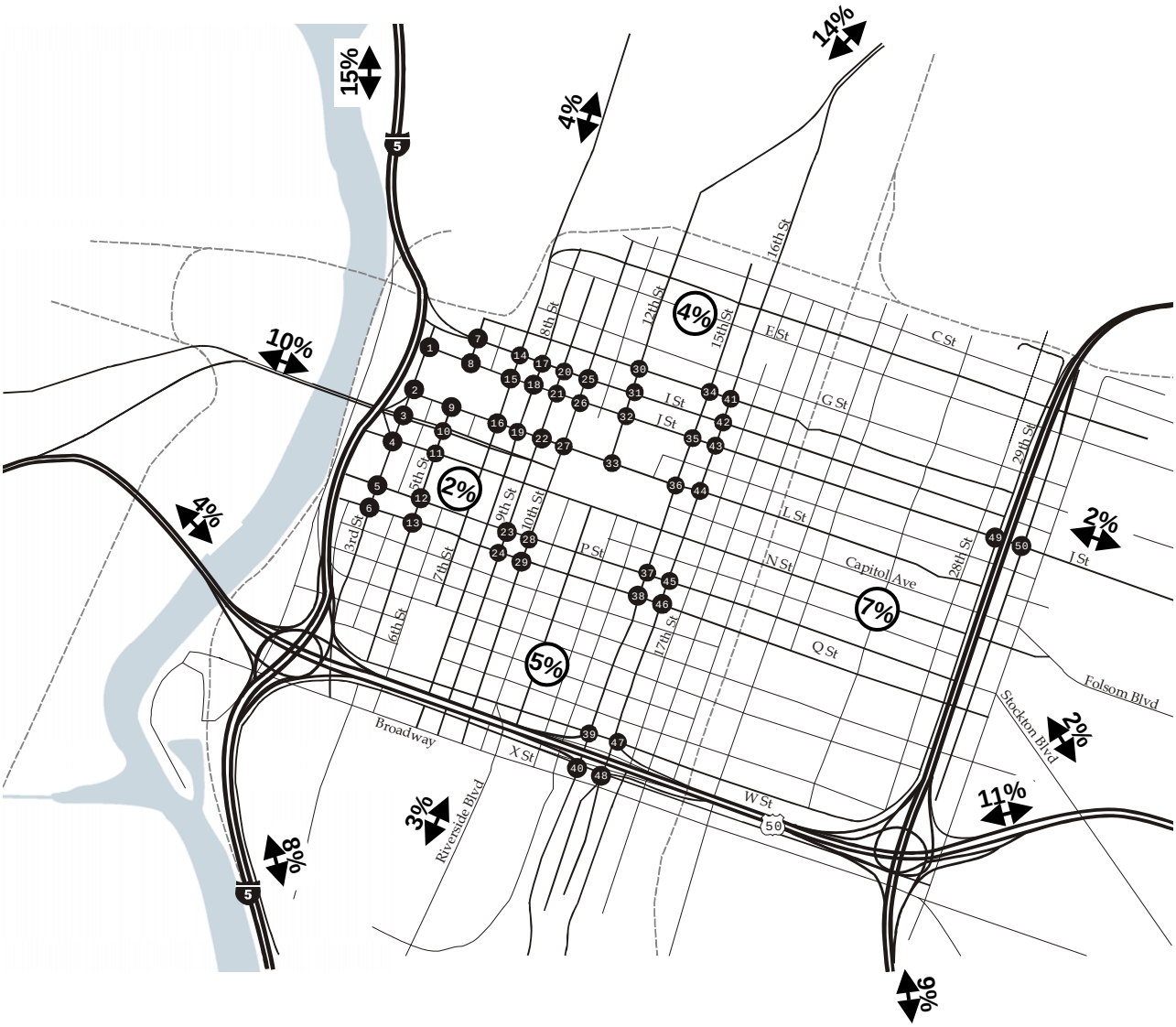
Table 9 Trip Generation for Proposed Projects

Land Use	Amount	Trips Generated						
		Weekday	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Cathedral Square (11th & J)								
Proposed Project								
Retail (Shopping Center)	7KSF	1,238	20	13	33	53	58	111
High Rise Residential Condominium	242Units	1,136	19	80	99	61	37	98
Total Project Trips		2,374	39	93	132	114	95	209
Transit Adjustments		-57	-2	-2	-4	-3	-2	-5
Walk, Bike & Other Non-Auto Travel Adjustments		-253	-4	-8	-12	-11	-10	-21
Internal Trips Within This Project		-214	-3	-3	-6	-10	-10	-20
Trips To-From Other Proposed Projects		-35	-2	-2	-4	-1	-1	-2
New External Trips		1,815	28	78	107	89	72	161
Existing Site								
Retail (Shopping Center)	13KSF	1,786	28	18	46	77	84	161
Storage (Warehousing)	12KSF	57	4	1	5	1	4	5
Total Project Trips		1,843	32	19	51	78	88	166
Transit Adjustments		-41	-1	0	-1	-2	-2	-4
Walk, Bike & Other Non-Auto Travel Adjustments		-214	-4	-2	-6	-9	-10	-19
Existing External Trips		1,588	27	17	44	67	76	143
Net New External Trips		227	1	61	63	22	-4	18
701 L Street								
Proposed Project								
Office (General Office Building)	240KSF	2,618	333	45	378	59	289	348
Retail (Shopping Center)	11KSF	1,569	24	16	40	68	73	141
High Rise Apartment	80Units	336	6	18	24	17	11	28
Total Project Trips		4,523	363	79	442	144	373	517
Transit Adjustments		-335	-38	-6	-44	-9	-34	-43
Walk, Bike & Other Non-Auto Travel Adjustments		-287	-14	-5	-18	-11	-17	-28
Internal Trips Within This Project		-314	-4	-4	-9	-13	-13	-27
Trips To-From Other Proposed Projects		-481	-10	-10	-21	-21	-21	-42
New External Trips		3,106	296	53	351	90	288	378

Table 9 Trip Generation for Proposed Projects

Land Use	Amount	Trips Generated						
		Weekday	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
The Library Lofts (8th & I)								
Proposed Project								
Office (General Office Building)	35KSF	594	71	10	81	20	98	118
Retail (Shopping Center)	12KSF	1,712	27	17	44	74	80	154
High Rise Residential Condominium	330Units	1,468	24	101	125	79	49	128
Total Project Trips		3,774	122	128	250	173	227	400
Transit Adjustments		-142	-10	-4	-14	-5	-15	-20
Walk, Bike & Other Non-Auto Travel Adjustments		-357	-7	-10	-17	-17	-15	-32
Internal Trips Within This Project		-409	-5	-5	-10	-19	-19	-38
Trips To-From Other Proposed Projects		-385	-6	-6	-12	-15	-15	-31
New External Trips		2,482	94	103	197	117	163	280
Total New External Trips for All Proposed Projects								
Total New External Trips		28,111	1,639	738	2,379	1,157	1,999	3,154

Source: Dowling Associates, Inc. 2006



KEY

10% = Percent of project trips to and from downtown

5% = Percent of project trips remaining downtown

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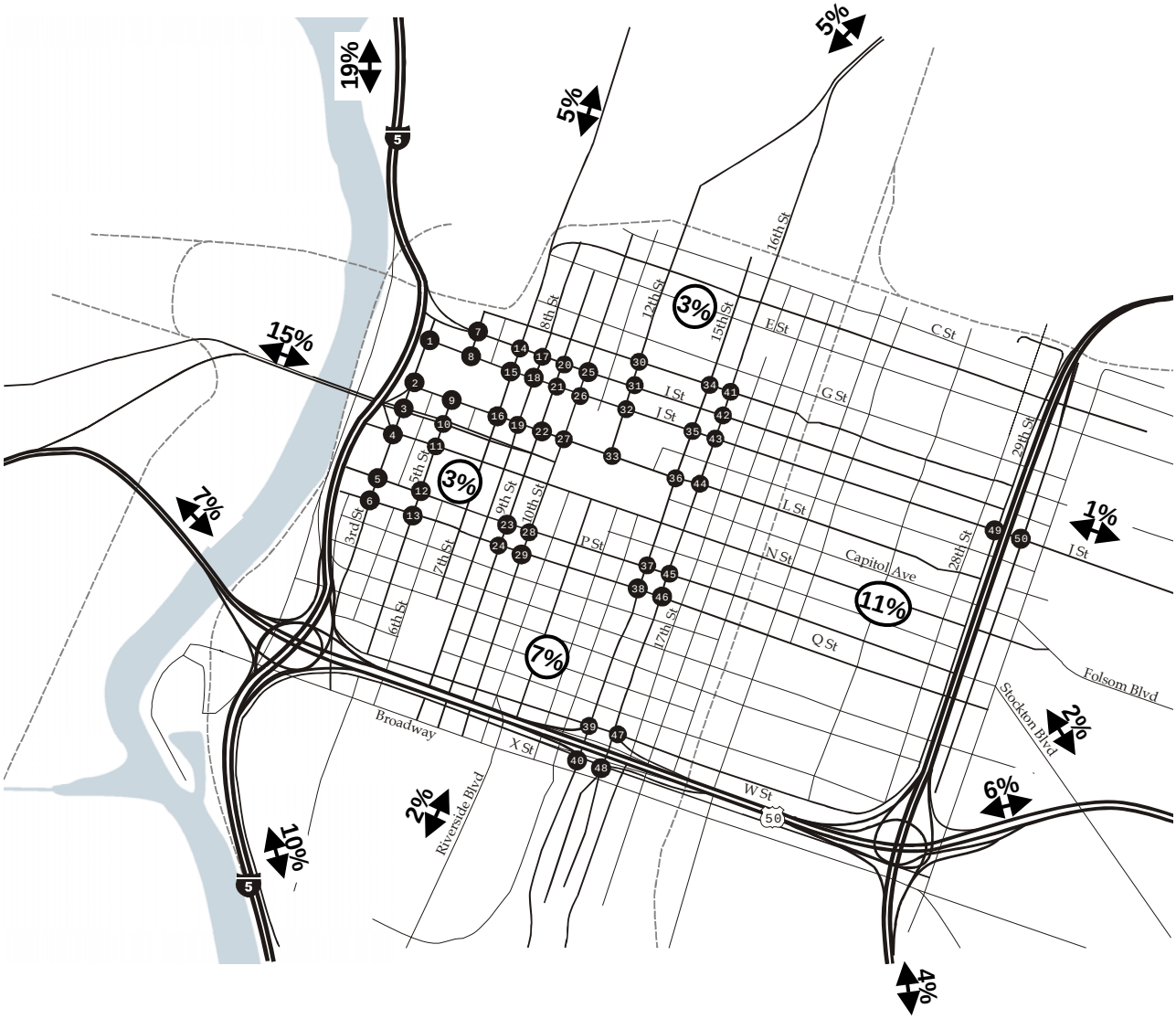
Figure 6
OFFICE & RETAIL TRIP DISTRIBUTION FOR PROPOSED PROJECTS



KEY

10% = Percent of project trips to and from downtown

5% = Percent of project trips remaining downtown

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Figure 7
RESIDENTIAL TRIP DISTRIBUTION FOR PROPOSED PROJECTS

Transit Ridership

The number of new transit riders expected to be generated by the proposed Downtown projects are shown in Table 10. Transit ridership estimates were based on the information contained in the *Pre-Census Travel Behavior Report: Analysis of the 2000 SACOG Household Travel Survey* (DKS, 2001). The proposed projects are expected to generate approximately 2,200 new transit trips during the average weekday, approximately 240 during the a.m. peak hour, and approximately 275 during the p.m. peak hour.

Table 10
Transit Trips for Proposed Projects

Land Use	Transit Trips						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
800 K Street							
Proposed Project	489	52	11	63	13	48	61
Existing Use	63	1	1	2	3	3	6
Net New Transit Trips	426	51	10	61	10	45	55
831 L Street							
New Transit Trips	256	28	4	32	7	27	34
Westfield Shoppingtown Downtown Plaza							
Proposed Project	1,231	50	12	62	52	83	135
Existing Use	1,092	57	12	69	42	80	122
Net New Transit Trips	139	-7	0	-7	10	3	13
500 Capitol Mall							
New Transit Trips	698	79	13	92	20	70	90
The Metropolitan (10th & J)							
Proposed Project	95	2	4	6	5	4	9
Existing Use	87	11	1	12	3	13	16
Net New Transit Trips	8	-9	3	-6	2	-9	-7
Cathedral Square (11th & J)							
Proposed Project	68	2	3	5	3	4	7
Existing Use	48	1	0	1	2	2	4
Net New Transit Trips	20	1	3	4	1	2	3
Epic Tower							
New Transit Trips	206	12	6	18	9	18	27
701 L Street							
New Transit Trips	379	42	7	49	10	39	49
The Library Lofts (8th & I)							
New Transit Trips	166	11	5	16	8	16	24
Total New Transit Trips for All Proposed Projects							
Total New Transit Trips	2,298	208	51	259	77	211	288

Sources:
Pre-Census Travel Behavior Report: Analysis of the 2000 SACOG Household Travel Survey (DKS, 2001
Dowling Associates, Inc. 2006

Baseline Levels of Service

An analysis of baseline no-project conditions was performed to provide a common basis for project-specific studies that will be conducted for each of the nine proposed Downtown projects. No analysis of baseline plus project impacts was performed for this study.

The analysis of baseline conditions will consider the potential traffic impacts of proposed Downtown projects in the context of other projects in the Downtown vicinity that have already been approved. The following projects have been approved that would potentially affect traffic conditions:

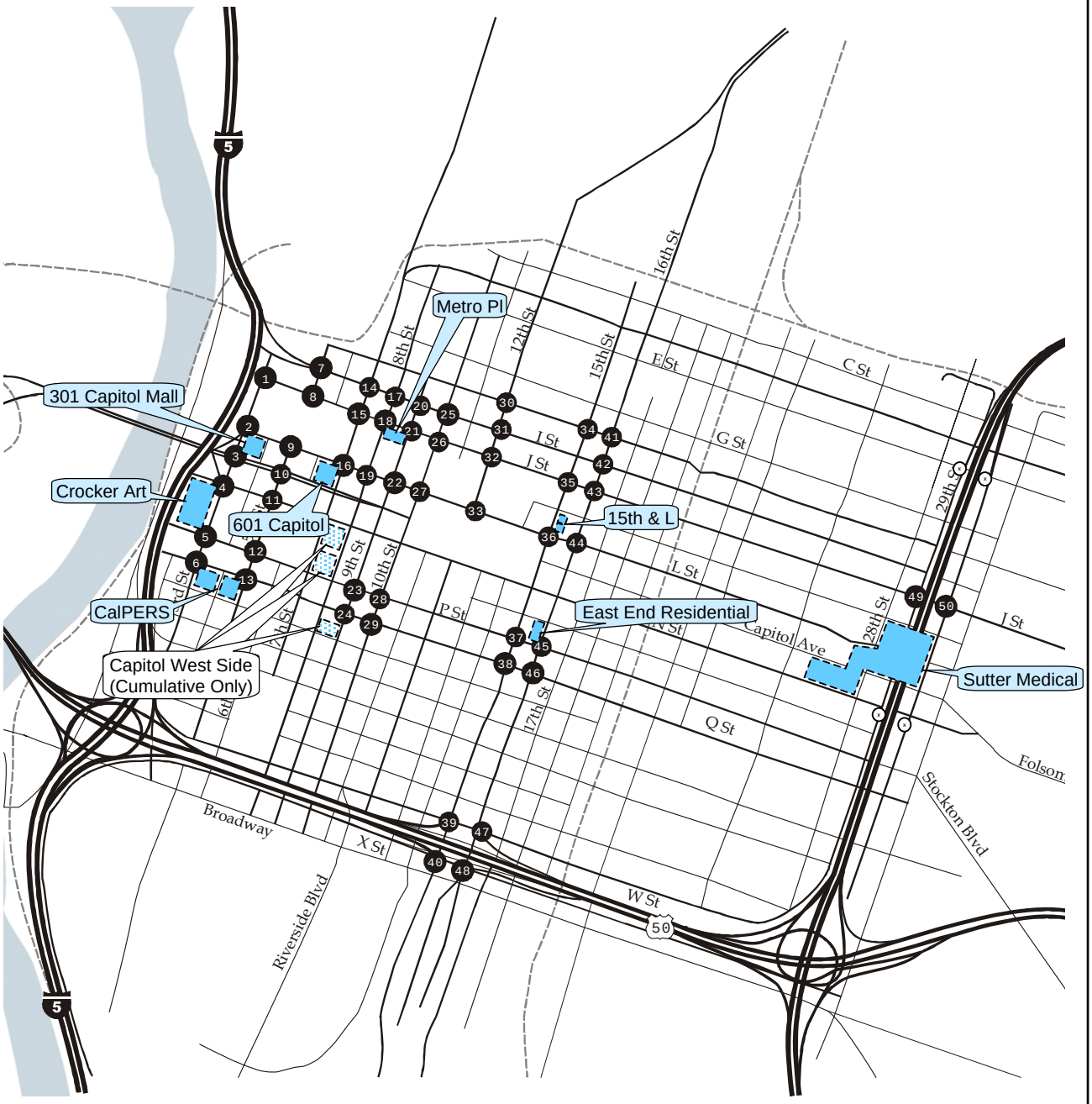
1. Crocker Art Museum Expansion
2. 301 Capitol Mall
3. 601 Capitol Mall
4. Metro Place Office / Residential
5. 15th & L Street Hotel
6. CalPERS Headquarters Expansion
7. Sutter Medical Center and the Trinity Cathedral
8. CADA East End Gateway Residential
9. Capitol West Side Projects[3]
10. Conversion of 3rd Street to two-way operations between I and J Streets
11. Amtrak/Folsom Corridor Light Rail Extension – Amtrak Extension (Regional Transit)

The locations of the baseline projects (including the Capitol West Side Projects) are in shown in Figure 8. The Light Rail - Amtrak Extension would affect the following intersections:

- 5th Street / I Street, where two new southbound right turn lanes will be provided (with no change to the existing signal timing);
- 8th Street / I Street, where a new northbound left-turn lane will be added to 8th Street; and
- 8th Street / L Street, where a northbound combination left-through lane on 8th Street will be converted to a left-turn only lane.

The Light Rail – Amtrak Extension changes would not affect signal timing at any of the intersections.

[3] The Capitol West Side Project includes two components: the Central Plant Renovation and the West End Office Complex. Only the Central Plant Renovation was assumed to be part of baseline conditions and is expected to generate only a nominal number of trips. The West End Office Complex is not expected to occur until 2013, were considered in the evaluation of cumulative conditions.



KEY

40 = Study intersection

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Figure 8
LOCATIONS OF BASELINE PROJECTS

A summary of intersection operations for baseline conditions is provided in Table 11. After completion of the baseline projects listed above, levels of service are expected to comply with the City's LOS C traffic operations standard at all but the following three (3) locations:

- 3rd Street / J Street, where the intersection would operate at LOS E during the a.m. peak hour;
- 3rd Street / L Street, where the intersection would operate at LOS D during the p.m. peak hour; and
- 15th Street / J Street, where the intersection would operate at LOS D during the p.m. peak hour.

Table 11
Intersection Levels of Service – Baseline Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	LOS[1]	Delay[2]	LOS[1]	Delay[2]
1) 3rd St/J St	E	59.9	B	18.2
2) 3rd St/L St	B	18.6	D	43.8
3) 3rd St/Capitol Mall	C	21.2	C	23.2
4) 3rd St/N St	C	20.9	B	19.6
5) 3rd St/P St	A	9.2	C	27.6
6) 3rd St/Q St	B	11.6	A	9.7
7) 5th St/I St	B	11.1	C	20.6
8) 5th St/J St	C	21.7	B	11.6
9) 5th St/L St	B	14.0	C	24.3
10) 5th St/Capitol Mall	B	19.2	B	19.0
11) 5th St/N St	B	13.4	B	13.8
12) 5th St/P St	B	10.7	B	16.1
13) 5th St/Q St	B	11.1	A	9.8
14) 7th St/I St	A	10.0	B	18.6
15) 7th St/J St	B	17.8	B	13.6
16) 7th St/L St	B	11.5	B	15.4
17) 8th St/I St	B	10.3	B	18.4
18) 8th S/tJ St	B	18.0	B	14.6
19) 8th St/L St	B	12.5	B	16.3
20) 9th St/I St	B	13.0	C	20.8
21) 9th St/J St	C	21.0	B	17.0
22) 9th St/L St	B	10.4	B	12.0
23) 9th St/P St	A	9.5	B	11.4
24) 9th St/Q St	B	11.5	B	11.6
25) 10th St/I St	B	14.9	C	21.9
26) 10th St/J St	C	22.0	C	21.0

Table 11
Intersection Levels of Service – Baseline Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	LOS[1]	Delay[2]	LOS[1]	Delay[2]
27) 10th St/L St	B	12.7	B	14.8
28) 10th St/P St	B	11.8	A	8.9
29) 10th St/Q St	B	11.0	A	8.8
30) 12th St/H St	B	18.1	B	13.7
31) 12th St/I St	A	6.6	A	7.6
32) 12th St/J St	B	18.8	C	21.2
33) 12th St/L St	B	13.2	B	14.6
34) 15th St/H St	A	9.7	B	11.9
35) 15th St/J St	B	11.6	D	49.2
36) 15th St/L St	B	11.5	B	11.7
37) 15th St/P St	B	11.4	B	11.3
38) 15th St/Q St	B	10.1	B	11.4
39) 15th St/W St	B	12.4	B	14.5
40) 15th St/X St	C	22.5	C	32.1
41) 16th St/H St	B	11.5	C	21.6
42) 16th St/I St	B	10.4	B	11.7
43) 16th St/J St	B	11.7	B	13.5
44) 16th St/L St	B	11.0	B	11.9
45) 16th St/P St	B	11.8	B	10.9
46) 16th St/Q St	B	11.9	B	10.2
47) 16th St/W St	C	24.0	C	24.1
48) 16th St/X St	B	13.8	B	16.3
49) 29th St/J St	C	34.1	C	22.8
50) 30th St/J St	B	12.6	B	14.8

Source: Dowling Associates, Inc., 2006.
[1] LOS = Level of Service
[2] Weighted average control delay in seconds

Summaries of freeway operations for baseline conditions are provided in Table 12 for freeway mainline segments, Table 13 for freeway interchange operations, and Table 14 for vehicle queues at freeway ramps.

Table 12
Freeway Mainline Operations – Baseline Conditions

Location	AM Peak Hour			PM Peak Hour		
	Volume	V/C[1]	LOS[2]	Volume	V/C[1]	LOS[2]
Northbound I-5						
South of US 50 on-ramp	3,539	0.56	C	2,959	0.47	**F**[3]
North of US 50 on-ramp	7,249	0.86	D	5,346	0.64	**F**[3]
South of L Street on-ramp	5,330	0.85	D	4,960	0.79	**F**[3]
South of I Street on-ramp	5,522	0.66	C	5,717	0.68	**F**[3]
South of Richards Blvd off-ramp	5,881	0.59	C	7,196	0.72	**F**[3]
Southbound I-5						
North of Richards Blvd on-ramp	8,124	0.97	E	6,086	0.72	C
North of J Street on-ramp	8,600	1.02	**F**	6,857	0.82	D
North of I Street on-ramp	6,607	0.79	D	6,281	0.75	**F**[3]
North of US 50 off-ramp	5,846	0.62	C	6,036	0.64	**F**[3]
Eastbound US 50						
West of I-5 on-ramp	3,197	0.38	B	1,446	0.17	A
West of 15th Street off-ramp	8,278	0.68	C	6,441	0.53	C
West of 10th Street on-ramp	7,629	0.73	C	5,765	0.55	C
West of 16th Street on-ramp	8,465	0.70	C	6,795	0.56	C
Westbound US 50						
East of Hwy 51/US 99 on-ramp	4,065	0.41	B	3,447	0.34	B
East of 10th Street off-ramp	6,854	0.65	C	6,281	0.60	C
East of 15th Street on-ramp	5,645	0.54	C	5,857	0.56	C
East of I-5 off ramp	6,124	0.49	B	6,530	0.52	B

Source: Dowling Associates, Inc., 2006.
[1] V/C = Volume / Capacity
[2] LOS = Level of Service
[3] Queuing extends from downstream bottlenecks.

After completion of the baseline projects, levels of service on freeway mainline segments are shown to comply with Caltrans' LOS E traffic operations standard at all locations except for areas on I-5 during the p.m. peak hour that would be affected by downstream bottlenecks and the southbound section of I-5 before the J Street on-ramp during the a.m. peak hour.

Table 13
Freeway Interchange Operations – Baseline Conditions

Ramp	AM Peak Hour			PM Peak Hour		
	LOS[1]	Density[2] (Flow)	Volume	LOS[1]	Density[2] (Flow)	Volume
Northbound I-5						
US 50 on-ramp	**F**	42.16	3,277	D	29.37	2,021
P Street to J Street weave	C	24.15	7,487	C	21.11	6,345
L Street on-ramp	C	(209)	192	C	(826)	757
I Street on-ramp	B	11.90	359	C	21.22	1,479
Richards Boulevard off-ramp	B	19.31	659	C	26.69	349
Southbound I-5						
Richards Boulevard on-ramp	C	(519)	476	C	(841)	771
J Street off-ramp	C	20.56	1,993	B	16.39	576
I Street to Q Street weave	B	19.74	6,904	C	23.76	7,356
US 50 off-ramp	**F**	13.97	3,809	**F**	14.43	4,301
Eastbound U.S. 50						
I-5 on-ramp	**F**	45.58	5,081	**F**	41.77	4,995
15th Street off-ramp	D	32.74	649	C	25.32	676
10th Street on-ramp	B	19.47	836	B	17.70	1,030
16th Street to Business 80/SR99 weave	D	32.77	9153	D	28.24	7206
Westbound U.S. 50						
Business 80 to 16th Street weave	B	17.52	5,343	B	17.37	5147
10th Street off-ramp	D	29.86	1,209	C	23.33	424
15th Street on-ramp	D	28.25	479	D	30.75	673
I-5 off-ramp	**F**	(4313)	3,934	B	(3732)	3,404

Source: Dowling Associates, Inc., 2006.

[1] LOS = Level of Service

[2] Numbers with decimals indicate the density of passenger vehicles per mile per lane in the merge or diverge area. Whole numbers indicate the ramp flow rate in passenger car equivalents where a lane is added to the freeway at an on-ramp.

Levels of service at freeway ramp terminals for baseline conditions are expected to operate at slightly higher levels of congestion than for existing conditions.

For baseline conditions, the northbound I-5 off ramp to J Street would have inadequate storage capacity during the a.m. peak hour, during which time the queues would extend onto the freeway. The baseline queue at this ramp would be approximately 500 feet longer than existing conditions.

The southbound I-5 off ramp to J Street would have inadequate storage capacity during the a.m. peak hour, during which time the queues would extend into the ramp deceleration area. This condition does not typically occur during existing conditions.

Table 14
Freeway Ramp Queues - Baseline Conditions

Location	Storage Capacity (feet)	AM Peak Hour		PM Peak Hour	
		Queue (feet)	Adequate Capacity	Queue (feet)	Adequate Capacity
I-5 NB Q Street off-ramp	3500	1000	Yes	250	Yes
I-5 NB J Street off-ramp	1750	3975	**No**	1050	Yes
I-5 SB J Street off-ramp	3600	3800	**No**	800	Yes
US 50 EB 15th Street off-ramp	1600	600	Yes	650	Yes
US 50 WB 16th Street off-ramp	1625	1125	Yes	975	Yes

Source: Dowling Associates, Inc., 2006

Note: **Bold** values show substandard traffic operations.

Cumulative Conditions

The analysis of transportation and circulation under cumulative conditions focused on near-term (Year 2013) and long-term (Year 2030) conditions. Cumulative traffic volumes were produced using the SACMET 2013 and 2027 models, which reflect approved land use changes in the project area. The SACMET models contain the roadway network described in the SACOG Metropolitan Transportation Plan and include High Occupancy Vehicle lanes on I-5 and U.S. 50.

The land use data provided in the SACMET model were checked to determine if the baseline projects and the proposed Downtown projects could reasonably be assumed to be included in the growth assumed to occur in the model. Where it was determined that there was insufficient growth in the model to represent inclusion of the baseline and proposed projects, increases in land use assumptions were made to ensure the models would reflect all anticipated growth for cumulative conditions.

The SACMET model incorporated planned network improvements that are expected to be implemented for near-term and long-term conditions. The City of Sacramento plans to convert the following street segments from one-way to two-way operations and provide necessary improvements:

- 3rd Street from I Street to J Street, resulting in one northbound lane and two southbound lanes
- J Street from 29th Street to Alhambra Boulevard, resulting in two eastbound lanes and one westbound lane
- L Street from 16th to 29th Street, resulting in one lane in each direction

- N Street from 16th to 28th Street, resulting in one lane in each direction
- P Street from 16th to 29th Street, resulting in one lane in each direction
- Q Street from 16th to 29th Street, resulting in one lane in each direction
- 9th Streets from E Street to G Street, resulting in one lane in each direction
- 10th Street from E Street to G Street, resulting in one lane in each direction

The City also plans to convert the following street segments from three-lane one-way operations to two-lane one-way operations to accommodate bike lanes on both sides of the streets:

- 19th Street from H Street to Broadway
- 21st Street from I Street to W Street

The street modifications described above were reflected in refined versions of the SACMET model (for 2000 and 2025) used to forecast traffic volumes for the *Draft Environmental Impact Report: Central City Two-Way Conversion Study* (Planning Dynamics Group 2006). In these models, developed by DKS Associates, the Downtown transportation analysis zones (TAZs) of the SACMET models were disaggregated (divided) into smaller city blocks, and the trips to and from each Downtown TAZ were allocated to each block based on the land uses and trip making characteristics of the land uses on each block.

The current versions of the SACMET model for 2005 and 2027 were used as the basis for developing long-range travel demand forecasts for the Sacramento Downtown Traffic Study by applying similar procedures to those used in the Two-Way Conversion Study. Trips between all pairs of TAZs (trip tables) were developed using the 2005 and 2027 SACMET travel demand models. The trip tables were split to the block level using factors developed for the Two-Way Conversion Study (after modifications to the factors were made to account for the proposed Downtown projects). The traffic volume increases from 2005 to 2027 shown in the modeling process were added to existing traffic volumes to produce the long-range forecasts. The long-range forecasts produced in this manner are assumed to represent year 2030 conditions.[4]

Near-term travel demand forecasts were developed by interpolation between existing traffic volumes and long-range forecasts. The level of increase in traffic volume for near-term conditions was based on the relative amount of traffic growth forecast using the 2005, 2013, and 2027 SACMET models.

[4] Because the 2027 model represents full buildout scenario of the surrounding community, no further growth is, therefore, by definition, considered to be feasible.

The analysis of cumulative conditions was performed using the TRAFFIX traffic impact analysis software package. Traffic volumes for cumulative No-Project conditions were developed by subtracting traffic for the proposed Downtown projects from the traffic forecasts for cumulative near-term and long-term conditions. Peak hour turning movement traffic volumes for cumulative conditions are shown in Appendix C.

Near-Term (2013) Impacts and Mitigation Measures

The following section is provided to serve as the assessment of cumulative impacts of all the proposed Downtown projects in combination with other reasonably foreseeable projects expected to occur for near-term (2013) conditions.

Impact 1 – Intersections (Near-Term Cumulative)

Intersection operating conditions for near-term cumulative conditions are summarized in Table 15. The proposed Downtown projects would add traffic to study intersections and cause significant impacts for near-term cumulative conditions at the following intersections:

(a) 3rd Street / J Street, where the level of service without the proposed projects would be LOS F during the a.m. peak hour and project generated traffic would increase the average vehicle delay by 34.7 seconds. This is considered a ***significant impact***.

(b) 3rd Street / L Street, where the level of service without the proposed projects would be LOS E during the p.m. peak hour and project generated traffic would increase the average vehicle delay by 43.9 seconds. This is considered a ***significant impact***.

(c) 3rd Street / N Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS D during the a.m. peak hour. This is considered a ***significant impact***.

(d) 3rd Street / P Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS D during the p.m. peak hour. This is considered a ***significant impact***.

(e) 5th Street / L Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS E during the p.m. peak hour. This is considered a ***significant impact***.

(f) 7th Street / L Street, where the traffic generated by the project would degrade the level of service from LOS B to LOS D during the p.m. peak hour. This is considered a ***significant impact***.

(g) 8th Street / L Street, where the traffic generated by the project would degrade the level of service from LOS B to LOS D during the p.m. peak hour. This is considered a ***significant impact***.

(h) 9th Street / J Street, where the traffic generated by the project would degrade the level of service from LOS B to LOS E during the p.m. peak hour. This is considered a ***significant impact***.

(i) 10th Street / J Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS E during the p.m. peak hour. This is considered a ***significant impact***.

(j) 12th Street / J Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS E during the p.m. peak hour. This is considered a ***significant impact***.

(k) 15th Street / J Street, where the level of service without the proposed projects would be LOS D during the p.m. peak hour and project generated traffic would increase the average vehicle delay by 54.4 seconds. This is considered a ***significant impact***.

(l) 15th Street / X Street, where the level of service without the proposed projects would be LOS E during the p.m. peak hour and project generated traffic would increase the average vehicle delay by 21.5 seconds. This is considered a ***significant impact***.

(m) 16th Street / H Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS D during the p.m. peak hour. This is considered a ***significant impact***.

Mitigation Measures

1(a) At the 3rd Street / J Street intersection, modify the traffic signal phase splits during the a.m. peak period by increasing the phase time for the southbound I-5 off-ramp approach (eastbound) to 40 seconds, maintaining the 50 second phase time for the northbound I-5 off-ramp, and decreasing the north and southbound 3rd Street phase time to 10 seconds. This mitigation measure would reduce average vehicle delay by 33 seconds during the a.m. peak hour and would reduce the near-term cumulative impact to a ***less-than-significant*** *level.*

1(b) At the 3rd Street / L Street intersection, modify the westbound approach to provide one left-turn lane, two through lanes (to the northbound I-5 on-ramp), and one right-turn lane. This mitigation measure would reduce average vehicle delay by 40 seconds during the p.m. peak hour and maintain LOS C operations during the a.m. peak hour. The mitigation measure would reduce the near-term cumulative impact to a ***less-than-significant*** *level.*

1(c) At the 3rd Street / N Street intersection, modify the traffic signal phase splits during the a.m. peak period by increasing the southbound 3rd Street signal phase time to 34 seconds, decreasing the eastbound N Street approach to 15 seconds, and maintaining the phase time for the eastbound Tower Bridge approach at 21 seconds. This mitigation measure would improve traffic operations to LOS C during the a.m.

peak hour and would reduce the near-term cumulative impact to a ***less-than-significant*** *level.*

1(d) *At the 3rd Street / P Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 32 seconds for the westbound P Street approach and decreasing the southbound 3rd Street approach to 18 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a* ***less-than-significant*** *level.*

1(e) *At the 5th Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the westbound L Street approach and decreasing the northbound and southbound 5th Street approaches to 42 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a* ***less-than-significant*** *level.*

1(f) *At the 7th Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 22 seconds for the westbound L Street approach and decreasing the northbound and southbound 5th Street approaches to 28 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a* ***less-than-significant*** *level.*

1(g) *At the 8th Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 25 seconds for the westbound L Street approach and decreasing the northbound 8th Street signal phase time to 25 seconds. This mitigation measure would improve traffic operations to LOS B during the p.m. peak hour and would reduce the near-term cumulative impact to a* ***less-than-significant*** *level.*

1(h) *At the 9th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the eastbound J Street approach and decreasing the southbound 9th Street signal phase time to 22 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a* ***less-than-significant*** *level.*

1(i) *At the 10th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the eastbound J Street approach and decreasing the northbound 10th Street signal phase time to 22 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a* ***less-than-significant*** *level.*

1(j) At the 12th Street / J Street intersection, , modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 22 seconds for the eastbound J Street approach and decreasing the 12th Street signal phase time to 28 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a ***less-than-significant*** *level.*

1(k) At the 15th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the eastbound J Street approach to 30 seconds, and decreasing the southbound 15th Street signal phase time to 20 seconds. This mitigation measure would reduce average vehicle delay by 61.4 seconds during the p.m. peak hour and would reduce the near-term cumulative impact to a ***less-than-significant*** *level.*

1(l) At the 15th Street / X Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the southbound 15th Street approach to 28 seconds, decreasing the eastbound U.S. 50 off-ramp phase time to 28 seconds, and maintaining 17 seconds for the X Street approach. This mitigation measure would reduce average vehicle delay by 34.4 seconds during the p.m. peak hour and would reduce the near-term cumulative impact to a ***less-than-significant*** *level.*

1(m) At the 16th Street / H Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the northbound 15th Street approach to 26 seconds, decreasing the phase times for the eastbound H Street left and through movements to 18 and 24 seconds, respectively, and maintaining 6 seconds for the westbound H Street right-turning movement. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a ***less-than-significant*** *level.*

Table 15
Intersection Levels of Service – Near-Term Cumulative Conditions (2013)

Intersection	Without Projects				With Projects			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]
1) 3rd St/J St	F	104.5	C	22.0	**F**	**139.2**	C	26.5
2) 3rd St/L St	B	19.7	E	55.3	C	20.7	**F**	**99.2**
3) 3rd St/Capitol Mall	C	21.1	C	23.3	C	21.8	C	26.2
4) 3rd St/N St	C	26.7	C	20.2	D	37.7	C	21.2
5) 3rd St/P St	A	9.4	C	27.9	A	9.7	**D**	**38.0**
6) 3rd St/Q St	B	12.8	B	10.1	B	14.6	A	10.0
7) 5th St/I St	B	11.3	C	23.2	B	11.8	C	30.6
8) 5th St/J St	C	22.3	B	11.8	C	24.9	B	12.7
9) 5th St/L St	B	13.9	C	23.9	B	14.9	**E**	**58.5**
10) 5th St/Capitol Mall	C	20.1	B	19.3	C	20.6	C	20.9
11) 5th St/N St	B	14.0	B	13.9	B	15.6	B	14.5
12) 5th St/P St	B	10.8	B	16.9	B	11.6	C	20.7
13) 5th St/Q St	B	11.4	B	12.2	B	12.1	B	12.1
14) 7th St/I St	B	10.0	B	19.0	B	10.7	B	19.6
15) 7th St/J St	B	17.8	B	14.4	C	21.4	C	24.6
16) 7th St/L St	B	11.5	B	15.2	B	12.2	**D**	**38.3**
17) 8th St/I St	B	10.3	B	18.6	B	10.6	C	20.2
18) 8th S/tJ St	B	18.0	B	14.6	C	20.6	C	31.0
19) 8th St/L St	B	12.5	B	16.3	B	16.2	**D**	**48.3**
20) 9th St/I St	B	13.9	C	22.1	B	14.1	C	22.2
21) 9th St/J St	C	21.0	B	16.7	C	27.4	**E**	**68.6**
22) 9th St/L St	B	10.4	B	14.8	B	13.3	B	18.4
23) 9th St/P St	A	9.5	B	11.7	A	9.7	B	12.4
24) 9th St/Q St	B	12.1	B	11.6	B	12.2	B	12.8
25) 10th St/I St	B	15.0	C	23.6	B	15.9	C	24.8
26) 10th St/J St	C	23.1	C	20.9	C	24.0	**E**	**72.6**
27) 10th St/L St	B	13.3	B	15.6	B	16.0	B	19.1
28) 10th St/P St	B	12.9	A	8.7	B	14.6	A	9.3
29) 10th St/Q St	B	11.5	A	9.2	B	12.1	A	9.3
30) 12th St/H St	B	17.6	B	13.7	B	19.2	B	14.1
31) 12th St/I St	A	6.9	A	7.9	A	7.3	A	8.4
32) 12th St/J St	B	18.8	C	21.7	C	31.5	**E**	**73.0**
33) 12th St/L St	B	13.3	B	14.6	B	14.6	B	15.5
34) 15th St/H St	A	9.9	B	12.7	A	10.0	B	12.9
35) 15th St/J St	B	11.6	D	46.0	B	12.3	**F**	**100.4**
36) 15th St/L St	B	11.5	B	11.9	B	13.0	B	12.6
37) 15th St/P St	B	11.7	B	11.8	B	11.8	B	12.4
38) 15th St/Q St	B	10.3	B	11.7	B	10.3	B	12.2
39) 15th St/W St	B	12.5	B	14.6	B	12.6	B	14.9
40) 15th St/X St	C	23.1	E	59.8	C	23.1	**F**	**81.3**

Table 15
Intersection Levels of Service – Near-Term Cumulative Conditions (2013)

Intersection	Without Projects				With Projects			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]
41) 16th St/H St	B	11.6	C	21.5	B	11.7	**D**	**37.2**
42) 16th St/I St	B	10.6	B	15.2	B	10.7	B	15.4
43) 16th St/J St	B	11.9	B	13.8	B	12.1	B	14.8
44) 16th St/L St	B	11.5	B	12.6	B	12.2	B	13.0
45) 16th St/P St	B	14.4	B	12.7	B	15.2	B	13.0
46) 16th St/Q St	B	12.9	B	10.3	B	13.6	B	10.6
47) 16th St/W St	C	25.2	C	25.4	C	26.6	C	27.3
48) 16th St/X St	B	14.1	B	19.1	B	14.2	C	20.4
49) 29th St/J St	D	39.7	C	34.1	D	39.7	C	34.7
50) 30th St/J St	B	14.9	B	17.7	B	14.9	B	17.8

Source: Dowling Associates, Inc., 2006.
[1] LOS = Level of Service
[2] Weighted average control delay in seconds
Note: **Bold** values indicate a potential significant impact.

Impact 2 – Freeway Mainline (Near-Term Cumulative)

Freeway mainline operating conditions for near-term cumulative conditions are summarized in Table 16. The proposed Downtown projects would add traffic to freeway mainline segments but would not cause freeway levels of service to deteriorate beyond LOS E. The projects would add traffic to I-5 freeway segments that would operate at LOS F without the projects. This is considered a ***significant impact***.

Mitigation Measures

No feasible mitigation measures were identified that would reduce the impact of the project on I-5 freeway mainline segments. Widening the freeway would reduce the impact but was not considered feasible. The impacts of proposed projects on I-5 freeway segments would remain ***significant-and-unavoidable.***

Table 16
Freeway Mainline Operations – Near-Term Cumulative Conditions (2013)

Location	Without Projects						With Projects					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	Volume	V/C[1]	LOS[2]	Volume	V/C[1]	LOS[2]	Volume	V/C[1]	LOS[2]	Volume	V/C[1]	LOS[2]
Northbound I-5												
South of US 50 on-ramp	3,694	0.59	C	3,297	0.52	**F**[3]	3,734	0.59	C	3,381	0.54	**F**[3]
North of US 50 on-ramp	7,686	0.92	E	5,942	0.71	**F**[3]	7,727	0.92	E	6,071	0.72	**F**[3]
South of L Street on-ramp	5,715	0.91	E	5,242	0.83	**F**[3]	5,715	0.91	E	5,242	0.83	**F**[3]
South of I Street on-ramp	6,229	0.74	D	6,457	0.77	**F**[3]	6,229	0.74	D	6,457	0.77	**F**[3]
South of Richards Blvd off-ramp	6,646	0.66	C	8,106	0.81	**F**[3]	6,743	0.67	C	8,270	0.83	**F**[3]
Southbound I-5												
North of Richards Blvd on-ramp	9,019	1.07	**F**	6,804	0.81	D	9,268	1.10	**F**	6,988	0.83	D
North of J Street on-ramp	9,707	1.16	**F**	7,818	0.93	E	9,956	1.19	**F**	8,002	0.95	E
North of I Street on-ramp	7,321	0.87	D	7,158	0.85	**F**[3]	7,321	0.87	D	7,158	0.85	**F**[3]
North of US 50 off-ramp	6,860	0.72	C	7,093	0.75	**F**[3]	6,908	0.73	C	7,136	0.75	**F**[3]
Eastbound US 50												
West of I-5 on-ramp	4,066	0.48	B	2,382	0.28	A	4,066	0.48	B	2,382	0.28	A
West of 15th Street off-ramp	9,270	0.77	D	7,653	0.63	C	9,299	0.77	D	7,771	0.64	C
West of 10th Street on-ramp	8,590	0.82	D	6,871	0.65	C	8,619	0.82	D	6,989	0.67	C
West of 16th Street on-ramp	9,380	0.78	D	7,683	0.63	C	9,423	0.78	D	7,883	0.65	C
Westbound US 50												
East of Hwy 51/US 99 on-ramp	3,938	0.39	B	3,456	0.35	B	4,258	0.43	B	3,661	0.37	B
East of 10th Street off-ramp	7,145	0.68	C	6,430	0.61	C	7,319	0.70	C	6,533	0.62	C
East of 15th Street on-ramp	5,910	0.56	C	6,067	0.58	C	5,991	0.57	C	6,152	0.59	C
East of I-5 off ramp	6,527	0.52	B	6,925	0.55	C	6,608	0.52	B	7,010	0.56	C

Source: Dowling Associates, Inc., 2006.
[1] V/C = Volume / Capacity
[2] LOS = Level of Service
[3] Queuing extends from downstream bottlenecks.
Note: **Bold** values show substandard traffic operations.

Impact 3 – Freeway Merge / Diverge / Weave Areas (Near-Term Cumulative)

Freeway interchange operations for near-term cumulative conditions are summarized in Table 17. The proposed Downtown projects would add traffic to freeway ramps and weaving areas but would not cause levels of service to deteriorate beyond LOS E on these facilities. The projects would add traffic to I-5 and U.S. 50 freeway ramps that would operate at LOS F without the projects. This is considered a ***significant impact***.

Mitigation Measures

No feasible mitigation measures were identified that would reduce the impact of the project on I-5 and U.S. 50 freeway ramps. Widening the freeway would reduce the impact but was not considered feasible. The impacts of proposed projects on freeway ramps would remain ***significant-and-unavoidable.***

Impact 4 – Freeway Ramp Queues (Near-Term Cumulative)

Expected freeway ramp queues for near-term cumulative conditions are shown in Table 18. The proposed Downtown projects would add traffic to the northbound I-5 off ramp to J Street, which currently experiences queues during the a.m. peak hour that extend onto the freeway mainline. In addition, the proposed Downtown projects would cause queues for the southbound I-5 off ramp to J Street to extend onto the freeway mainline during the a.m. peak hour. This is considered a ***significant impact***.

Mitigation Measures

Mitigation measure 1(a) would reduce the queue for the southbound I-5 off ramp at J Street to 6,125 feet during the a.m. peak hour, but this would not be enough to eliminate the near-term cumulative impact. This mitigation measure would not affect the northbound I-5 off ramp queue at J Street, and no other feasible mitigation measures were identified that would reduce the impact of the projects at that location. Widening the freeway would reduce the impact but was not considered feasible. The impacts of the proposed projects on freeway ramp queues would remain ***significant and unavoidable****.*

Table 17
Freeway Interchange Operations – Near-Term Cumulative Conditions (2013)

Ramp	Without Projects						With Projects					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	LOS[1]	Density[2] (Flow)	Volume	LOS[1]	Density[2] (Flow)	Volume	LOS[1]	Density[2] (Flow)	Volume	LOS[1]	Density[2] (Flow)	Volume
Northbound I-5												
US 50 on-ramp	**F**	44.46	3,473	D	33.02	2,279	**F**	44.66	3,474	D	33.78	2,324
P Street to J Street weave	C	25.14	7,873	C	20.85	6,627	C	25.38	7,914	C	21.61	6,756
L Street on-ramp	C	(561)	514	C	(1325)	1,215	C	(561)	514	C	(1325)	1,215
I Street on-ramp	B	13.62	417	C	23.89	1,649	B	14.40	514	C	25.21	1,813
Richards Boulevard off-ramp	C	20.61	659	D	30.68	396	C	21	659	D	31	396
Southbound I-5												
Richards Boulevard on-ramp	C	(751)	688	C	(1106)	1,014	C	(751)	688	C	(1106)	1,014
J Street off-ramp	C	23.20	2,386	B	18.69	660	C	23.80	2,635	B	19.12	844
I Street to Q Street weave	C	22.07	7,752	C	26.89	8,352	C	22.32	7,800	C	27.15	8,395
US 50 off-ramp	**F**	16.40	4,302	**F**	16.95	4,758	**F**	16.51	4,320	**F**	17.06	4,769
Eastbound US 50												
I-5 on-ramp	**F**	48.10	5,204	**F**	45.65	5,271	**F**	48.34	5,233	**F**	46.59	5,389
15th Street off-ramp	E	36.98	680	D	30.87	782	E	37.10	680	D	31.35	782
10th Street on-ramp	C	20.81	790	B	17.93	812	C	20.97	804	B	18.79	894
16th Street to Business 80/SR99 weave	E	35.20	10036	D	30.43	7942	E	35.94	10143	D	32.77	8307
Westbound US 50												
Business 80 to 16th Street weave	B	17.17	5,219	B	17.15	5089	B	18.48	5,539	B	18.02	5294
10th Street off-ramp	D	31.19	1,235	C	23.62	363	D	32.40	1,328	C	24.14	381
15th Street on-ramp	D	30.54	617	D	33.17	858	D	30.90	617	D	33.55	858
I-5 off-ramp	**F**	(4493)	4,098	**F**	(3939)	3,592	**F**	(4582)	4,179	**F**	(4031)	3,677

Source: Dowling Associates, Inc., 2006.

[1] LOS = Level of Service

[2] Numbers with decimals indicate the density of passenger vehicles per mile per lane in the merge or diverge area. Whole numbers indicate the ramp flow rate in passenger car equivalents where a lane is added to the freeway at an on-ramp.

Note: **Bold** values show substandard traffic operations.

Table 18
Freeway Ramp Queues - Near-Term Cumulative Conditions (2013)

Location	Storage Capacity (feet)	Without Projects				With Projects			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Queue (feet)	Adequate Capacity	Queue (feet)	Adequate Capacity	Queue (feet)	Adequate Capacity	Queue (feet)	Adequate Capacity
I-5 NB Q Street off-ramp	3500	1150	Yes	300	Yes	1400	Yes	300	Yes
I-5 NB J Street off-ramp	1750	3975	**No**	1200	Yes	4200	**No**	1500	Yes
I-5 SB J Street off-ramp	3600	5875	**No**	850	Yes	7325	**No**	1225	Yes
US 50 EB 15th Street off-ramp	1600	600	Yes	800	Yes	600	Yes	800	Yes
US 50 WB 16th Street off-ramp	1625	1125	Yes	1125	Yes	1475	Yes	1350	Yes

Source: Dowling Associates, Inc., 2006

Note: **Bold** values show substandard traffic operations.

Impact 5 – Transit System (Near-Term Cumulative)

The proposed Downtown projects would increase demand for transit services. Peak period transit trips generated by the project are estimated to be approximately 259 during the a.m. peak hour, and approximately 288 during the p.m. peak hour. Although particular light rail trains and buses operate at or near capacity during the peak commuter periods, there is ample capacity on the Regional Transit system to support this increase in trips. Additional light rail service to Downtown is anticipated with the South Sacramento Corridor, Folsom Corridor extension, and extension to the Amtrak Station. These light rail projects are scheduled for completion by the opening date of the Proposed Project. Because the existing and future transit system capacity would be sufficient to accommodate the increased transit ridership, the impact would be ***less than significant***.

Mitigation Measures

None required.

Impact 6 –Bikeways (Near-Term Cumulative)

The proposed Downtown projects would result in the addition of employees, visitors, and other patrons to each site, some who would travel by bicycle. The proposed Downtown projects are not anticipated to hinder or eliminate an existing designated bikeway or interfere with implementation of a proposed bikeway. None of the proposed projects are anticipated to result in unsafe conditions for bicyclists, including unsafe bicycle / pedestrian or bicycle / motor vehicle conflicts. Therefore, bicycle impacts would be ***less than significant***.

Mitigation Measures

None required.

Impact 7 –Pedestrian Circulation (Near-Term Cumulative)

The proposed Downtown projects would result in the addition of employees, visitors, and other patrons to each site. Considerable direct access will be by pedestrian mode. The proposed Downtown projects are not anticipated to result in unsafe conditions for pedestrians, including unsafe bicycle / pedestrian or pedestrian / motor vehicle conflicts. Therefore, pedestrian impacts are considered ***less than significant***.

Mitigation Measures

None required.

Long-Term (2030) Impacts and Mitigation Measures

The following section is provided to serve as the assessment of cumulative impacts of all the proposed Downtown projects in combination with other reasonably foreseeable projects expected to occur for long-term (2030) conditions.

The evaluation of the long-term conditions addresses impacts that differ from the near-term conditions with regard to intersection operations and freeway operations. Cumulative conditions would not result in additional impacts beyond those already identified as near-term cumulative impacts in the areas of transit service, bikeways and pedestrian circulation.

Impact 8 – Intersections (Long-Term Cumulative)

Intersection operating conditions for long-term cumulative conditions are summarized in Table 19. The proposed Downtown projects would add traffic to study intersections and cause significant impacts for long-term cumulative conditions at the following intersections:

(a) 3rd Street / J Street, where the level of service without the proposed projects would be LOS F during the a.m. peak hour and project generated traffic would increase the average vehicle delay by 34.2 seconds; and where the level of service without the proposed projects would be LOS D during the p.m. peak hour and project generated traffic would increase the average vehicle delay by 6.8 seconds. This is considered a ***significant impact***.

(b) 3rd Street / L Street, where the level of service without the proposed projects would be LOS E during the p.m. peak hour and project generated traffic would increase the average vehicle delay by 44.1 seconds. This is considered a ***significant impact***.

(c) 3rd Street / N Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS D during the a.m. peak hour. This is considered a ***significant impact***.

(d) 3rd Street / P Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS D during the p.m. peak hour. This is considered a significant impact.

(e) 5th Street / I Street, where the level of service without the proposed projects would be LOS E during the p.m. peak hour and project generated traffic would increase the average vehicle delay by 6.1 seconds. This is considered a significant impact.

(f) 5th Street / L Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS D during the p.m. peak hour. This is considered a significant impact.

(g) 7th Street / L Street, where the traffic generated by the project would degrade the level of service from LOS B to LOS D during the p.m. peak hour. This is considered a significant impact.

(h) 8th Street / L Street, where the traffic generated by the project would degrade the level of service from LOS B to LOS D during the p.m. peak hour. This is considered a ***significant impact***.

(i) 9th Street / J Street, where the traffic generated by the project would degrade the level of service from LOS B to LOS E during the p.m. peak hour. This is considered a ***significant impact***.

(j) 10th Street / J Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS E during the p.m. peak hour. This is considered a ***significant impact***.

Table 19
Intersection Levels of Service – Long-Term Cumulative Conditions (2030)

Intersection	Without Projects				With Projects			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]
1) 3rd St/J St	F	104.0	D	40.4	**F**	**138.2**	**D**	**47.2**
2) 3rd St/L St	B	19.7	E	64.5	C	20.7	**F**	**108.6**
3) 3rd St/Capitol Mall	C	21.8	C	24.4	C	22.7	C	28.0
4) 3rd St/N St	C	27.5	C	22.6	**D**	**37.9**	C	23.8
5) 3rd St/P St	A	9.9	C	28.7	B	10.2	**D**	**39.2**
6) 3rd St/Q St	B	18.4	B	11.2	C	28.6	B	11.1
7) 5th St/I St	B	13.1	E	72.7	B	13.7	**E**	**78.8**
8) 5th St/J St	C	24.0	B	13.0	C	27.7	B	14.3
9) 5th St/L St	B	13.9	C	22.7	B	14.9	**D**	**54.7**
10) 5th St/Capitol Mall	C	28.7	C	21.5	C	31.4	C	23.4
11) 5th St/N St	B	14.2	B	14.8	B	15.9	B	15.5
12) 5th St/P St	B	11.3	B	18.4	B	12.0	C	24.7
13) 5th St/Q St	B	12.0	B	12.0	B	12.7	B	12.0
14) 7th St/I St	B	11.3	C	22.9	B	12.1	C	25.3
15) 7th St/J St	B	18.8	B	14.7	C	22.4	C	24.2
16) 7th St/L St	B	12.1	B	15.0	B	13.5	**D**	35.6
17) 8th St/I St	B	11.2	B	19.3	B	11.7	C	21.0
18) 8th S/tJ St	B	19.1	B	14.6	C	21.6	C	31.0
19) 8th St/L St	B	12.2	B	16.1	B	15.9	**D**	**47.1**
20) 9th St/I St	B	14.5	C	27.4	B	15.0	C	27.7
21) 9th St/J St	C	21.0	B	16.7	C	27.4	**E**	**68.2**
22) 9th St/L St	B	10.4	B	14.8	B	13.3	B	18.4
23) 9th St/P St	A	9.7	B	12.3	A	9.9	B	13.4
24) 9th St/Q St	B	12.1	B	12.2	B	12.2	B	13.6
25) 10th St/I St	B	16.2	C	27.7	B	17.4	C	29.6

Table 19
Intersection Levels of Service – Long-Term Cumulative Conditions (2030)

Intersection	Without Projects				With Projects			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]
26) 10th St/J St	C	24.2	C	20.9	C	25.0	**E**	**72.3**
27) 10th St/L St	B	15.3	B	17.8	B	19.1	C	25.4
28) 10th St/P St	B	12.9	A	9.5	B	14.6	B	10.1
29) 10th St/Q St	B	11.7	A	9.8	B	12.3	B	10.0
30) 12th St/H St	B	16.8	B	14.3	B	18.3	B	14.6
31) 12th St/I St	A	8.3	A	9.5	A	8.8	B	10.4
32) 12th St/J St	B	18.8	C	23.5	C	31.3	**E**	**76.6**
33) 12th St/L St	B	13.3	B	15.1	B	14.6	B	16.2
34) 15th St/H St	B	10.4	B	13.9	B	10.4	B	14.2
35) 15th St/J St	B	11.7	D	45.2	B	12.3	**F**	**98.1**
36) 15th St/L St	B	11.5	B	12.3	B	13.0	B	13.1
37) 15th St/P St	B	11.7	B	12.0	B	11.8	B	12.6
38) 15th St/Q St	B	10.9	B	12.9	B	10.9	B	13.4
39) 15th St/W St	B	12.7	B	14.6	B	12.8	B	14.9
40) 15th St/X St	C	25.0	E	58.9	C	25.0	**E**	**79.7**
41) 16th St/H St	B	11.9	C	22.7	B	12.1	**D**	**37.5**
42) 16th St/I St	B	11.4	B	15.6	B	11.5	B	15.8
43) 16th St/J St	B	13.1	B	16.2	B	13.3	B	18.0
44) 16th St/L St	B	11.9	B	13.0	B	12.5	B	13.4
45) 16th St/P St	B	15.1	B	13.8	B	16.2	B	14.2
46) 16th St/Q St	B	13.3	B	10.9	B	14.0	B	11.3
47) 16th St/W St	C	27.4	C	25.2	C	28.7	C	27.0
48) 16th St/X St	B	14.8	C	20.2	B	14.9	C	23.4
49) 29th St/J St	D	39.7	D	41.3	D	39.7	D	44.7
50) 30th St/J St	B	16.6	B	19.1	B	16.6	B	19.2

Source: Dowling Associates, Inc., 2006.
[1] LOS = Level of Service
[2] Weighted average control delay in seconds
Note: **Bold** values indicate a potential significant impact.

(k) 12th Street / J Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS E during the p.m. peak hour. This is considered a ***significant impact***.

(l) 15th Street / J Street, where the level of service without the proposed projects would be LOS D during the p.m. peak hour and project generated traffic would increase the average vehicle delay by 52.9 seconds. This is considered a significant impact.

(m) 15th Street / X Street, where the level of service without the proposed projects would be LOS E during the p.m. peak hour and project generated

traffic would increase the average vehicle delay by 20.8 seconds. This is considered a ***significant impact***.

(n) 16th Street / H Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS D during the p.m. peak hour. This is considered a ***significant impact***.

Mitigation Measures

8(a) *At the 3rd Street / J Street intersection, implement the near-term Mitigation Measure 1(a) (modification of signal phase splits) and also modify the lanes on the southbound I-5 off-ramp approach (eastbound) to provide one combination left-through lane, one through lane, one combination through-right lane, and one exclusive right turn lane. This mitigation measure would reduce average vehicle delay during the a.m. peak hour by 32.5 seconds and would improve traffic operations during the p.m. peak hour to LOS C. This mitigation measure would reduce the long-term cumulative impact to a* ***less-than-significant*** *level.*

8(b) *At the 3rd Street / L Street intersection, implement the near-term Mitigation Measure 1(b) (modification of the westbound approach lanes) and also modify the traffic signal phase splits during the p.m. peak period by increasing the southbound 3rd Street approach to 23 seconds, decreasing the westbound L Street signal phase time to 38 seconds, and decreasing the northbound 3rd Street left-turning movement to 9 seconds. This mitigation measure would reduce average vehicle delay by 43.5 seconds during the p.m. peak hour and provide LOS C traffic operations during the a.m. peak hour. This mitigation measure would reduce the near-term cumulative impact to a* ***less-than-significant*** *level.*

8(c) *At the 3rd Street / N Street intersection, implement the near-term Mitigation Measure 1(c) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the a.m. peak hour and would reduce the long-term cumulative impact to a* ***less-than-significant*** *level.*

8(d) *At the 3rd Street / P Street intersection, implement the near-term Mitigation Measure 1(d) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a* ***less-than-significant*** *level.*

8(e) *At the 5th Street / I Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 30 seconds for the northbound and southbound 5th Street approaches and decreasing the westbound I Street approach to 70 seconds. This mitigation measure would improve traffic operations to LOS C during*

the p.m. peak hour and would reduce the long-term cumulative impact to a ***less-than-significant*** *level.*

8(f) *At the 5th Street / L Street intersection, implement the near-term Mitigation Measure 1(e) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a* ***less-than-significant*** *level.*

8(g) *At the 7th Street / L Street intersection, implement the near-term Mitigation Measure 1(f) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a* ***less-than-significant*** *level.*

8(h) *At the 8th Street / L Street intersection, implement the near-term Mitigation Measure 1(g) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS B during the p.m. peak hour and would reduce the long-term cumulative impact to a* ***less-than-significant*** *level.*

8(i) *At the 9th Street / J Street intersection, implement the near-term Mitigation Measure 1(h) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a* ***less-than-significant*** *level.*

8(j) *At the 10th Street / J Street intersection, implement the near-term Mitigation Measure 1(i) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a* ***less-than-significant*** *level.*

8(k) *At the 12th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the eastbound J Street approach to 23 seconds and decreasing the southbound 12th Street and northbound right-turn movement signal phase time to 27 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a* ***less-than-significant*** *level.*

8(l) *At the 15th Street / J Street intersection, implement the near-term Mitigation Measure 1(k) (modification of signal phase splits). This mitigation measure would reduce average delay by 59.2 seconds during the p.m. peak hour and would reduce the long-term cumulative impact to a* ***less-than-significant*** *level.*

8(m) *At the 15th Street / X Street intersection, implement the near-term Mitigation Measure 1(l) (modification of signal phase splits). This mitigation measure would reduce average vehicle delay by 32.8 seconds*

during the p.m. peak hour and would reduce the long-term cumulative impact to a ***less-than-significant*** *level.*

8(n) At the 16th Street / H Street intersection, implement the near-term Mitigation Measure 1(m) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a ***less-than-significant*** *level.*

Impact 9 – Freeway Mainline (Long-Term Cumulative)

Freeway mainline operating conditions for long-term cumulative conditions are summarized in Table 20. The proposed Downtown projects would add traffic to freeway mainline segments but would not cause freeway levels of service to deteriorate beyond LOS E. The projects would add traffic to I-5 freeway segments that would operate at LOS F without the projects. This is considered a ***significant impact***.

Mitigation Measures

No feasible mitigation measures were identified that would reduce the impact of the project on I-5 freeway mainline segments. Widening the freeway would reduce the impact but was not considered feasible. The impacts of proposed projects on I-5 freeway segments would remain ***significant-and-unavoidable.***

Table 20
Freeway Mainline Operations – Long-Term Cumulative Conditions (2030)

Location	Without Projects						With Projects					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	Volume	V/C[1]	LOS[2]	Volume	V/C[1]	LOS[2]	Volume	V/C[1]	LOS[2]	Volume	V/C[1]	LOS[2]
Northbound I-5												
South of US 50 on-ramp	4,425	0.70	C	3,538	0.56	**F**[3]	4,465	0.71	C	3,622	0.57	**F**[3]
North of US 50 on-ramp	8,834	1.05	**F**	7,222	0.86	**F**[3]	8,875	1.06	**F**	7,351	0.88	**F**[3]
South of L Street on-ramp	7,096	1.13	**F**	6,986	1.11	**F**[3]	7,096	1.13	**F**	6,986	1.11	**F**[3]
South of I Street on-ramp	7,414	0.88	D	7,851	0.93	**F**[3]	7,414	0.88	D	7,851	0.93	**F**[3]
South of Richards Blvd off-ramp	7,927	0.79	D	9,759	0.98	**F**[3]	8,024	0.80	D	9,923	0.99	**F**[3]
Southbound I-5												
North of Richards Blvd on-ramp	9,767	1.16	**F**	8,846	1.05	**F**	10,016	1.19	**F**	9,030	1.08	**F**
North of J Street on-ramp	10,243	1.22	**F**	9,860	1.17	**F**	10,492	1.25	**F**	10,044	1.20	**F**
North of I Street on-ramp	8,012	0.95	E	9,055	1.08	**F**[3]	8,012	0.95	E	9,055	1.08	**F**[3]
North of US 50 off-ramp	7,138	0.75	D	8,594	0.90	**F**[3]	7,186	0.76	D	8,637	0.91	**F**[3]
Eastbound US 50												
West of I-5 on-ramp	4,285	0.51	B	3,529	0.42	B	4,285	0.51	B	3,529	0.42	B
West of 15th Street off-ramp	9,598	0.79	D	9,109	0.75	D	9,627	0.80	D	9,227	0.76	D
West of 10th Street on-ramp	8,851	0.84	D	8,181	0.78	D	8,880	0.85	D	8,299	0.79	D
West of 16th Street on-ramp	9,925	0.82	D	8,934	0.74	C	9,968	0.82	D	9,134	0.75	D
Westbound US 50												
East of Hwy 51/US 99 on-ramp	4,971	0.50	B	4,308	0.43	B	5,291	0.53	B	4,513	0.45	B
East of 10th Street off-ramp	8,113	0.77	D	7,306	0.70	C	8,287	0.79	D	7,409	0.71	C
East of 15th Street on-ramp	6,855	0.65	C	6,724	0.64	C	6,936	0.66	C	6,809	0.65	C
East of I-5 off ramp	7,657	0.61	C	7,478	0.59	C	7,738	0.61	C	7,563	0.60	C

Source: Dowling Associates, Inc., 2006.
[1] V/C = Volume / Capacity
[2] LOS = Level of Service
Note: **Bold** values show substandard traffic operations.

Impact 10 – Freeway Merge / Diverge / Weave Areas (Long-Term Cumulative)

Freeway interchange operations for long-term cumulative conditions are summarized in Table 21. The proposed Downtown projects would add traffic to freeway ramps and weaving areas but would not cause levels of service to deteriorate beyond LOS E on these facilities. The projects would add traffic to I-5 and U.S. 50 freeway ramps that would operate at LOS F without the projects. This is considered a ***significant impact***.

Mitigation Measures

No feasible mitigation measures were identified that would reduce the impact of the project on I-5 and U.S. 50 freeway ramps. Widening the freeway would reduce the impact but was not considered feasible. The impacts of proposed projects on freeway ramps would remain ***significant-and-unavoidable.***

Impact 11 – Freeway Ramp Queues (Long-Term Cumulative)

Expected freeway ramp queues for long-term cumulative conditions are shown in Table 22. The proposed Downtown projects would add traffic to the northbound I-5 off ramp to J Street during both the a.m. and p.m. peak hours, when the queue would exceed the ramp's storage capacity without the proposed projects. Similarly, the proposed Downtown projects would add traffic to the southbound I-5 off ramp to J Street during the a.m. peak hour, when the queue would exceed the ramp's storage capacity without the proposed projects. This is considered a ***significant impact***.

Table 21
Freeway Interchange Operations – Long-Term Cumulative Conditions (2030)

Ramp	Without Projects						With Projects					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	LOS[1]	Density[2] (Flow)	Volume	LOS[1]	Density[2] (Flow)	Volume	LOS[1]	Density[2] (Flow)	Volume	LOS[1]	Density[2] (Flow)	Volume
Northbound I-5												
US 50 on-ramp	**F**	49.59	3,683	**F**	39.80	2,984	**F**	49.79	3,684	**F**	40.56	3,029
P Street to J Street weave	D	30.01	9,256	C	27.14	8,371	D	30.27	9,297	C	27.96	8,500
L Street on-ramp	C	(347)	318	C	(944)	865	C	(347)	318	C	(944)	865
I Street on-ramp	B	16.50	513	D	28.44	1,908	B	17.27	610	D	29.76	2,072
Richards Boulevard off-ramp	C	24.83	659	**F**	37.23	349	C	25	659	**F**	38	349
Southbound I-5												
Richards Boulevard on-ramp	c	(519)	476	C	(1106)	1,014	C	(519)	476	C	(1106)	1,014
J Street off-ramp	C	24.48	2,231	**F**	23.57	805	C	25.08	2,480	**F**	24.01	989
I Street to Q Street weave	C	24.51	8,371	E	35.21	10,374	C	24.77	8,419	E	35.49	10,417
US 50 off-ramp	**F**	17.06	4,613	**F**	20.54	5,087	**F**	17.17	4,631	**F**	20.64	5,098
Eastbound US 50												
I-5 on-ramp	**F**	49.37	5,313	**F**	50.16	5,580	**F**	49.60	5,342	**F**	51.11	5,698
15th Street off-ramp	E	38.68	747	E	37.63	928	E	38.80	747	E	38.12	928
10th Street on-ramp	C	23.55	1,074	B	19.78	753	C	23.70	1,088	C	20.65	835
16th Street to Business 80/SR99 weave	E	39.53	10813	D	34.34	9138	E	40.30	10920	E	36.77	9504
Westbound US 50												
Business 80 to 16th Street weave	C	22.16	6,602	C	20.32	6063	C	23.54	6,922	C	21.21	6268
10th Street off-ramp	E	35.29	1,258	D	28.38	582	E	36.50	1,351	D	28.90	600
15th Street on-ramp	**F**	36.24	802	**F**	35.28	754	**F**	36.60	802	**F**	35.66	754
I-5 off-ramp	**F**	(4608)	4,203	**F**	(3904)	3,561	**F**	(4696)	4,284	**F**	(3997)	3,646

Source: Dowling Associates, Inc., 2006.

[1] LOS = Level of Service

[2] Numbers with decimals indicate the density of passenger vehicles per mile per lane in the merge or diverge area. Whole numbers indicate the ramp flow rate in passenger car equivalents where a lane is added to the freeway at an on-ramp.

Note: **Bold** values show substandard traffic operations.

Table 22
Freeway Ramp Queues - Long-Term Cumulative Conditions (2030)

Location	Storage Capacity (feet)	Without Projects				With Projects			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Queue (feet)	Adequate Capacity	Queue (feet)	Adequate Capacity	Queue (feet)	Adequate Capacity	Queue (feet)	Adequate Capacity
I-5 NB Q Street off-ramp	3500	1688	Yes	375	Yes	2100	Yes	425	Yes
I-5 NB J Street off-ramp	1750	3975	**No**	2025	**No**	4200	**No**	2400	**No**
I-5 SB J Street off-ramp	3600	5875	**No**	1175	Yes	7325	**No**	1425	Yes
US 50 EB 15th Street off-ramp	1600	700	Yes	1000	Yes	700	Yes	1000	Yes
US 50 WB 16th Street off-ramp	1625	1125	Yes	1125	Yes	1475	Yes	1350	Yes

Source: Dowling Associates, Inc., 2006
Note: **Bold** values show substandard traffic operations.

Mitigation Measures

Mitigation measure 8(a) would reduce the queue for the northbound I-5 off ramp queue at J Street during the p.m. peak hour to 1,725 lane feet and would reduce the long-term cumulative impact during this time period to a ***less-than-significant*** *level. This mitigation measure would not significantly affect this northbound I-5 off ramp queue at J Street during the a.m. peak hour. The mitigation measure would reduce the queue for the southbound I-5 off ramp at J Street to 6,100 feet during the a.m. peak hour, but this would not be enough reduction to eliminate the long-range cumulative impact. Widening the freeway would reduce the impact but was not considered feasible. The impacts of the proposed projects on freeway ramp queues would remain* ***significant and unavoidable****.*

Appendix A Freeway Volumes and Calculations

Capacity Analysis of Freeway Mainline Segments
2000 Highway Capacity Manual
Capacity based on 2100 vphpl for freeway lanes, 1600 vphpl for auxiliary lanes

Mainline Segment	Dir	Frwy Lanes	Aux Lanes	Exising Conditions Without Project AM	Exising Conditions Without Project PM	Baseline Conditions Without Project AM	Baseline Conditions Without Project PM	Near Term - Year 2013 Without Project AM	Near Term - Year 2013 Without Project PM	Near Term - Year 2013 With Project AM	Near Term - Year 2013 With Project PM	Long Term - Year 2030 Without Project AM	Long Term - Year 2030 Without Project PM	Long Term - Year 2030 With Project AM	Long Term - Year 2030 With Project PM
Freeway Traffic Volume															
I-5, South of US 50 on-ramp	NB	3	0	3,417	2,872	3,539	2,959	3,694	3,297	3,734	3,381	4,425	3,538	4,465	3,622
I-5, North of US 50 on-ramp	NB	4	0	7,119	5,235	7,249	5,346	7,686	5,942	7,727	6,071	8,834	7,222	8,875	7,351
I-5, South of L Street on-ramp	NB	3	0	5,279	3,841	5,330	4,960	5,715	5,242	5,715	5,242	7,096	6,986	7,096	6,986
I-5, South of I Street on-ramp	NB	4	0	5,471	4,598	5,522	5,717	6,229	6,457	6,229	6,457	7,414	7,851	7,414	7,851
I-5, South of Richards Blvd off-ramp	NB	4	1	5,806	6,011	5,881	7,196	6,646	8,106	6,743	8,270	7,927	9,759	8,024	9,923
US-50, West of I-5 on-ramp	EB	4	0	3,176	1,434	3,197	1,446	4,066	2,382	4,066	2,382	4,285	3,529	4,285	3,529
US-50, West of 15th Street off-ramp	EB	5	1	8,183	6,334	8,278	6,441	9,270	7,653	9,299	7,771	9,598	9,109	9,627	9,227
US-50, West of 10th Street on-ramp	EB	5	0	7,534	5,658	7,629	5,765	8,590	6,871	8,619	6,989	8,851	8,181	8,880	8,299
US-50, West of 16th Street on-ramp	EB	5	1	8,319	6,403	8,465	6,795	9,380	7,683	9,423	7,883	9,925	8,934	9,968	9,134
Volume to Capacity (V/C)															
I-5, South of US 50 on-ramp	NB	3	0	0.54	0.46	0.56	0.47	0.59	0.52	0.59	0.54	0.70	0.56	0.71	0.57
I-5, North of US 50 on-ramp	NB	4	0	0.85	0.62	0.86	0.64	0.92	0.71	0.92	0.72	1.05	0.86	1.06	0.88
I-5, South of L Street on-ramp	NB	3	0	0.84	0.61	0.85	0.79	0.91	0.83	0.91	0.83	1.13	1.11	1.13	1.11
I-5, South of I Street on-ramp	NB	4	0	0.65	0.55	0.66	0.68	0.74	0.77	0.74	0.77	0.88	0.93	0.88	0.93
I-5, South of Richards Blvd off-ramp	NB	4	1	0.58	0.60	0.59	0.72	0.66	0.81	0.67	0.83	0.79	0.98	0.80	0.99
US-50, West of I-5 on-ramp	EB	4	0	0.38	0.17	0.38	0.17	0.48	0.28	0.48	0.28	0.51	0.42	0.51	0.42
US-50, West of 15th Street off-ramp	EB	5	1	0.68	0.52	0.68	0.53	0.77	0.63	0.77	0.64	0.79	0.75	0.80	0.76
US-50, West of 10th Street on-ramp	EB	5	0	0.72	0.54	0.73	0.55	0.82	0.65	0.82	0.67	0.84	0.78	0.85	0.79
US-50, West of 16th Street on-ramp	EB	5	1	0.69	0.53	0.70	0.56	0.78	0.63	0.78	0.65	0.82	0.74	0.82	0.75
Level of Service:															
I-5, South of US 50 on-ramp	NB			C	B	C	B	C	B	C	C	C	C	C	C
I-5, North of US 50 on-ramp	NB			D	C	D	C	*E*	C	*E*	C	*F*	D	*F*	D
I-5, South of L Street on-ramp	NB			D	C	D	D	*E*	D	*E*	D	*F*	*F*	*F*	*F*
I-5, South of I Street on-ramp	NB			C	C	C	C	D	D	D	D	D	*E*	D	*E*
I-5, South of Richards Blvd off-ramp	NB			C	C	C	C	C	D	C	D	D	*E*	D	*E*
US-50, West of I-5 on-ramp	EB			B	A	B	A	B	A	B	A	B	B	B	B
US-50, West of 15th Street off-ramp	EB			C	B	C	C	D	C	D	C	D	D	D	D
US-50, West of 10th Street on-ramp	EB			C	C	C	C	D	C	D	C	D	D	D	D
US-50, West of 16th Street on-ramp	EB			C	B	C	C	D	C	D	C	D	C	D	D

Freeway Capacity Source: 2000 Highway Capacity Manual

		V/C	LOS
Ideal Freeway Capacity =	2400 (p. 23-4)		
Free-Flow Speed =	70 mph	0.32	A
Peak Hour Factor =	0.92	0.53	B
Percent Trucks =	5.0%	0.74	C
Actual Capacity / Ideal Capacity =	88%	0.90	D
Adjusted Freeway Capacity =	2100	1.00	E

Capacity Analysis of Freeway Mainline Segments
2000 Highway Capacity Manual
Capacity based on vphpl for freeway lanes, 0 vphpl for auxiliary lanes

Mainline Segment	Dir	Frwy Lanes	Aux Lanes	Exising Conditions Without Project AM	Exising Conditions Without Project PM	Baseline Conditions Without Project AM	Baseline Conditions Without Project PM	Near Term - Year 2013 Without Project AM	Near Term - Year 2013 Without Project PM	Near Term - Year 2013 With Project AM	Near Term - Year 2013 With Project PM	Long Term - Year 2030 Without Project AM	Long Term - Year 2030 Without Project PM	Long Term - Year 2030 With Project AM	Long Term - Year 2030 With Project PM
Freeway Traffic Volume															
I-5, North of Richards Blvd on-ramp	SB	4	0	7,628	5,797	8,124	6,086	9,019	6,804	9,268	6,988	9,767	8,846	10,016	9,030
I-5, North of J Street on-ramp	SB	4	0	8,104	6,568	8,600	6,857	9,707	7,818	9,956	8,002	10,243	9,860	10,492	10,044
I-5, North of I Street on-ramp	SB	4	0	6,437	6,295	6,607	6,281	7,321	7,158	7,321	7,158	8,012	9,055	8,012	9,055
I-5, North of US 50 off-ramp	SB	3	2	5,978	6,149	5,846	6,036	6,860	7,093	6,908	7,136	7,138	8,594	7,186	8,637
US-50, East of Hwy 51/US 99 on-ramp	WB	4	1	3,637	3,250	4,065	3,447	3,938	3,456	4,258	3,661	4,971	4,308	5,291	4,513
US-50, East of 10th Street off-ramp	WB	5	0	6,483	6,058	6,854	6,281	7,145	6,430	7,319	6,533	8,113	7,306	8,287	7,409
US-50, East of 15th Street on-ramp	WB	5	0	5,555	5,709	5,645	5,857	5,910	6,067	5,991	6,152	6,855	6,724	6,936	6,809
US-50, East of I-5 off-ramp	WB	6	0	6,029	6,375	6,124	6,530	6,527	6,925	6,608	7,010	7,657	7,478	7,738	7,563
Volume to Capacity (V/C)															
I-5, North of Richards Blvd on-ramp	SB	4	0	0.91	0.69	0.97	0.72	1.07	0.81	1.10	0.83	1.16	1.05	1.19	1.08
I-5, North of J Street on-ramp	SB	4	0	0.96	0.78	1.02	0.82	1.16	0.93	1.19	0.95	1.22	1.17	1.25	1.20
I-5, North of I Street on-ramp	SB	4	0	0.77	0.75	0.79	0.75	0.87	0.85	0.87	0.85	0.95	1.08	0.95	1.08
I-5, North of US 50 off-ramp	SB	3	2	0.63	0.65	0.62	0.64	0.72	0.75	0.73	0.75	0.75	0.90	0.76	0.91
US-50, East of Hwy 51/US 99 on-ramp	WB	4	1	0.36	0.33	0.41	0.34	0.39	0.35	0.43	0.37	0.50	0.43	0.53	0.45
US-50, East of 10th Street off-ramp	WB	5	0	0.62	0.58	0.65	0.60	0.68	0.61	0.70	0.62	0.77	0.70	0.79	0.71
US-50, East of 15th Street on-ramp	WB	5	0	0.53	0.54	0.54	0.56	0.56	0.58	0.57	0.59	0.65	0.64	0.66	0.65
US-50, East of I-5 off-ramp	WB	6	0	0.48	0.51	0.49	0.52	0.52	0.55	0.52	0.56	0.61	0.59	0.61	0.60
Level of Service:															
I-5, North of Richards Blvd on-ramp	SB			*E*	C	*E*	C	*F*	D	*F*	D	*F*	*F*	*F*	*F*
I-5, North of J Street on-ramp	SB			*E*	D	*F*	D	*F*	*E*	*F*	*E*	*F*	*F*	*F*	*F*
I-5, North of I Street on-ramp	SB			D	D	D	D	D	D	D	D	*E*	*F*	*E*	*F*
I-5, North of US 50 off-ramp	SB			C	C	C	C	C	D	C	D	D	*E*	D	*E*
US-50, East of Hwy 51/US 99 on-ramp	WB			B	B	B	B	B	B	B	B	B	B	B	B
US-50, East of 10th Street off-ramp	WB			C	C	C	C	C	C	C	C	D	C	D	C
US-50, East of 15th Street on-ramp	WB			B	C	C	C	C	C	C	C	C	C	C	C
US-50, East of I-5 off-ramp	WB			B	B	B	B	B	C	B	C	C	C	C	C

Freeway Capacity Source: 2000 Highway Capacity Manual

		V/C	LOS
Ideal Freeway Capacity =	2400 (p. 23-4)		
Free-Flow Speed =	70 mph	0.32	A
Peak Hour Factor =	0.92	0.53	B
Percent Trucks =	5.0%	0.74	C
Actual Capacity / Ideal Capacity =	88%	0.90	D
Adjusted Freeway Capacity =	2100	1.00	E

EB US-50 - Weaving from 16th St to Hwy 51 / SR 99

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Weaving Analysis Type B

Type	B	
Existing Upstrm Frwy Lanes / Aux. Lanes	5	
Existing Dnstrm Frwy Lanes / Aux. Lanes	4	
Sacramento Factor. [Note: Capacity is fixed hence adjust volume]	1	eg. 2200/2400

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
PHF (Peak Hour Factor) =	1	1	1	1	1	1	1	1	1	1	1	1
f_{HV} (Adjustment factor for heavy vehicles) =	1	1	1	1	1	1	1	1	1	1	1	1
f_p (Adjustment factor for driver population) =	1	1	1	1	1	1	1	1	1	1	1	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
P_R (Proportioin of RVs in the traffic stream) =	0	0	0	0	0	0	0	0	0	0	0	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
L - Length of weaving segment (ft)	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
N, Total number of lanes in the weaving segment	6	6	6	6	6	6	6	6	6	6	6	6
N_w, Number of lanes to be used by weaving vehicles if unconstrained operation is to be achived. note: Type-B, Ex 24-7	3.05491	4.245573	3.139685	4.400099	2.829104	3.980119	2.891765	4.153524	3.03342	3.542133	3.091227	3.715021
$N_{w(max)}$, Maximum number of lanes that can be used by weaving vehicles for a given configuration. note: A:1.4, B:3.5, C:3.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
N_{nw}, Number of lanes used by nonweaving vehicles. note: Nw < Nw(max) implies unconstrained, and Nw >= Nw(max) implies constrained	5	5	5	5	5	5	5	5	5	5	5	5
v, Total flow rate in the weaving segment (pc/h)	8975	6743.167	9153	7205.75	10036	7941.75	10143	8307.167	10813	9138.25	10920	9503.667
v_{o1}, Larger of the two outer, or nonweaving, flow rates in the weaving segment (pc/h)	5645	3135	5669	3235.833	6646	4030.583	6643	4056.25	6927	5204.833	6924	5230.5
v_{o2}, Smaller of the two outer, or nonweaving, flow rates in the weaving segment (pc/h)	0	0	0	0	0	0	0	0	0	0	0	0
v_{w1}, Larger of two weaving flow rates in the weaving segment (pc/h)	2674	2983	2796	3265	2734	3286	2780	3458	2998	3256	3044	3428
v_{w2}, Smaller of two weaving flow rates in the weaving segment (pc/h)	656	625.1667	688	704.9167	656	625.1667	720	792.9167	888	677.4167	952	845.1667
v_w, Total weaving flow rate in the weaving segment (pc/h) ($v_w = v_{w1} + v_{w2}$)	3330	3608.167	3484	3969.917	3390	3911.167	3500	4250.917	3886	3933.417	3996	4273.167
v_{nw}, Total nonweaving flow rate in the weaving segment (pc/h) ($v_{nw} = v_{o1} + v_{o2}$)	5645	3135	5669	3235.833	6646	4030.583	6643	4056.25	6927	5204.833	6924	5230.5
VR, Volume ratio; the ratio of weaving flow rate to total flow rate in the weaving segment ($VR = v_w/v$)	0.371031	0.535085	0.38064	0.550937	0.337784	0.492482	0.345066	0.511717	0.359382	0.430434	0.365934	0.449633
R, Weaving ratio; the ratio of the smaller weaving flow rate to total weaving flow rate (R = vw2/vw)	0.196997	0.173264	0.197474	0.177565	0.19351	0.159841	0.205714	0.186528	0.228513	0.172221	0.238238	0.197785
S_w, Speed of weaving vehicles in the weaving segment (mi/h)	44.80542	44.14186	44.40747	43.19427	44.47457	43.42018	44.20948	42.60017	43.27554	43.354	43.03546	42.57358
S_{nw}, Speed of nonweaving vehicles in the weaving segment (mi/h)	48.77669	43.4957	47.96909	41.73644	49.23816	43.56804	48.67727	41.89366	46.99086	45.13399	46.47141	43.50259
S, Speed of all vehicles in the weaving segment (mi/h) [Eq 24-5, HCM2000]	47.2237	43.83908	46.54805	42.52721	47.51895	43.49509	47.03699	42.25224	45.5844	44.35022	45.15223	43.07991
D, Density of all vehicles in the weaving segment (pc/mi/ln) [Eq 24-6, HCM2000]	31.67548	25.63606	32.77259	28.23977	35.19999	30.43159	35.9398	32.76815	39.53472	34.34124	40.30808	36.76759
W_w, Weaving intensity factor for prediction of weaving speed	0.845302	0.88732	0.870273	0.950751	0.866016	0.935245	0.88295	0.992741	0.945144	0.939762	0.961801	0.994663
W_{nw}, Weaving intensity factor for prediction of nonweaving speed	0.628342	0.930116	0.668229	1.057118	0.606395	0.925229	0.633149	1.045091	0.719241	0.825181	0.747618	0.929649
S_{min}, Minimum speed expected in a weaving segment (mi/h)	15	15	15	15	15	15	15	15	15	15	15	15
S_{max}, Maximum speed expected in a weaving segment (mi/h)	70	70	70	70	70	70	70	70	70	70	70	70
a (weaving) [Exhibit 24-6, Unconstrainted Case]	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
b (weaving)	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
c (weaving)	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
d (weaving)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
a (non-weaving)	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002
b (non-weaving)	6	6	6	6	6	6	6	6	6	6	6	6
c (non-weaving)	1	1	1	1	1	1	1	1	1	1	1	1
d (non-weaving)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
LOS	**D**	**C**	**D**	**D**	**E**	**D**	**E**	**D**	**E**	**D**	**E**	**E**

WB US-50 - Weaving from Hwy 51 / SR 99 to 16th St

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Weaving Analysis Type B

Type	B	
Existing Upstrm Frwy Lanes / Aux. Lanes	4	
Existing Dnstrm Frwy Lanes / Aux. Lanes	5	
Sacramento Factor. [Note: Capacity is fixed hence adjust volume]	1	eg. 2200/2400

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
PHF (Peak Hour Factor) =	1	1	1	1	1	1	1	1	1	1	1	1
f_{HV} (Adjustment factor for heavy vehicles) =	1	1	1	1	1	1	1	1	1	1	1	1
f_p (Adjustment factor for driver population) =	1	1	1	1	1	1	1	1	1	1	1	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
P_R (Proportioin of RVs in the traffic stream) =	0	0	0	0	0	0	0	0	0	0	0	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
L - Length of weaving segment (ft)	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
N, Total number of lanes in the weaving segment	6	6	6	6	6	6	6	6	6	6	6	6
N_w, Number of lanes to be used by weaving vehicles if unconstrained operation is to be achived. note: Type-B, Ex 24-7	3.344402	3.613636	3.267712	3.608068	3.339643	3.617694	3.369233	3.640254	3.130142	3.255871	3.167853	3.287797
$N_{w(max)}$, Maximum number of lanes that can be used by weaving vehicles for a given configuration. note: A:1.4, B:3.5, C:3.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
N_{nw}, Number of lanes used by nonweaving vehicles. note: Nw < Nw(max) implies unconstrained, and Nw >= Nw(max) implies constrained	5	5	5	5	5	5	5	5	5	5	5	5
v, Total flow rate in the weaving segment (pc/h)	4880	4883	5343	5147	5219	5089	5539	5294	6602	6063	6922	6268
v_{o1}, Larger of the two outer, or nonweaving, flow rates in the weaving segment (pc/h)	2757	2583	3093	2739	2966	2699	3140	2802	3999	3551	4173	3654
v_{o2}, Smaller of the two outer, or nonweaving, flow rates in the weaving segment (pc/h)	0	0	0	0	0	0	0	0	0	0	0	0
v_{w1}, Larger of two weaving flow rates in the weaving segment (pc/h)	1243	1633	1278	1700	1281	1633	1281	1633	1631	1755	1631	1755
v_{w2}, Smaller of two weaving flow rates in the weaving segment (pc/h)	880	667	972	708	972	757	1118	859	972	757	1118	859
v_w, Total weaving flow rate in the weaving segment (pc/h) ($v_w = v_{w1} + v_{w2}$)	2123	2300	2250	2408	2253	2390	2399	2492	2603	2512	2749	2614
v_{nw}, Total nonweaving flow rate in the weaving segment (pc/h) ($v_{nw} = v_{o1} + v_{o2}$)	2757	2583	3093	2739	2966	2699	3140	2802	3999	3551	4173	3654
VR, Volume ratio; the ratio of weaving flow rate to total flow rate in the weaving segment ($VR = v_w/v$)	0.435041	0.471022	0.421112	0.467845	0.431692	0.46964	0.433111	0.470722	0.394274	0.414316	0.39714	0.417039
R, Weaving ratio; the ratio of the smaller weaving flow rate to total weaving flow rate (R = vw2/vw)	0.414508	0.29	0.432	0.29402	0.431425	0.316736	0.466028	0.344703	0.373415	0.301354	0.406693	0.328615
S_w, Speed of weaving vehicles in the weaving segment (mi/h)	49.16001	48.4447	48.61381	48.02249	48.61536	48.09165	48.03972	47.7048	47.21093	47.58663	46.70689	47.22043
S_{nw}, Speed of nonweaving vehicles in the weaving segment (mi/h)	52.95076	51.1478	52.57063	50.65308	52.31937	50.70321	51.52516	50.1497	51.39341	51.38769	50.65209	50.83221
S, Speed of all vehicles in the weaving segment (mi/h) [Eq 24-5, HCM2000]	51.23212	49.83796	50.82846	49.38739	50.65335	49.44227	49.95538	48.96835	49.65886	49.74153	49.0081	49.26087
D, Density of all vehicles in the weaving segment (pc/mi/ln) [Eq 24-6, HCM2000]	15.87546	16.32959	17.51971	17.36948	17.17228	17.15469	18.47982	18.01844	22.15784	20.31501	23.54033	21.20683
W_w, Weaving intensity factor for prediction of weaving speed	0.61007	0.644506	0.636232	0.665532	0.636157	0.662051	0.664663	0.68171	0.707495	0.687809	0.734639	0.706992
W_{nw}, Weaving intensity factor for prediction of nonweaving speed	0.449246	0.521531	0.46391	0.542644	0.473766	0.540478	0.505811	0.564736	0.511262	0.5115	0.542687	0.534932
S_{min}, Minimum speed expected in a weaving segment (mi/h)	15	15	15	15	15	15	15	15	15	15	15	15
S_{max}, Maximum speed expected in a weaving segment (mi/h)	70	70	70	70	70	70	70	70	70	70	70	70
a (weaving) [Exhibit 24-6, Unconstrainted Case]	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
b (weaving)	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
c (weaving)	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
d (weaving)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
a (non-weaving)	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002
b (non-weaving)	6	6	6	6	6	6	6	6	6	6	6	6
c (non-weaving)	1	1	1	1	1	1	1	1	1	1	1	1
d (non-weaving)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
LOS	**B**	**B**	**B**	**B**	**B**	**B**	**B**	**B**	**C**	**C**	**C**	**C**

NB I-5 - Weaving from P St to J St

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Weaving Analysis Type B

Type	B	
Existing Upstrm Frwy Lanes / Aux. Lanes	4	
Existing Dnstrm Frwy Lanes / Aux. Lanes	4	
Sacramento Factor. [Note: Capacity is fixed hence adjust volume]	1	eg. 2200/2400

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
PHF (Peak Hour Factor) =	1	1	1	1	1	1	1	1	1	1	1	1
f_{HV} (Adjustment factor for heavy vehicles) =	1	1	1	1	1	1	1	1	1	1	1	1
f_p (Adjustment factor for driver population) =	1	1	1	1	1	1	1	1	1	1	1	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
P_R (Proportioin of RVs in the traffic stream) =	0	0	0	0	0	0	0	0	0	0	0	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
L - Length of weaving segment (ft)	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
N, Total number of lanes in the weaving segment	6	6	6	6	6	6	6	6	6	6	6	6
N_w, Number of lanes to be used by weaving vehicles if unconstrained operation is to be achived. note: Type-B, Ex 24-7	2.473536	1.069067	2.60249	1.298211	2.450246	0.940426	2.47823	1.005599	2.344215	0.838086	2.36935	0.897892
$N_{w(max)}$, Maximum number of lanes that can be used by weaving vehicles for a given configuration. note: A:1.4, B:3.5, C:3.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
N_{nw}, Number of lanes used by nonweaving vehicles. note: Nw < Nw(max) implies unconstrained, and Nw >= Nw(max) implies constrained	5	5	5	5	5	5	5	5	5	5	5	5
v, Total flow rate in the weaving segment (pc/h)	7306	5920	7487	6345	7873	6627	7914	6756	9256	8371	9297	8500
v_{o1}, Larger of the two outer, or nonweaving, flow rates in the weaving segment (pc/h)	5092	3960	5092	3961	5528	4557	5528	4557	6674	5837	6674	5837
v_{o2}, Smaller of the two outer, or nonweaving, flow rates in the weaving segment (pc/h)	0	0	0	0	0	0	0	0	0	0	0	0
v_{w1}, Larger of two weaving flow rates in the weaving segment (pc/h)	2027	1275	2157	1385	2158	1385	2199	1514	2160	1385	2201	1514
v_{w2}, Smaller of two weaving flow rates in the weaving segment (pc/h)	187	685	238	999	187	685	187	685	422	1149	422	1149
v_w, Total weaving flow rate in the weaving segment (pc/h) ($v_w = v_{w1} + v_{w2}$)	2214	1960	2395	2384	2345	2070	2386	2199	2582	2534	2623	2663
v_{nw}, Total nonweaving flow rate in the weaving segment (pc/h) ($v_{nw} = v_{o1} + v_{o2}$)	5092	3960	5092	3961	5528	4557	5528	4557	6674	5837	6674	5837
VR, Volume ratio; the ratio of weaving flow rate to total flow rate in the weaving segment (VR = v_w/v)	0.303039	0.331081	0.319888	0.375729	0.297853	0.312359	0.301491	0.325488	0.278954	0.302712	0.282134	0.313294
R, Weaving ratio; the ratio of the smaller weaving flow rate to total weaving flow rate (R = vw2/vw)	0.084463	0.34949	0.099374	0.419044	0.079744	0.330918	0.078374	0.311505	0.163439	0.453433	0.160884	0.431468
S_w, Speed of weaving vehicles in the weaving segment (mi/h)	48.244	41.06832	47.6443	39.41475	47.66881	40.4137	47.53878	39.9305	46.58661	38.41472	46.47147	38.03227
S_{nw}, Speed of nonweaving vehicles in the weaving segment (mi/h)	54.94289	61.86678	53.80723	59.83524	54.38084	61.67206	54.13378	61.0982	53.54229	60.2439	53.31862	59.72099
S, Speed of all vehicles in the weaving segment (mi/h) [Eq 24-5, HCM2000]	52.72434	52.98305	51.66923	50.08548	52.19194	52.96892	51.9605	52.1073	51.40143	51.40194	51.19063	50.66843
D, Density of all vehicles in the weaving segment (pc/mi/ln) [Eq 24-6, HCM2000]	23.09496	18.62231	24.15041	21.1139	25.14118	20.85185	25.38467	21.60926	30.01213	27.1423	30.26921	27.95955
W_w, Weaving intensity factor for prediction of weaving speed	0.654434	1.10984	0.684827	1.252737	0.683563	1.164187	0.690291	1.206133	0.741244	1.34895	0.747614	1.387954
W_{nw}, Weaving intensity factor for prediction of nonweaving speed	0.376966	0.173539	0.417262	0.226714	0.396618	0.178435	0.405436	0.193105	0.427004	0.215633	0.435334	0.229847
S_{min}, Minimum speed expected in a weaving segment (mi/h)	15	15	15	15	15	15	15	15	15	15	15	15
S_{max}, Maximum speed expected in a weaving segment (mi/h)	70	70	70	70	70	70	70	70	70	70	70	70
a (weaving) [Exhibit 24-6, AM:Unconstrainted, PM:Constrainted]	0.08	0.15	0.08	0.15	0.08	0.15	0.08	0.15	0.08	0.15	0.08	0.15
b (weaving)	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
c (weaving)	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
d (weaving)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
a (non-weaving)	0.002	0.001	0.002	0.001	0.002	0.001	0.002	0.001	0.002	0.001	0.002	0.001
b (non-weaving)	6	6	6	6	6	6	6	6	6	6	6	6
c (non-weaving)	1	1	1	1	1	1	1	1	1	1	1	1
d (non-weaving)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
LOS	**C**	**B**	**C**	**C**	**C**	**C**	**C**	**C**	**D**	**C**	**D**	**C**

SB I-5 - Weaving from I St to Q St

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Weaving Analysis Type B

Type	B	
Existing Upstrm Frwy Lanes / Aux. Lanes	4	
Existing Dnstrm Frwy Lanes / Aux. Lanes	5	
Sacramento Factor. [Note: Capacity is fixed hence adjust volume]	1	eg. 2200/2400

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
PHF (Peak Hour Factor) =	1	1	1	1	1	1	1	1	1	1	1	1
f_{HV} (Adjustment factor for heavy vehicles) =	1	1	1	1	1	1	1	1	1	1	1	1
f_p (Adjustment factor for driver population) =	1	1	1	1	1	1	1	1	1	1	1	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
P_R (Proportioin of RVs in the traffic stream) =	0	0	0	0	0	0	0	0	0	0	0	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
L - Length of weaving segment (ft)	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
N, Total number of lanes in the weaving segment	6	6	6	6	6	6	6	6	6	6	6	6
N_w, Number of lanes to be used by weaving vehicles if unconstrained operation is to be achived. note: Type-B, Ex 24-7	1.512992	2.489416	1.755705	2.640769	1.590737	2.431984	1.621263	2.460207	1.708441	2.52825	1.738339	2.552501
$N_{w(max)}$, Maximum number of lanes that can be used by weaving vehicles for a given configuration. note: A:1.4, B:3.5, C:3.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
N_{nw}, Number of lanes used by nonweaving vehicles. note: Nw < Nw(max) implies unconstrained, and Nw >= Nw(max) implies constrained	5	5	5	5	5	5	5	5	5	5	5	5
v, Total flow rate in the weaving segment (pc/h)	6725	7342	6904	7356	7752	8352	7800	8395	8371	10374	8419	10417
v_{o1}, Larger of the two outer, or nonweaving, flow rates in the weaving segment (pc/h)	5690	5102	5549	4961	6429	5899	6429	5899	6779	7275	6779	7275
v_{o2}, Smaller of the two outer, or nonweaving, flow rates in the weaving segment (pc/h)	0	0	0	0	0	0	0	0	0	0	0	0
v_{w1}, Larger of two weaving flow rates in the weaving segment (pc/h)	747	1193	1058	1320	892	1259	892	1259	1233	1780	1233	1780
v_{w2}, Smaller of two weaving flow rates in the weaving segment (pc/h)	288	1047	297	1075	431	1194	479	1237	359	1319	407	1362
v_w, Total weaving flow rate in the weaving segment (pc/h) ($v_w = v_{w1} + v_{w2}$)	1035	2240	1355	2395	1323	2453	1371	2496	1592	3099	1640	3142
v_{nw}, Total nonweaving flow rate in the weaving segment (pc/h) ($v_{nw} = v_{o1} + v_{o2}$)	5690	5102	5549	4961	6429	5899	6429	5899	6779	7275	6779	7275
VR, Volume ratio; the ratio of weaving flow rate to total flow rate in the weaving segment ($VR = v_w/v$)	0.153903	0.305094	0.196263	0.325585	0.170666	0.293702	0.175769	0.29732	0.19018	0.298728	0.194797	0.301622
R, Weaving ratio; the ratio of the smaller weaving flow rate to total weaving flow rate (R = vw2/vw)	0.278261	0.467411	0.219188	0.448852	0.325775	0.486751	0.34938	0.495593	0.225503	0.425621	0.248171	0.433482
S_w, Speed of weaving vehicles in the weaving segment (mi/h)	52.34759	48.15309	51.15655	47.68252	50.7393	47.21248	50.56508	47.0824	49.59639	45.04811	49.43544	44.94183
S_{nw}, Speed of nonweaving vehicles in the weaving segment (mi/h)	62.11585	54.78522	60.33186	53.71351	60.44236	53.93148	60.18482	53.68137	58.97175	51.07203	58.7143	50.85426
S, Speed of all vehicles in the weaving segment (mi/h) [Eq 24-5, HCM2000]	60.38175	52.57595	58.28032	51.58904	58.53205	51.7677	58.23741	51.53387	56.92526	49.11025	56.64326	48.91335
D, Density of all vehicles in the weaving segment (pc/mi/ln) [Eq 24-6, HCM2000]	18.56245	23.27427	19.74366	23.76474	22.07338	26.88936	22.32242	27.15043	24.50874	35.2065	24.772	35.49474
W_w, Weaving intensity factor for prediction of weaving speed	0.472652	0.658971	0.521163	0.682857	0.538922	0.707413	0.546461	0.714335	0.589761	0.830398	0.597192	0.836895
W_{nw}, Weaving intensity factor for prediction of nonweaving speed	0.167335	0.382423	0.213275	0.420693	0.210324	0.412738	0.217223	0.421873	0.250803	0.524727	0.25817	0.533988
S_{min}, Minimum speed expected in a weaving segment (mi/h)	15	15	15	15	15	15	15	15	15	15	15	15
S_{max}, Maximum speed expected in a weaving segment (mi/h)	70	70	70	70	70	70	70	70	70	70	70	70
a (weaving) [Exhibit 24-6, Unconstrainted]	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
b (weaving)	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
c (weaving)	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
d (weaving)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
a (non-weaving)	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002
b (non-weaving)	6	6	6	6	6	6	6	6	6	6	6	6
c (non-weaving)	1	1	1	1	1	1	1	1	1	1	1	1
d (non-weaving)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
LOS	**B**	**C**	**B**	**C**	**C**	**C**	**C**	**C**	**C**	**E**	**C**	**E**

US-50 WB On-Ramp from Hwy51

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: 6 lane freeway, 2 Lane On-Ramp (Pfm=0.555 for 2-lane ramp)

Existing Upstrm Frwy Lanes / Aux. Lanes	3
Existing Dnstrm Frwy Lanes / Aux. Lanes	4

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	3,417	2,872	3,539	2,959	3,694	3,297	3,734	3,381	4,425	3,538	4,465	3,622
Ramp Volume:	3,269	1,997	3,277	2,021	3,473	2,279	3,474	2,324	3,683	2,984	3,684	3,029
L_{Aeff} (Effective length of the acceleration lane, ft)	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Sacto Adjusted Freeway Volume (Upstream):	3,728	3,133	3,861	3,228	4,030	3,597	4,073	3,688	4,827	3,860	4,871	3,951
Sacto Adjusted Ramp Volume:	3,566	2,179	3,575	2,205	3,789	2,486	3,790	2,535	4,018	3,255	4,019	3,304
V_{FO} Capacity (downstream segment capacity)	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600
Downstream Freeway V/C:	0.76	0.55	0.77	0.57	0.81	0.63	0.82	0.65	0.92	0.74	0.93	0.76
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	2,069	1,739	2,143	1,792	2,237	1,996	2,261	2,047	2,679	2,142	2,703	2,193
V_{R12} (Maximum total flow entering the ramp, merge influence area, two-lane volume):	5,635	3,918	5,718	3,997	6,026	4,482	6,051	4,582	6,697	5,397	6,722	5,497
V_{R12} Capacity:	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600
V_{R12} V/C:	1.23	0.85	1.24	0.87	1.31	0.97	1.32	1.00	1.46	1.17	1.46	1.20
D_R (Density of merge influence area (pc/mi/ln))	41.52	28.76	42.16	29.37	44.46	33.02	44.66	33.78	49.59	39.80	49.79	40.56
v_F (Maximum total flow approaching a major diverge area on the freeway) =	3,728	3,133	3,861	3,228	4,030	3,597	4,073	3,688	4,827	3,860	4,871	3,951
v_R (Maximum flow on a ramp) =	3,566	2,179	3,575	2,205	3,789	2,486	3,790	2,535	4,018	3,255	4,019	3,304
V_{FO} (Maximum total departing from a merge or diverge area on the freeway)	7,294	5,312	7,436	5,433	7,819	6,083	7,863	6,223	8,845	7,115	8,890	7,255
Level of Service:	F	D	F	D	F	D	F	D	F	F	F	F

Proportion in lanes 1,2 (P_{FM}):	0.555	HCM pg 25-9
PHF (Peak Hour Factor) =	1	
f_{HV} (Adjustment factor for heavy vehicles) =	1	
f_p (Adjustment factor for driver population) =	1	
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01	
P_R (Proportioin of RVs in the traffic stream) =	0	
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5	
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5	

I-5 NB On-Ramp from P Street

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: Single Lane On-Ramp, Enters Own Lane

Existing Upstrm Frwy Lanes / Aux. Lanes	4
Existing Dnstrm Frwy Lanes / Aux. Lanes	5

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Ramp Volume:	187	685	238	999	187	685	187	685	422	1,149	422	1,149
Ramp Design Speed (mph):	40	40	40	40	40	40	40	40	40	40	40	40
Adjusted Ramp Volume:	204	747	260	1,090	204	747	204	747	460	1,253	460	1,253
Service Flow Rate @ LOS "A"	0	0	0	0	0	0	0	0	0	0	0	0
Service Flow Rate @ LOS "B"	0	0	0	0	0	0	0	0	0	0	0	0
Service Flow Rate @ LOS "C"	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400
Service Flow Rate @ LOS "D"	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700
Service Flow Rate @ LOS "E"	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Level of Service:	C	C	C	C	C	C	C	C	C	C	C	C

I-5 SB off-ramp to J St

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: Major Diverge, 2 Lane Off-Ramp, P_{FD}=0.260

Existing Upstrm Frwy Lanes / Aux. Lanes 5
Existing Dnstrm Frwy Lanes / Aux. Lanes 4

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	7,306	5,920	7,487	6,345	7,873	6,627	7,914	6,756	9,256	8,371	9,297	8,500
Ramp Volume:	2,027	1,275	2,157	1,385	2,158	1,385	2,199	1,514	2,160	1,385	2,201	1,514
Ramp Design Speed (mph):	40	40	40	40	40	40	40	40	40	40	40	40
Sacto Adjusted Freeway Volume (Upstream):	7,970	6,458	8,168	6,922	8,589	7,229	8,633	7,370	10,097	9,132	10,142	9,273
Sacto Adjusted Ramp Volume:	2,211	1,391	2,353	1,511	2,354	1,511	2,399	1,652	2,356	1,511	2,401	1,652
Sacto Adjusted Freeway Volume (Downstream):	5,759	5,067	5,815	5,411	6,235	5,718	6,234	5,718	7,741	7,621	7,741	7,621
v_F (Maximum total flow approaching a major diverge area on the freeway) =	8,010	6,490	8,209	6,957	8,632	7,265	8,676	7,407	10,147	9,178	10,193	9,319
V_{R12} (Off-ramp demand flow rate (pc/h)) =	2,222	1,398	2,365	1,519	2,366	1,519	2,411	1,660	2,368	1,519	2,413	1,660
Upstream Freeway Capacity:	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
Upstream Freeway V/C:	0.67	0.54	0.68	0.58	0.72	0.61	0.72	0.62	0.85	0.76	0.85	0.78
Downstream Freeway Capacity:	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600
Downstream Freeway V/C:	0.60	0.53	0.61	0.56	0.65	0.60	0.65	0.60	0.81	0.79	0.81	0.79
Ramp Capacity:	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800
Ramp V/C:	0.58	0.37	0.62	0.40	0.62	0.40	0.63	0.44	0.62	0.40	0.64	0.44
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	3,727	2,722	3,884	2,932	3,995	3,013	4,040	3,154	4,391	3,510	4,436	3,652
Density (pc/mi/ln):	17.46	14.15	17.90	15.17	18.82	15.84	18.91	16.15	22.12	20.01	22.22	20.32
V5	1,602	974	1,642	1,043	1,726	1,453	1,735	1,481	2,029	1,836	2,039	1,864
VF4eff	6,408	5,517	6,567	5,913	6,906	5,812	6,941	5,925	8,118	7,342	8,154	7,455
Level of Service:	B	B	B	B	B	B	B	B	C	C	C	C

Proportion in lanes 1,2 (P_{FD}):	0.260
PHF (Peak Hour Factor) =	1
f_{HV} (Adjustment factor for heavy vehicles) =	1.00
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

I-5 NB on-ramp from L Street

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: Single Lane On-Ramp, Enters Own Lane

Existing Upstrm Frwy Lanes / Aux. Lanes 3
Existing Dnstrm Frwy Lanes / Aux. Lanes 4

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Ramp Volume:	192	757	192	757	514	1,215	514	1,215	318	865	318	865
Ramp Design Speed (mph):	40	40	40	40	40	40	40	40	40	40	40	40
Adjusted Ramp Volume:	209	826	209	826	561	1,325	561	1,325	347	944	347	944
Service Flow Rate @ LOS "A"	0	0	0	0	0	0	0	0	0	0	0	0
Service Flow Rate @ LOS "B"	0	0	0	0	0	0	0	0	0	0	0	0
Service Flow Rate @ LOS "C"	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400
Service Flow Rate @ LOS "D"	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700
Service Flow Rate @ LOS "E"	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Level of Service:	C	C	C	C	C	C	C	C	C	C	C	C

I-5 NB On-Ramp from I St

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: 8 lane freeway, 2 Lane On-Ramp (Pfm=0.209 for 2-lane ramp)

Existing Upstrm Frwy Lanes / Aux. Lanes	4
Existing Dnstrm Frwy Lanes / Aux. Lanes	5

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	5,471	4,598	5,522	5,717	6,229	6,457	6,229	6,457	7,414	7,851	7,414	7,851
Ramp Volume:	335	1,413	359	1,479	417	1,649	514	1,813	513	1,908	610	2,072
L_{Aeff} (Effective length of the acceleration lane, ft)	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Sacto Adjusted Freeway Volume (Upstream):	5,968	5,016	6,024	6,237	6,795	7,044	6,795	7,044	8,088	8,565	8,088	8,565
Sacto Adjusted Ramp Volume:	365	1,541	392	1,613	455	1,799	561	1,978	560	2,081	665	2,260
V_{FO} Capacity (downstream segment capacity)	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
Downstream Freeway V/C:	0.53	0.55	0.53	0.65	0.60	0.74	0.61	0.75	0.72	0.89	0.73	0.90
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	1,247	1,048	1,259	1,304	1,420	1,472	1,420	1,472	1,690	1,790	1,690	1,790
V_{R12} (Maximum total flow entering the ramp, merge influence area, two-lane volume):	1,612	2,589	1,651	2,917	1,875	3,271	1,981	3,450	2,250	3,871	2,355	4,050
V_{R12} Capacity:	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600
V_{R12} V/C:	0.35	0.56	0.36	0.63	0.41	0.71	0.43	0.75	0.49	0.84	0.51	0.88
D_R (Density of merge influence area (pc/mi/ln))	11.61	18.69	11.90	21.22	13.62	23.89	14.40	25.21	16.50	28.44	17.27	29.76
v_F (Maximum total flow approaching a major diverge area on the freeway) =	5,968	5,016	6,024	6,237	6,795	7,044	6,795	7,044	8,088	8,565	8,088	8,565
v_R (Maximum flow on a ramp) =	365	1,541	392	1,613	455	1,799	561	1,978	560	2,081	665	2,260
V_{FO} (Maximum total departing from a merge or diverge area on the freeway)	6,333	6,557	6,416	7,850	7,250	8,843	7,356	9,022	8,648	10,646	8,753	10,825
Level of Service:	B	B	B	C	B	C	B	C	B	D	B	D

Proportion in lanes 1,2 (P_{FM}):	0.209
PHF (Peak Hour Factor) =	1
f_{HV} (Adjustment factor for heavy vehicles) =	1
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

I-5 NB Off-ramp to Richards Blvd

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: 10 lane freeway, Single Lane Off-Ramp

Existing Upstrm Frwy Lanes / Aux. Lanes	5
Existing Dnstrm Frwy Lanes / Aux. Lanes	4

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	5,806	6,011	5,881	7,196	6,646	8,106	6,743	8,270	7,927	9,759	8,024	9,923
Ramp Volume:	659	349	659	349	659	396	659	396	659	349	659	349
L_D	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Ramp Design Speed (mph):	40	40	40	40	40	40	40	40	40	40	40	40
Sacto Adjusted Freeway Volume (Upstream):	6,334	6,557	6,416	7,850	7,250	8,843	7,356	9,022	8,648	10,646	8,753	10,825
Sacto Adjusted Ramp Volume:	719	381	719	381	719	432	719	432	719	381	719	381
Sacto Adjusted Freeway Volume (Downstream):	5,615	6,176	5,697	7,469	6,531	8,411	6,637	8,590	7,929	10,265	8,034	10,444
v_F (Maximum total flow approaching a major diverge area on the freeway) =	6,366	6,590	6,448	7,889	7,286	8,887	7,393	9,067	8,691	10,699	8,797	10,879
V_{R12} (Off-ramp demand flow rate (pc/h)) =	723	383	723	383	723	434	723	434	723	383	723	383
Upstream Freeway Capacity:	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
Upstream Freeway V/C:	0.53	0.55	0.54	0.66	0.61	0.74	0.62	0.76	0.72	0.89	0.73	0.91
Downstream Freeway Capacity:	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600
Downstream Freeway V/C:	0.58	0.64	0.59	0.78	0.68	0.88	0.69	0.89	0.83	1.07	0.84	1.09
Ramp Capacity:	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800
Ramp V/C:	0.19	0.10	0.19	0.10	0.19	0.11	0.19	0.11	0.19	0.10	0.19	0.10
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	2,767	3,089	2,797	3,656	2,949	4,120	2,986	4,198	3,439	4,881	3,476	4,959
Density (pc/mi/ln):	19.05	21.82	19.31	26.69	20.61	30.68	20.93	31.36	24.83	37.23	25.14	37.90
V5	955	988	967	1,578	1,457	1,777	1,479	1,813	1,738	2,140	1,759	2,176
VF4eff	5,411	5,601	5,481	6,311	5,829	7,110	5,914	7,254	6,953	8,559	7,037	8,703
Level of Service:	B	C	B	C	C	D	C	D	C	F	C	F

Proportion in lanes 1,2 (P_{FD}):	0.436
PHF (Peak Hour Factor) =	1
f_{HV} (Adjustment factor for heavy vehicles) =	1.00
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

I-5 NB On-Ramp from Richards Blvd

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

alysis Type: Single Lane On-Ramp, Enters Own Lane

Existing Upstrm Frwy Lanes / Aux. Lanes	4
Existing Dnstrm Frwy Lanes / Aux. Lanes	5

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Ramp Volume:	499	1,458	499	1,458	595	1,665	595	1,665	729	1,743	729	1,743
Ramp Design Speed (mph):	40	40	40	40	40	40	40	40	40	40	40	40
Adjusted Ramp Volume:	544	1,591	544	1,591	649	1,816	649	1,816	795	1,901	795	1,901
Service Flow Rate @ LOS "A"	0	0	0	0	0	0	0	0	0	0	0	0
Service Flow Rate @ LOS "B"	0	0	0	0	0	0	0	0	0	0	0	0
Service Flow Rate @ LOS "C"	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400
Service Flow Rate @ LOS "D"	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700
Service Flow Rate @ LOS "E"	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Level of Service:	C	D	C	D	C	E	C	E	C	E	C	E

I-5 SB On-Ramp from Richards Blvd

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: Single Lane On-Ramp, Enters Own Lane

Existing Upstrm Frwy Lanes / Aux. Lanes	4
Existing Dnstrm Frwy Lanes / Aux. Lanes	5

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Ramp Volume:	476	771	476	771	688	1,014	688	1,014	476	1,014	476	1,014
Ramp Design Speed (mph):	40	40	40	40	40	40	40	40	40	40	40	40
Adjusted Ramp Volume:	519	841	519	841	751	1,106	751	1,106	519	1,106	519	1,106
Service Flow Rate @ LOS "A"	0	0	0	0	0	0	0	0	0	0	0	0
Service Flow Rate @ LOS "B"	0	0	0	0	0	0	0	0	0	0	0	0
Service Flow Rate @ LOS "C"	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400
Service Flow Rate @ LOS "D"	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700
Service Flow Rate @ LOS "E"	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Level of Service:	C	C	C	C	C	C	C	C	C	C	C	C

I-5 SB off-ramp to J St

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: Major Diverge, 2 Lane Off-Ramp, P_{FD}=0.260

Existing Upstrm Frwy Lanes / Aux. Lanes 5
Existing Dnstrm Frwy Lanes / Aux. Lanes 4

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	8,104	6,568	8,600	6,857	9,707	7,818	9,956	8,002	10,243	9,860	10,492	10,044
Ramp Volume:	1,667	273	1,993	576	2,386	660	2,635	844	2,231	805	2,480	989
Ramp Design Speed (mph):	40	40	40	40	40	40	40	40	40	40	40	40
Sacto Adjusted Freeway Volume (Upstream):	8,841	7,165	9,382	7,480	10,589	8,529	10,861	8,729	11,174	10,756	11,446	10,957
Sacto Adjusted Ramp Volume:	1,819	298	2,174	628	2,603	720	2,875	921	2,434	878	2,705	1,079
Sacto Adjusted Freeway Volume (Downstream):	7,022	6,867	7,208	6,852	7,986	7,809	7,986	7,808	8,740	9,878	8,741	9,878
v_F (Maximum total flow approaching a major diverge area on the freeway) =	8,885	7,201	9,429	7,517	10,642	8,572	10,915	8,773	11,230	10,810	11,503	11,012
V_{R12} (Off-ramp demand flow rate (pc/h)) =	1,828	299	2,185	631	2,616	724	2,889	926	2,446	882	2,719	1,084
Upstream Freeway Capacity:	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
Upstream Freeway V/C:	0.74	0.60	0.79	0.63	0.89	0.71	0.91	0.73	0.94	0.90	0.96	0.92
Downstream Freeway Capacity:	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600
Downstream Freeway V/C:	0.73	0.72	0.75	0.71	0.83	0.81	0.83	0.81	0.91	1.03	0.91	1.03
Ramp Capacity:	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800
Ramp V/C:	0.48	0.08	0.57	0.17	0.69	0.19	0.76	0.24	0.64	0.23	0.72	0.29
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	3,663	2,094	4,068	2,422	4,703	2,764	4,976	2,966	4,730	3,464	5,003	3,666
Density (pc/mi/ln):	19.37	15.70	20.56	16.39	23.20	18.69	23.80	19.12	24.48	23.57	25.08	24.01
V5	1,777	1,440	1,886	1,503	2,128	1,714	2,183	1,755	2,246	2,162	2,301	2,202
VF4eff	7,108	5,761	7,543	6,014	8,514	6,857	8,732	7,018	8,984	8,648	9,203	8,809
Level of Service:	B	B	C	B	C	B	C	B	C	F	C	F

Proportion in lanes 1,2 (P_{FD}):	0.260
PHF (Peak Hour Factor) =	1
f_{HV} (Adjustment factor for heavy vehicles) =	1.00
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

I-5 SB On-Ramp from I Street

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: Single Lane On-Ramp, Enters Own Lane

Existing Upstrm Frwy Lanes / Aux. Lanes	4
Existing Dnstrm Frwy Lanes / Aux. Lanes	5

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Ramp Volume:	288	1,047	297	1,075	431	1,194	479	1,237	359	1,319	407	1,362
Ramp Design Speed (mph):	40	40	40	40	40	40	40	40	40	40	40	40
Adjusted Ramp Volume:	314	1,142	324	1,173	470	1,303	523	1,349	392	1,439	444	1,486
Service Flow Rate @ LOS "A"	0	0	0	0	0	0	0	0	0	0	0	0
Service Flow Rate @ LOS "B"	0	0	0	0	0	0	0	0	0	0	0	0
Service Flow Rate @ LOS "C"	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400
Service Flow Rate @ LOS "D"	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700
Service Flow Rate @ LOS "E"	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Level of Service:	C	C	C	C	C	C	C	C	C	D	C	D

I-5 NB Off-ramp to Richards Blvd

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: 10 lane freeway, Single Lane Off-Ramp

Existing Upstrm Frwy Lanes / Aux. Lanes	5
Existing Dnstrm Frwy Lanes / Aux. Lanes	5

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	6,725	7,342	6,904	7,356	7,752	8,352	7,800	8,395	8,371	10,374	8,419	10,417
Ramp Volume:	747	1,193	1,058	1,320	892	1,259	892	1,259	1,233	1,780	1,233	1,780
L_D	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Ramp Design Speed (mph):	40	40	40	40	40	40	40	40	40	40	40	40
Sacto Adjusted Freeway Volume (Upstream):	7,336	8,009	7,532	8,025	8,457	9,111	8,509	9,158	9,132	11,317	9,184	11,364
Sacto Adjusted Ramp Volume:	815	1,301	1,154	1,440	973	1,373	973	1,373	1,345	1,942	1,345	1,942
Sacto Adjusted Freeway Volume (Downstream):	6,521	6,708	6,378	6,585	7,484	7,738	7,536	7,785	7,787	9,375	7,839	9,422
v_F (Maximum total flow approaching a major diverge area on the freeway) =	7,373	8,049	7,570	8,065	8,499	9,157	8,552	9,204	9,178	11,374	9,230	11,421
V_{R12} (Off-ramp demand flow rate (pc/h)) =	819	1,308	1,160	1,447	978	1,380	978	1,380	1,352	1,952	1,352	1,952
Upstream Freeway Capacity:	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
Upstream Freeway V/C:	0.61	0.67	0.63	0.67	0.71	0.76	0.71	0.77	0.76	0.95	0.77	0.95
Downstream Freeway Capacity:	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
Downstream Freeway V/C:	0.54	0.56	0.53	0.55	0.62	0.64	0.63	0.65	0.65	0.78	0.65	0.79
Ramp Capacity:	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800
Ramp V/C:	0.22	0.34	0.31	0.38	0.26	0.36	0.26	0.36	0.36	0.51	0.36	0.51
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	3,676	4,247	3,954	4,333	4,257	4,771	4,280	4,791	4,764	6,060	4,787	6,080
Density (pc/mi/ln):	26.87	31.77	29.26	32.51	31.86	36.28	32.06	36.46	36.22	47.36	36.42	47.54
V5	1,475	1,610	1,514	1,613	1,700	1,831	1,710	1,841	1,836	2,275	1,846	2,284
VF4eff	5,898	6,439	6,056	6,452	6,799	7,325	6,841	7,363	7,342	9,099	7,384	9,137
Level of Service:	C	D	D	D	D	E	D	E	E	E	E	E

Proportion in lanes 1,2 (P_{FD}):	0.436
PHF (Peak Hour Factor) =	1
f_{HV} (Adjustment factor for heavy vehicles) =	1.00
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

I-5 SB off-ramp to US 50

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: Major Diverge, 2 Lane Off-Ramp

Existing Upstrm Frwy Lanes / Aux. Lanes	5
Existing Dnstrm Frwy Lanes / Aux. Lanes	3

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	5,978	6,149	5,846	6,036	6,860	7,093	6,908	7,136	7,138	8,594	7,186	8,637
Ramp Volume:	3,809	4,301	3,809	4,301	4,302	4,758	4,320	4,769	4,613	5,087	4,631	5,098
Ramp Design Speed (mph):	40	40	40	40	40	40	40	40	40	40	40	40
Sacto Adjusted Freeway Volume (Upstream):	6,521	6,708	6,377	6,585	7,484	7,738	7,536	7,785	7,787	9,375	7,839	9,422
Sacto Adjusted Ramp Volume:	4,155	4,692	4,155	4,692	4,693	5,191	4,713	5,203	5,032	5,549	5,052	5,561
Sacto Adjusted Freeway Volume (Downstream):	2,366	2,016	2,222	1,893	2,791	2,547	2,823	2,582	2,755	3,826	2,787	3,861
v_F (Maximum total flow approaching a major diverge area on the freeway) =	6,554	6,742	6,409	6,618	7,521	7,777	7,574	7,824	7,826	9,422	7,878	9,469
V_{R12} (Off-ramp demand flow rate (pc/h)) =	4,176	4,715	4,176	4,715	4,716	5,217	4,737	5,229	5,057	5,577	5,077	5,589
Upstream Freeway Capacity:	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
Upstream Freeway V/C:	0.55	0.56	0.53	0.55	0.63	0.65	0.63	0.65	0.65	0.79	0.66	0.79
Downstream Freeway Capacity:	7,200	7,200	7,200	7,200	7,200	7,200	7,200	7,200	7,200	7,200	7,200	7,200
Downstream Freeway V/C:	0.33	0.28	0.31	0.26	0.39	0.35	0.39	0.36	0.38	0.53	0.39	0.54
Ramp Capacity:	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800
Ramp V/C:	1.10	1.24	1.10	1.24	1.24	1.37	1.25	1.38	1.33	1.47	1.34	1.47
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	4,794	5,242	4,756	5,210	5,446	5,882	5,474	5,904	5,777	6,576	5,806	6,598
Density (pc/mi/ln):	14.29	14.70	13.97	14.43	16.40	16.95	16.51	17.06	17.06	20.54	17.17	20.64
V5	983	1,011	961	993	1,504	1,555	1,515	1,565	1,565	1,884	1,576	1,894
VF4eff	5,571	5,730	5,448	5,625	6,017	6,221	6,059	6,259	6,261	7,538	6,303	7,575
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F

Proportion in lanes 1,2 (P_{FD}):	0.260
PHF (Peak Hour Factor) =	1
f_{HV} (Adjustment factor for heavy vehicles) =	1.00
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

US 50 EB On-Ramp from I-5

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: 12 lane freeway, 3 Lane On-Ramp

Existing Upstrm Frwy Lanes / Aux. Lanes	3
Existing Dnstrm Frwy Lanes / Aux. Lanes	6

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	3,176	1,434	3,197	1,446	4,066	2,382	4,066	2,382	4,285	3,529	4,285	3,529
Ramp Volume:	5,007	4,900	5,081	4,995	5,204	5,271	5,233	5,389	5,313	5,580	5,342	5,698
L_{Aeff} (Effective length of the acceleration lane, ft)	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Sacto Adjusted Freeway Volume (Upstream):	3,465	1,564	3,488	1,577	4,436	2,599	4,436	2,599	4,675	3,850	4,675	3,850
Sacto Adjusted Ramp Volume:	5,462	5,345	5,543	5,449	5,677	5,750	5,709	5,879	5,796	6,087	5,828	6,216
V_{FO} Capacity (downstream segment capacity)	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400
Downstream Freeway V/C:	0.62	0.48	0.63	0.49	0.70	0.58	0.70	0.59	0.73	0.69	0.73	0.70
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	724	327	729	330	927	543	927	543	977	805	977	805
V_{R12} (Maximum total flow entering the ramp, merge influence area, two-lane volume):	6,186	5,672	6,272	5,779	6,604	6,293	6,636	6,422	6,773	6,892	6,805	7,021
V_{R12} Capacity:	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600
V_{R12} V/C:	1.34	1.23	1.36	1.26	1.44	1.37	1.44	1.40	1.47	1.50	1.48	1.53
D_R (Density of merge influence area (pc/mi/ln))	44.94	40.99	45.58	41.77	48.10	45.65	48.34	46.59	49.37	50.16	49.60	51.11
v_F (Maximum total flow approaching a major diverge area on the freeway) =	3,465	1,564	3,488	1,577	4,436	2,599	4,436	2,599	4,675	3,850	4,675	3,850
v_R (Maximum flow on a ramp) =	5,462	5,345	5,543	5,449	5,677	5,750	5,709	5,879	5,796	6,087	5,828	6,216
V_{FO} (Maximum total departing from a merge or diverge area on the freeway)	8,927	6,909	9,031	7,026	10,113	8,349	10,145	8,478	10,471	9,937	10,503	10,066
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F

Proportion in lanes 1,2 (P_{FM}):	0.209
PHF (Peak Hour Factor) =	1
f_{HV} (Adjustment factor for heavy vehicles) =	1
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

US 50 EB Off-ramp to 15th St

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: Major Diverge, 1 Lane Off-Ramp, P_{FD}=0.260

Existing Upstrm Frwy Lanes / Aux. Lanes	6
Existing Dnstrm Frwy Lanes / Aux. Lanes	5

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	8,183	6,334	8,278	6,441	9,270	7,653	9,299	7,771	9,598	9,109	9,627	9,227
Ramp Volume:	649	676	649	676	680	782	680	782	747	928	747	928
L_D	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Ramp Design Speed (mph):	40	40	40	40	40	40	40	40	40	40	40	40
Sacto Adjusted Freeway Volume (Upstream):	8,927	6,910	9,031	7,027	10,113	8,349	10,144	8,477	10,471	9,937	10,502	10,066
Sacto Adjusted Ramp Volume:	708	737	708	737	742	853	742	853	815	1,012	815	1,012
Sacto Adjusted Freeway Volume (Downstream):	8,219	6,173	8,323	6,290	9,371	7,496	9,402	7,624	9,656	8,925	9,687	9,054
v_F (Maximum total flow approaching a major diverge area on the freeway) =	8,972	6,945	9,076	7,062	10,164	8,391	10,195	8,519	10,523	9,987	10,555	10,116
V_{R12} (Off-ramp demand flow rate (pc/h)) =	712	741	712	741	746	857	746	857	819	1,017	819	1,017
Upstream Freeway Capacity:	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400
Upstream Freeway V/C:	0.62	0.48	0.63	0.49	0.71	0.58	0.71	0.59	0.73	0.69	0.73	0.70
Downstream Freeway Capacity:	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
Downstream Freeway V/C:	0.68	0.51	0.69	0.52	0.78	0.62	0.78	0.64	0.80	0.74	0.81	0.75
Ramp Capacity:	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800
Ramp V/C:	0.19	0.19	0.19	0.19	0.20	0.23	0.20	0.23	0.22	0.27	0.22	0.27
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	4,313	3,446	4,359	3,497	4,852	4,142	4,865	4,198	5,050	4,928	5,064	4,984
Density (pc/mi/ln):	32.34	24.88	32.74	25.32	36.98	30.87	37.10	31.35	38.68	37.63	38.80	38.12
V5-6	1,495	868	1,513	1,177	1,694	1,398	1,699	1,420	1,754	1,664	1,759	1,686
VF4eff	7,476	6,076	7,563	5,885	8,470	6,992	8,496	7,099	8,769	8,322	8,795	8,430
Level of Service:	D	C	D	C	E	D	E	D	E	E	E	E

Proportion in lanes 1,2 (P_{FD}):	0.436
PHF (Peak Hour Factor) =	1
f_{HV} (Adjustment factor for heavy vehicles) =	1.00
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

US 50 EB On-Ramp from 10th St

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: 10 lane freeway, 1 Lane On-Ramp (Exhibit 25-5, Eq4)

Existing Upstrm Frwy Lanes / Aux. Lanes	5
Existing Dnstrm Frwy Lanes / Aux. Lanes	5

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	7,534	5,658	7,629	5,765	8,590	6,871	8,619	6,989	8,851	8,181	8,880	8,299
Ramp Volume:	785	745	836	1,030	790	812	804	894	1,074	753	1,088	835
L_{Aeff} (Effective length of the acceleration lane, ft)	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Sacto Adjusted Freeway Volume (Upstream):	8,219	6,172	8,323	6,289	9,371	7,496	9,403	7,624	9,656	8,925	9,687	9,053
Sacto Adjusted Ramp Volume:	856	813	912	1,124	862	886	877	975	1,172	821	1,187	911
V_{FO} Capacity (downstream segment capacity)	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
Downstream Freeway V/C:	0.49	0.39	0.50	0.40	0.57	0.46	0.58	0.45	0.60	0.54	0.60	0.55
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	1,718	1,290	1,740	1,314	1,959	1,567	1,965	1,593	2,018	1,865	2,025	1,892
V_{R12} (Maximum total flow entering the ramp, merge influence area, two-lane volume):	2,574	2,103	2,652	2,438	2,821	2,453	2,842	2,568	3,190	2,686	3,212	2,803
V_{R12} Capacity:	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600
V_{R12} V/C:	0.56	0.46	0.58	0.53	0.61	0.53	0.62	0.56	0.69	0.58	0.70	0.61
D_R (Density of merge influence area (pc/mi/ln))	18.89	15.23	19.47	17.70	20.81	17.93	20.97	18.79	23.55	19.78	23.71	20.65
v_F (Maximum total flow approaching a major diverge area on the freeway) =	8,219	6,172	8,323	6,289	9,371	7,496	9,403	7,624	9,656	8,925	9,687	9,053
v_R (Maximum flow on a ramp) =	856	813	912	1,124	862	886	877	975	1,172	821	1,187	911
V_{FO} (Maximum total departing from a merge or diverge area on the freeway)	6,733	6,985	6,863	7,413	7,733	8,382	7,780	8,599	8,328	9,746	8,374	9,964
V5	2,342	1,481	2,372	1,509	2,500	2,024	2,500	2,173	2,500	2,500	2,500	2,500
VF4eff	5,877	4,691	5,951	4,780	6,871	5,472	6,903	5,451	7,156	6,425	7,187	6,553
Level of Service:	B	B	B	B	C	B	C	B	C	B	C	C

Proportion in lanes 1,2 (P_{FM}):	0.209
PHF (Peak Hour Factor) =	1
f_{HV} (Adjustment factor for heavy vehicles) =	1
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

US 50 WB off-ramp to 10th St

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: 10 lane freeway, Single Lane Off-Ramp

Existing Upstrm Frwy Lanes / Aux. Lanes	5
Existing Dnstrm Frwy Lanes / Aux. Lanes	5

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	6,483	6,058	6,854	6,281	7,145	6,430	7,319	6,533	8,113	7,306	8,287	7,409
Ramp Volume:	928	349	1,209	424	1,235	363	1,328	381	1,258	582	1,351	600
L_D	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Ramp Design Speed (mph):	40	40	40	40	40	40	40	40	40	40	40	40
Sacto Adjusted Freeway Volume (Upstream):	7,072	6,609	7,477	6,852	7,795	7,015	7,984	7,127	8,851	7,970	9,040	8,083
Sacto Adjusted Ramp Volume:	1,012	381	1,319	463	1,347	396	1,449	416	1,372	635	1,474	655
Sacto Adjusted Freeway Volume (Downstream):	6,060	6,228	6,158	6,389	6,448	6,619	6,535	6,711	7,479	7,335	7,566	7,428
v_F (Maximum total flow approaching a major diverge area on the freeway) =	7,107	6,642	7,514	6,886	7,834	7,050	8,024	7,163	8,895	8,010	9,085	8,123
V_{R12} (Off-ramp demand flow rate (pc/h)) =	1,017	383	1,326	465	1,354	398	1,456	418	1,379	638	1,481	658
Upstream Freeway Capacity:	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
Upstream Freeway V/C:	0.59	0.55	0.63	0.57	0.65	0.59	0.67	0.60	0.74	0.67	0.76	0.68
Downstream Freeway Capacity:	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
Downstream Freeway V/C:	0.51	0.52	0.51	0.53	0.54	0.55	0.54	0.56	0.62	0.61	0.63	0.62
Ramp Capacity:	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800
Ramp V/C:	0.27	0.10	0.35	0.12	0.36	0.10	0.38	0.11	0.36	0.17	0.39	0.17
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	3,672	3,112	4,024	3,265	4,179	3,298	4,320	3,359	4,656	3,852	4,797	3,913
Density (pc/mi/ln):	26.83	22.01	29.86	23.33	31.19	23.62	32.40	24.14	35.29	28.38	36.50	28.90
V5	1,421	996	1,503	1,033	1,567	1,410	1,605	1,433	1,779	1,602	1,817	1,625
VF4eff	5,686	5,646	6,012	5,853	6,267	5,640	6,419	5,730	7,116	6,408	7,268	6,499
Level of Service:	C	C	D	C	D	C	D	C	E	D	E	D

Proportion in lanes 1,2 (P_{FD}):	0.436
PHF (Peak Hour Factor) =	1
f_{HV} (Adjustment factor for heavy vehicles) =	1.00
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

US50 WB On-Ramp from 15th St

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: 10 lane freeway, 1 Lane On-Ramp

Existing Upstrm Frwy Lanes / Aux. Lanes	5
Existing Dnstrm Frwy Lanes / Aux. Lanes	6

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	5,555	5,709	5,645	5,857	5,910	6,067	5,991	6,152	6,855	6,724	6,936	6,809
Ramp Volume:	474	666	479	673	617	858	617	858	802	754	802	754
L_{Aeff} (Effective length of the acceleration lane, ft)	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Sacto Adjusted Freeway Volume (Upstream):	6,060	6,228	6,158	6,389	6,447	6,619	6,536	6,711	7,478	7,335	7,567	7,428
Sacto Adjusted Ramp Volume:	517	727	523	734	673	936	673	936	875	823	875	823
V_{FO} Capacity (downstream segment capacity)	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400
Downstream Freeway V/C:	0.46	0.48	0.46	0.49	0.49	0.52	0.50	0.53	0.58	0.57	0.59	0.57
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	3,181	3,269	3,232	3,353	3,384	3,474	3,430	3,522	3,925	3,850	3,971	3,899
V_{R12} (Maximum total flow entering the ramp, merge influence area, two-lane volume):	3,698	3,996	3,755	4,087	4,057	4,410	4,103	4,458	4,800	4,673	4,846	4,722
V_{R12} Capacity:	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600
V_{R12} V/C:	0.80	0.87	0.82	0.89	0.88	0.96	0.89	0.97	1.04	1.02	1.05	1.03
D_R (Density of merge influence area (pc/mi/ln))	27.81	30.04	28.25	30.75	30.54	33.17	30.90	33.55	36.24	35.28	36.60	35.66
v_F (Maximum total flow approaching a major diverge area on the freeway) =	6,060	6,228	6,158	6,389	6,447	6,619	6,536	6,711	7,478	7,335	7,567	7,428
v_R (Maximum flow on a ramp) =	517	727	523	734	673	936	673	936	875	823	875	823
V_{FO} (Maximum total departing from a merge or diverge area on the freeway)	6,577	6,955	6,681	7,123	7,120	7,555	7,209	7,647	8,353	8,158	8,442	8,251
V5	1,454	1,495	1,478	1,533	1,547	1,787	1,765	1,812	2,019	1,980	2,157	2,006
VF4eff	4,606	4,733	4,680	4,856	4,900	4,832	4,771	4,899	5,459	5,355	5,410	5,422
Level of Service:	C	D	D	D	D	D	D	D	F	F	F	F

Proportion in lanes 1,2 (P_{FM}):	0.525
PHF (Peak Hour Factor) =	1
f_{HV} (Adjustment factor for heavy vehicles) =	1
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

US 50 WB Off-ramp to I-5

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: Major Diverge, 2 Lane Off-Ramp, P_{FD}=0.260

Existing Upstrm Frwy Lanes / Aux. Lanes	6
Existing Dnstrm Frwy Lanes / Aux. Lanes	4

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	6,029	6,375	6,124	6,530	6,527	6,925	6,608	7,010	7,657	7,478	7,738	7,563
Ramp Volume:	3,853	3,276	3,934	3,404	4,098	3,592	4,179	3,677	4,203	3,561	4,284	3,646
Ramp Design Speed (mph):	40	40	40	40	40	40	40	40	40	40	40	40
Sacto Adjusted Freeway Volume (Upstream):	6,577	6,955	6,681	7,124	7,120	7,555	7,209	7,647	8,353	8,158	8,441	8,251
Sacto Adjusted Ramp Volume:	4,203	3,574	4,292	3,713	4,471	3,919	4,559	4,011	4,585	3,885	4,673	3,977
Sacto Adjusted Freeway Volume (Downstream):	2,374	3,381	2,389	3,411	2,649	3,636	2,650	3,636	3,768	4,273	3,768	4,274
v_F (Maximum total flow approaching a major diverge area on the freeway) =	6,610	6,990	6,714	7,160	7,156	7,593	7,245	7,685	8,395	8,199	8,483	8,292
V_{R12} (Off-ramp demand flow rate (pc/h)) =	4,224	3,592	4,313	3,732	4,493	3,939	4,582	4,031	4,608	3,904	4,696	3,997
Upstream Freeway Capacity:	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400
Upstream Freeway V/C:	0.40	0.42	0.41	0.41	0.41	0.44	0.42	0.44	0.49	0.47	0.49	0.48
Downstream Freeway Capacity:	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600
Downstream Freeway V/C:	0.25	0.35	0.25	0.36	0.28	0.38	0.28	0.38	0.39	0.45	0.39	0.45
Ramp Capacity:	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800
Ramp V/C:	1.11	0.95	1.14	0.98	1.18	1.04	1.21	1.06	1.21	1.03	1.24	1.05
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	5,264	5,073	5,360	5,226	5,654	5,532	5,743	5,624	6,259	5,777	6,347	5,870
Density (pc/mi/ln):	12.01	12.70	12.20	13.01	13.00	13.79	13.16	13.96	15.25	14.89	15.41	15.06
V5-6	826	874	839	1,193	1,193	1,265	1,208	1,281	1,399	1,366	1,414	1,382
VF4eff	5,784	6,116	5,875	5,966	5,963	6,327	6,038	6,404	6,996	6,832	7,069	6,910
Level of Service:	F	B	F	B	F	F	F	F	F	F	F	F

Proportion in lanes 1,2 (P_{FD}):	0.436
PHF (Peak Hour Factor) =	1
f_{HV} (Adjustment factor for heavy vehicles) =	1.00
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

US-50 EB On-Ramp from 16th St

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: Single Lane On-Ramp, Enters Own Lane

Existing Upstrm Frwy Lanes / Aux. Lanes 5
Existing Dnstrm Frwy Lanes / Aux. Lanes 6

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Ramp Volume:	656	682	688	769	656	682	720	865	888	739	952	922
Ramp Design Speed (mph):	40	40	40	40	40	40	40	40	40	40	40	40
Adjusted Ramp Volume:	716	744	751	839	716	744	785	944	969	806	1,039	1,006
Service Flow Rate @ LOS "A"	0	0	0	0	0	0	0	0	0	0	0	0
Service Flow Rate @ LOS "B"	0	0	0	0	0	0	0	0	0	0	0	0
Service Flow Rate @ LOS "C"	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400
Service Flow Rate @ LOS "D"	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700
Service Flow Rate @ LOS "E"	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Level of Service:	C	C	C	C	C	C	C	C	C	C	C	C

US 50 EB Off-ramp to Hwy 51

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: Major Diverge, 2 Lane Off-Ramp, P_{FD}=0.260

Existing Upstrm Frwy Lanes / Aux. Lanes	6
Existing Dnstrm Frwy Lanes / Aux. Lanes	4

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	8,975	7,085	9,153	7,564	10,036	8,365	10,143	8,748	10,813	9,673	10,920	10,056
Ramp Volume:	2,674	2,983	2,796	3,265	2,734	3,286	2,780	3,458	2,998	3,256	3,044	3,428
Ramp Design Speed (mph):	40	40	40	40	40	40	40	40	40	40	40	40
Sacto Adjusted Freeway Volume (Upstream):	9,791	7,729	9,985	8,252	10,948	9,125	11,065	9,543	11,796	10,552	11,913	10,970
Sacto Adjusted Ramp Volume:	2,917	3,254	3,050	3,562	2,983	3,585	3,033	3,772	3,271	3,552	3,321	3,740
Sacto Adjusted Freeway Volume (Downstream):	6,874	4,475	6,935	4,690	7,965	5,540	8,032	5,771	8,525	7,000	8,592	7,230
v_F (Maximum total flow approaching a major diverge area on the freeway) =	9,840	7,768	10,035	8,293	11,003	9,171	11,120	9,591	11,855	10,605	11,973	11,025
V_{R12} (Off-ramp demand flow rate (pc/h)) =	2,932	3,270	3,065	3,580	2,998	3,603	3,048	3,791	3,287	3,570	3,338	3,759
Upstream Freeway Capacity:	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400
Upstream Freeway V/C:	0.68	0.54	0.70	0.58	0.76	0.64	0.77	0.67	0.82	0.74	0.83	0.77
Downstream Freeway Capacity:	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600
Downstream Freeway V/C:	0.72	0.47	0.72	0.49	0.83	0.58	0.84	0.60	0.89	0.73	0.90	0.75
Ramp Capacity:	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800
Ramp V/C:	0.77	0.86	0.81	0.94	0.79	0.95	0.80	1.00	0.87	0.94	0.88	0.99
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	5,944	5,231	6,104	5,635	6,488	6,030	6,568	6,320	7,023	6,637	7,102	6,927
Density (pc/mi/ln):	17.88	14.11	18.23	15.07	19.99	16.66	20.20	17.42	21.54	19.27	21.75	20.03
V5-6	1,640	1,295	1,672	1,382	1,834	1,528	1,853	1,598	1,976	1,767	1,995	1,837
VF4eff	8,200	6,473	8,362	6,911	9,169	7,642	9,267	7,992	9,879	8,837	9,977	9,187
Level of Service:	B	B	B	B	B	B	C	B	C	B	C	C

Proportion in lanes 1,2 (P_{FD}):	0.436
PHF (Peak Hour Factor) =	1
f_{HV} (Adjustment factor for heavy vehicles) =	1.00
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

US-50 WB On-Ramp from Hwy51

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: 8 lane freeway, 2 Lane On-Ramp (Pfm=0.209 for 2-lane ramp)

Existing Upstrm Frwy Lanes / Aux. Lanes	4
Existing Dnstrm Frwy Lanes / Aux. Lanes	5

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	3,637	3,250	4,065	3,447	3,938	3,456	4,258	3,661	4,971	4,308	5,291	4,513
Ramp Volume:	1,243	1,633	1,278	1,700	1,281	1,633	1,281	1,633	1,631	1,755	1,631	1,755
L_{Aeff} (Effective length of the acceleration lane, ft)	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Sacto Adjusted Freeway Volume (Upstream):	3,968	3,545	4,435	3,760	4,296	3,770	4,645	3,994	5,423	4,700	5,772	4,923
Sacto Adjusted Ramp Volume:	1,356	1,781	1,394	1,855	1,397	1,781	1,397	1,781	1,779	1,915	1,779	1,915
V_{FO} Capacity (downstream segment capacity)	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
Downstream Freeway V/C:	0.44	0.44	0.49	0.47	0.47	0.46	0.50	0.48	0.60	0.55	0.63	0.57
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	829	741	927	786	898	788	971	835	1,133	982	1,206	1,029
V_{R12} (Maximum total flow entering the ramp, merge influence area, two-lane volume):	2,185	2,522	2,321	2,641	2,295	2,569	2,368	2,616	2,912	2,897	2,985	2,944
V_{R12} Capacity:	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600
V_{R12} V/C:	0.48	0.55	0.50	0.57	0.50	0.56	0.51	0.57	0.63	0.63	0.65	0.64
D_R (Density of merge influence area (pc/mi/ln))	15.62	18.06	16.67	18.95	16.46	18.42	17.03	18.79	21.10	20.92	21.67	21.29
v_F (Maximum total flow approaching a major diverge area on the freeway) =	3,968	3,545	4,435	3,760	4,296	3,770	4,645	3,994	5,423	4,700	5,772	4,923
v_R (Maximum flow on a ramp) =	1,356	1,781	1,394	1,855	1,397	1,781	1,397	1,781	1,779	1,915	1,779	1,915
V_{FO} (Maximum total departing from a merge or diverge area on the freeway)	5,324	5,326	5,829	5,615	5,693	5,551	6,042	5,775	7,202	6,615	7,551	6,838
Level of Service:	B	B	B	B	B	B	B	B	C	C	C	C

Proportion in lanes 1,2 (P_{FM}):	0.209
PHF (Peak Hour Factor) =	1
f_{HV} (Adjustment factor for heavy vehicles) =	1
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

US 50 WB off-ramp to 16th St

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: 10 lane freeway, Single Lane Off-Ramp

Existing Upstrm Frwy Lanes / Aux. Lanes	6
Existing Dnstrm Frwy Lanes / Aux. Lanes	5

	Existing		Baseline		2013				2027			
	Without Project		Without Project		Without Project		With Project		Without Project		With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	7,363	6,725	7,826	6,989	8,117	7,187	8,437	7,392	9,085	8,063	9,405	8,268
Ramp Volume:	880	667	972	708	972	757	1,118	859	972	757	1,118	859
L_D	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Ramp Design Speed (mph):	40	40	40	40	40	40	40	40	40	40	40	40
Sacto Adjusted Freeway Volume (Upstream):	8,032	7,336	8,537	7,624	8,855	7,840	9,204	8,064	9,911	8,796	10,260	9,020
Sacto Adjusted Ramp Volume:	960	728	1,060	772	1,060	826	1,220	937	1,060	826	1,220	937
Sacto Adjusted Freeway Volume (Downstream):	7,072	6,608	7,477	6,852	7,795	7,014	7,984	7,127	8,851	7,970	9,040	8,083
v_F (Maximum total flow approaching a major diverge area on the freeway) =	8,072	7,373	8,580	7,662	8,899	7,879	9,250	8,104	9,961	8,840	10,311	9,065
V_{R12} (Off-ramp demand flow rate (pc/h)) =	965	732	1,065	776	1,065	830	1,226	942	1,065	830	1,226	942
Upstream Freeway Capacity:	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400
Upstream Freeway V/C:	0.56	0.51	0.60	0.53	0.62	0.55	0.64	0.56	0.69	0.61	0.72	0.63
Downstream Freeway Capacity:	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
Downstream Freeway V/C:	0.59	0.55	0.62	0.57	0.65	0.58	0.67	0.59	0.74	0.66	0.75	0.67
Ramp Capacity:	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800
Ramp V/C:	0.25	0.19	0.28	0.20	0.28	0.22	0.32	0.25	0.28	0.22	0.32	0.25
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	4,064	3,627	4,342	3,778	4,481	3,904	4,725	4,065	4,944	4,322	5,187	4,483
Density (pc/mi/ln):	30.20	26.45	32.59	27.75	33.79	28.82	35.88	30.21	37.77	32.42	39.86	33.81
V5-6	1,345	1,229	1,430	1,277	1,483	1,313	1,542	1,351	1,660	1,473	1,719	1,511
VF4eff	6,727	6,144	7,150	6,385	7,416	6,566	7,708	6,754	8,300	7,367	8,593	7,554
Level of Service:	D	C	D	C	D	D	E	D	E	D	E	D

Proportion in lanes 1,2 (P_{FD}):	0.436
PHF (Peak Hour Factor) =	1
f_{HV} (Adjustment factor for heavy vehicles) =	1.00
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

Appendix B Trip Generation Worksheets

Downtown Sacramento Traffic Study
Trip Generation for 8th & K Development
Proposed Project

Trip Generation	Amount	Source	Trips Generated							Distribution			
Land Use Category			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
800 K Street													
Office (General Office Building)	300.0 KSF	ITE (710)	3,109	398	54	452	71	344	415	88%	12%	17%	83%
Retail (Shopping Center)	17.7 KSF	ITE (820)	2,206	34	21	55	96	104	200	61%	39%	48%	52%
High Rise Residential Condominium	300 Units	ITE (232)	1,355	22	94	116	73	44	117	19%	81%	62%	38%
Other													
Total Project Trips			6,670	454	169	623	240	492	732				
Transit Adjustments													
Office (-11.1%)			-345	-44	-6	-50	-8	-38	-46				
Retail (-2.2%)			-49	-1	0	-1	-2	-2	-4				
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-35	-1	-3	-4	-2	-2	-4				
Other													
Total Transit Adjustments			-429	-46	-9	-55	-12	-42	-54				
Walk, Bike & Other Non-Auto Travel Adjustments													
Office (-2.8%)			-87	-11	-2	-13	-2	-10	-12				
Retail (-11.6%)			-256	-4	-2	-6	-11	-12	-23				
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-130	-2	-7	-9	-6	-4	-10				
Other													
Total Walk, Bike & Other Non-Auto Travel Adjustments			-473	-17	-11	-28	-19	-26	-45				
Internal Trips Within This Project			-549	-6	-6	-13	-24	-24	-48				
Trips To-From Other Proposed Projects			-440	-13	-13	-26	-20	-20	-41				
New External Trips													
Office (General Office Building)				331	41	372	52	279	331				
Retail (Shopping Center)				25	14	39	66	72	138				
High Rise Residential Condominium				16	74	90	47	29	75				
Total			4,778	371	129	501	165	380	544				
New External Trips Percent of Total Project Trips			72%	82%	77%	80%	69%	77%	74%				
Transit Trips													
Office (12.5%)			389	50	7	57	9	43	52				
Retail (2.6%)			57	1	0	1	2	3	5				
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			43	1	4	5	2	2	4				
Total Transit Trips			489	52	11	63	13	48	61				

Downtown Sacramento Traffic Study
Trip Generation for Proposed Projects

Trip Generation	Amount	Source	Trips Generated							Distribution			
Land Use Category			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
831 L Street													
Office (General Office Building)	140.0 KSF	ITE (710)	1,729	216	30	246	40	196	236	88%	12%	17%	83%
Retail (Shopping Center)	10.0 KSF	ITE (820)	1,520	24	15	39	66	71	137	61%	39%	48%	52%
Other													
Total Project Trips			3,249	240	45	285	106	267	373				
Transit Adjustments													
Office (-11.1%)			-192	-24	-3	-27	-4	-22	-26				
Retail (-2.2%)			-33	-1	0	-1	-1	-2	-3				
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Other													
Total Transit Adjustments			-225	-25	-3	-28	-5	-24	-29				
Walk, Bike & Other Non-Auto Travel Adjustments													
Office (-2.8%)			-48	-6	-1	-7	-1	-6	-7				
Retail (-11.6%)			-176	-3	-2	-5	-8	-8	-16				
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Other													
Total Walk, Bike & Other Non-Auto Travel Adjustments			-224	-9	-3	-12	-9	-14	-23				
Internal Trips Within This Project			-92	-1	-1	-2	-3	-3	-6				
Trips To-From Other Proposed Projects			-363	-7	-7	-14	-16	-16	-31				
New External Trips													
Office (General Office Building)				179	21	201	27	155	183				
Retail (Shopping Center)				19	10	29	46	55	101				
Total			2,345	198	31	230	73	210	284				
New External Trips Percent of Total Project Trips			72%	83%	70%	81%	69%	79%	76%				
Transit Trips													
Office (12.5%)			216	27	4	31	5	25	30				
Retail (2.6%)			40	1	0	1	2	2	4				
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Total Transit Trips			256	28	4	32	7	27	34				

Downtown Sacramento Traffic Study
Trip Generation for Proposed Projects

Trip Generation	Amount	Source	Trips Generated							Distribution			
Land Use Category			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Westfield Shoppingtown Downtown Plaza													
Office (General Office Building)	220.6 KSF	ITE (710)	2,453	311	42	353	55	271	326	88%	12%	17%	83%
Retail (Shopping Center)	842.7 KSF	ITE (820)	27,140	343	219	562	1,227	1,329	2,556	61%	39%	48%	52%
Free Standing Discount Store	150.0 KSF	ITE (815)	8,403	86	40	126	380	380	759	68%	32%	50%	50%
Multiplex Movie Theater	3,800 Seats	ITE (445)					109	195	304			36%	64%
Total Project Trips			37,996	740	301	1,041	1,771	2,175	3,945				
Transit Adjustments													
Office (-11.1%)			-272	-34	-5	-39	-6	-30	-36				
Retail/Theater (-2.2%)			-782	-9	-6	-15	-38	-42	-80				
Total Transit Adjustments			-1,054	-43	-11	-54	-44	-72	-116				
Walk, Bike & Other Non-Auto Travel Adjustments													
Office (-2.8%)			-69	-9	-1	-10	-2	-7	-9				
Retail/Theater (-11.6%)			-4,123	-50	-30	-80	-199	-221	-420				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-4,192	-59	-31	-90	-201	-228	-429				
Internal Trips Within This Project			-781	-14	-14	-28	-44	-44	-88				
Trips To-From Other Proposed Projects			-862	-1	-1	-2	-32	-32	-63				
New External Trips													
Office (General Office Building)				261	28	289	31	200	232				
Retail (Shopping Center)				362	216	578	1,419	1,599	3,017				
Total			31,107	623	244	867	1,450	1,799	3,248				
New External Trips Percent of Total Project Trips			82%	84%	81%	83%	82%	83%	82%				
Transit Trips													
Office (12.5%)			307	39	5	44	7	34	41				
Retail/Theater (2.6%)			924	11	7	18	45	49	94				
Total Transit Trips			1,231	50	12	62	52	83	135				

Downtown Sacramento Traffic Study
Trip Generation for Proposed Projects

Trip Generation	Amount	Source	Trips Generated							Distribution			
Land Use Category			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
500 Capitol Mall													
Office (General Office Building)	503.0 KSF	ITE (710)	4,628	601	82	683	109	533	642	88%	12%	17%	83%
Retail (Shopping Center)	15.2 KSF	ITE (820)	1,996	31	20	51	87	94	181	61%	39%	48%	52%
Restaurant	20.2 KSF	ITE (932)	2,568	121	112	233	135	86	221	52%	48%	61%	39%
Total Project Trips			9,192	753	214	967	331	713	1,044				
Transit Adjustments													
Office (-11.1%)			-514	-67	-9	-76	-12	-59	-71				
Retail/Restaurant (-2.2%)			-100	-3	-3	-6	-5	-4	-9				
Total Transit Adjustments			-614	-70	-12	-82	-17	-63	-80				
Walk, Bike & Other Non-Auto Travel Adjustments													
Office (-2.8%)			-130	-17	-2	-19	-3	-15	-18				
Retail/Restaurant (-11.6%)			-529	-18	-15	-33	-26	-21	-47				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-659	-35	-17	-52	-29	-36	-65				
Internal Trips Within This Project			-276	-6	-6	-12	-8	-8	-17				
Trips To-From Other Proposed Projects			-1,026	-23	-23	-46	-44	-44	-88				
New External Trips													
Office (General Office Building)				495	60	555	75	422	497				
Retail (Shopping Center)				124	96	220	158	139	297				
Total			6,618	619	156	775	233	562	795				
New External Trips Percent of Total Project Trips			72%	82%	73%	80%	70%	79%	76%				
Transit Trips													
Office (12.5%)			579	75	10	85	14	66	80				
Retail/Restaurant (2.6%)			119	4	3	7	6	4	10				
Total Transit Trips			698	79	13	92	20	70	90				

Downtown Sacramento Traffic Study
Trip Generation for Proposed Projects

Trip Generation	Amount	Source	Trips Generated							Distribution			
Land Use Category			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
The Metropolitan (10th & J)													
Retail (Shopping Center)	13.0 KSF	ITE (820)	1,803	28	18	46	78	85	163	61%	39%	48%	52%
High Rise Residential Condominium	340 Units	ITE (232)	1,505	24	103	127	81	50	131	19%	81%	62%	38%
Other													
Total Project Trips			3,308	52	121	173	159	135	294				
Transit Adjustments													
Office (-11.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-40	-1	0	-1	-2	-2	-4				
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-39	-1	-3	-4	-2	-2	-4				
Other													
Total Transit Adjustments			-79	-2	-3	-5	-4	-4	-8				
Walk, Bike & Other Non-Auto Travel Adjustments													
Office (-2.8%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-209	-3	-2	-5	-9	-10	-19				
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-144	-2	-8	-10	-7	-4	-11				
Other													
Total Walk, Bike & Other Non-Auto Travel Adjustments			-353	-5	-10	-15	-16	-14	-30				
Internal Trips Within This Project			-311	-4	-4	-8	-15	-15	-30				
Trips To-From Other Proposed Projects			-264	-2	-2	-4	-6	-6	-12				
New External Trips													
Retail (Shopping Center)				21	14	35	58	61	119				
High Rise Residential Condominium				18	88	107	60	36	96				
Total			2,302	39	102	141	118	96	215				
New External Trips Percent of Total Project Trips			70%	75%	84%	82%	74%	71%	73%				
Transit Trips													
Office (12.5%)			0	0	0	0	0	0	0				
Retail (2.6%)			47	1	0	1	2	2	4				
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			48	1	4	5	3	2	5				
Total Transit Trips			95	2	4	6	5	4	9				

Downtown Sacramento Traffic Study
Trip Generation for Proposed Projects

Trip Generation	Amount	Source	Trips Generated							Distribution			
Land Use Category			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Cathedral Square (11th & J)													
Retail (Shopping Center)	7.3 KSF	ITE (820)	1,238	20	13	33	53	58	111	61%	39%	48%	52%
High Rise Residential Condominium	242 Units	ITE (232)	1,136	19	80	99	61	37	98	19%	81%	62%	38%
Other													
Total Project Trips			2,374	39	93	132	114	95	209				
Transit Adjustments													
Office (-11.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-27	-1	0	-1	-1	-1	-2				
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-30	-1	-2	-3	-2	-1	-3				
Other													
Total Transit Adjustments			-57	-2	-2	-4	-3	-2	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Office (-2.8%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-144	-2	-2	-4	-6	-7	-13				
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-109	-2	-6	-8	-5	-3	-8				
Other													
Total Walk, Bike & Other Non-Auto Travel Adjustments			-253	-4	-8	-12	-11	-10	-21				
Internal Trips Within This Project			-214	-3	-3	-6	-10	-10	-20				
Trips To-From Other Proposed Projects			-35	-2	-2	-4	-1	-1	-2				
New External Trips													
Retail (Shopping Center)				15	9	24	41	43	85				
High Rise Residential Condominium				14	69	83	47	28	76				
Total			1,815	28	78	107	89	72	161				
New External Trips Percent of Total Project Trips			76%	73%	84%	81%	78%	76%	77%				
Transit Trips													
Office (12.5%)			0	0	0	0	0	0	0				
Retail (2.6%)			32	1	0	1	1	2	3				
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			36	1	3	4	2	2	4				
Total Transit Trips			68	2	3	5	3	4	7				

Downtown Sacramento Traffic Study
Trip Generation for Proposed Projects

Trip Generation	Amount	Source	Trips Generated							Distribution			
Land Use Category			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Epic Tower													
Office (General Office Building)	39.0 KSF	ITE (710)	646	77	11	88	21	101	122	88%	12%	17%	83%
Retail (Shopping Center)	26.9 KSF	ITE (820)	2,889	43	28	71	126	137	263	61%	39%	48%	52%
High Rise Residential Condominium	354 Units	ITE (232)	1,558	25	107	132	84	52	136	19%	81%	62%	38%
Other													
Total Project Trips			5,093	145	146	291	231	290	521				
Transit Adjustments													
Office (-11.1%)			-72	-9	-1	-10	-2	-12	-14				
Retail (-2.2%)			-64	-1	-1	-2	-3	-3	-6				
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-41	-1	-3	-4	-2	-2	-4				
Other													
Total Transit Adjustments			-177	-11	-5	-16	-7	-17	-24				
Walk, Bike & Other Non-Auto Travel Adjustments													
Office (-2.8%)			-18	-2	0	-2	-1	-2	-3				
Retail (-11.6%)			-335	-5	-3	-8	-15	-16	-31				
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-150	-2	-8	-10	-7	-5	-12				
Other													
Total Walk, Bike & Other Non-Auto Travel Adjustments			-503	-9	-11	-20	-23	-23	-46				
Internal Trips Within This Project			-683	-8	-8	-16	-31	-31	-62				
Trips To-From Other Proposed Projects			-500	-7	-7	-13	-19	-19	-39				
New External Trips													
Office (General Office Building)				62	9	70	13	77	89				
Retail (Shopping Center)				31	19	50	86	91	177				
High Rise Residential Condominium				18	88	105	52	32	84				
Total			3,229	110	115	226	151	200	350				
New External Trips Percent of Total Project Trips			63%	76%	79%	78%	65%	69%	67%				
Transit Trips													
Office (12.5%)			81	10	1	11	3	12	15				
Retail (2.6%)			75	1	1	2	3	4	7				
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			50	1	4	5	3	2	5				
Total Transit Trips			206	12	6	18	9	18	27				

Downtown Sacramento Traffic Study
Trip Generation for Proposed Projects

Trip Generation	Amount	Source	Trips Generated							Distribution			
Land Use Category			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
701 L Street													
Office (General Office Building)	240.0 KSF	ITE (710)	2,618	333	45	378	59	289	348	88%	12%	17%	83%
Retail (Shopping Center)	10.5 KSF	ITE (820)	1,569	24	16	40	68	73	141	61%	39%	48%	52%
High Rise Apartment	80 Units	ITE (222)	336	6	18	24	17	11	28	25%	75%	61%	39%
Other													
Total Project Trips			4,523	363	79	442	144	373	517				
Transit Adjustments													
Office (-11.1%)			-291	-37	-5	-42	-7	-32	-39				
Retail (-2.2%)			-35	-1	0	-1	-1	-2	-3				
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-9	0	-1	-1	-1	0	-1				
Other													
Total Transit Adjustments			-335	-38	-6	-44	-9	-34	-43				
Walk, Bike & Other Non-Auto Travel Adjustments													
Office (-2.8%)			-73	-10	-1	-11	-2	-8	-10				
Retail (-11.6%)			-182	-3	-2	-5	-8	-8	-16				
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-32	-1	-2	-2	-1	-1	-2				
Other													
Total Walk, Bike & Other Non-Auto Travel Adjustments			-287	-14	-5	-18	-11	-17	-28				
Internal Trips Within This Project			-314	-4	-4	-9	-13	-13	-27				
Trips To-From Other Proposed Projects			-481	-10	-10	-21	-21	-21	-42				
New External Trips													
Office (General Office Building)				276	33	309	40	231	271				
Retail (Shopping Center)				17	10	27	43	52	95				
High Rise Apartment				3	11	14	8	4	12				
Total			3,106	296	53	351	90	288	378				
New External Trips Percent of Total Project Trips			69%	82%	68%	79%	62%	77%	73%				
Transit Trips													
Office (12.5%)			327	41	6	47	7	37	44				
Retail (2.6%)			41	1	0	1	2	2	4				
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			11	0	1	1	1	0	1				
Total Transit Trips			379	42	7	49	10	39	49				

Downtown Sacramento Traffic Study
Trip Generation for Proposed Projects

Trip Generation	Amount	Source	Trips Generated							Distribution			
Land Use Category			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
The Library Lofts (8th & I)													
Office (General Office Building)	35.0 KSF	ITE (710)	594	71	10	81	20	98	118	88%	12%	17%	83%
Retail (Shopping Center)	12.0 KSF	ITE (820)	1,712	27	17	44	74	80	154	61%	39%	48%	52%
High Rise Residential Condominium	330 Units	ITE (232)	1,468	24	101	125	79	49	128	19%	81%	62%	38%
Other													
Total Project Trips			3,774	122	128	250	173	227	400				
Transit Adjustments													
Office (-11.1%)			-66	-8	-1	-9	-2	-11	-13				
Retail (-2.2%)			-38	-1	0	-1	-1	-2	-3				
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-38	-1	-3	-4	-2	-2	-4				
Other													
Total Transit Adjustments			-142	-10	-4	-14	-5	-15	-20				
Walk, Bike & Other Non-Auto Travel Adjustments													
Office (-2.8%)			-17	-2	0	-2	-1	-2	-3				
Retail (-11.6%)			-199	-3	-2	-5	-9	-9	-18				
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-141	-2	-8	-10	-7	-4	-11				
Other													
Total Walk, Bike & Other Non-Auto Travel Adjustments			-357	-7	-10	-17	-17	-15	-32				
Internal Trips Within This Project			-409	-5	-5	-10	-19	-19	-38				
Trips To-From Other Proposed Projects			-385	-6	-6	-12	-15	-15	-31				
New External Trips													
Office (General Office Building)				57	8	65	13	76	89				
Retail (Shopping Center)				19	12	31	50	53	104				
High Rise Residential Condominium				18	83	101	53	34	87				
Total			2,482	94	103	197	117	163	280				
New External Trips Percent of Total Project Trips			66%	77%	81%	79%	68%	72%	70%				
Transit Trips													
Office (12.5%)			74	9	1	10	3	12	15				
Retail (2.6%)			45	1	0	1	2	2	4				
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			47	1	4	5	3	2	5				
Total Transit Trips			166	11	5	16	8	16	24				

Downtown Sacramento Traffic Study
Trip Generation for Existing Land Uses

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
800 K Street													
Retail (Shopping Center)	17.6 KSF	ITE (820)	2,195	34	21	55	96	103	199	61%	39%	48%	52%
Mid Rise Apartment	26 Units	ITE (220)	175	4	9	13	9	7	16	31%	69%	58%	42%
Total Project Trips			2,370	38	30	68	105	110	215				
Transit Adjustments													
Retail (-2.2%)			-48	-1	0	-1	-2	-2	-4				
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-5	0	0	0	0	0	0				
Total Transit Adjustments			-53	-1	0	-1	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Retail (-11.6%)			-255	-4	-2	-6	-11	-12	-23				
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-17	0	-1	-1	-1	0	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-272	-4	-3	-7	-12	-12	-24				
Internal Trips			-109	-4	-4	-8	-6	-6	-12				
Existing External Trips													
0				0	0	0	0	0	0				
Retail (Shopping Center)				26	18	44	79	87	166				
Mid Rise Apartment				3	5	8	6	3	9				
Total			1,936	29	23	52	85	90	175				
Existing External Trips Percent of Total Project Trips			82%	76%	77%	76%	81%	82%	81%				
Transit Trips													
Retail (2.6%)			57	1	0	1	2	3	5				
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			6	0	1	1	1	0	1				
Total Transit Trips			63	1	1	2	3	3	6				

Downtown Sacramento Traffic Study
Trip Generation for Existing Land Uses

Trip Generation	Amount	Source	Trips Generated							Distribution			
Land Use Category			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Westfield Shoppingtown Downtown Plaza													
Office (General Office Building)	281.4 KSF	ITE (710)	2,959	378	51	429	67	327	394	88%	12%	17%	83%
Retail (Shopping Center)	873.2 KSF	ITE (820)	27,775	350	224	574	1,256	1,361	2,617	61%	39%	48%	52%
Multiplex Movie Theater	2,320 Seats	ITE (445)					67	119	186			36%	64%
Total Project Trips			30,734	728	275	1,003	1,390	1,807	3,197				
Transit Adjustments													
Office (-11.1%)			-328	-42	-6	-48	-7	-37	-44				
Retail/Theater (-2.2%)			-611	-8	-5	-13	-29	-33	-62				
Total Transit Adjustments			-939	-50	-11	-61	-36	-70	-106				
Walk, Bike & Other Non-Auto Travel Adjustments													
Office (-2.8%)			-83	-11	-1	-12	-2	-9	-11				
Retail/Theater (-11.6%)			-3,222	-41	-26	-67	-153	-172	-325				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-3,305	-52	-27	-79	-155	-181	-336				
Internal Trips			-943	-12	-12	-24	-41	-41	-82				
Existing External Trips													
Office (General Office Building)				319	38	357	40	258	298				
Retail (Shopping Center)				295	187	482	1,118	1,257	2,375				
0													
Total			25,547	614	225	839	1,158	1,515	2,673				
Existing External Trips Percent of Total Project Trips			83%	84%	82%	84%	83%	84%	84%				
Transit Trips													
Office (12.5%)			370	48	6	54	8	41	49				
Retail/Theater (2.6%)			722	9	6	15	34	39	73				
Total Transit Trips			1,092	57	12	69	42	80	122				

Downtown Sacramento Traffic Study
Trip Generation for Existing Land Uses

Trip Generation	Amount	Source	Trips Generated							Distribution			
Land Use Category			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
The Metropolitan (10th & J)													
Office (General Office Building)	43.0 KSF	ITE (710)	697	84	11	95	22	105	127	88%	12%	17%	83%
Total Project Trips			697	84	11	95	22	105	127				
Transit Adjustments													
Office (-11.1%)			-77	-10	-1	-11	-2	-12	-14				
Total Transit Adjustments			-77	-10	-1	-11	-2	-12	-14				
Walk, Bike & Other Non-Auto Travel Adjustments													
Office (-2.8%)			-20	-3	0	-3	-1	-3	-4				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-20	-3	0	-3	-1	-3	-4				
Internal Trips													
Existing External Trips													
Office (General Office Building)			600	71	10	81	19	90	109				
0													
0													
Total			600	71	10	81	19	90	109				
Existing External Trips Percent of Total Project Trips			86%	85%	91%	85%	86%	86%	86%				
Transit Trips													
Office (12.5%)			87	11	1	12	3	13	16				
Total Transit Trips			87	11	1	12	3	13	16				

Downtown Sacramento Traffic Study
Trip Generation for Existing Land Uses

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Cathedral Square (11th & J)													
Retail (Shopping Center)	12.8 KSF	ITE (820)	1,786	28	18	46	77	84	161	61%	39%	48%	52%
Storage (Warehousing)	11.5 KSF	ITE (150)	57	4	1	5	1	4	5	82%	18%	25%	75%
Total Project Trips			1,843	32	19	51	78	88	166				
Transit Adjustments													
Retail/Storage (-2.2%)			-41	-1	0	-1	-2	-2	-4				
Total Transit Adjustments			-41	-1	0	-1	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Retail/Storage (-11.6%)			-214	-4	-2	-6	-9	-10	-19				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-214	-4	-2	-6	-9	-10	-19				
Internal Trips													
Existing External Trips													
0													
Retail (Shopping Center)			1,588	27	17	44	67	76	143				
0													
Total			1,588	27	17	44	67	76	143				
Existing External Trips Percent of Total Project Trips			86%	84%	89%	86%	86%	86%	86%				
Transit Trips													
Retail/Storage (2.6%)			48	1	0	1	2	2	4				
Total Transit Trips			48	1	0	1	2	2	4				

Downtown Sacramento Traffic Study
Adjustments to ITE Trip Generation Rates for High Non-Auto Travel

Shares of Total Trips				
Transit Shares	**Work Trips[a]**	**Non-Work Trips[b]**		**Total**
Walk Access				
Downtown	7.4%	1.8%		
Suburban	1.4%	0.3%		
Increase Above Suburban Conditions	6.0%	1.5%		
Drive Access				
Downtown	6.2%	1.2%		
Suburban	0.1%	0.3%		
Increase Above Suburban Conditions	6.1%	0.9%		
Walk, Bike & Other Non-Auto Shares				
Downtown	4.5%	18.8%		
Suburban	2.8%	6.5%		
Increase Above Suburban Conditions	1.7%	12.3%		
Adjustments for Higher Transit Use Downtown				
Office[1]	10.9%	0.2%		11.1%
Retail[2]	0.8%	1.4%		2.2%
Residential[3,c]	**Home-Work**	**Home-Non-Work**	**Non Home-Based**	
AM Peak Hour	2.5%	0.7%	0.2%	3.4%
PM Peak Hour	2.1%	0.6%	0.4%	3.1%
Daily	1.5%	0.7%	0.4%	2.6%
Adjustments for Higher Walk, Bike & Other Non-Auto Travel Downtown				
Office[1]	1.5%	1.2%		2.8%
Retail[2]	0.1%	11.4%		11.6%
Residential[c]	**Home-Work**	**Home-Non-Work**	**Non Home-Based**	
AM Peak Hour	0.7%	5.4%	1.8%	7.9%
PM Peak Hour	0.6%	4.7%	3.4%	8.6%
Daily	0.4%	5.6%	3.6%	9.6%
Transit Trips				
	Work Trips	**Non-Work Trips**		
Office[1]	12.2%	0.3%		12.5%
Retail[2]	1.0%	1.7%		2.6%
Residential[c]	**Home-Work**	**Home-Non-Work**	**Non Home-Based**	
AM Peak Hour	3.1%	0.8%	0.3%	4.1%
PM Peak Hour	2.6%	0.7%	0.5%	3.7%
Daily	1.9%	0.8%	0.5%	3.2%

[1] Assumes 90 percent of office trips are work trips.

[2] Assumes 7 percent of retail trips are work trips. Non-work trips would only include walk trips to transit.

[3] Transit adjustments for residential uses only include walk trips to transit.

Source: *Pre-Census Travel Behavior Report: Analysis of the 2000 SACOG Household Travel Survey* , DKS, 2001.
Table references from the source are provided as follows:

[a] Table A26

[a] Table A27

[c] The amount of transit use for each trip purpose is based on the following data from Table A33:

Travel Hours	**Home-Work**	**Home-Non-Work**	**Non Home-Based**	**Total**
AM Peak Hour	73,190	78,124	25,868	177,182
PM Peak Hour	60,563	67,068	47,784	175,415
Daily	473,704	861,535	557,764	1,893,003

MULTI-USE DEVELOPMENT
TRIP GENERATION
TRIPS AMONG ALL PROJECTS

Analyst: Dowling

Date: 6/8/2006

Name of Development: Downtown Study

Time Period: AM Peak Hour

Trips among all projects	243	
Sum of internal trips for each project	103	
Non-internal trips among projects	140	140 ✓
Total project trips	2519	

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820)		
Size	1105.2 KSF		
	Total	Internal	External
Enter	671	74	597
Exit	449	46	403
Total	1120	120	1000
%	100	11%	89%

Exit to External: 403
Enter from External: 597

Note: PM peak hour internal capture rates were used for the AM peak hour.

Demand 3% 13 — Balanced 13 — Demand 31% 535

Demand 2% 13 — Balanced 13 — Demand 23% 55

Demand 12% 54 — Balanced 32 — Demand 31% 32

Demand 9% 60 — Balanced 60 — Demand 53% 238

Land Use A: Office (General Office Building)

ITE LU Code	ITE (710)		
Size	35.0 KSF		
	Total	Internal	External
Enter	1727	13	1714
Exit	237	16	222
Total	1964	29	1935
%	100	1%	99%

Exit to External: 222
Enter from External: 1714

Demand 0% 0 — Balanced 0 — Demand 0% 0

Demand 2% 5 — Balanced 2 — Demand 2% 2

Land Use C: High Rise Residential Condominium

ITE LU Code	ITE (232)		
Size	330.0 Units		
	Total	Internal	External
Enter	104	34	70
Exit	449	60	389
Total	553	95	458
%	100	17%	83%

Enter from External: 70
Exit to External: 389

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	1714	597	70	2380	
Exit	222	403	389	1013	
Total	1935	1000	458	3394	*INTERNAL CAPTURE*
Single-Use Trip	1964	1120	553	3637	7%

Time Period: PM Peak Hour

Trips among all projects	683	
Sum of internal trips for each project	335	
Non-internal trips among projects	348	348 ✓
Total project trips	3502	

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820)		
Size	1105.2 KSF		
	Total	Internal	External
Enter	2154	156	1998
Exit	2320	178	2142
Total	4474	334	4140
%	100	7%	93%

Exit to External: 2142
Enter from External: 1998

Demand 3% 70 — Balanced 70 — Demand 31% 100

Demand 2% 43 — Balanced 43 — Demand 23% 363

Demand 12% 278 — Balanced 109 — Demand 31% 109

Demand 9% 194 — Balanced 113 — Demand 53% 113

Land Use A: Office (General Office Building)

ITE LU Code	ITE (710)		
Size	35.0 KSF		
	Total	Internal	External
Enter	322	70	252
Exit	1578	50	1528
Total	1900	120	1780
%	100	6%	94%

Exit to External: 1528
Enter from External: 252

Demand 0% 0 — Balanced 0 — Demand 0% 0

Demand 2% 32 — Balanced 7 — Demand 2% 7

Land Use C: High Rise Residential Condominium

ITE LU Code	ITE (232)		
Size	330.0 Units		
	Total	Internal	External
Enter	351	116	235
Exit	213	113	100
Total	564	229	335
%	100	41%	59%

Enter from External: 235
Exit to External: 100

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	252	1998	235	2486	
Exit	1528	2142	100	3770	
Total	1780	4140	335	6255	*INTERNAL CAPTURE*
Single-Use Trip	1900	4474	564	6938	10%

MULTI-USE DEVELOPMENT
TRIP GENERATION
TRIPS AMONG ALL PROJECTS

Analyst: Dowling

Date: 6/8/2006

Name of Development: Downtown Study

Time Period: Daily

Trips among all projects	7984
Sum of internal trips for each project	3,628
Non-internal trips among projects	4356
Total project trips	32467

4,356 ✓

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820)		
Size	1105.2 KSF		
	Total	Internal	External
Enter	22864	2143	20721
Exit	22864	1752	21112
Total	45728	3895	41833
%	100	9%	91%

Exit to External: 21112

Enter from External: 20721

Land Use A: Office (General Office Building)

ITE LU Code	ITE (710)		
Size	35.0 KSF		
	Total	Internal	External
Enter	6793	686	6107
Exit	6793	1012	5781
Total	13586	1697	11889
%	100	12%	88%

Exit to External: 5781

Enter from External: 6107

Land Use C: High Rise Residential Condominium

ITE LU Code	ITE (232)		
Size	330.0 Units		
	Total	Internal	External
Enter	3232	1164	2068
Exit	3232	1228	2004
Total	6464	2392	4072
%	100	37%	63%

Enter from External: 2068

Exit to External: 2004

Demand	3%	686	Balanced	686
Demand	15%	1019	Balanced	1019
Demand	4%	915	Balanced	915
Demand	22%	1494	Balanced	1494
Demand	11%	2515	Balanced	2515
Demand	33%	1067	Balanced	1067
Demand	9%	2058	Balanced	2058
Demand	38%	1228	Balanced	1228
Demand	0%	0	Balanced	0
Demand	0%	0	Balanced	0
Demand	2%	136	Balanced	136
Demand	3%	97	Balanced	97

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*
Enter	6107	20721	2068	28897
Exit	5781	21112	2004	28897
Total	11889	41833	4072	57794
Single-Use Trip	13586	45728	6464	65778

INTERNAL CAPTURE 12%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
800 K Street

Name of Development: Downtown Study

Time Period: AM Peak Hour

Note: PM peak hour internal capture rates were used for the AM peak hour.

Land Use B: Retail (Shopping Center)

	ITE LU Code	ITE (820)		
Exit to External	Size	17.7 KSF		
16		Total	Internal	External
←	Enter	29	3	26
→	Exit	19	3	16
26	Total	48	6	42
Enter from External	%	100	13%	87%

Land Use A: Office (General Office Building)

	ITE LU Code	ITE (710)		
Exit to External	Size	300.0 KSF		
45		Total	Internal	External
←	Enter	343	1	342
→	Exit	46	1	45
342	Total	389	2	387
Enter from External	%	100	0%	100%

Land Use C: High Rise Residential Condominium

	ITE LU Code	ITE (232)		
	Size	300.0 Units		Enter from External
	Total	Internal	External	16
←	Enter	19	3	16
→	Exit	84	3	81
	Total	103	5	98	81
	%	100	5%	95%	Exit to External

	Demand		Balanced	Demand		Balanced	Demand	
Land Use B: Retail (Shopping Center)	3%	1	1	2%	1	1	23%	11
Land Use A: Office (General Office Building)	31%	106						
Land Use C: High Rise Residential Condominium	9%	3	3	12%	2	2	31%	6
	53%	45						
Land Use A: Office (General Office Building)	0%	0	0	0%	0			
Land Use C: High Rise Residential Condominium	2%	1	0	2%	0			

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	342	26	16	385	
Exit	45	16	81	143	
Total	387	42	98	527	*INTERNAL CAPTURE*
Single-Use Trip	389	48	103	540	2%

Time Period: PM Peak Hour

Land Use B: Retail (Shopping Center)

	ITE LU Code	ITE (820)		
Exit to External	Size	17.7 KSF		
77		Total	Internal	External
←	Enter	83	9	74
→	Exit	90	14	77
74	Total	173	23	150
Enter from External	%	100	13%	87%

Land Use A: Office (General Office Building)

	ITE LU Code	ITE (710)		
Exit to External	Size	300.0 KSF		
293		Total	Internal	External
←	Enter	61	3	58
→	Exit	296	3	293
58	Total	357	6	351
Enter from External	%	100	2%	98%

Land Use C: High Rise Residential Condominium

	ITE LU Code	ITE (232)		
	Size	300.0 Units		Enter from External
	Total	Internal	External	53
←	Enter	65	12	53
→	Exit	38	7	31
	Total	103	20	83	31
	%	100	19%	81%	Exit to External

	Demand		Balanced	Demand		Balanced	Demand	
Land Use B: Retail (Shopping Center)	3%	3	3	2%	2	2	23%	68
Land Use A: Office (General Office Building)	31%	19						
Land Use C: High Rise Residential Condominium	9%	7	7	12%	11	11	31%	20
	53%	20						
Land Use A: Office (General Office Building)	0%	0	0	0%	0			
Land Use C: High Rise Residential Condominium	2%	6	1	2%	1			

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	58	74	53	185	
Exit	293	77	31	400	
Total	351	150	83	585	*INTERNAL CAPTURE*
Single-Use Trip	357	173	103	633	8%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
800 K Street

Name of Development: Downtown Study

Time Period: Daily

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820)		
Size	17.7 KSF		
	Total	Internal	External
Enter	951	124	827
Exit	951	133	818
Total	1902	257	1645
%	100	14%	87%

Exit to External: 818

Enter from External: 827

Land Use A: Office (General Office Building)

ITE LU Code	ITE (710)		
Size	300.0 KSF		
	Total	Internal	External
Enter	1339	29	1310
Exit	1339	56	1283
Total	2678	84	2594
%	100	3%	97%

Exit to External: 1283

Enter from External: 1310

Land Use C: High Rise Residential Condominium

ITE LU Code	ITE (232)		
Size	300.0 Units		
	Total	Internal	External
Enter	595	122	473
Exit	595	86	509
Total	1190	208	982
%	100	17%	83%

Enter from External: 473

Exit to External: 509

	Demand		Balanced
Land Use B → Land Use A	3%	29	29
Land Use B → Land Use C	9%	86	86
Land Use A → Land Use B	4%	38	38
Land Use A → Land Use C	15%	201	105
Land Use C → Land Use B	11%	105	105
Land Use C → Land Use A	38%	226	196
Land Use A → Land Use A	22%	295	0
Land Use C → Land Use C	33%	196	0
Land Use A → Land Use C	0%	0	0
Land Use C → Land Use A	0%	0	0
Land Use A → Land Use B	2%	27	18
Land Use C → Land Use B	3%	18	18

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	1310	827	473	2610	
Exit	1283	818	509	2610	
Total	2594	1645	982	5221	*INTERNAL CAPTURE*
Single-Use Trip	2678	1902	1190	5770	10%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
831 L Street

Name of Development: Downtown Study

Time Period: AM Peak Hour

Note: PM peak hour internal capture rates were used for the AM peak hour.

Land Use B: Retail (Shopping Center)

	ITE LU Code	ITE (820)		
Exit to External	Size	10.0 KSF		
13		Total	Internal	External
←	Enter	20	0	20
→	Exit	13	0	13
20	Total	33	1	32
Enter from External	%	100	2%	98%

Land Use A: Office (General Office Building)

	ITE LU Code	ITE (710)		
Exit to External	Size	140.0 KSF		
26		Total	Internal	External
←	Enter	186	0	186
→	Exit	26	0	26
186	Total	212	1	211
Enter from External	%	100	0%	100%

Land Use C: 0

	ITE LU Code	0		
	Size	0.0		0
		Total	Internal	External	0
←	Enter	0	0	0	←
→	Exit	0	0	0	→
	Total	0	0	0	0
	%	100	#DIV/0!	#DIV/0!	Exit to External

Demand 3% 0	Balanced 0	Demand 9% 2	Balanced 0	Demand 53% 0
Demand 31% 58	Balanced 0	Demand 12% 2	Balanced 0	Demand 31% 0
Demand 23% 6	Demand 2% 0	Demand 0% 0	Balanced 0	Demand 0% 0
		Demand 2% 1	Balanced 0	Demand 2% 0

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	186	20	0	205	
Exit	26	13	0	38	
Total	211	32	0	243	*INTERNAL CAPTURE*
Single-Use Trip	212	33	0	245	1%

Time Period: PM Peak Hour

Land Use B: Retail (Shopping Center)

	ITE LU Code	ITE (820)		
Exit to External	Size	10.0 KSF		
59		Total	Internal	External
←	Enter	57	1	56
→	Exit	61	2	59
56	Total	118	3	115
Enter from External	%	100	3%	97%

Land Use A: Office (General Office Building)

	ITE LU Code	ITE (710)		
Exit to External	Size	140.0 KSF		
167		Total	Internal	External
←	Enter	35	2	33
→	Exit	168	1	167
33	Total	203	3	200
Enter from External	%	100	1%	99%

Land Use C: 0

	ITE LU Code	0		
	Size	0.0		0
		Total	Internal	External	0
←	Enter	0	0	0	←
→	Exit	0	0	0	→
	Total	0	0	0	0
	%	100	#DIV/0!	#DIV/0!	Exit to External

Demand 3% 2	Balanced 2	Demand 9% 5	Balanced 0	Demand 53% 0
Demand 31% 11	Balanced 1	Demand 12% 7	Balanced 0	Demand 31% 0
Demand 23% 39	Demand 2% 1	Demand 0% 0	Balanced 0	Demand 0% 0
		Demand 2% 3	Balanced 0	Demand 2% 0

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	33	56	0	89	
Exit	167	59	0	226	
Total	200	115	0	315	*INTERNAL CAPTURE*
Single-Use Trip	203	118	0	321	2%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
831 L Street

Name of Development: Downtown Study

Time Period: Daily

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820)		
Size	10.0 KSF		
	Total	Internal	External
Enter	656	26	630
Exit	656	20	636
Total	1312	46	1266
%	100	4%	97%

Exit to External: 636

Enter from External: 630

Demand: 3% 20

Balanced: 20

Demand: 15% 112

Demand: 4% 26

Balanced: 26

Demand: 22% 164

Demand: 11% 72

Balanced: 0

Demand: 33% 0

Demand: 9% 59

Balanced: 0

Demand: 38% 0

Land Use A: Office (General Office Building)

ITE LU Code	ITE (710)		
Size	140.0 KSF		
	Total	Internal	External
Enter	745	20	725
Exit	745	26	719
Total	1490	46	1444
%	100	3%	97%

Exit to External: 719

Enter from External: 725

Demand: 0% 0

Balanced: 0

Demand: 0% 0

Demand: 2% 15

Balanced: 0

Demand: 3% 0

Land Use C: 0

ITE LU Code	0		
Size	0.0		0
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	100	#DIV/0!	#DIV/0!

Enter from External: 0

Exit to External: 0

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	725	630	0	1355	
Exit	719	636	0	1355	
Total	1444	1266	0	2710	*INTERNAL CAPTURE*
Single-Use Trip	1490	1312	0	2802	3%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
Westfield Shoppingtown Downtown Plaza

Name of Development: Downtown Study

Time Period: AM Peak Hour

Land Use B: Retail/Theater

ITE LU Code	ITE (820), ITE (815) & ITE (445)		
Size	992.7 KSF		
	Total	Internal	External
Enter	370	7	363
Exit	223	7	216
Total	593	14	579
%	100	2%	98%

Exit to External: 216

Enter from External: 363

Note: PM peak hour internal capture rates were used for the AM peak hour.

Demand 3% 7 — Balanced 7

Demand 2% 7 — Balanced 7

Demand 12% 27 — Balanced 0

Demand 9% 33 — Balanced 0

Demand 31% 83

Demand 53% 0

Demand 31% 0

Demand 23% 8

Land Use A: Office (General Office Building)

ITE LU Code	ITE (710)		
Size	220.6 KSF		
	Total	Internal	External
Enter	268	7	261
Exit	36	7	29
Total	304	14	290
%	100	5%	95%

Exit to External: 29

Enter from External: 261

Demand 0% 0 — Balanced 0 — Demand 0% 0

Demand 2% 1 — Balanced 0 — Demand 2% 0

Land Use C:

ITE LU Code			
Size			
	Total	Internal	External
Enter			
Exit			
Total			
%	100	#DIV/0!	#DIV/0!

Enter from External: 0

Exit to External: 0

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	261	363	0	624	
Exit	29	216	0	245	
Total	290	579	0	869	*INTERNAL CAPTURE*
Single-Use Trip	304	593	0	897	3%

Time Period: PM Peak Hour

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820), ITE (815) & ITE (445)		
Size	842.7 KSF		
	Total	Internal	External
Enter	1479	30	1449
Exit	1641	15	1626
Total	3120	44	3076
%	100	1%	99%

Exit to External: 1626

Enter from External: 1449

Demand 3% 49 — Balanced 15

Demand 2% 30 — Balanced 30

Demand 12% 197 — Balanced 0

Demand 9% 133 — Balanced 0

Demand 31% 15

Demand 53% 0

Demand 31% 0

Demand 23% 54

Land Use A: Office (General Office Building)

ITE LU Code	ITE (710)		
Size	220.6 KSF		
	Total	Internal	External
Enter	47	15	32
Exit	234	30	204
Total	281	44	237
%	100	16%	84%

Exit to External: 204

Enter from External: 32

Demand 0% 0 — Balanced 0 — Demand 0% 0

Demand 2% 5 — Balanced 0 — Demand 2% 0

Land Use C:

ITE LU Code			
Size			
	Total	Internal	External
Enter			
Exit			
Total			
%	100	#DIV/0!	#DIV/0!

Enter from External: 0

Exit to External: 0

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	32	1449	0	1482	
Exit	204	1626	0	1831	
Total	237	3076	0	3313	*INTERNAL CAPTURE*
Single-Use Trip	281	3120	0	3401	3%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
Westfield Shoppingtown Downtown Plaza

Name of Development: Downtown Study

Time Period: Daily

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820), ITE (815) & ITE (445)			
	Size	842.7 KSF		
Exit to External 15161		Total	Internal	External
	Enter	15319	232	15087
	Exit	15319	158	15161
15087	Total	30638	391	30247
Enter from External	%	100	1%	99%

Land Use A: Office (General Office Building)

ITE LU Code	ITE (710)			
	Size	220.6 KSF		
Exit to External 824		Total	Internal	External
	Enter	1056	158	898
	Exit	1056	232	824
898	Total	2112	391	1721
Enter from External	%	100	19%	82%

Land Use C:

ITE LU Code				
	Size			Enter from External
	Total	Internal	External	0
Enter				
Exit				
Total				0
%	100	#DIV/0!	#DIV/0!	Exit to External

Demand 3% 460 — Balanced 158 — Demand 15% 158

Demand 4% 613 — Balanced 232 — Demand 22% 232

Demand 11% 1685 — Balanced 0 — Demand 33% 0

Demand 9% 1379 — Balanced 0 — Demand 38% 0

Demand 0% 0 — Balanced 0 — Demand 0% 0

Demand 2% 21 — Balanced 0 — Demand 3% 0

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	898	15087	0	15984	
Exit	824	15161	0	15984	
Total	1721	30247	0	31969	*INTERNAL CAPTURE*
Single-Use Trip	2112	30638	0	32750	2%

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
500 Capitol Mall

Analyst: Dowling

Date: 6/8/2006

Name of Development: Downtown Study

Time Period: AM Peak Hour

Land Use B: Retail/Restaurant

ITE LU Code	ITE (820), & ITE (932)			
	Size	15.2 KSF		
Exit to External 111		Total	Internal	External
	Enter	131	3	128
	Exit	114	3	111
128	Total	245	6	239
Enter from External	%	100	2%	98%

Note: PM peak hour internal capture rates were used for the AM peak hour.

Demand 3% 3 — Balanced 3 — Demand 31% 160

Demand 2% 3 — Balanced 3 — Demand 23% 16

Demand 12% 14 — Balanced 0 — Demand 31% 0

Demand 9% 12 — Balanced 0 — Demand 53% 0

Land Use A: Office (General Office Building)

ITE LU Code	ITE (710)			
	Size	503.0 KSF		
Exit to External 68		Total	Internal	External
	Enter	517	3	514
	Exit	71	3	68
514	Total	588	6	582
Enter from External	%	100	1%	99%

Demand 0% 0 — Balanced 0 — Demand 0% 0

Demand 2% 1 — Balanced 0 — Demand 2% 0

Land Use C:

ITE LU Code	0			
	Size			Enter from External 0
	Total	Internal	External	
Enter				
Exit				
Total				0
%	100	#DIV/0!	#DIV/0!	Exit to External

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	514	128	0	642	
Exit	68	111	0	179	
Total	582	239	0	821	*INTERNAL CAPTURE*
Single-Use Trip	588	245	0	833	1%

Time Period: PM Peak Hour

Land Use B: Retail/Restaurant

ITE LU Code	ITE (820), & ITE (932)			
	Size	15.2 KSF		
Exit to External 150		Total	Internal	External
	Enter	191	4	187
	Exit	155	5	150
187	Total	346	8	338
Enter from External	%	100	2%	98%

Demand 3% 5 — Balanced 5 — Demand 31% 29

Demand 2% 4 — Balanced 4 — Demand 23% 106

Demand 12% 19 — Balanced 0 — Demand 31% 0

Demand 9% 17 — Balanced 0 — Demand 53% 0

Land Use A: Office (General Office Building)

ITE LU Code	ITE (710)			
	Size	503.0 KSF		
Exit to External 455		Total	Internal	External
	Enter	94	5	89
	Exit	459	4	455
89	Total	553	8	545
Enter from External	%	100	2%	98%

Demand 0% 0 — Balanced 0 — Demand 0% 0

Demand 2% 9 — Balanced 0 — Demand 2% 0

Land Use C: 0

ITE LU Code	0			
	Size	0.0	0	Enter from External 0
	Total	Internal	External	
Enter	0	0	0	
Exit	0	0	0	
Total	0	0	0	0
%	100	#DIV/0!	#DIV/0!	Exit to External

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	89	187	0	277	
Exit	455	150	0	606	
Total	545	338	0	882	*INTERNAL CAPTURE*
Single-Use Trip	553	346	0	899	2%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
500 Capitol Mall

Name of Development: Downtown Study

Time Period: Daily

Land Use B: Retail/Restaurant

ITE LU Code	ITE (820), & ITE (932)			
	Size	15.2 KSF		
		Total	Internal	External
Enter		1968	79	1889
Exit		1968	59	1909
Total		3936	138	3798
%		100	4%	97%

Exit to External: 1909

Enter from External: 1889

Demand: 3% 59

Balanced: 59

Demand: 15% 299

Demand: 4% 79

Balanced: 79

Demand: 22% 438

Demand: 11% 216

Balanced: 0

Demand: 33% 0

Demand: 9% 177

Balanced: 0

Demand: 38% 0

Land Use A: Office (General Office Building)

ITE LU Code	ITE (710)			
	Size	503.0 KSF		
		Total	Internal	External
Enter		1992	59	1933
Exit		1992	79	1913
Total		3984	138	3846
%		100	3%	97%

Exit to External: 1913

Enter from External: 1933

Demand: 0% 0

Balanced: 0

Demand: 0% 0

Demand: 2% 40

Balanced: 0

Demand: 3% 0

Land Use C: 0

ITE LU Code	0			
	Size	0.0		0
		Total	Internal	External
Enter		0	0	0
Exit		0	0	0
Total		0	0	0
%		100	#DIV/0!	#DIV/0!

Enter from External: 0

Exit to External: 0

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	1933	1889	0	3822	
Exit	1913	1909	0	3822	
Total	3846	3798	0	7644	*INTERNAL CAPTURE*
Single-Use Trip	3984	3936	0	7920	3%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
The Metropolitan (10th & J)

Name of Development: Downtown Study

Time Period: AM Peak Hour

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820)		
Size	13.0 KSF		
	Total	Internal	External
Enter	24	2	22
Exit	16	2	14
Total	40	4	36
%	100	10%	90%

Exit to External: 14

Enter from External: 22

Note: PM peak hour internal capture rates were used for the AM peak hour.

Demand	3%	0	
Balanced	0		
Demand	31%	0	
Demand	2%	0	
Balanced	0		
Demand	23%	0	
Demand	12%	2	
Balanced	2		
Demand	31%	7	
Demand	9%	2	
Balanced	2		
Demand	53%	49	

Land Use A: 0

ITE LU Code	0		
Size	0.0		0.0
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	100	#DIV/0!	#DIV/0!

Exit to External: 0

Enter from External: 0

Demand	0%	0	
Balanced	0		
Demand	0%	0	
Demand	2%	0	
Balanced	0		
Demand	2%	0	

Land Use C: High Rise Residential Condominium

ITE LU Code	ITE (232)		
Size	340.0 Units		
	Total	Internal	External
Enter	21	2	19
Exit	92	2	90
Total	113	4	109
%	100	4%	96%

Enter from External: 19

Exit to External: 90

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	0	22	19	41	
Exit	0	14	90	104	
Total	0	36	109	145	*INTERNAL CAPTURE*
Single-Use Trip	0	40	113	153	5%

Time Period: PM Peak Hour

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820)		
Size	13.0 KSF		
	Total	Internal	External
Enter	67	6	61
Exit	73	9	64
Total	140	15	125
%	100	11%	89%

Exit to External: 64

Enter from External: 61

Demand	3%	2	
Balanced	0		
Demand	31%	0	
Demand	2%	1	
Balanced	0		
Demand	23%	0	
Demand	12%	9	
Balanced	9		
Demand	31%	22	
Demand	9%	6	
Balanced	6		
Demand	53%	23	

Land Use A: 0

ITE LU Code	0		
Size	0.0		0.0
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	100	#DIV/0!	#DIV/0!

Exit to External: 0

Enter from External: 0

Demand	0%	0	
Balanced	0		
Demand	0%	0	
Demand	2%	0	
Balanced	0		
Demand	2%	1	

Land Use C: High Rise Residential Condominium

ITE LU Code	ITE (232)		
Size	340.0 Units		
	Total	Internal	External
Enter	72	9	63
Exit	44	6	38
Total	116	15	101
%	100	13%	87%

Enter from External: 63

Exit to External: 38

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	0	61	63	124	
Exit	0	64	38	102	
Total	0	125	101	226	*INTERNAL CAPTURE*
Single-Use Trip	0	140	116	256	12%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
The Metropolitan (10th & J)

Name of Development: Downtown Study

Time Period: Daily

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820)		
Size	13.0 KSF		
	Total	Internal	External
Enter	777	70	707
Exit	777	85	692
Total	1554	155	1399
%	100	10%	90%

Exit to External: 692

Enter from External: 707

Demand 3% 23

Balanced 0

Demand 15% 0

Demand 4% 31

Balanced 0

Demand 22% 0

Demand 11% 85

Balanced 85

Demand 33% 218

Demand 9% 70

Balanced 70

Demand 38% 251

Land Use A: 0

ITE LU Code	0		
Size	0.0		0.0
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	100	#DIV/0!	#DIV/0!

Exit to External: 0

Enter from External: 0

Demand 0% 0

Balanced 0

Demand 0% 0

Demand 2% 0

Balanced 0

Demand 3% 20

Land Use C: High Rise Residential Condominium

ITE LU Code	ITE (232)		
Size	340.0 Units		
	Total	Internal	External
Enter	661	85	576
Exit	661	70	591
Total	1322	155	1167
%	100	12%	88%

Enter from External: 576

Exit to External: 591

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	0	707	576	1283	
Exit	0	692	591	1283	
Total	0	1399	1167	2565	*INTERNAL CAPTURE*
Single-Use Trip	0	1554	1322	2876	11%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
Cathedral Square (11th & J)

Name of Development: Downtown Study

Time Period: AM Peak Hour

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820)		
Size	7.3 KSF		
	Total	Internal	External
Enter	17	2	15
Exit	11	1	10
Total	28	3	25
%	100	10%	90%

Exit to External: 10
Enter from External: 15

Note: PM peak hour internal capture rates were used for the AM peak hour.

Demand 3% 0 | Balanced 0 | Demand 31% 0 | Demand 2% 0 | Balanced 0 | Demand 23% 0

Demand 12% 1 | Balanced 1 | Demand 31% 5 | Demand 9% 2 | Balanced 2 | Demand 53% 38

Land Use A: 0

ITE LU Code	0		
Size	0.0		0.0
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	100	#DIV/0!	#DIV/0!

Exit to External: 0
Enter from External: 0

Demand 0% 0 | Balanced 0 | Demand 0% 0 | Demand 2% 0 | Balanced 0 | Demand 2% 0

Land Use C: High Rise Residential Condominium

ITE LU Code	ITE (232)		
Size	242.0 Units		
	Total	Internal	External
Enter	16	1	15
Exit	72	2	70
Total	88	3	85
%	100	3%	97%

Enter from External: 15
Exit to External: 70

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	0	15	15	30	
Exit	0	10	70	80	
Total	0	25	85	110	*INTERNAL CAPTURE*
Single-Use Trip	0	28	88	116	5%

Time Period: PM Peak Hour

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820)		
Size	7.3 KSF		
	Total	Internal	External
Enter	46	4	42
Exit	50	6	44
Total	96	10	86
%	100	11%	89%

Exit to External: 44
Enter from External: 42

Demand 3% 2 | Balanced 0 | Demand 31% 0 | Demand 2% 1 | Balanced 0 | Demand 23% 0

Demand 12% 6 | Balanced 6 | Demand 31% 17 | Demand 9% 4 | Balanced 4 | Demand 53% 17

Land Use A: 0

ITE LU Code	0		
Size	0.0		0.0
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	100	#DIV/0!	#DIV/0!

Exit to External: 0
Enter from External: 0

Demand 0% 0 | Balanced 0 | Demand 0% 0 | Demand 2% 0 | Balanced 0 | Demand 2% 1

Land Use C: High Rise Residential Condominium

ITE LU Code	ITE (232)		
Size	242.0 Units		
	Total	Internal	External
Enter	54	6	48
Exit	33	4	29
Total	87	10	77
%	100	12%	88%

Enter from External: 48
Exit to External: 29

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	0	42	48	90	
Exit	0	44	29	73	
Total	0	86	77	163	*INTERNAL CAPTURE*
Single-Use Trip	0	96	87	183	11%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
Cathedral Square (11th & J)

Name of Development: Downtown Study

Time Period: Daily

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820)		
Size	7.3 KSF		
	Total	Internal	External
Enter	534	48	486
Exit	534	59	475
Total	1068	107	961
%	100	10%	90%

Exit to External: 475
Enter from External: 486

Land Use A: 0

ITE LU Code	0		
Size	0.0		0.0
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	100	#DIV/0!	#DIV/0!

Exit to External: 0
Enter from External: 0

Land Use C: High Rise Residential Condominium

ITE LU Code	ITE (232)		
Size	242.0 Units		
	Total	Internal	External
Enter	499	59	440
Exit	499	48	451
Total	998	107	891
%	100	11%	89%

Enter from External: 440
Exit to External: 451

	Demand		Balanced	Demand	
Land Use B → Land Use A	3%	16	0	15%	0
Land Use B → Land Use C	9%	48	48	38%	190
Land Use A → Land Use B	4%	21	0	22%	0
Land Use C → Land Use B	11%	59	59	33%	165
Land Use A → Land Use C	0%	0	0	0%	0
Land Use C → Land Use A	2%	0	0	3%	15

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	0	486	440	926	
Exit	0	475	451	926	
Total	0	961	891	1852	*INTERNAL CAPTURE*
Single-Use Trip	0	1068	998	2066	10%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
Epic Tower

Name of Development: Downtown Study

Time Period: AM Peak Hour

Note: PM peak hour internal capture rates were used for the AM peak hour.

Land Use B: Retail (Shopping Center)

	ITE LU Code	ITE (820)		
Exit to External	Size	26.9 KSF		
20		Total	Internal	External
	Enter	37	4	33
	Exit	24	4	20
33	Total	61	8	53
Enter from External	%	100	13%	87%

Land Use A: Office (General Office Building)

	ITE LU Code	ITE (710)		
Exit to External	Size	39.0 KSF		
9		Total	Internal	External
	Enter	66	1	65
	Exit	10	1	9
65	Total	76	2	74
Enter from External	%	100	2%	98%

Land Use C: High Rise Residential Condominium

	ITE LU Code	ITE (232)		
	Size	354.0 Units		Enter from External
	Total	Internal	External	19
Enter	22	3	19	
Exit	96	3	93	
Total	118	6	112	93
%	100	5%	95%	Exit to External

	Demand		Balanced	Demand	
Land Use B → Land Use A	3%	1	1	31%	20
Land Use B → Land Use C	9%	3	3	53%	51
Land Use A → Land Use B	2%	1	1	23%	2
Land Use C → Land Use B	12%	3	3	31%	7
Land Use A → Land Use C	0%	0	0	0%	0
Land Use C → Land Use A	2%	0	0	2%	0

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	65	33	19	117	
Exit	9	20	93	122	
Total	74	53	112	239	*INTERNAL CAPTURE*
Single-Use Trip	76	61	118	255	6%

Time Period: PM Peak Hour

Land Use B: Retail (Shopping Center)

	ITE LU Code	ITE (820)		
Exit to External	Size	26.9 KSF		
100		Total	Internal	External
	Enter	108	12	96
	Exit	118	18	100
96	Total	226	30	196
Enter from External	%	100	13%	87%

Land Use A: Office (General Office Building)

	ITE LU Code	ITE (710)		
Exit to External	Size	39.0 KSF		
83		Total	Internal	External
	Enter	18	4	14
	Exit	87	4	83
14	Total	105	7	98
Enter from External	%	100	7%	93%

Land Use C: High Rise Residential Condominium

	ITE LU Code	ITE (232)		
	Size	354.0 Units		Enter from External
	Total	Internal	External	59
Enter	75	16	59	
Exit	45	10	35	
Total	120	25	95	35
%	100	21%	79%	Exit to External

	Demand		Balanced	Demand	
Land Use B → Land Use A	3%	4	4	31%	6
Land Use B → Land Use C	9%	10	10	53%	24
Land Use A → Land Use B	2%	2	2	23%	20
Land Use C → Land Use B	12%	14	14	31%	23
Land Use A → Land Use C	0%	0	0	0%	0
Land Use C → Land Use A	2%	2	2	2%	2

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	14	96	59	170	
Exit	83	100	35	219	
Total	98	196	95	389	*INTERNAL CAPTURE*
Single-Use Trip	105	226	120	451	14%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
Epic Tower

Name of Development: Downtown Study

Time Period: Daily

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820)		
Size	26.9 KSF		
	Total	Internal	External
Enter	1245	162	1083
Exit	1245	174	1071
Total	2490	336	2154
%	100	14%	87%

Exit to External: 1071

Enter from External: 1083

Demand: 3% 37

Balanced: 37

Demand: 15% 42

Demand: 4% 50

Balanced: 50

Demand: 22% 61

Demand: 11% 137

Balanced: 137

Demand: 33% 226

Demand: 9% 112

Balanced: 112

Demand: 38% 260

Land Use A: Office (General Office Building)

ITE LU Code	ITE (710)		
Size	39.0 KSF		
	Total	Internal	External
Enter	278	37	241
Exit	278	55	223
Total	556	93	463
%	100	17%	83%

Exit to External: 223

Enter from External: 241

Demand: 0% 0

Balanced: 0

Demand: 0% 0

Demand: 2% 6

Balanced: 6

Demand: 3% 21

Land Use C: High Rise Residential Condominium

ITE LU Code	ITE (232)		
Size	354.0 Units		
	Total	Internal	External
Enter	684	143	541
Exit	684	112	572
Total	1368	255	1113
%	100	19%	81%

Enter from External: 541

Exit to External: 572

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	241	1083	541	1865	
Exit	223	1071	572	1865	
Total	463	2154	1113	3731	*INTERNAL CAPTURE*
Single-Use Trip	556	2490	1368	4414	15%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
701 L Street

Name of Development: Downtown Study

Time Period: AM Peak Hour

Note: PM peak hour internal capture rates were used for the AM peak hour.

Land Use B: Retail (Shopping Center)

	ITE LU Code	ITE (820)		
Exit to External	Size	10.5 KSF		
12		Total	Internal	External
	Enter	20	2	18
	Exit	14	2	12
18	Total	34	4	30
Enter from External	%	100	12%	88%

Land Use A: Office (General Office Building)

	ITE LU Code	ITE (710)		
Exit to External	Size	240.0 KSF		
39		Total	Internal	External
	Enter	286	0	286
	Exit	39	1	39
286	Total	325	1	324
Enter from External	%	100	0%	100%

Land Use C: High Rise Apartment

	ITE LU Code	ITE (222)		
	Size	80.0 Units		Enter from External
	Total	Internal	External	3
Enter	5	2	3	
Exit	15	2	13	
Total	20	3	17	13
%	100	17%	83%	Exit to External

	Demand		Balanced	Demand	
Land Use B → Land Use A	3%	0	0		
Land Use B → Land Use C	9%	2	2		
Land Use A → Land Use B	31%	89	0	2%	0
Land Use C → Land Use B	53%	8	2	12%	2
Land Use A → Land Use A	23%	9	0		
Land Use C → Land Use C	31%	2	0		
Land Use A → Land Use C	0%	0	0	0%	0
Land Use C → Land Use A	2%	1	0	2%	0

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	286	18	3	307	
Exit	39	12	13	64	
Total	324	30	17	370	*INTERNAL CAPTURE*
Single-Use Trip	325	34	20	379	2%

Time Period: PM Peak Hour

Land Use B: Retail (Shopping Center)

	ITE LU Code	ITE (820)		
Exit to External	Size	10.5 KSF		
56		Total	Internal	External
	Enter	59	6	53
	Exit	63	7	56
53	Total	122	13	109
Enter from External	%	100	11%	89%

Land Use A: Office (General Office Building)

	ITE LU Code	ITE (710)		
Exit to External	Size	240.0 KSF		
248		Total	Internal	External
	Enter	50	2	48
	Exit	249	1	248
48	Total	299	3	296
Enter from External	%	100	1%	99%

Land Use C: High Rise Apartment

	ITE LU Code	ITE (222)		
	Size	80.0 Units		Enter from External
	Total	Internal	External	10
Enter	15	5	10	
Exit	10	5	5	
Total	25	10	15	5
%	100	41%	59%	Exit to External

	Demand		Balanced	Demand	
Land Use B → Land Use A	3%	2	2		
Land Use B → Land Use C	9%	5	5		
Land Use A → Land Use B	31%	16	1	2%	1
Land Use C → Land Use B	53%	5	5	12%	8
Land Use A → Land Use A	23%	57	1		
Land Use C → Land Use C	31%	5	5		
Land Use A → Land Use C	0%	0	0	0%	0
Land Use C → Land Use A	2%	5	0	2%	0

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	48	53	10	111	
Exit	248	56	5	309	
Total	296	109	15	419	*INTERNAL CAPTURE*
Single-Use Trip	299	122	25	446	6%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
701 L Street

Name of Development: Downtown Study

Time Period: Daily

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820)		
Size	10.5 KSF		
	Total	Internal	External
Enter	676	83	593
Exit	676	69	607
Total	1352	152	1200
%	100	11%	89%

Exit to External: 607

Enter from External: 593

Demand: 3% 20

Balanced: 20

Demand: 15% 169

Demand: 4% 27

Balanced: 27

Demand: 22% 248

Demand: 11% 74

Balanced: 49

Demand: 33% 49

Demand: 9% 61

Balanced: 56

Demand: 38% 56

Land Use A: Office (General Office Building)

ITE LU Code	ITE (710)		
Size	240.0 KSF		
	Total	Internal	External
Enter	1127	20	1107
Exit	1127	31	1096
Total	2254	52	2202
%	100	2%	98%

Exit to External: 1096

Enter from External: 1107

Demand: 0% 0

Balanced: 0

Demand: 0% 0

Demand: 2% 23

Balanced: 4

Demand: 3% 4

Land Use C: High Rise Apartment

ITE LU Code	ITE (222)		
Size	80.0 Units		
	Total	Internal	External
Enter	148	53	95
Exit	148	56	92
Total	296	110	186
%	100	37%	63%

Enter from External: 95

Exit to External: 92

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	1107	593	95	1794	
Exit	1096	607	92	1794	
Total	2202	1200	186	3588	*INTERNAL CAPTURE*
Single-Use Trip	2254	1352	296	3902	8%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
The Library Lofts (8th & I)

Name of Development: Downtown Study

Time Period: AM Peak Hour

Note: PM peak hour internal capture rates were used for the AM peak hour.

Land Use B: Retail (Shopping Center)

	ITE LU Code	ITE (820)		
Exit to External	Size	12.0 KSF		
13		Total	Internal	External
←	Enter	23	3	20
→	Exit	15	2	13
20	Total	38	5	33
Enter from External	%	100	13%	87%

Land Use A: Office (General Office Building)

	ITE LU Code	ITE (710)		
Exit to External	Size	35.0 KSF		
8		Total	Internal	External
←	Enter	61	0	61
→	Exit	9	1	8
61	Total	70	1	69
Enter from External	%	100	2%	98%

Land Use C: High Rise Residential Condominium

	ITE LU Code	ITE (232)		
	Size	330.0 Units		Enter from External
	Total	Internal	External	19
←	Enter	21	2	19
→	Exit	90	2	88
	Total	111	4	107	88
	%	100	4%	96%	Exit to External

	Demand		Balanced	Demand		Balanced	Demand	
Land Use B: Exit to External	3%	0	0	2%	0	0	31%	19
Land Use B: Enter from External	9%	2	2	12%	2	2	53%	48
Land Use A: Exit to External	23%	2	0	0%	0	0	31%	7
Land Use A: Enter from External	0%	0	0	2%	0	0	2%	0

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	61	20	19	100	
Exit	8	13	88	109	
Total	69	33	107	209	*INTERNAL CAPTURE*
Single-Use Trip	70	38	111	219	5%

Time Period: PM Peak Hour

Land Use B: Retail (Shopping Center)

	ITE LU Code	ITE (820)		
Exit to External	Size	12.0 KSF		
59		Total	Internal	External
←	Enter	64	7	57
→	Exit	69	10	59
57	Total	133	17	116
Enter from External	%	100	13%	87%

Land Use A: Office (General Office Building)

	ITE LU Code	ITE (710)		
Exit to External	Size	35.0 KSF		
82		Total	Internal	External
←	Enter	17	2	15
→	Exit	85	3	82
15	Total	102	5	97
Enter from External	%	100	5%	95%

Land Use C: High Rise Residential Condominium

	ITE LU Code	ITE (232)		
	Size	330.0 Units		Enter from External
	Total	Internal	External	60
←	Enter	70	10	60
→	Exit	43	6	37
	Total	113	15	98	37
	%	100	14%	86%	Exit to External

	Demand		Balanced	Demand		Balanced	Demand	
Land Use B: Exit to External	3%	2	2	2%	1	1	31%	5
Land Use B: Enter from External	9%	6	6	12%	8	8	53%	23
Land Use A: Exit to External	23%	20	0	0%	0	0	31%	22
Land Use A: Enter from External	0%	0	0	2%	2	1	2%	1

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	15	57	60	132	
Exit	82	59	37	178	
Total	97	116	98	310	*INTERNAL CAPTURE*
Single-Use Trip	102	133	113	348	11%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
The Library Lofts (8th & I)

Name of Development: Downtown Study

Time Period: Daily

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820)		
Size	12.0 KSF		
	Total	Internal	External
Enter	738	96	642
Exit	738	103	635
Total	1476	199	1277
%	100	14%	87%

Exit to External: 635

Enter from External: 642

Demand 3% 22 — Balanced 22

Demand 15% 38

Demand 4% 30 — Balanced 30

Demand 22% 56

Demand 11% 81 — Balanced 81

Demand 33% 213

Demand 9% 66 — Balanced 66

Demand 38% 245

Land Use A: Office (General Office Building)

ITE LU Code	ITE (710)		
Size	35.0 KSF		
	Total	Internal	External
Enter	256	22	234
Exit	256	35	221
Total	512	57	455
%	100	11%	89%

Exit to External: 221

Enter from External: 234

Demand 0% 0 — Balanced 0 — Demand 0% 0

Demand 2% 5 — Balanced 5 — Demand 3% 19

Land Use C: High Rise Residential Condominium

ITE LU Code	ITE (232)		
Size	330.0 Units		
	Total	Internal	External
Enter	645	86	559
Exit	645	66	579
Total	1290	153	1137
%	100	12%	88%

Enter from External: 559

Exit to External: 579

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	234	642	559	1435	
Exit	221	635	579	1435	
Total	455	1277	1137	2869	*INTERNAL CAPTURE*
Single-Use Trip	512	1476	1290	3278	12%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
800 K Street

Name of Development: Downtown Study

Time Period: AM Peak Hour

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820)		
Size	17.6 KSF		
	Total	Internal	External
Enter	29	3	26
Exit	19	1	18
Total	48	4	44
%	100	8%	92%

Exit to External: 18

Enter from External: 26

Note: PM peak hour internal capture rates were used for the AM peak hour.

Demand 3% 1 — Balanced 0 — Demand 31% 0

Demand 2% 1 — Balanced 0 — Demand 23% 0

Demand 12% 2 — Balanced 1 — Demand 31% 1

Demand 9% 3 — Balanced 3 — Demand 53% 4

Land Use A: 0

ITE LU Code	0		
Size	0.0		0.0
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	100	#DIV/0!	#DIV/0!

Exit to External: 0

Enter from External: 0

Demand 0% 0 — Balanced 0 — Demand 0% 0

Demand 2% 0 — Balanced 0 — Demand 2% 0

Land Use C: Mid Rise Apartment

ITE LU Code	ITE (220)		
Size	26.0 Units		
	Total	Internal	External
Enter	4	1	3
Exit	8	3	5
Total	12	4	8
%	100	32%	68%

Enter from External: 3

Exit to External: 5

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	0	26	3	29	
Exit	0	18	5	23	
Total	0	44	8	52	*INTERNAL CAPTURE*
Single-Use Trip	0	48	12	60	13%

Time Period: PM Peak Hour

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820)		
Size	17.6 KSF		
	Total	Internal	External
Enter	83	4	79
Exit	89	2	87
Total	172	6	166
%	100	4%	96%

Exit to External: 87

Enter from External: 79

Demand 3% 3 — Balanced 0 — Demand 31% 0

Demand 2% 2 — Balanced 0 — Demand 23% 0

Demand 12% 11 — Balanced 2 — Demand 31% 2

Demand 9% 7 — Balanced 4 — Demand 53% 4

Land Use A: 0

ITE LU Code	0		
Size	0.0		0.0
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	100	#DIV/0!	#DIV/0!

Exit to External: 0

Enter from External: 0

Demand 0% 0 — Balanced 0 — Demand 0% 0

Demand 2% 0 — Balanced 0 — Demand 2% 0

Land Use C: Mid Rise Apartment

ITE LU Code	ITE (220)		
Size	26.0 Units		
	Total	Internal	External
Enter	8	2	6
Exit	7	4	3
Total	15	6	9
%	100	41%	59%

Enter from External: 6

Exit to External: 3

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	0	79	6	85	
Exit	0	87	3	90	
Total	0	166	9	175	*INTERNAL CAPTURE*
Single-Use Trip	0	172	15	187	7%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
800 K Street

Name of Development: Downtown Study

Time Period: Daily

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820)		
Size	17.6 KSF		
	Total	Internal	External
Enter	946	29	917
Exit	946	25	921
Total	1892	55	1837
%	100	3%	97%

Exit to External: 921

Enter from External: 917

Demand 3% 28 — Balanced 0

Demand 15% 0

Demand 4% 38 — Balanced 0

Demand 22% 0

Demand 11% 104 — Balanced 25

Demand 33% 25

Demand 9% 85 — Balanced 29

Demand 38% 29

Land Use A: 0

ITE LU Code	0		
Size	0.0		0.0
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	100	#DIV/0!	#DIV/0!

Exit to External: 0

Enter from External: 0

Demand 0% 0 — Balanced 0 — Demand 0% 0

Demand 2% 0 — Balanced 0 — Demand 3% 2

Land Use C: Mid Rise Apartment

ITE LU Code	ITE (220)		
Size	26.0 Units		
	Total	Internal	External
Enter	77	25	52
Exit	77	29	48
Total	154	55	99
%	100	36%	65%

Enter from External: 52

Exit to External: 48

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	0	917	52	968	
Exit	0	921	48	968	
Total	0	1837	99	1937	*INTERNAL CAPTURE*
Single-Use Trip	0	1892	154	2046	5%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
Westfield Shoppingtown Downtown Plaza

Name of Development: Downtown Study

Time Period: AM Peak Hour

Land Use B: Retail/Theater

ITE LU Code	ITE (820), & ITE (445)		
Size	873.2 KSF		
	Total	Internal	External
Enter	301	6	295
Exit	193	6	187
Total	494	12	482
%	100	2%	98%

Exit to External: 187

Enter from External: 295

Note: PM peak hour internal capture rates were used for the AM peak hour.

Demand 3% 6 — Balanced 6

Demand 9% 27 — Balanced 0

Demand 12% 23 — Balanced 0

Demand 2% 6 — Balanced 6

Demand 31% 101

Demand 53% 0

Demand 31% 0

Demand 23% 10

Land Use A: Office (General Office Building)

ITE LU Code	ITE (710)		
Size	281.4 KSF		
	Total	Internal	External
Enter	325	6	319
Exit	44	6	38
Total	369	12	357
%	100	3%	97%

Exit to External: 38

Enter from External: 319

Demand 0% 0 — Balanced 0 — Demand 0% 0

Demand 2% 1 — Balanced 0 — Demand 2% 0

Land Use C:

ITE LU Code	0		
Size			
	Total	Internal	External
Enter			
Exit			
Total			
%	100	#DIV/0!	#DIV/0!

Enter from External: 0

Exit to External: 0

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	319	295	0	614	
Exit	38	187	0	225	
Total	357	482	0	839	*INTERNAL CAPTURE*
Single-Use Trip	369	494	0	863	3%

Time Period: PM Peak Hour

Land Use B: Retail (Shopping Center)

ITE LU Code	ITE (820), & ITE (445)		
Size	873.2 KSF		
	Total	Internal	External
Enter	1141	23	1118
Exit	1275	18	1257
Total	2416	41	2375
%	100	2%	98%

Exit to External: 1257

Enter from External: 1118

Demand 3% 38 — Balanced 18

Demand 9% 103 — Balanced 0

Demand 12% 153 — Balanced 0

Demand 2% 23 — Balanced 23

Demand 31% 18

Demand 53% 0

Demand 31% 0

Demand 23% 65

Land Use A: Office (General Office Building)

ITE LU Code	ITE (710)		
Size	281.4 KSF		
	Total	Internal	External
Enter	58	18	40
Exit	281	23	258
Total	339	41	298
%	100	12%	88%

Exit to External: 258

Enter from External: 40

Demand 0% 0 — Balanced 0 — Demand 0% 0

Demand 2% 6 — Balanced 0 — Demand 2% 0

Land Use C: 0

ITE LU Code	0		
Size	0.0		0
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	100	#DIV/0!	#DIV/0!

Enter from External: 0

Exit to External: 0

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	40	1118	0	1158	
Exit	258	1257	0	1515	
Total	298	2375	0	2673	*INTERNAL CAPTURE*
Single-Use Trip	339	2416	0	2755	3%

Analyst: Dowling

Date: 6/8/2006

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY
Westfield Shoppingtown Downtown Plaza

Name of Development: Downtown Study

Time Period: Daily

Land Use B: Retail (Shopping Center)

ITE LU Code ITE (820), & ITE (445)

Size 873.2 KSF

		Total	Internal	External
Exit to External				
11780	Enter	11971	280	11691
	Exit	11971	191	11780
11691	Total	23942	471	23471
Enter from External	%	100	2%	98%

Demand 3% 359

Balanced 191

Demand 15% 191

Demand 4% 479

Balanced 280

Demand 22% 280

Demand 11% 1317

Balanced 0

Demand 33% 0

Demand 9% 1077

Balanced 0

Demand 38% 0

Land Use A: Office (General Office Building)

ITE LU Code ITE (710)

Size 281.4 KSF

		Total	Internal	External
Exit to External				
994	Enter	1274	191	1083
	Exit	1274	280	994
1083	Total	2548	471	2077
Enter from External	%	100	19%	82%

Demand 0% 0

Balanced 0

Demand 0% 0

Demand 2% 25

Balanced 0

Demand 3% 0

Land Use C: 0

ITE LU Code 0

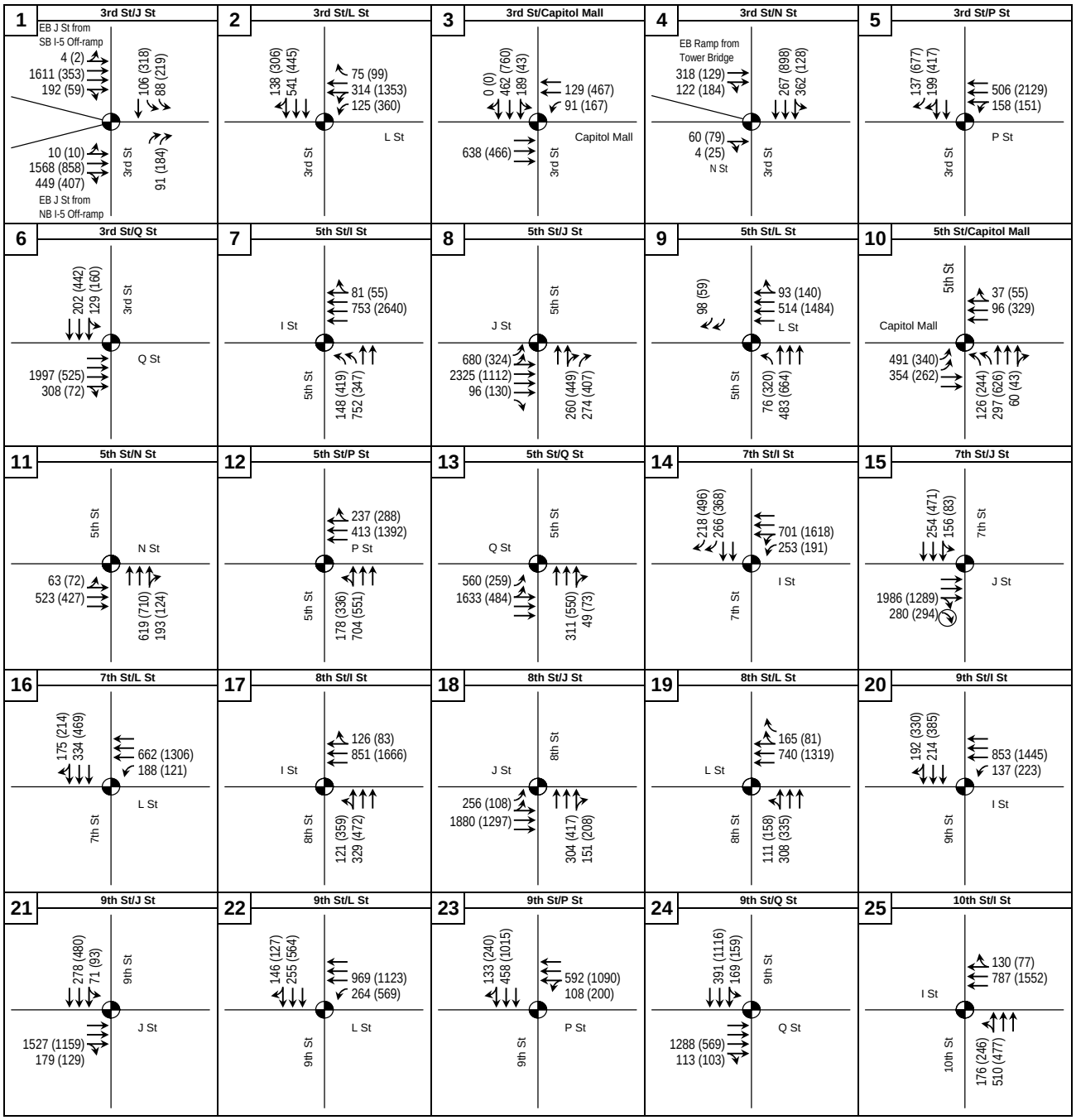
Size 0.0 0

		Total	Internal	External
Enter from External				
0	Enter	0	0	0
	Exit	0	0	0
0	Total	0	0	0
Exit to External	%	100	#DIV/0!	#DIV/0!

Net External Trips for Multi-use Development

	LAND USE A	*LAND USE B*	*LAND USE C*	*TOTAL*	
Enter	1083	11691	0	12774	
Exit	994	11780	0	12774	
Total	2077	23471	0	25547	*INTERNAL CAPTURE*
Single-Use Trip	2548	23942	0	26490	4%

Appendix C Traffic Volumes



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

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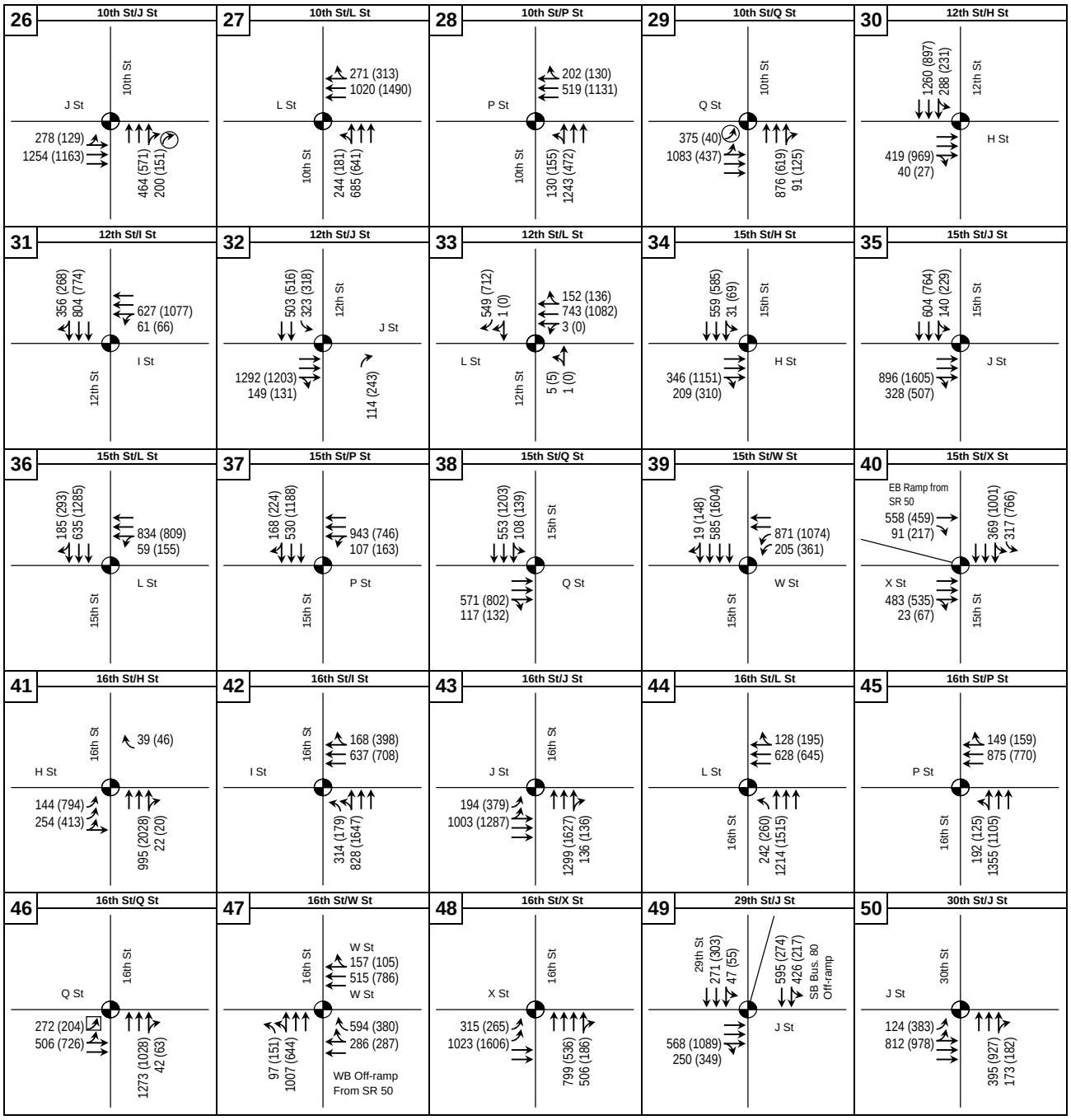
Figure A.1
EXISTING TRAFFIC VOLUMES, LANES, AND TRAFFIC CONTROLS



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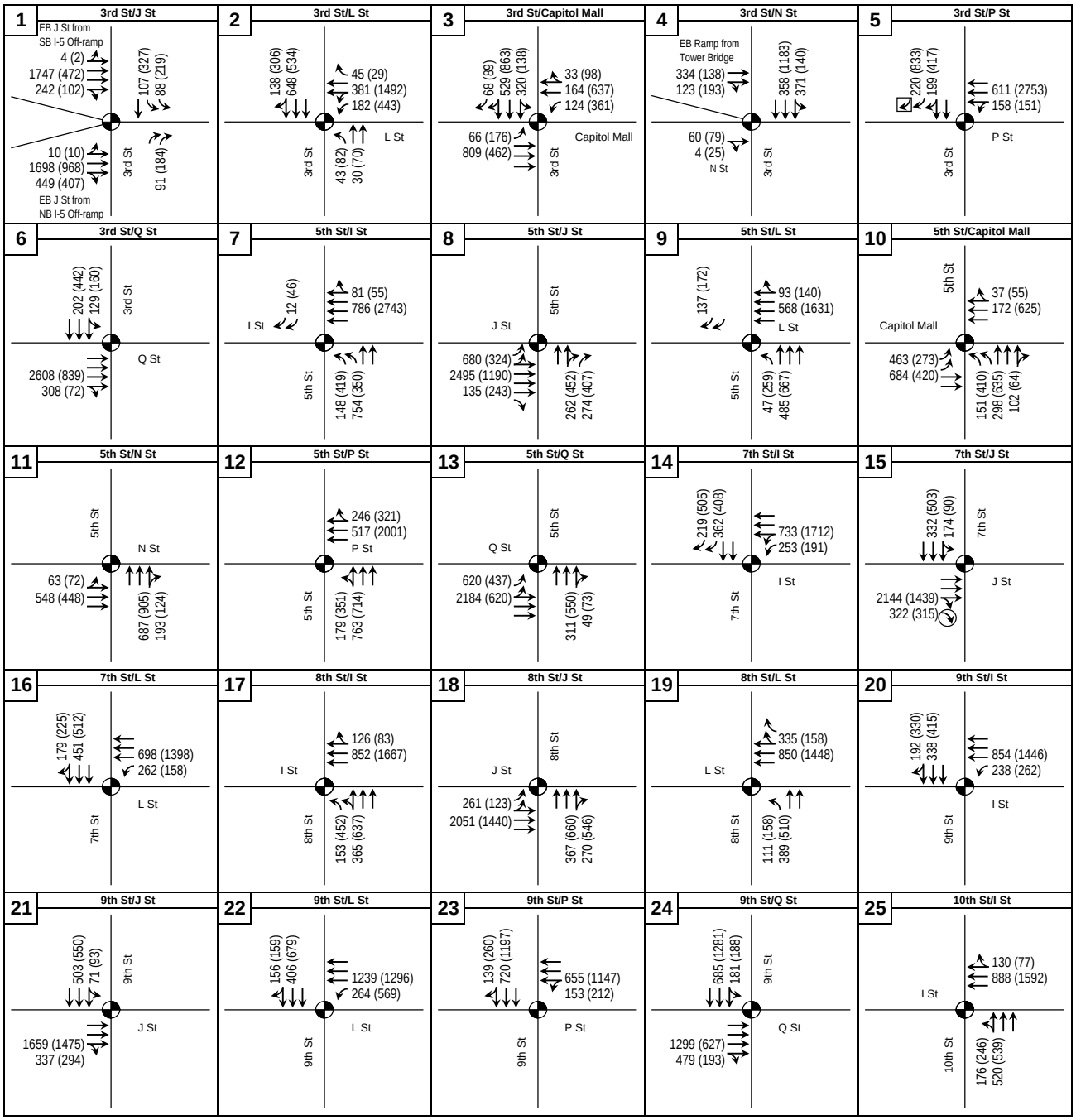
Dowling Associates, Inc.

Sacramento Downtown Traffic Study

Figure A.1
EXISTING TRAFFIC VOLUMES, LANES, AND TRAFFIC CONTROLS



KEY

31 (27) = AM (PM) peak hour traffic volume

◐ = Signalized intersection

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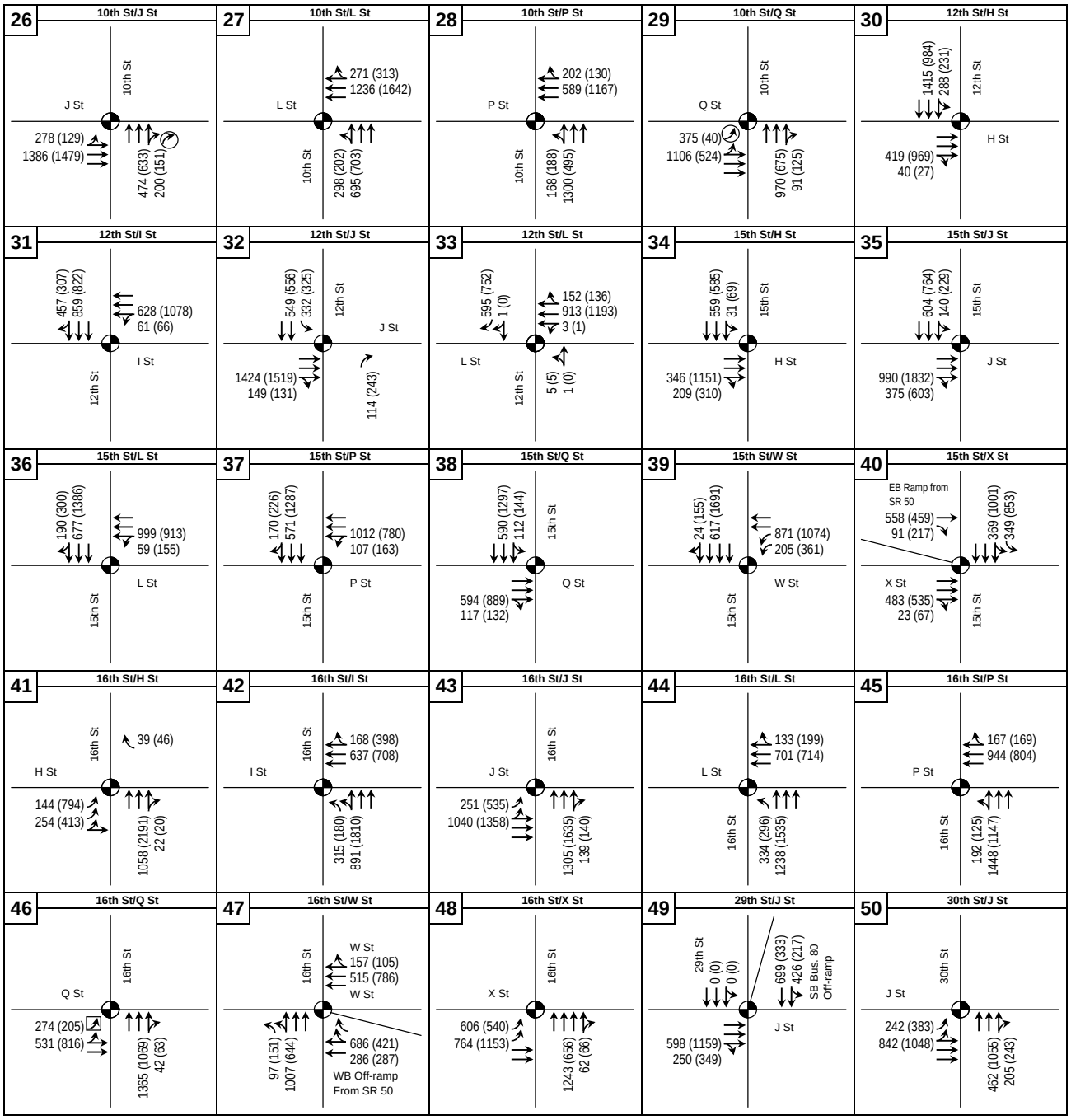
Figure A.2
BASELINE TRAFFIC VOLUMES, LANES, AND TRAFFIC CONTROLS



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

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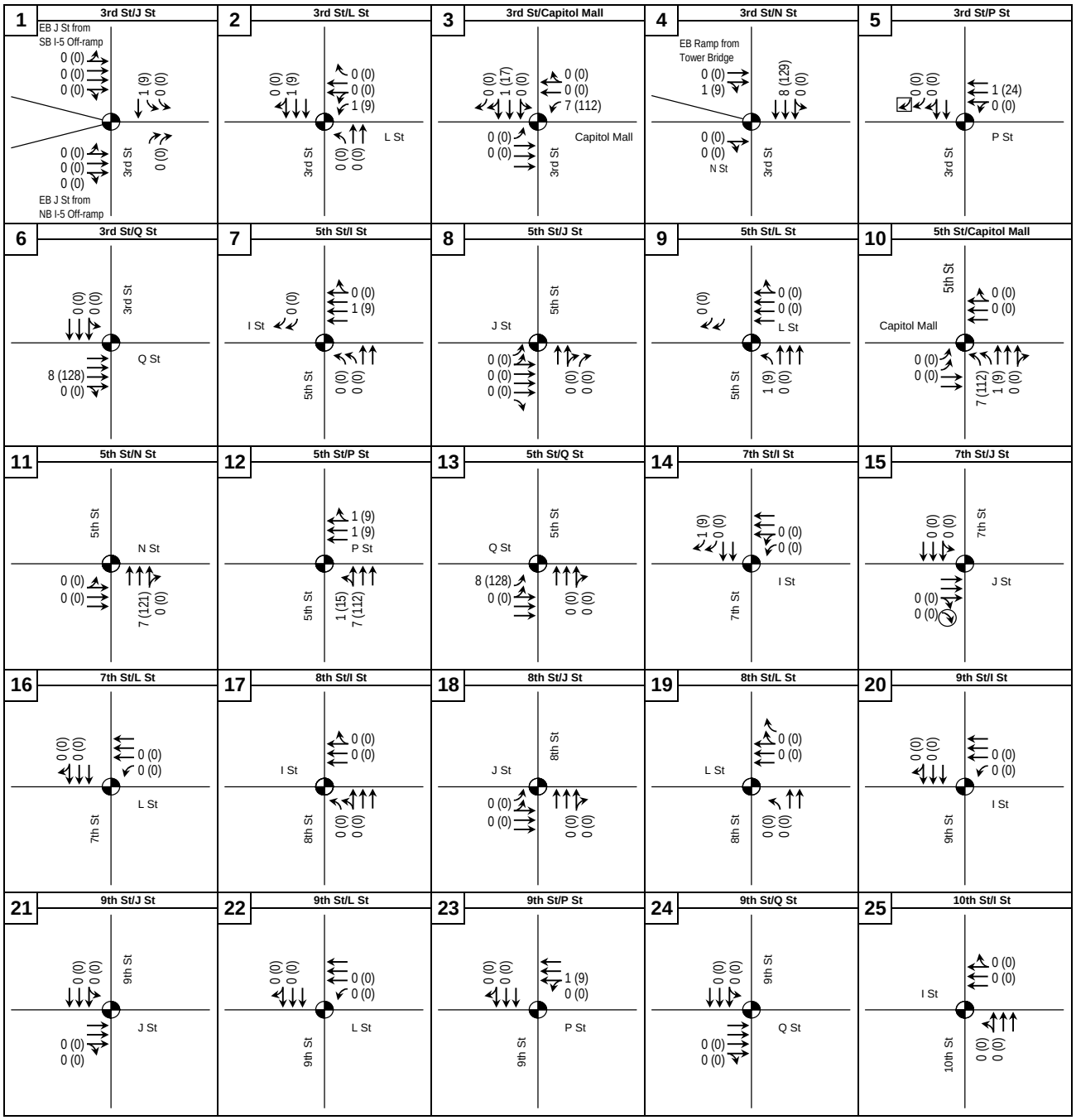
Figure A.2
BASELINE TRAFFIC VOLUMES, LANES, AND TRAFFIC CONTROLS



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

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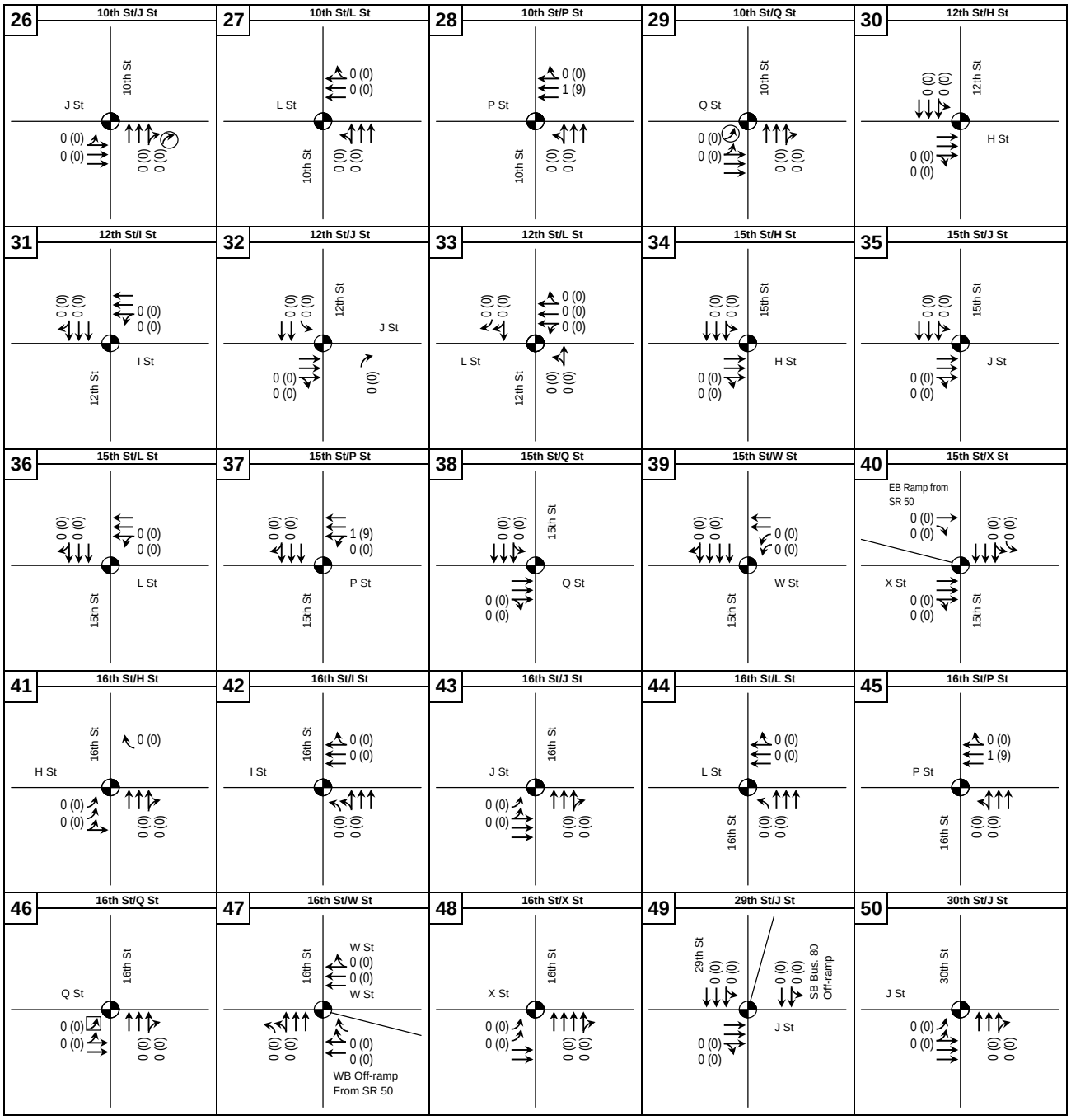
Figure A.3
BASELINE TRAFFIC VOLUMES
CROCKER PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

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= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

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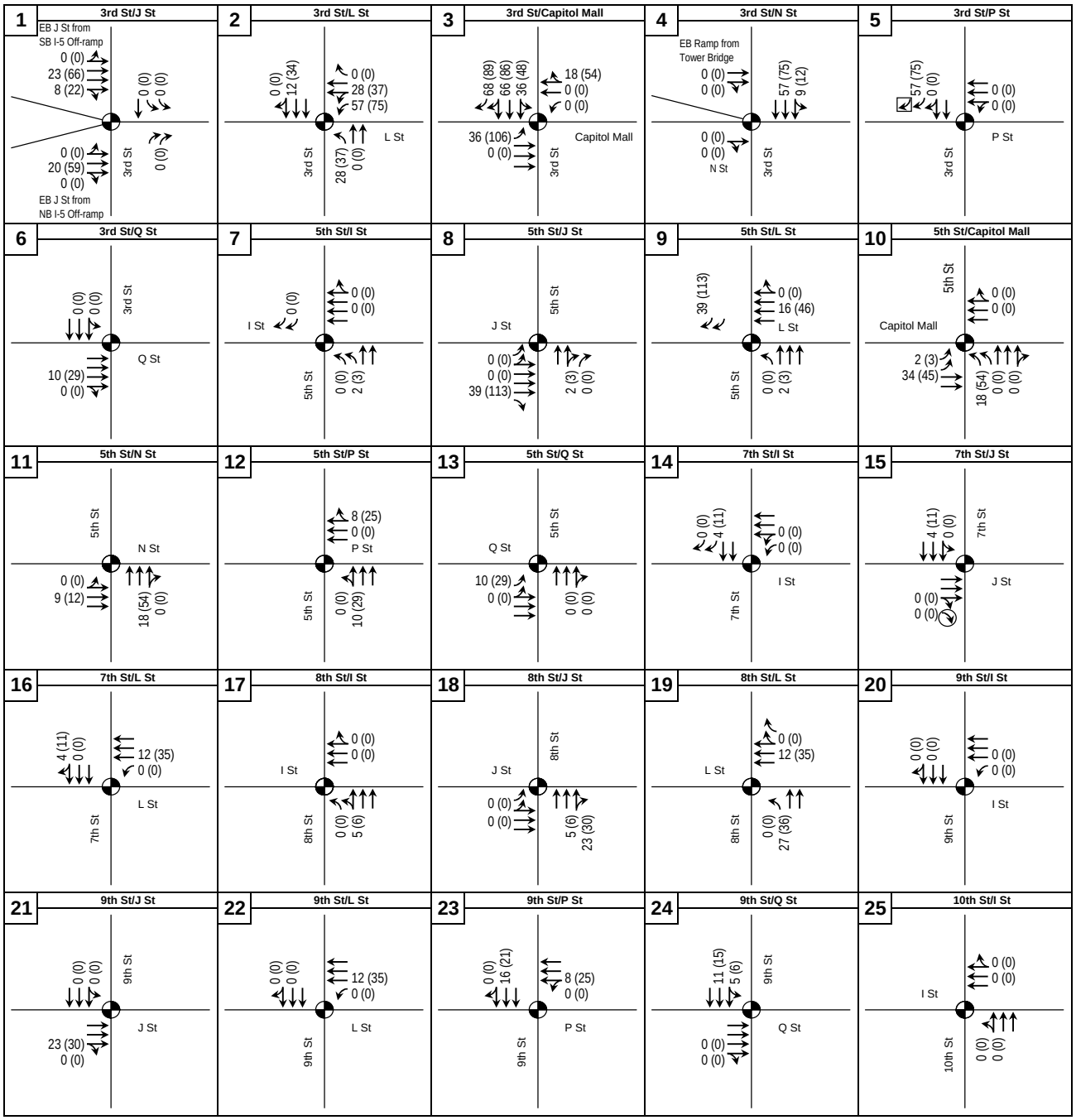
Figure A.3
BASELINE TRAFFIC VOLUMES
CROCKER PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

◐ = Signalized intersection

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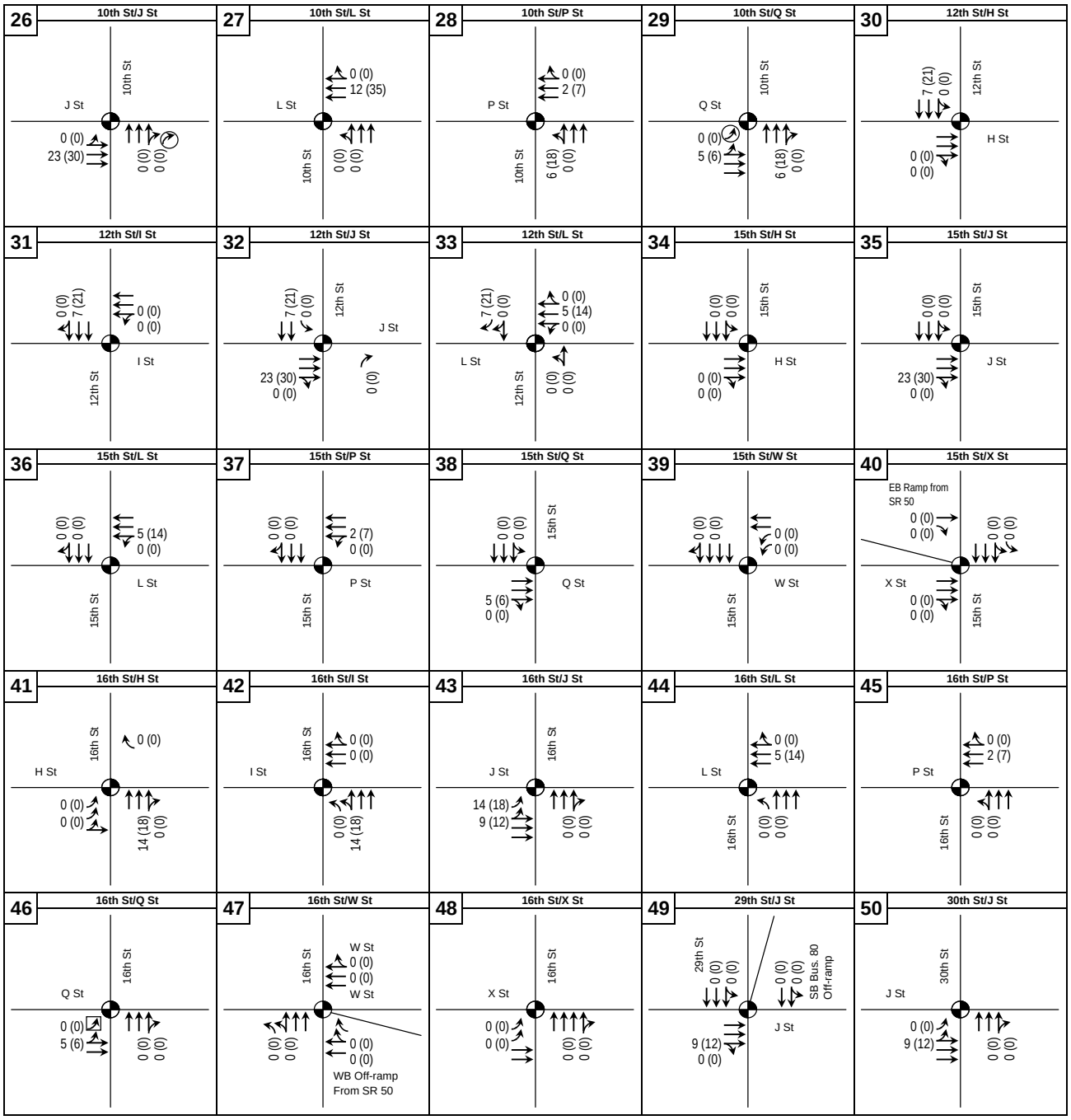
Figure A.4
BASELINE TRAFFIC VOLUMES
301 CAPITOL MALL PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

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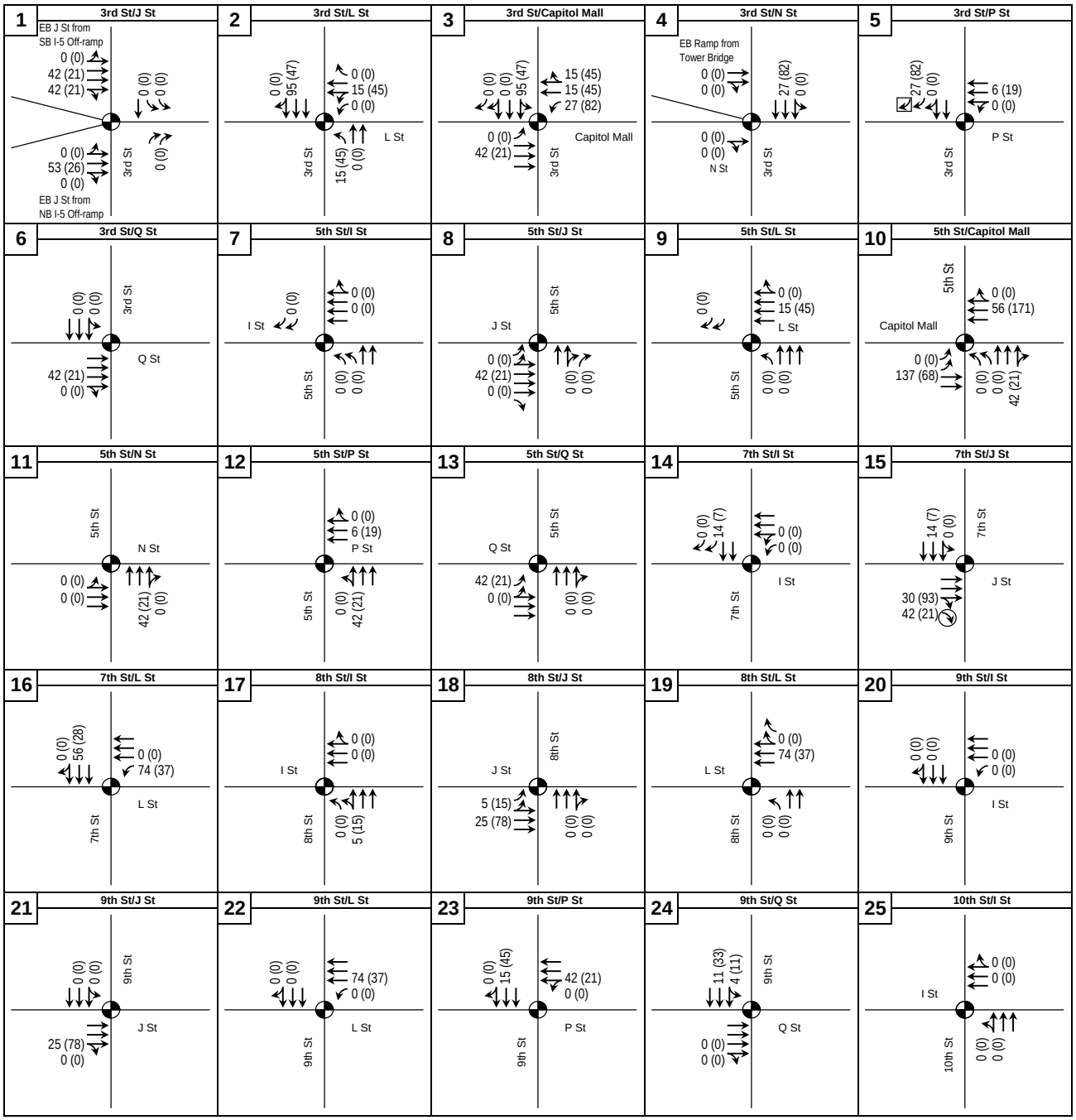
Figure A.4
BASELINE TRAFFIC VOLUMES
301 CAPITOL MALL PROJECT



KEY

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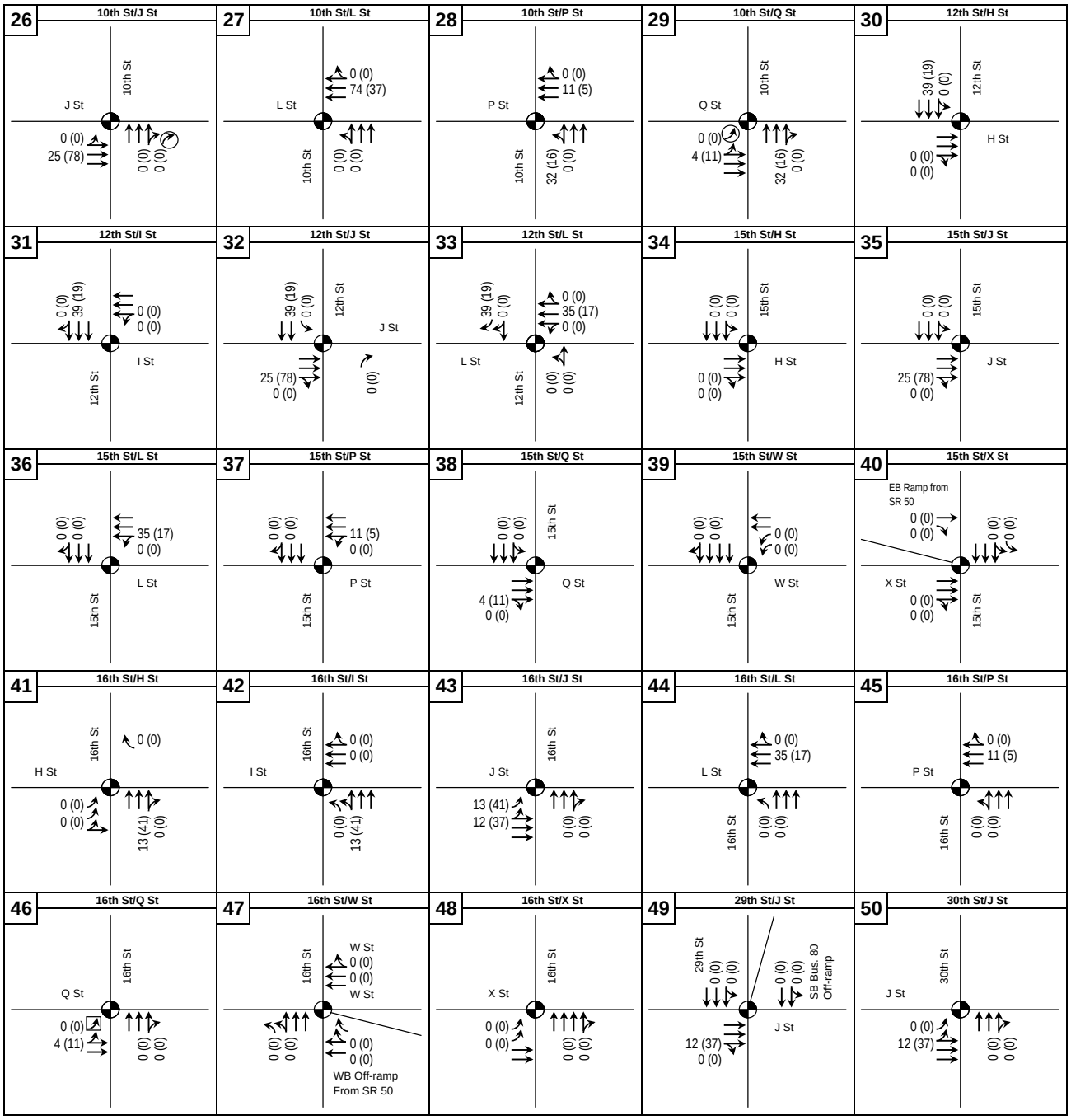
Figure A.5
BASELINE TRAFFIC VOLUMES
601 CAPITOL MALL PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

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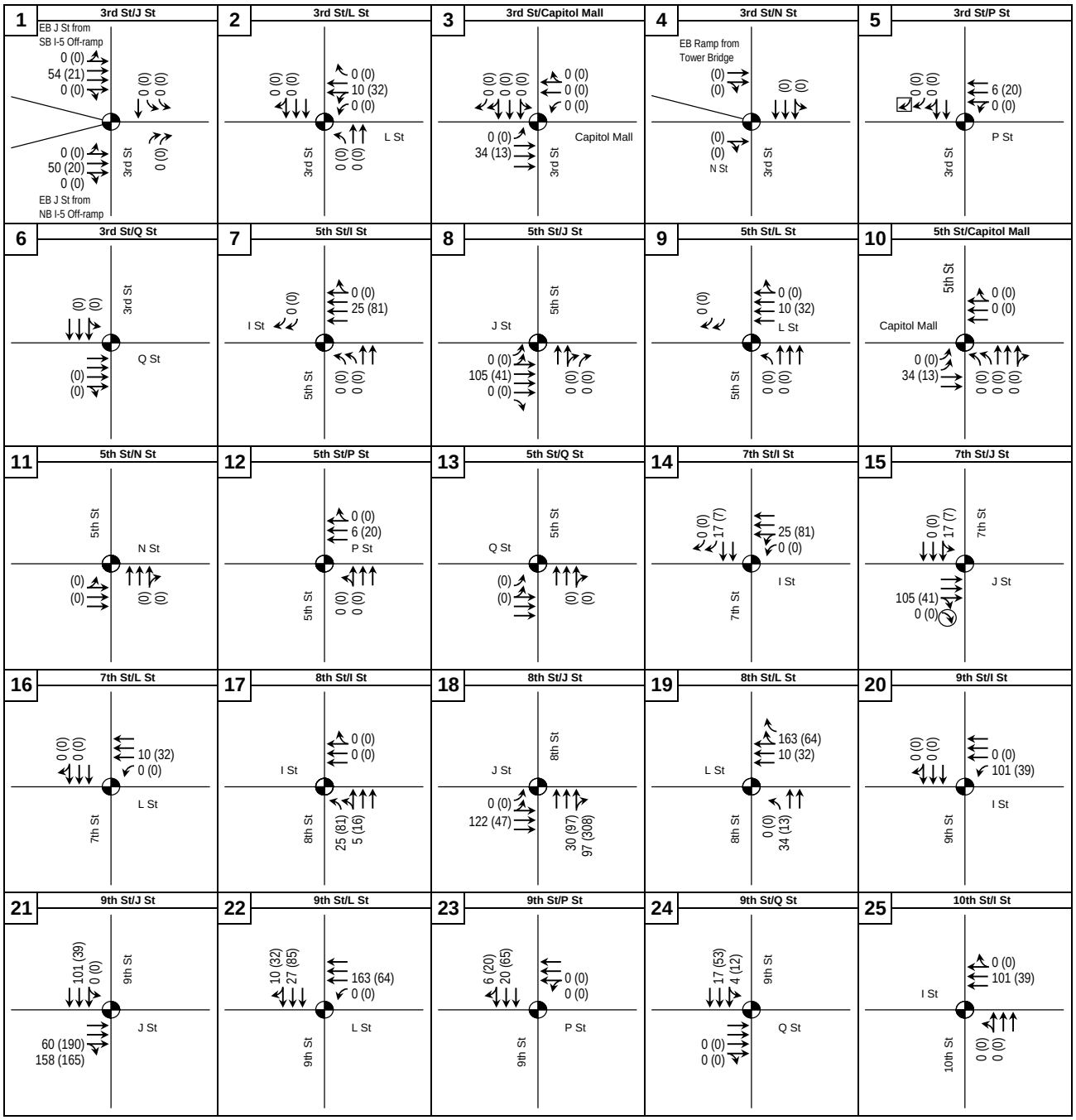
Figure A.5
BASELINE TRAFFIC VOLUMES
601 CAPITOL MALL PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

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= Lane provided during PM peak, only

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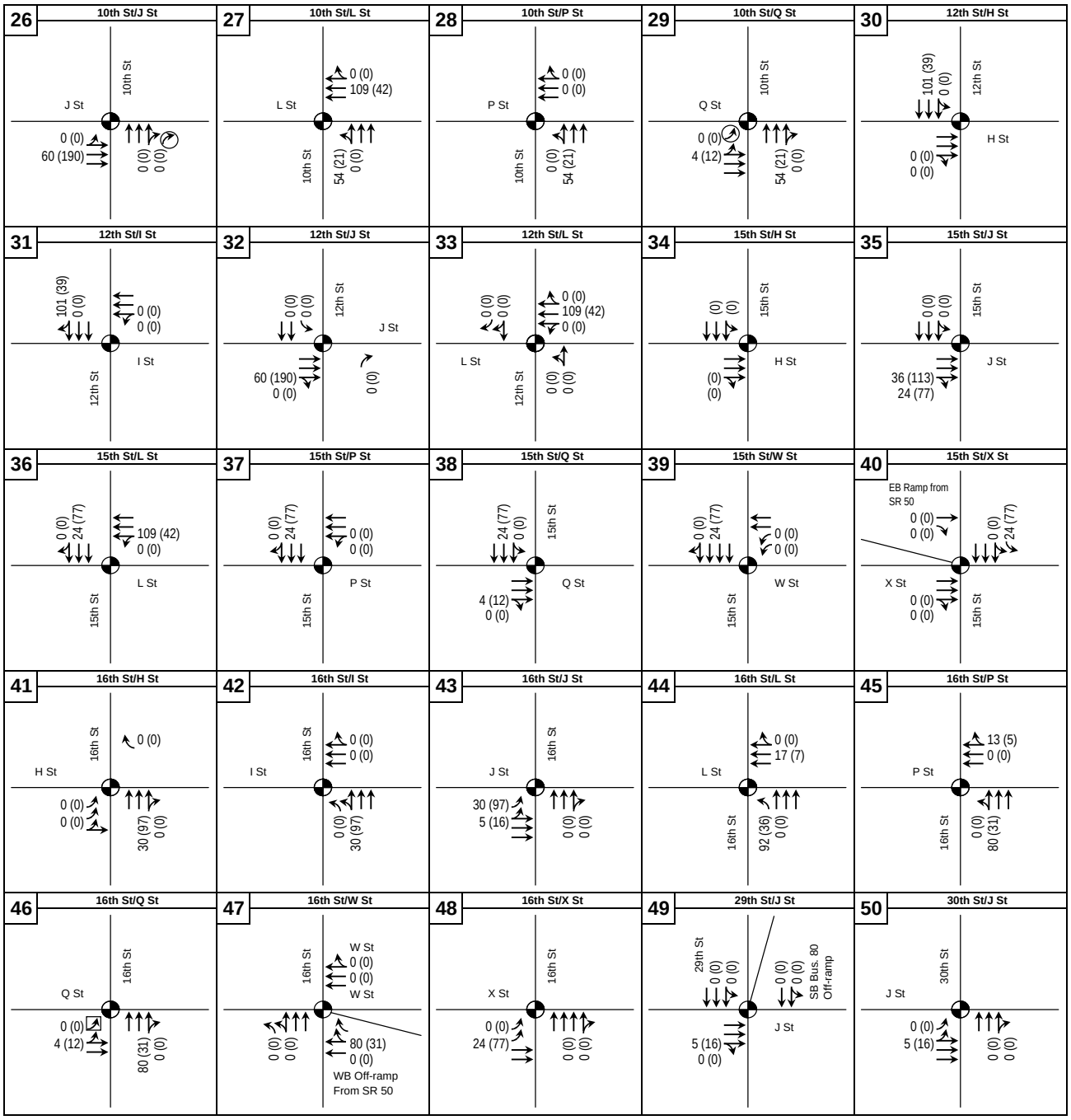
Figure A.6
BASELINE TRAFFIC VOLUMES
METRO PLACE PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

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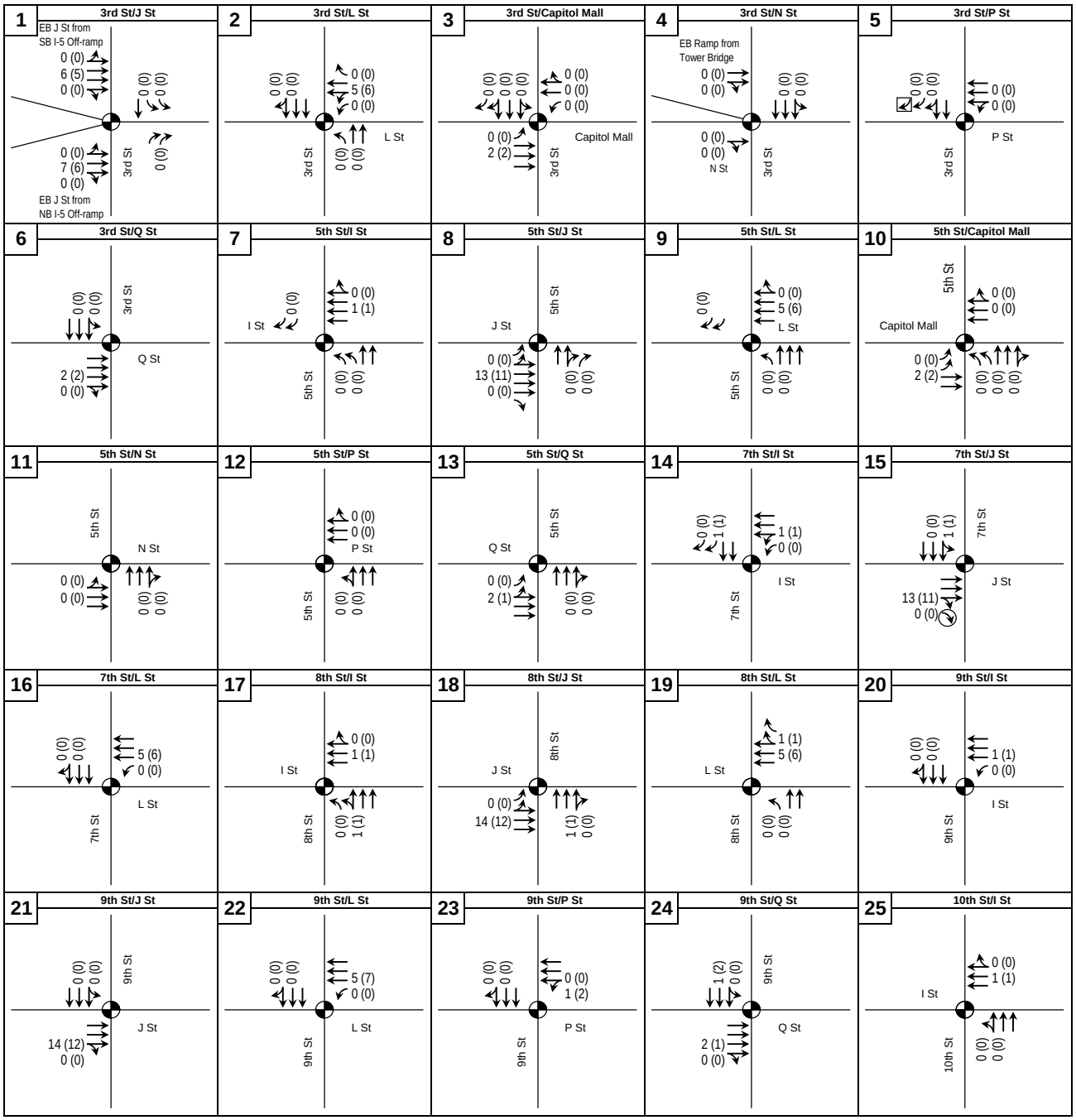
Figure A.6
BASELINE TRAFFIC VOLUMES
METRO PLACE PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

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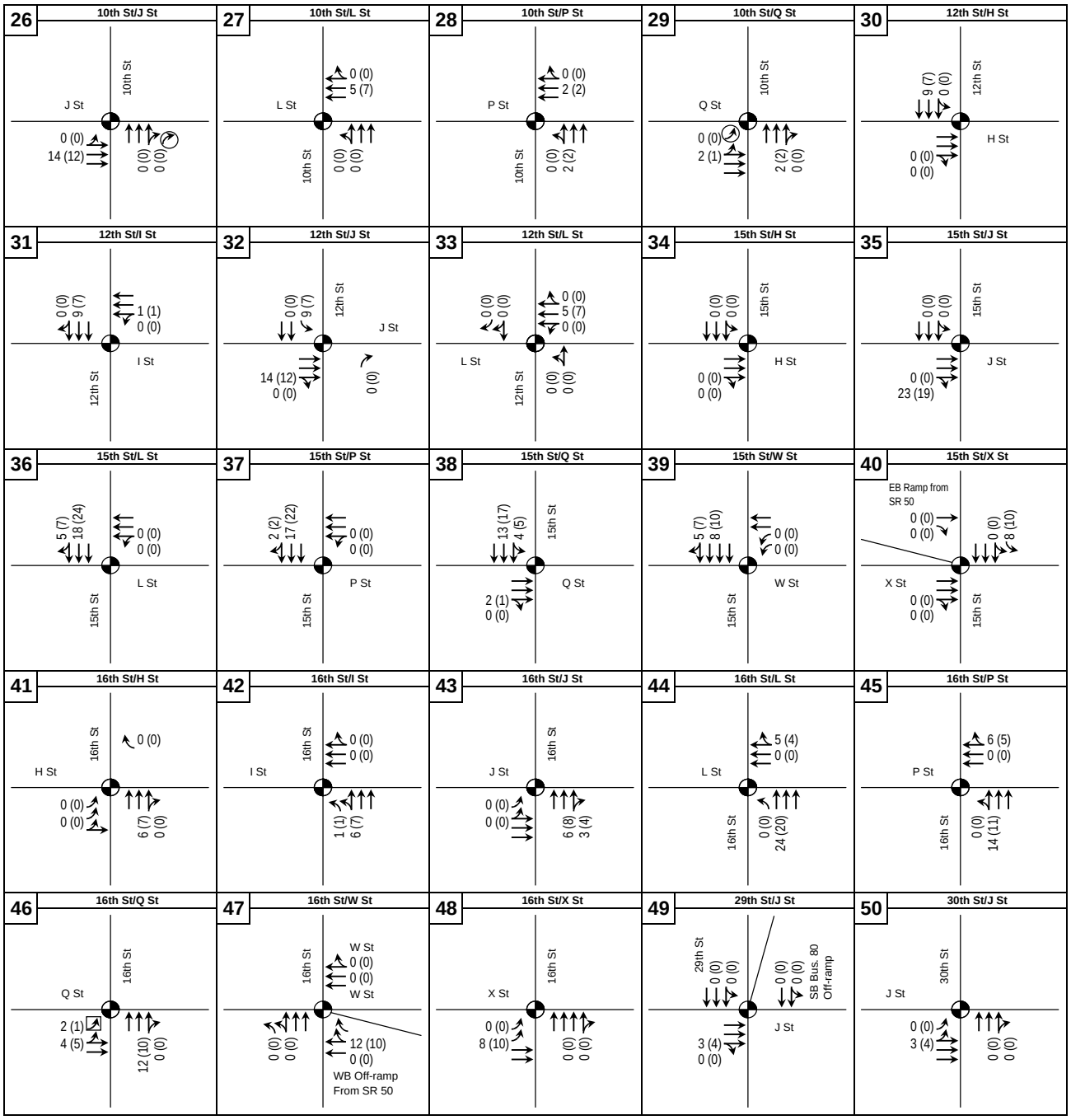
Figure A.7
BASELINE TRAFFIC VOLUMES
15TH & L HOTEL PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

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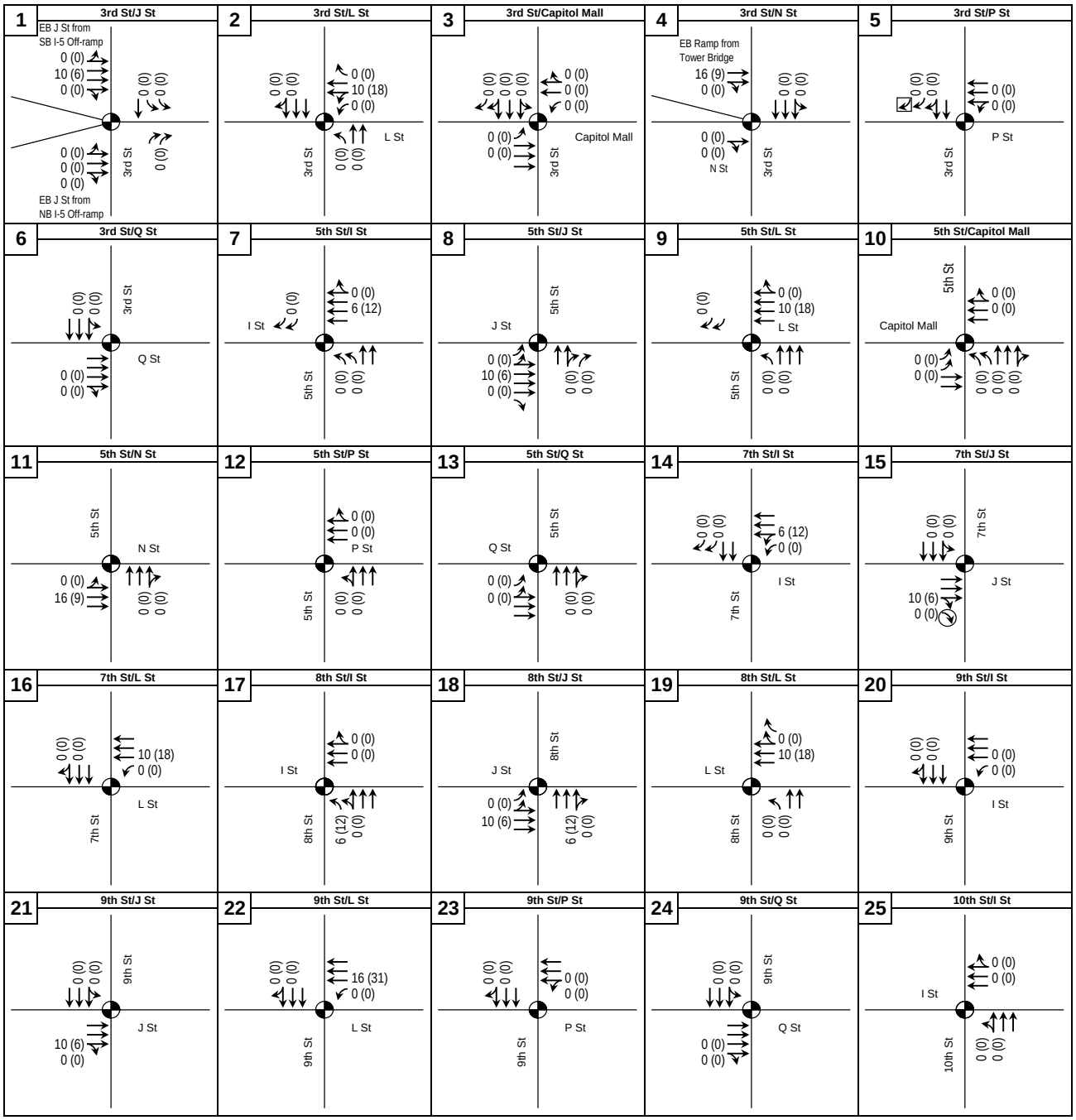
Figure A.7
BASELINE TRAFFIC VOLUMES
15TH & L HOTEL PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

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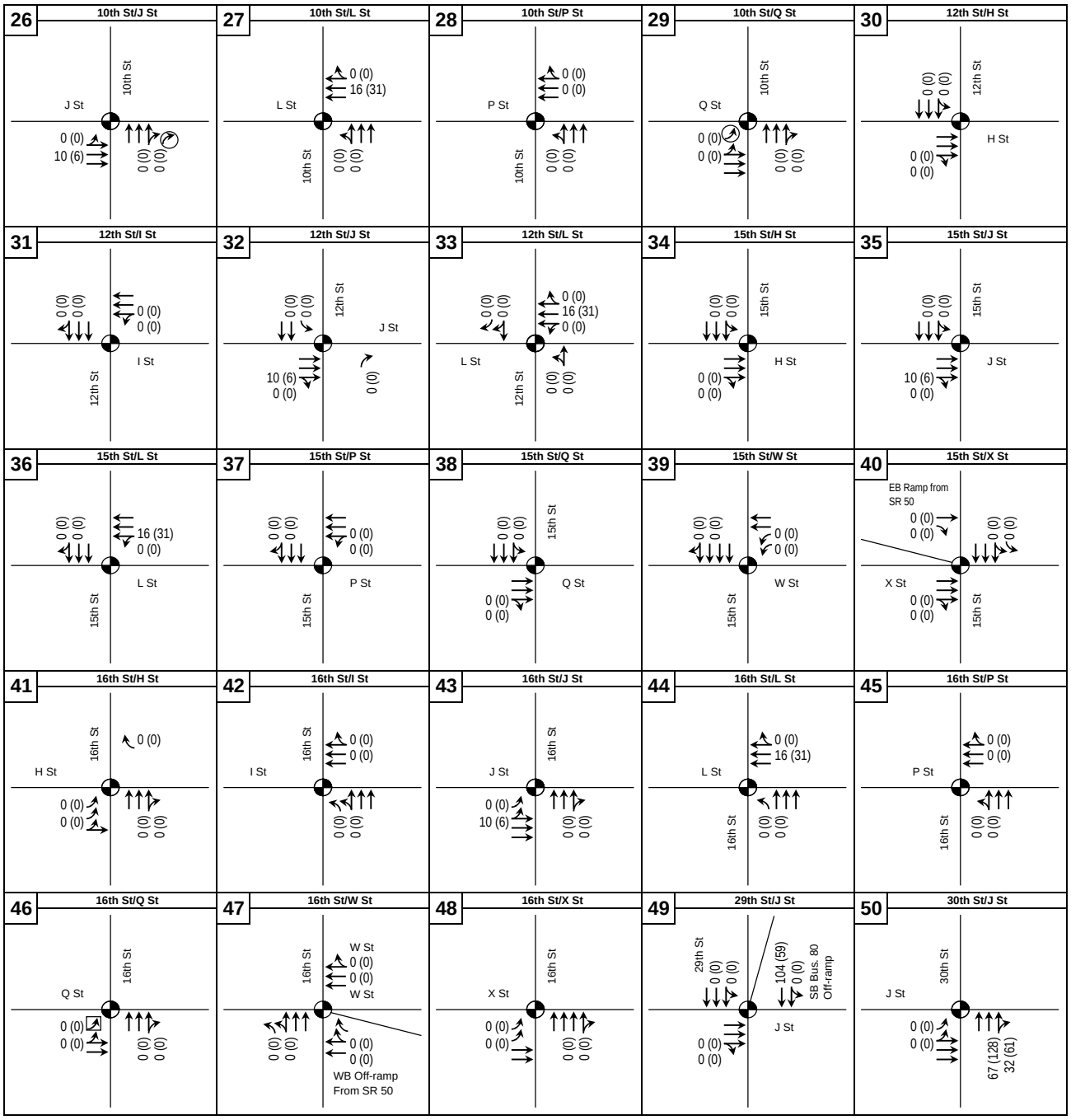
Figure A.8
BASELINE TRAFFIC VOLUMES
SUTTER MEDICAL CENTER PROJECT



KEY

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= Intersection approach lane

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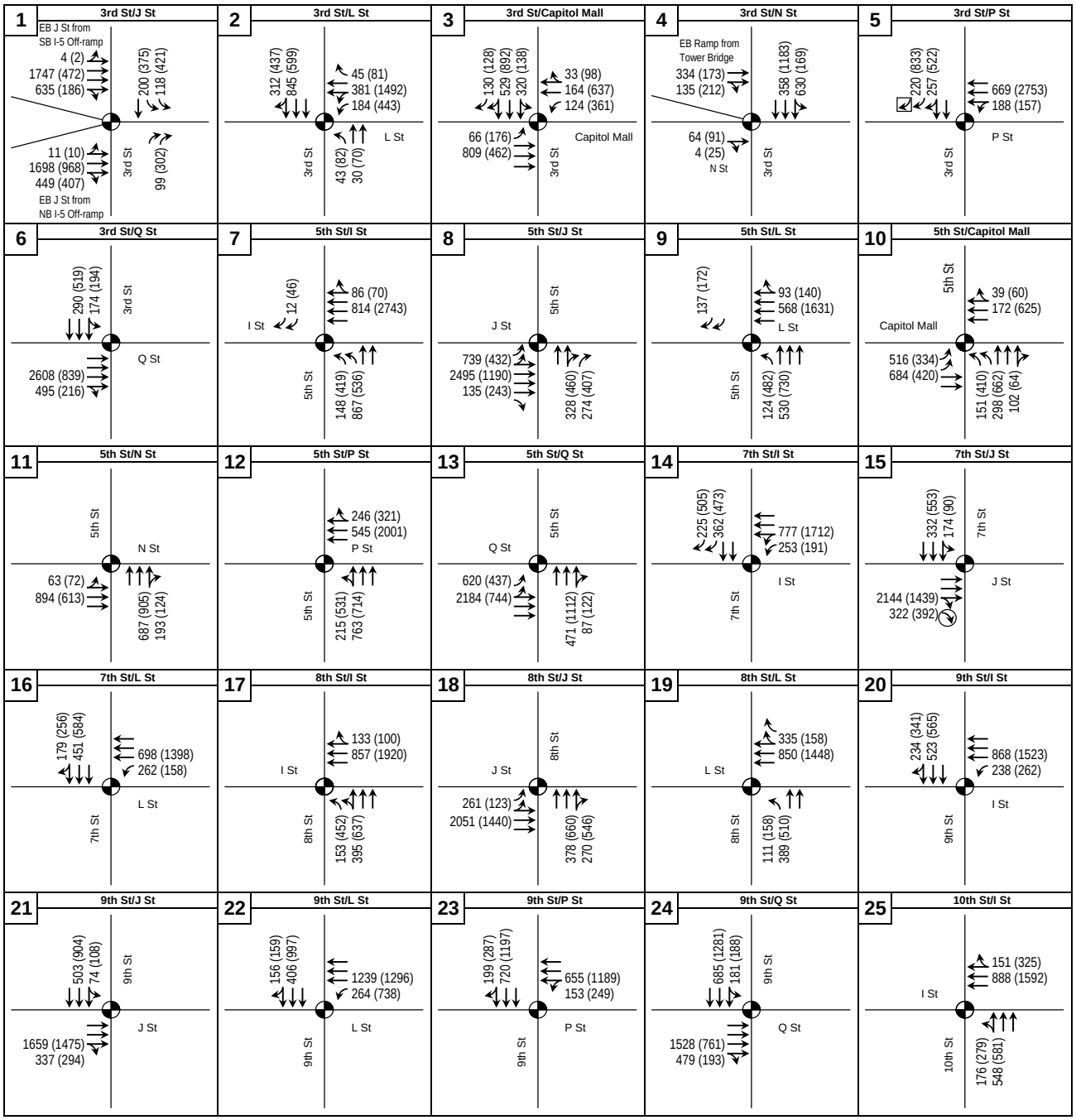
Figure A.8
BASELINE TRAFFIC VOLUMES
SUTTER MEDICAL CENTER PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

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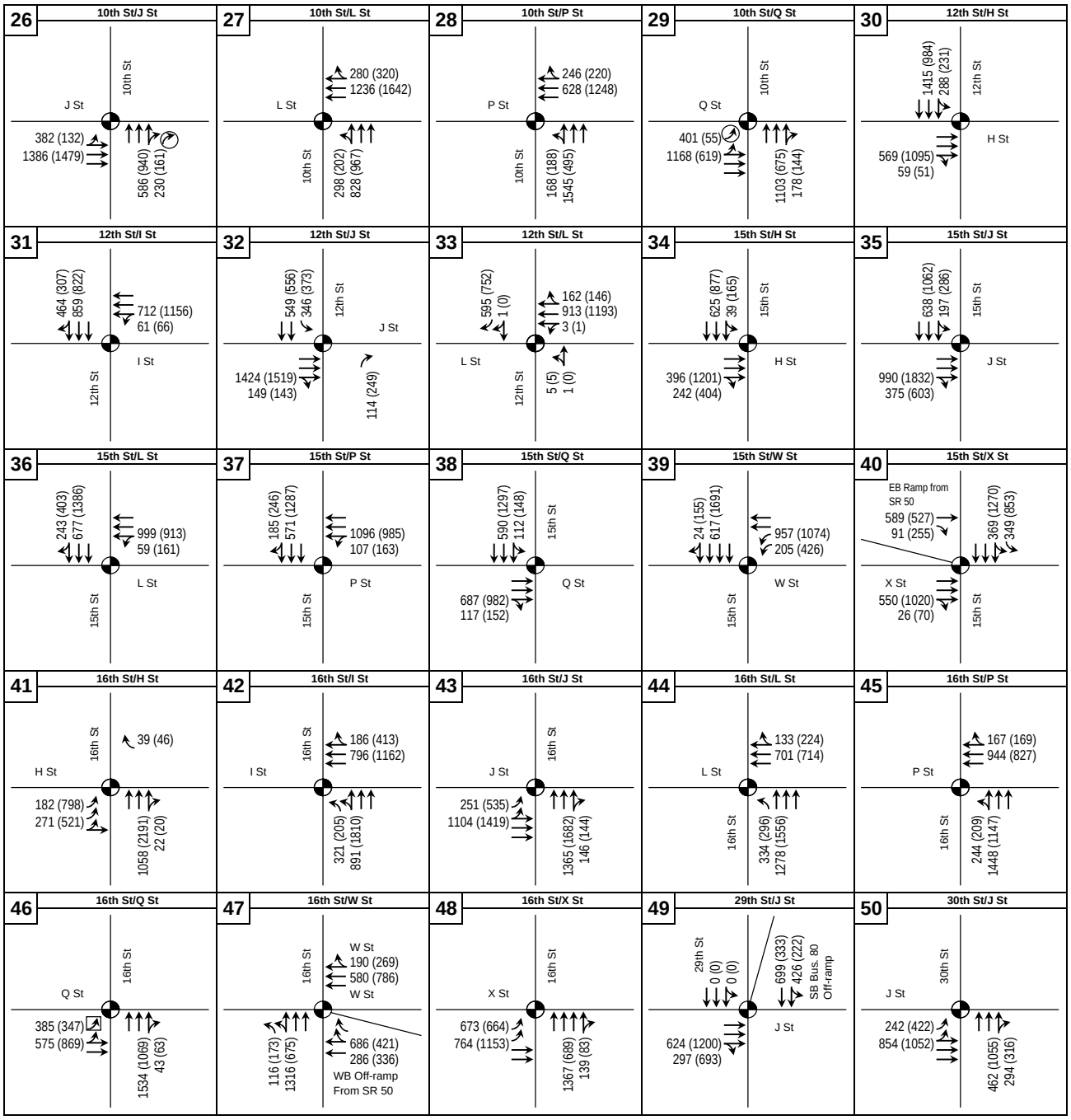
Figure A.9
2013 CUMULATIVE TRAFFIC VOLUMES WITHOUT PROJECTS



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

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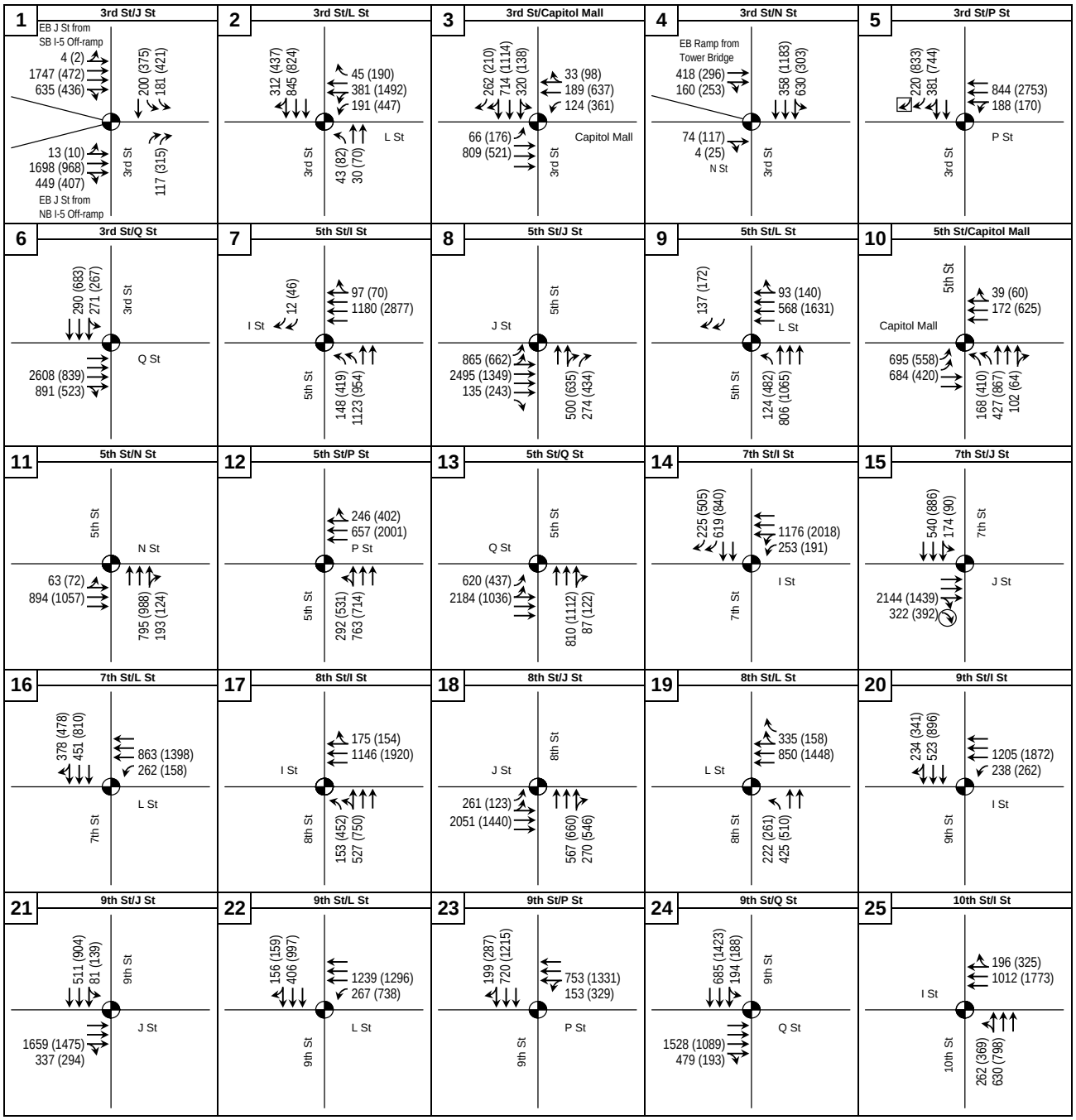
Figure A.9
2013 CUMULATIVE TRAFFIC VOLUMES WITHOUT PROJECTS



KEY

31 (27) = AM (PM) peak hour traffic volume

◐ = Signalized intersection

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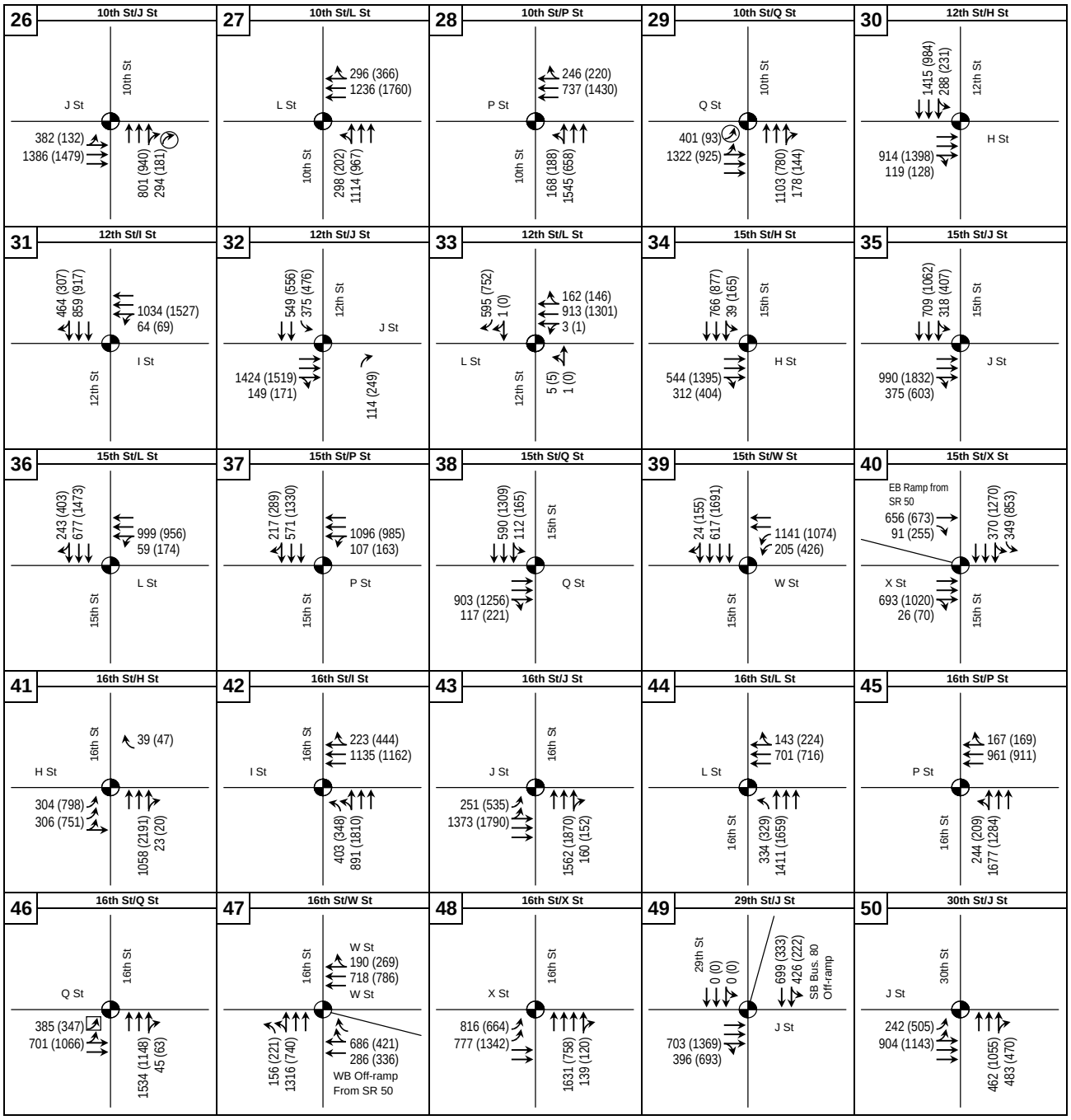
Figure A.10
2030 CUMULATIVE TRAFFIC VOLUMES WITHOUT PROJECTS



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

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Figure A.10
2030 CUMULATIVE TRAFFIC VOLUMES
WITHOUT PROJECTS

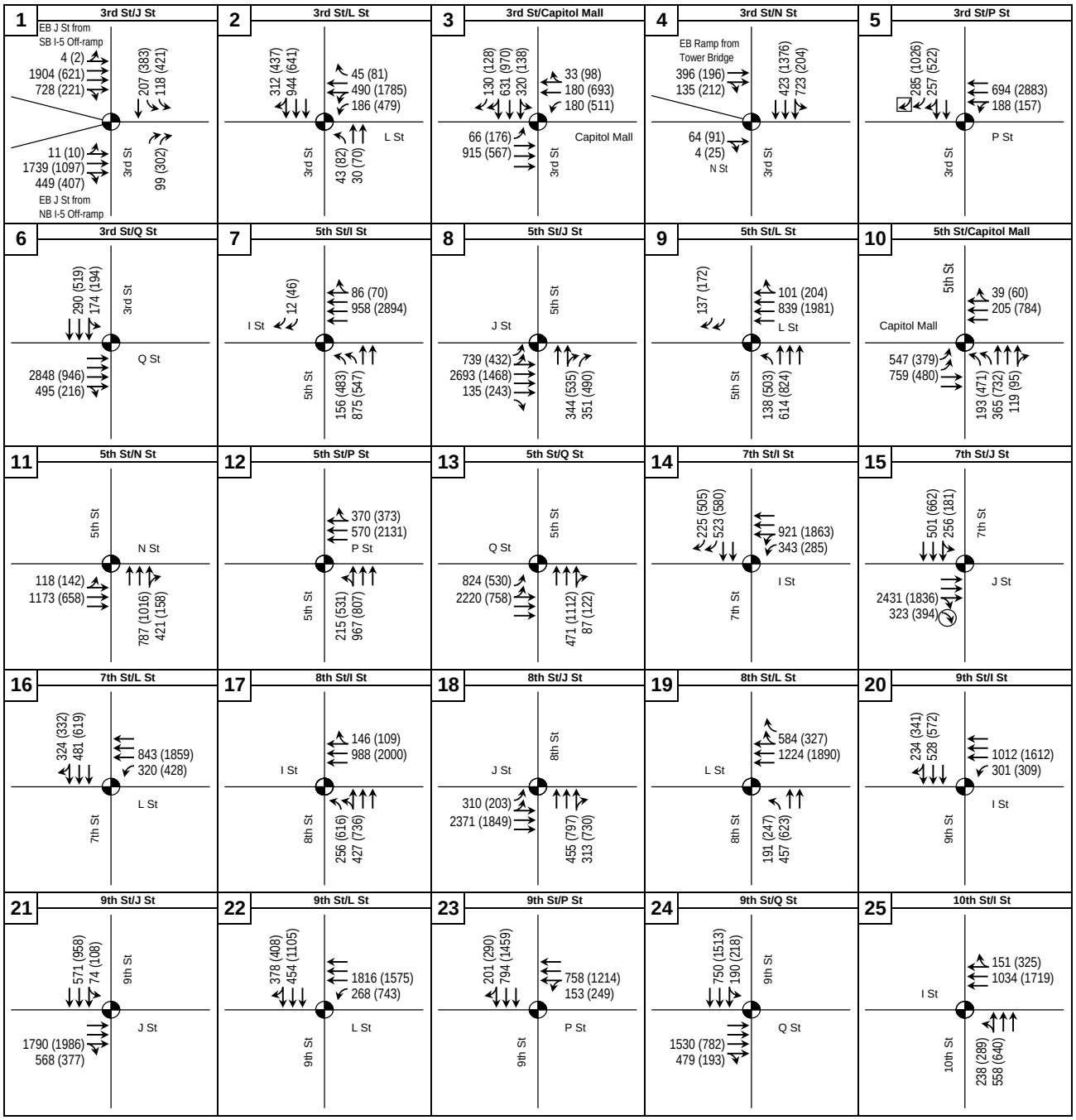

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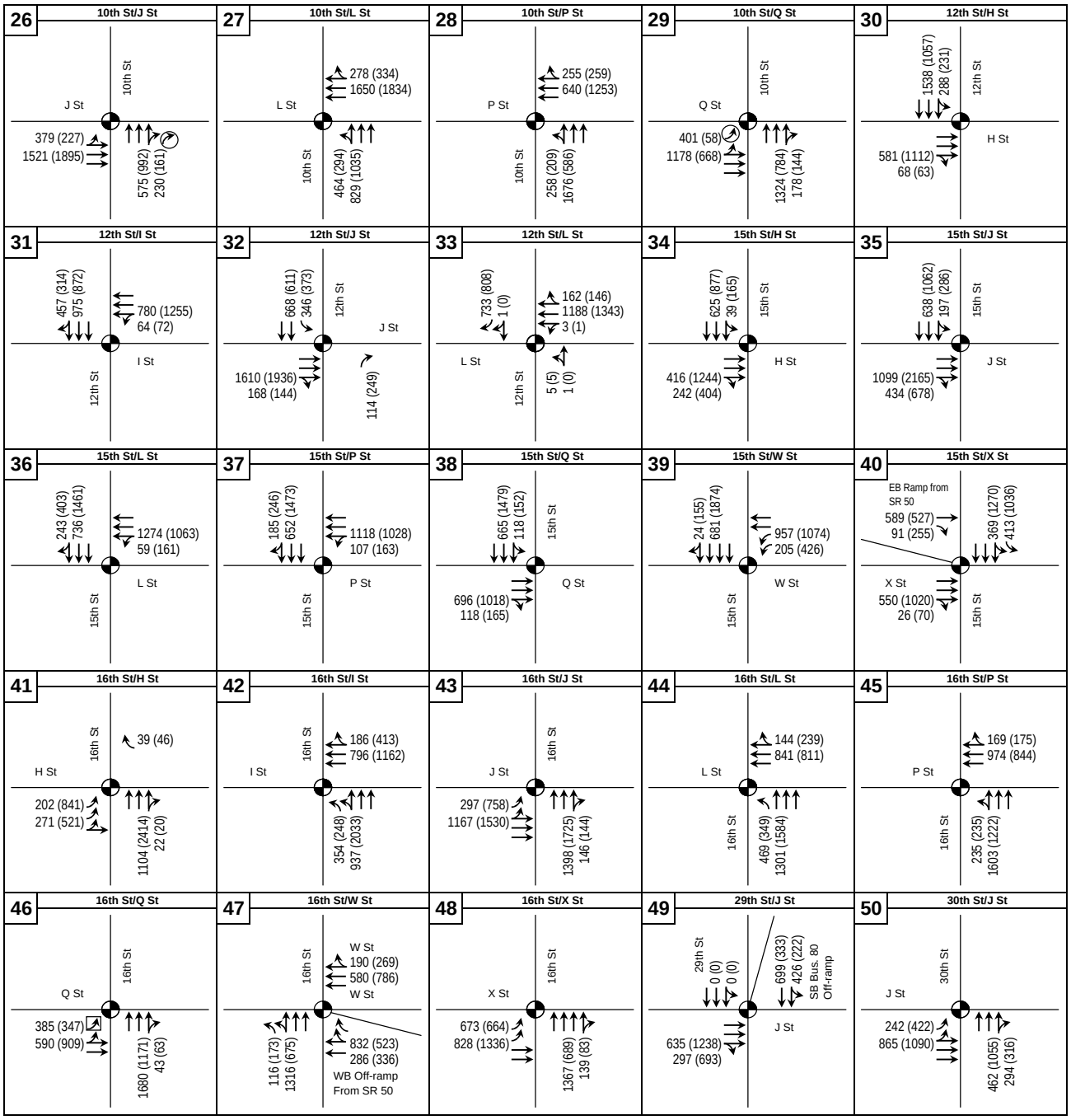
Figure A.11

2013 CUMULATIVE TRAFFIC VOLUMES WITH ALL PROPOSED PROJECTS



KEY

31 (27) = AM (PM) peak hour traffic volume

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= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

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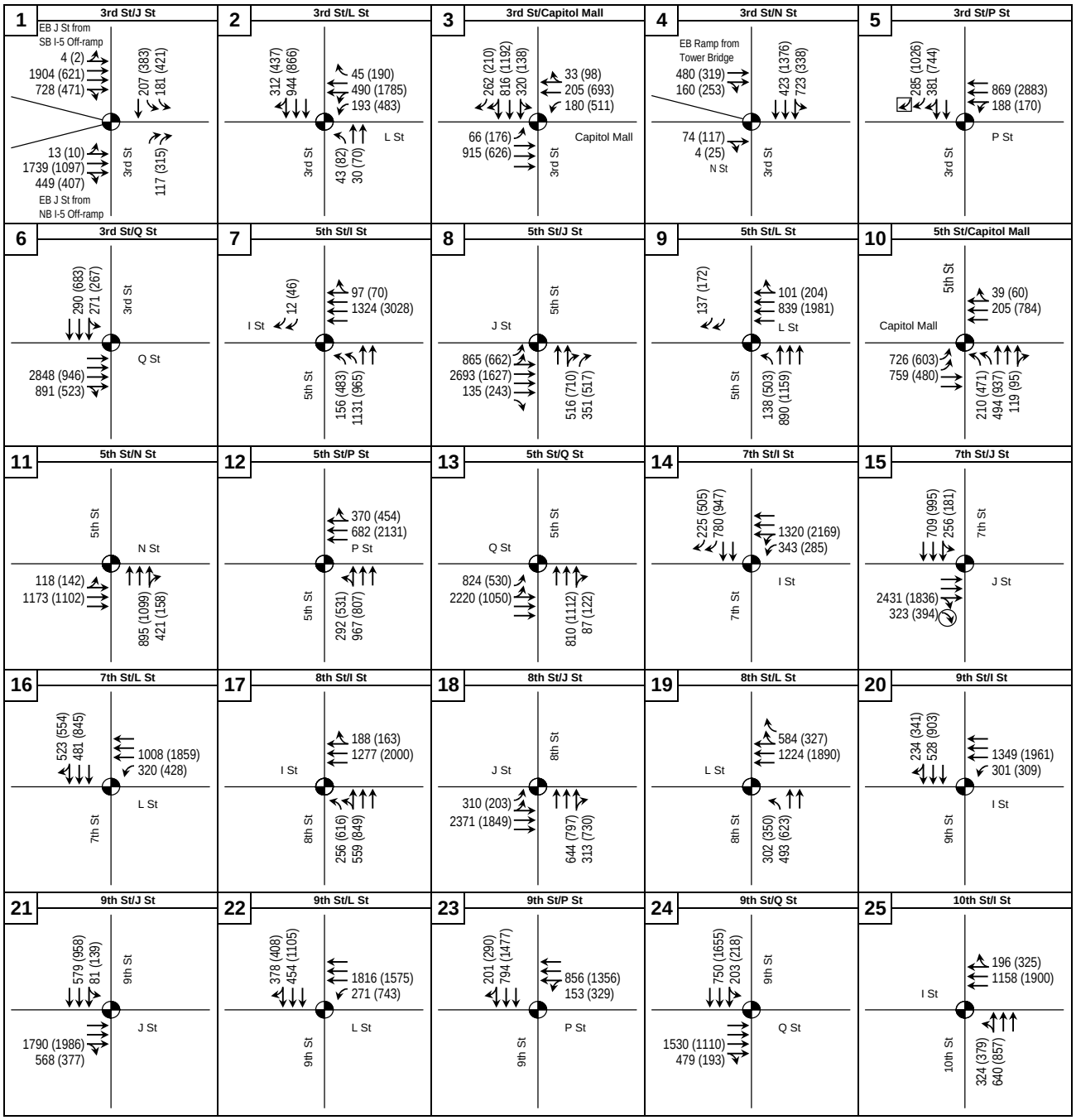
Figure A.11
2013 CUMULATIVE TRAFFIC VOLUMES WITH ALL PROPOSED PROJECTS



KEY

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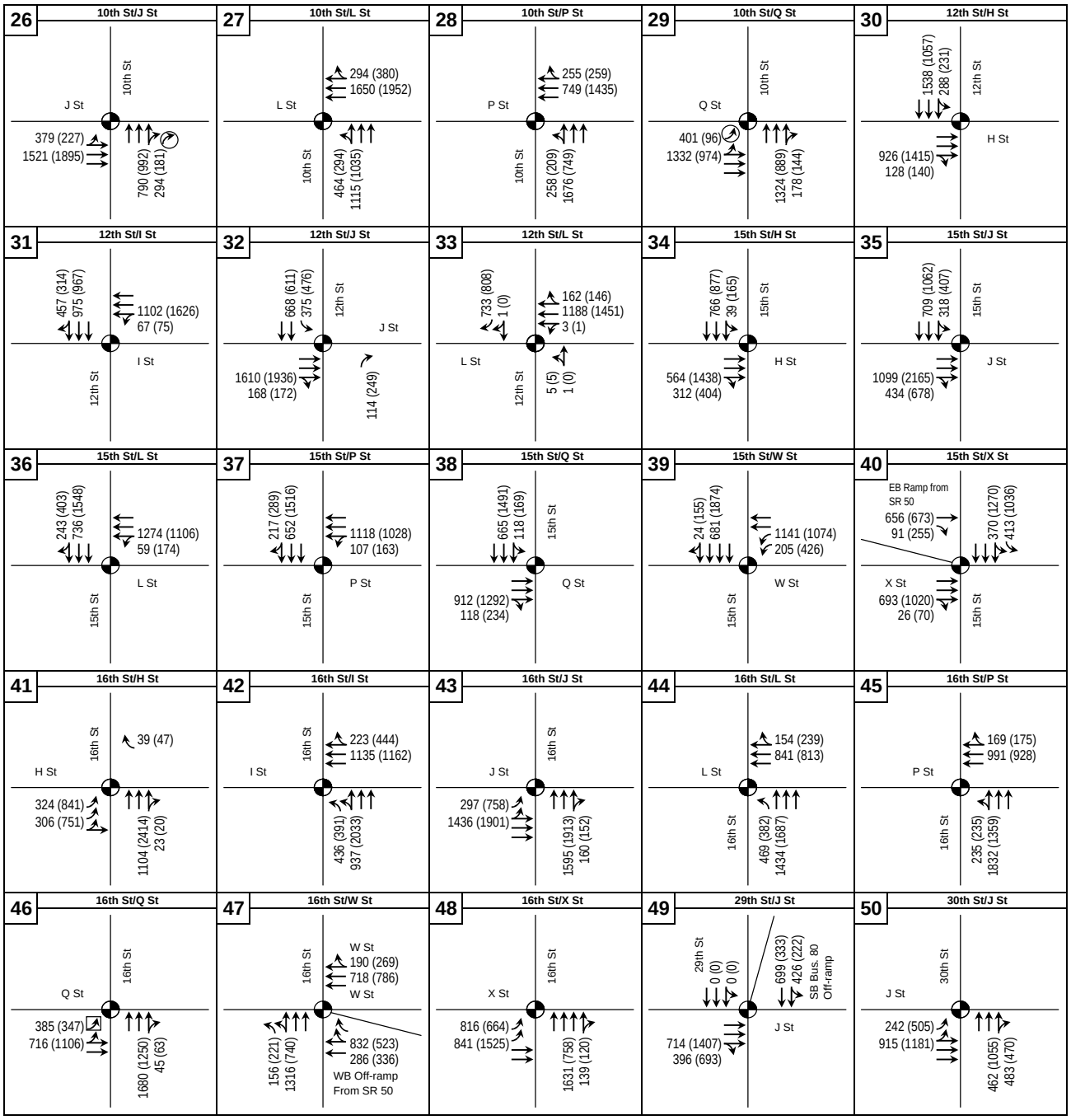
Figure A.12

2030 CUMULATIVE TRAFFIC VOLUMES WITH ALL PROPOSED PROJECTS



KEY

31 (27) = AM (PM) peak hour traffic volume

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= Lane provided during PM peak, only

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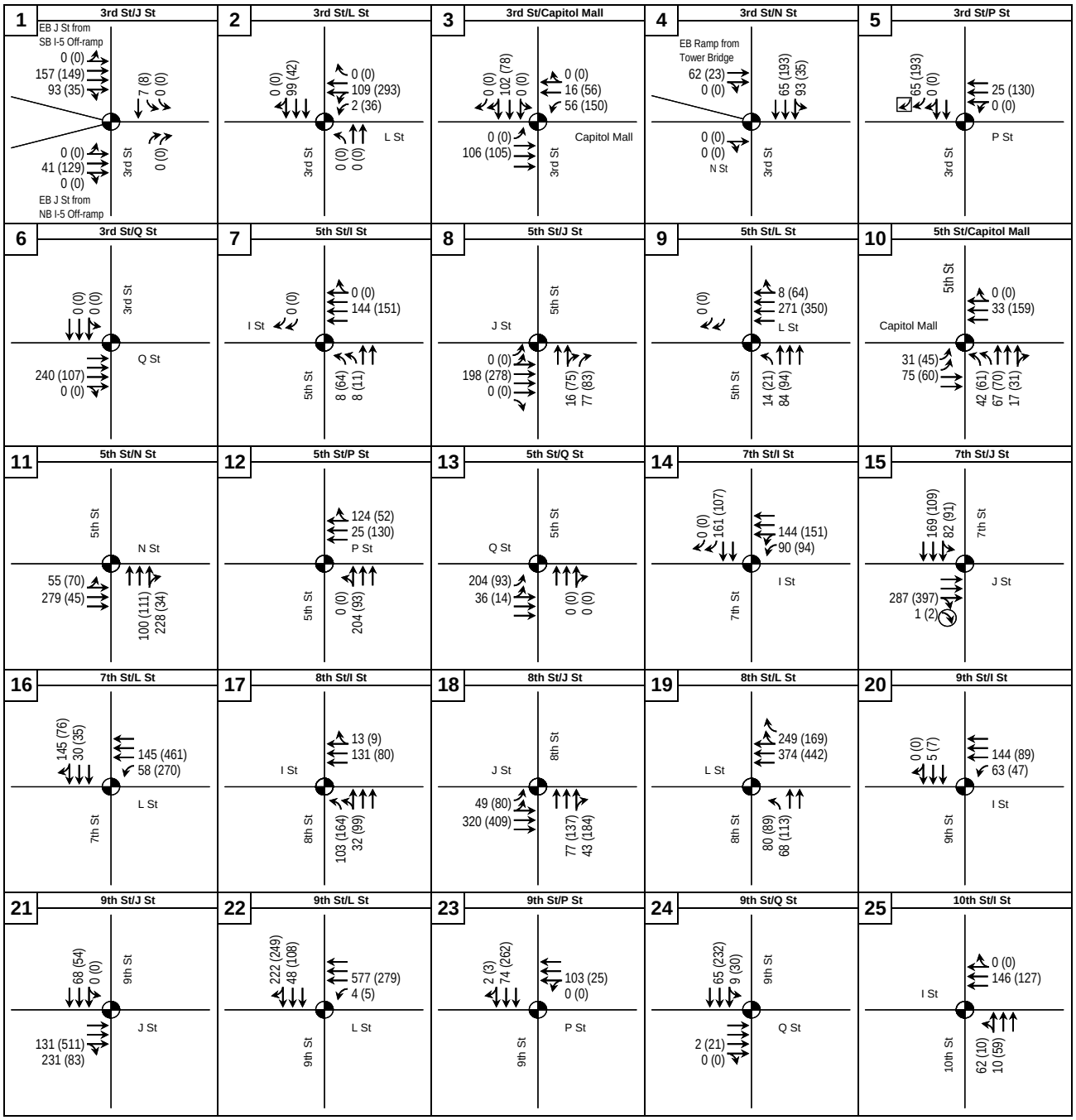
Figure A.12
2030 CUMULATIVE TRAFFIC VOLUMES WITH ALL PROPOSED PROJECTS



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Note:
Project traffic does not include removal of traffic from exising land use on site

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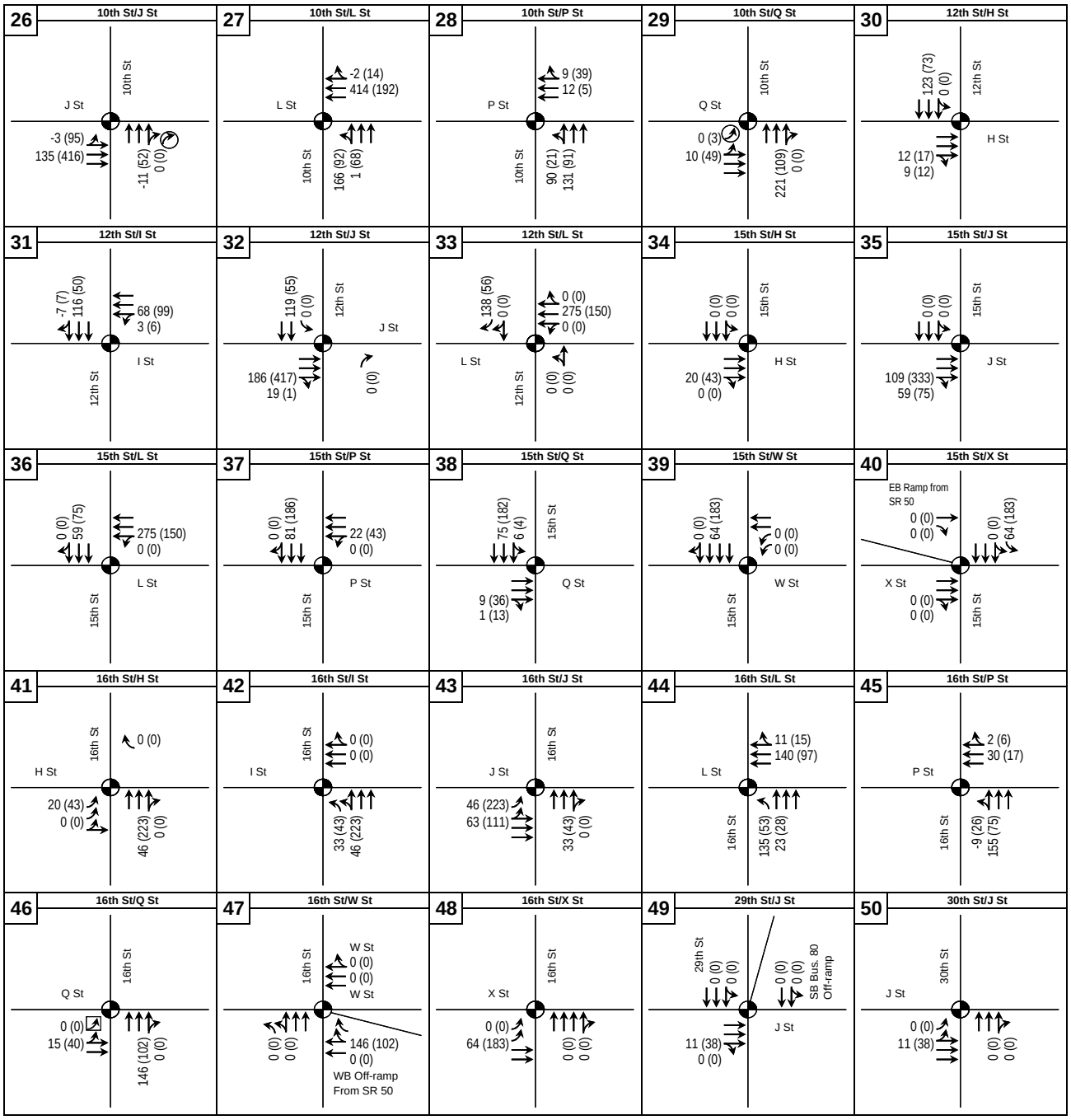
Figure A.13
TRAFFIC VOLUMES
FOR ALL PROPOSED PROJECTS



KEY

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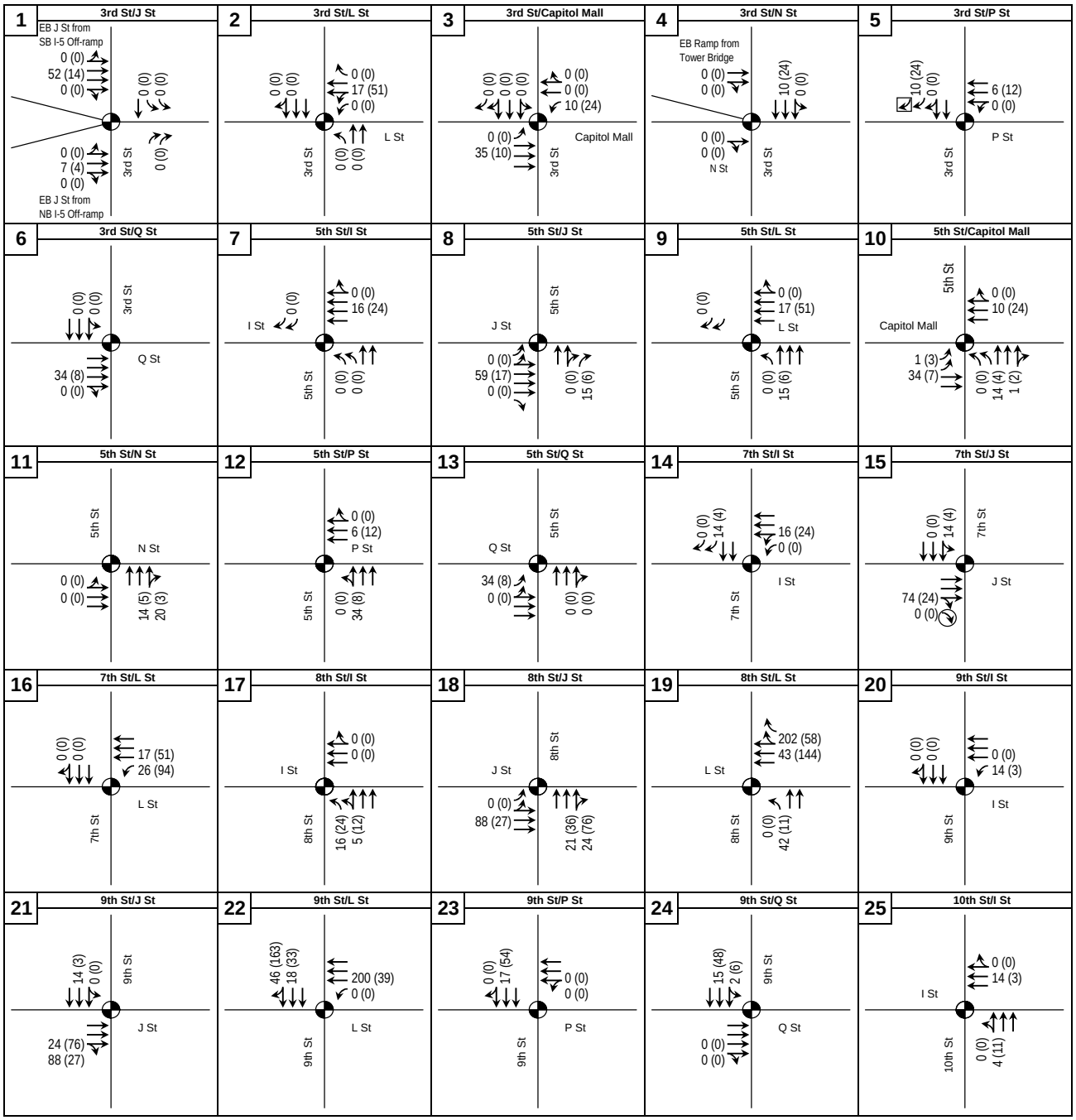
Figure A.13
TRAFFIC VOLUMES
FOR ALL PROPOSED PROJECTS



KEY

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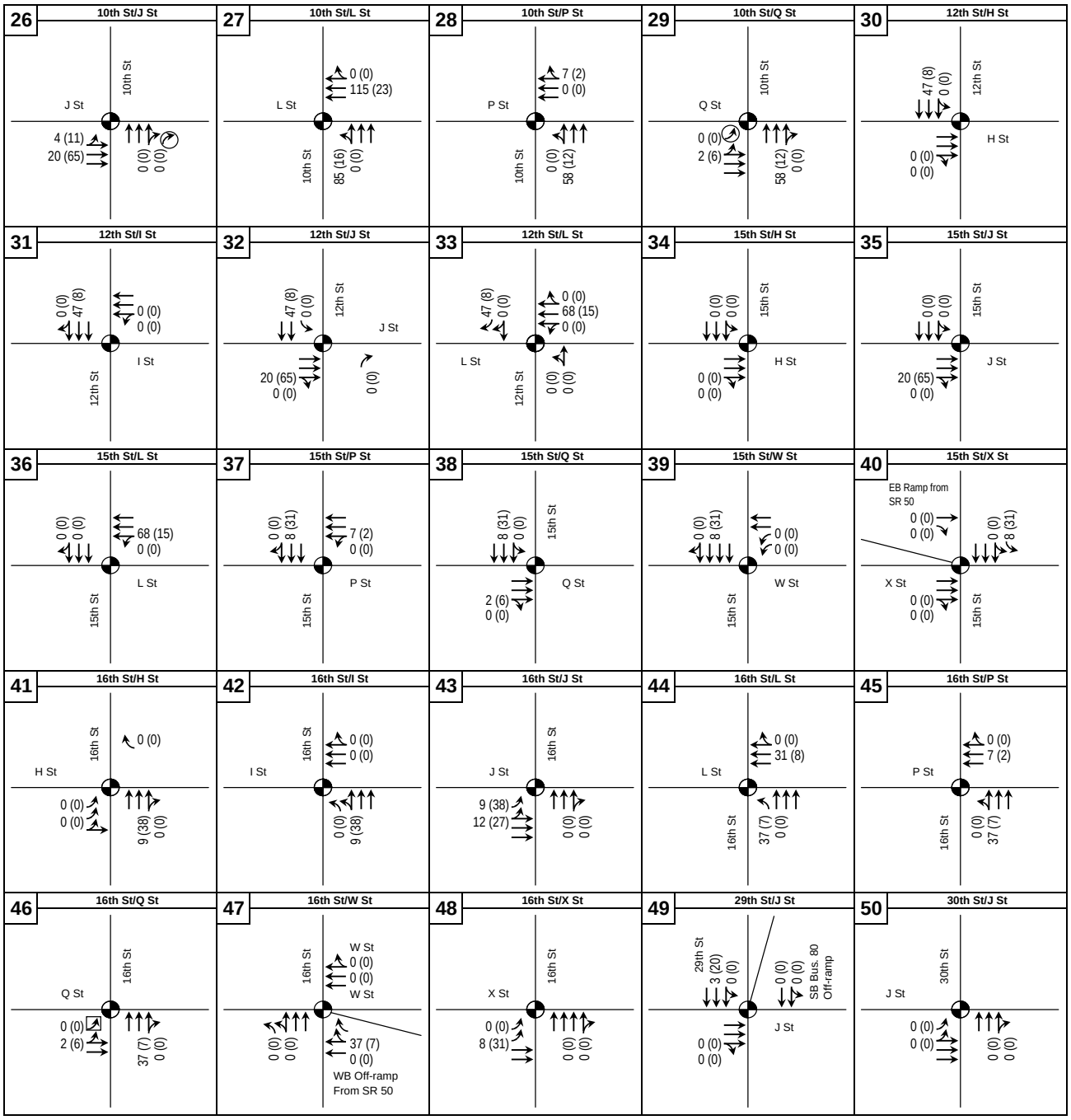
Figure A.14
TRAFFIC VOLUMES FOR 800 K STREET PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

Note:
Project traffic does not include removal of traffic from exising land use on site

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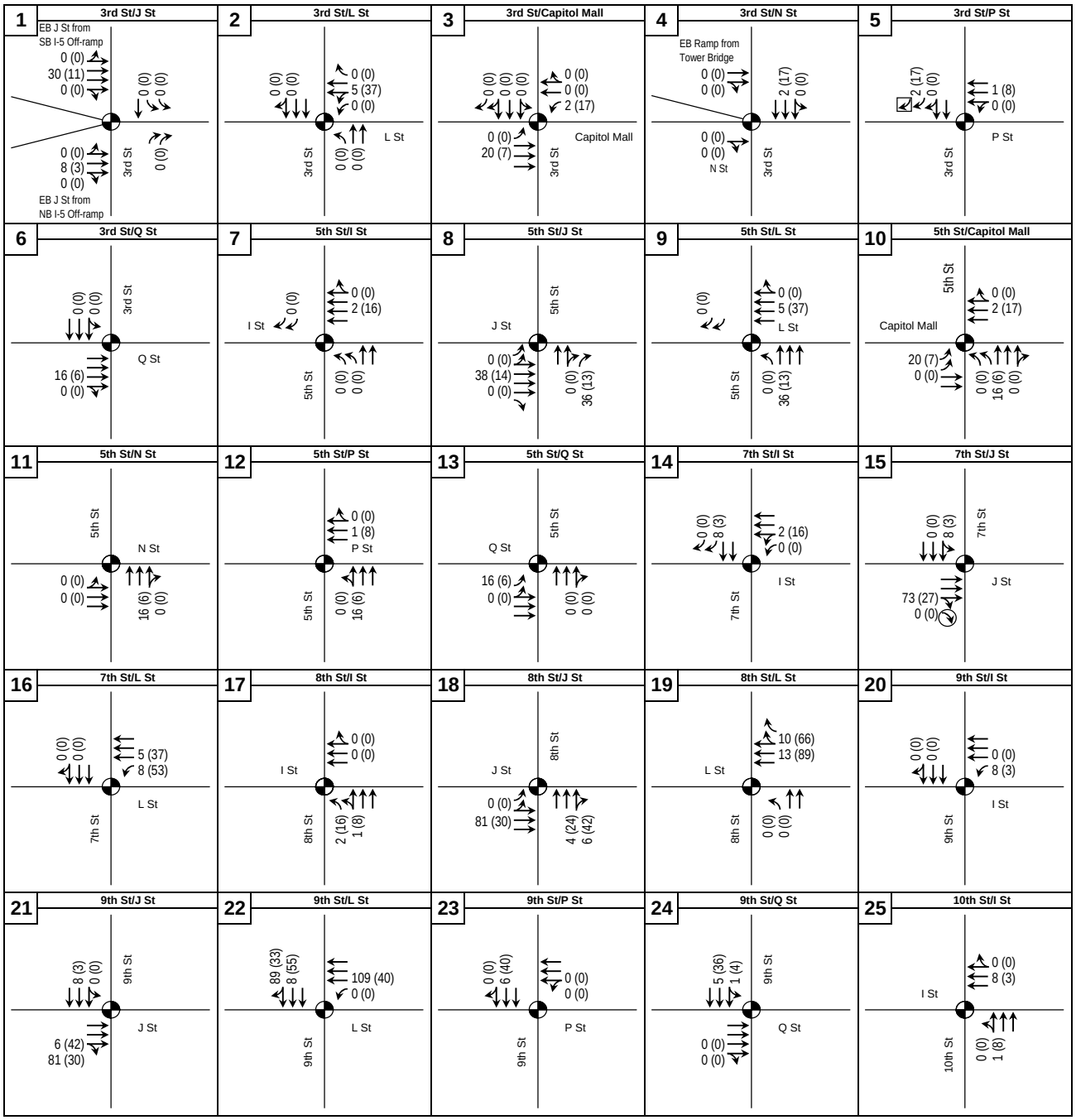
Figure A.14
TRAFFIC VOLUMES FOR
800 K STREET PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

◐ = Signalized intersection

↙ = Intersection approach lane

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Note:
Project traffic does not include removal of traffic from exising land use on site

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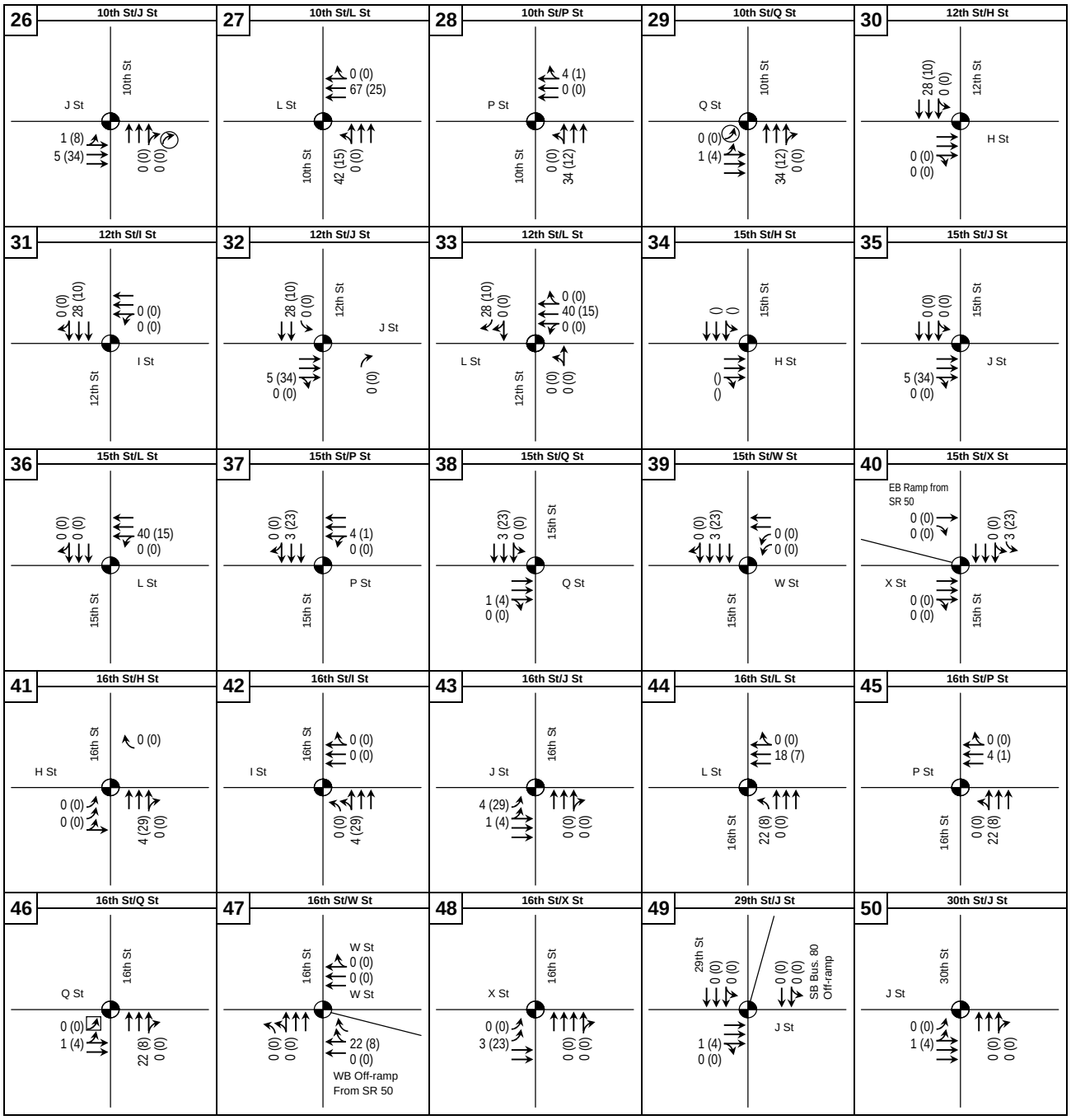
Figure A.15
TRAFFIC VOLUMES FOR 831 L STREET PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

Note:
Project traffic does not include removal of traffic from exising land use on site

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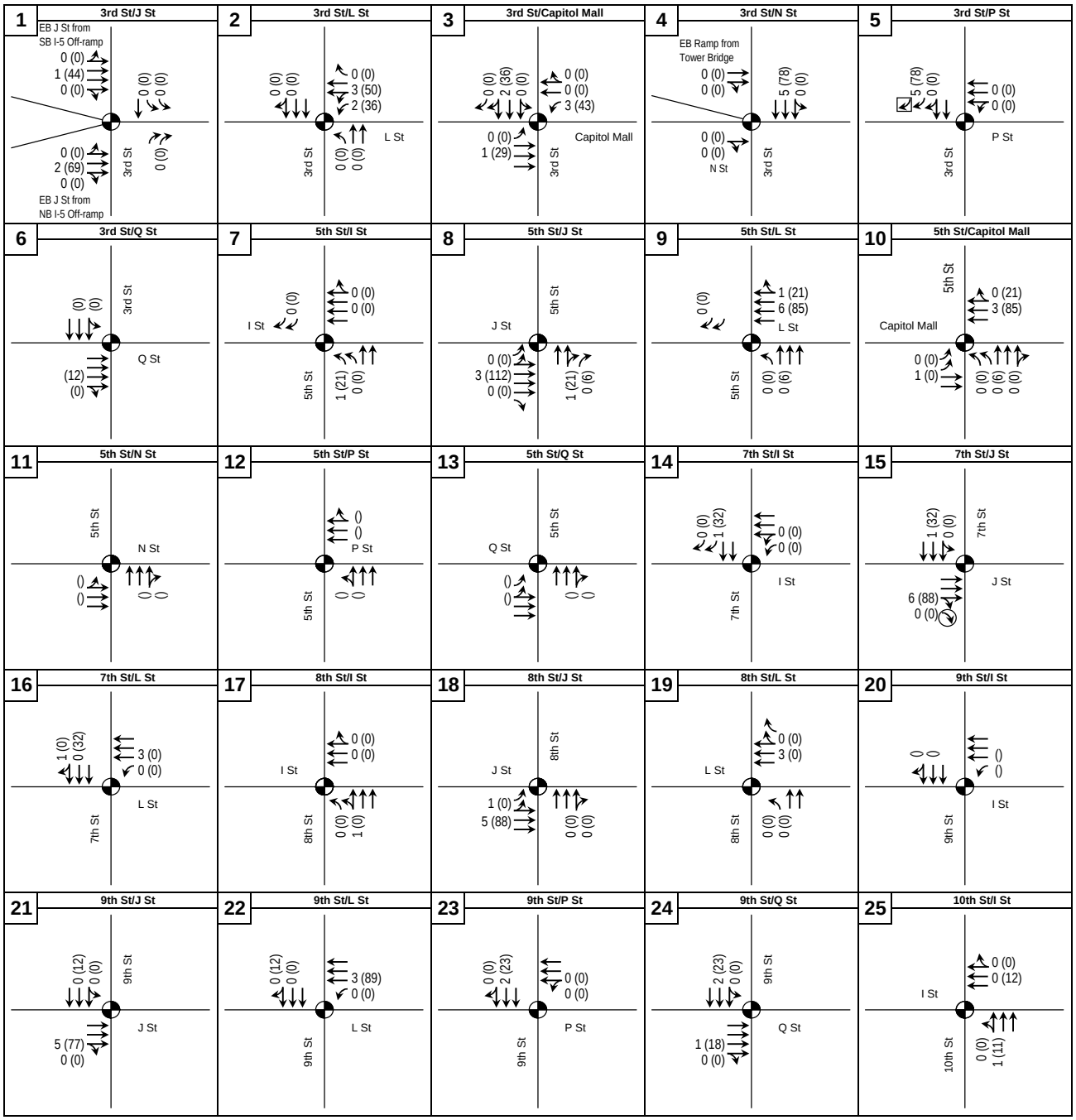
Figure A.15
TRAFFIC VOLUMES FOR
831 L STREET PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

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↙ = Intersection approach lane

(↙) = Lane provided during AM peak, only

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Note:
Project traffic does not include removal of traffic from exising land use on site

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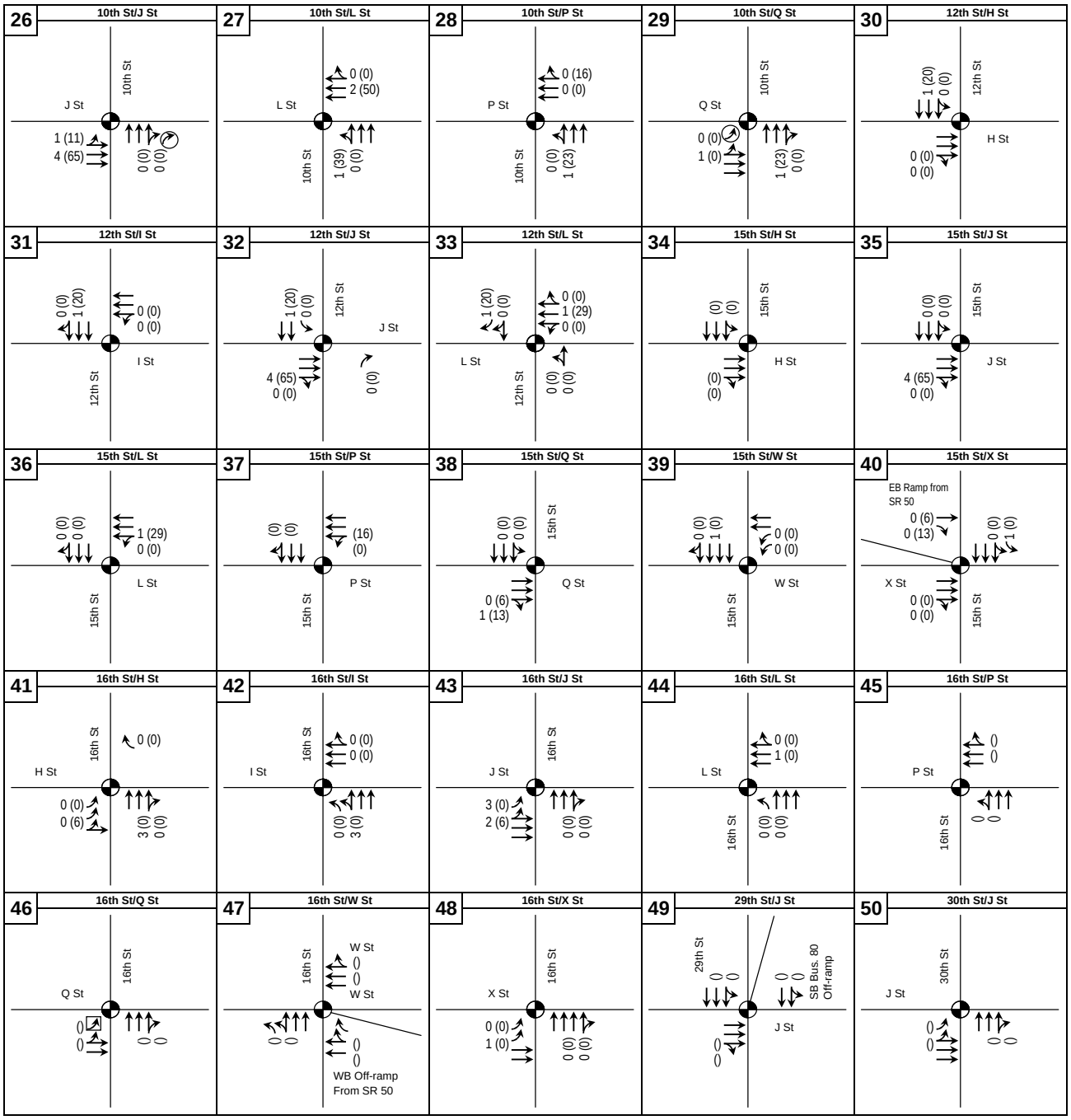
Figure A.16
TRAFFIC VOLUMES FOR WESTFIELD MALL PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

Note:
Project traffic does not include removal of traffic from exising land use on site

Dowling Associates, Inc.

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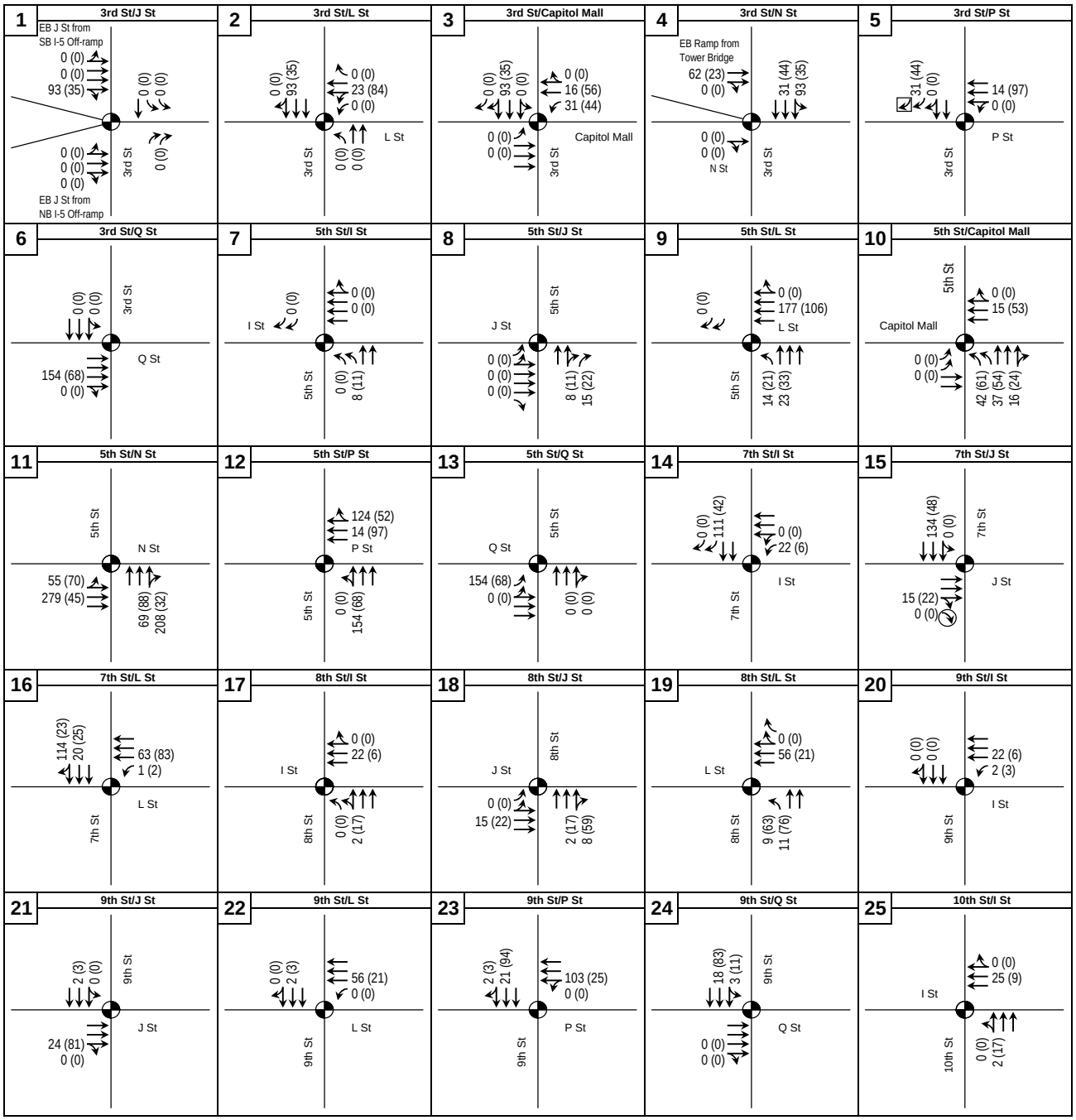
Figure A.16
TRAFFIC VOLUMES FOR WESTFIELD MALL PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

Note:
Project traffic does not include removal of traffic from exising land use on site

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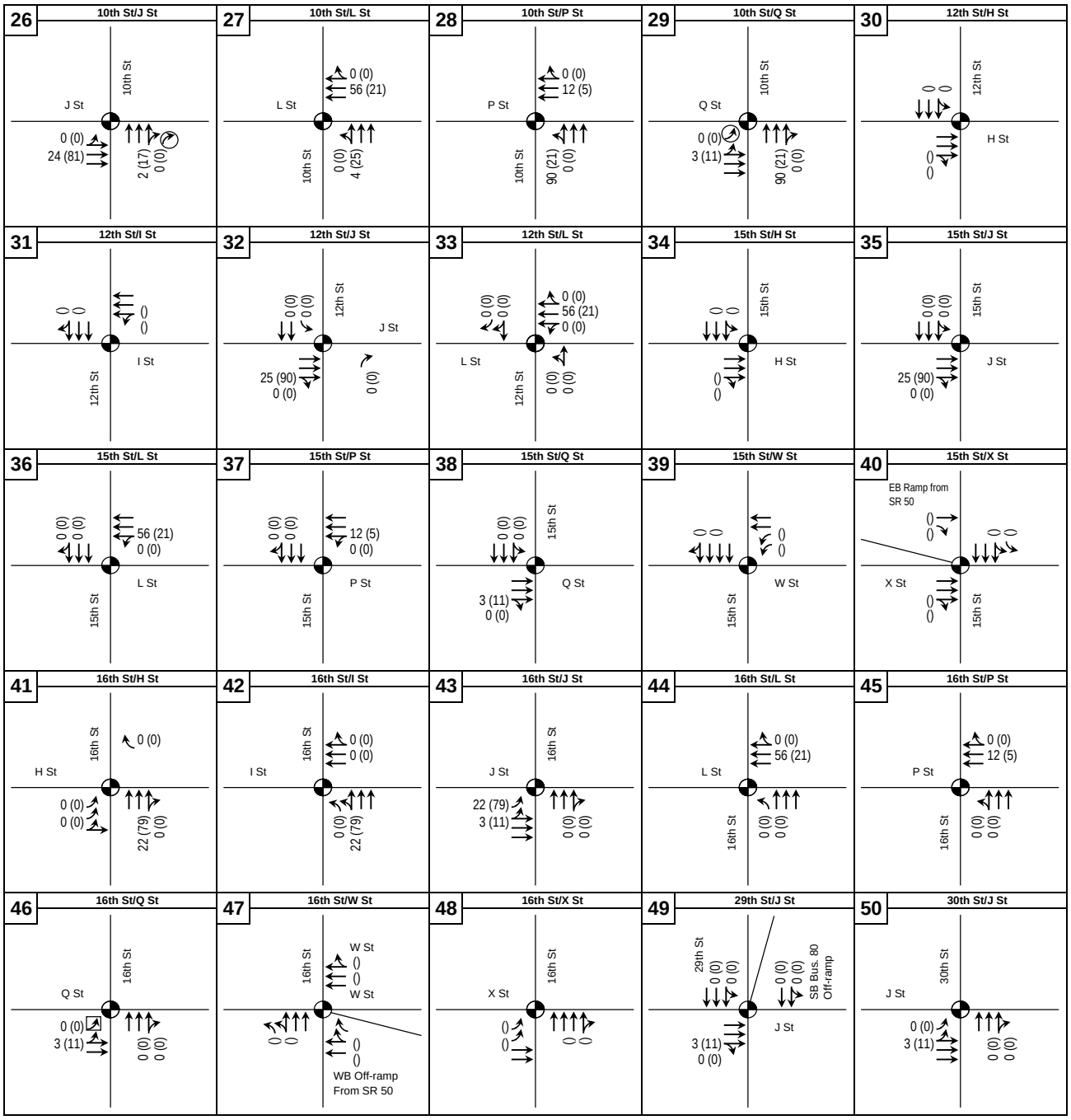
Figure A.17
TRAFFIC VOLUMES FOR
500 CAPITOL MALL PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

Note:
Project traffic does not include removal of traffic from exising land use on site

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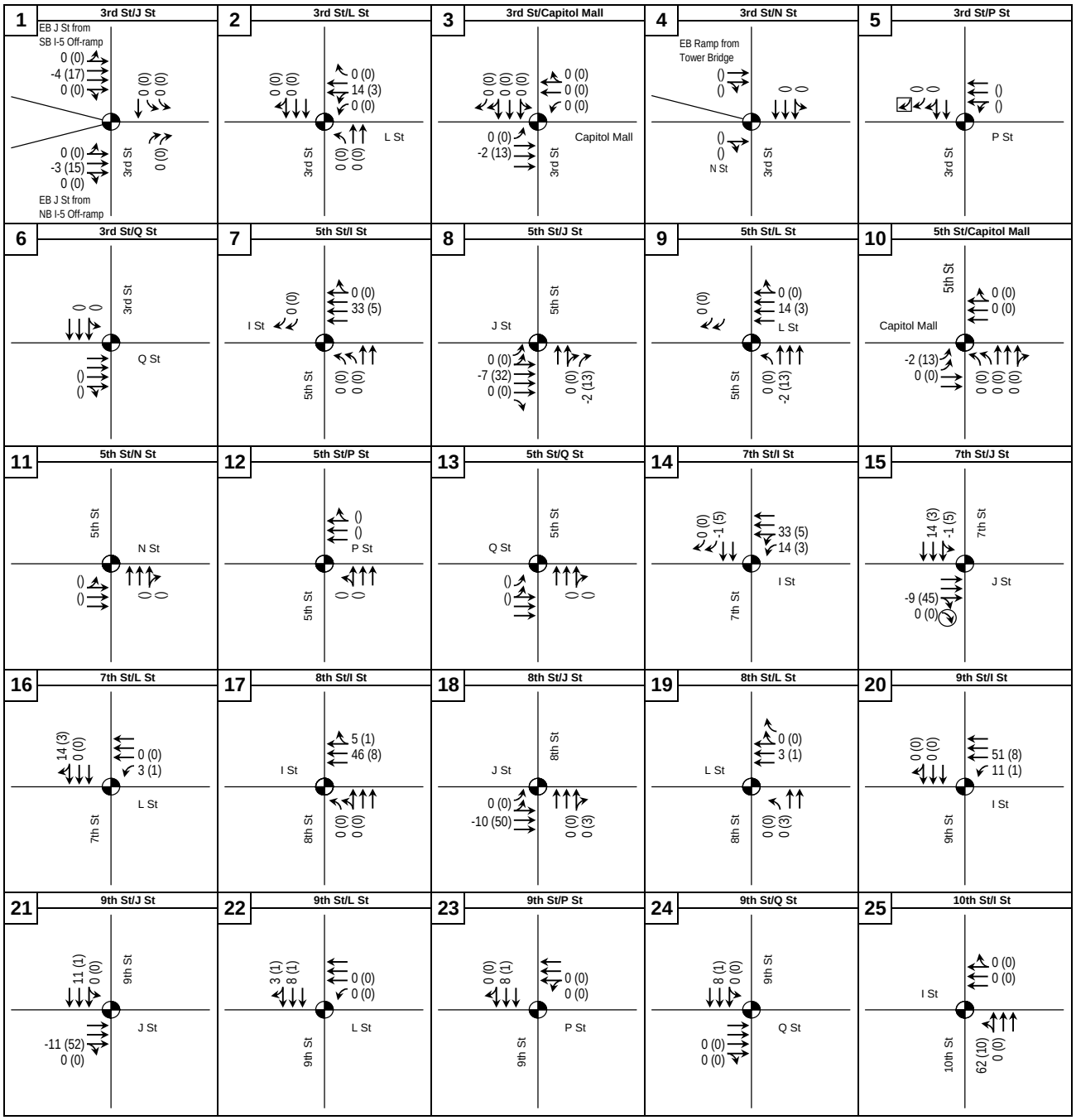
Figure A.17
TRAFFIC VOLUMES FOR
500 CAPITOL MALL PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

Note:
Project traffic does not include removal of traffic from exising land use on site

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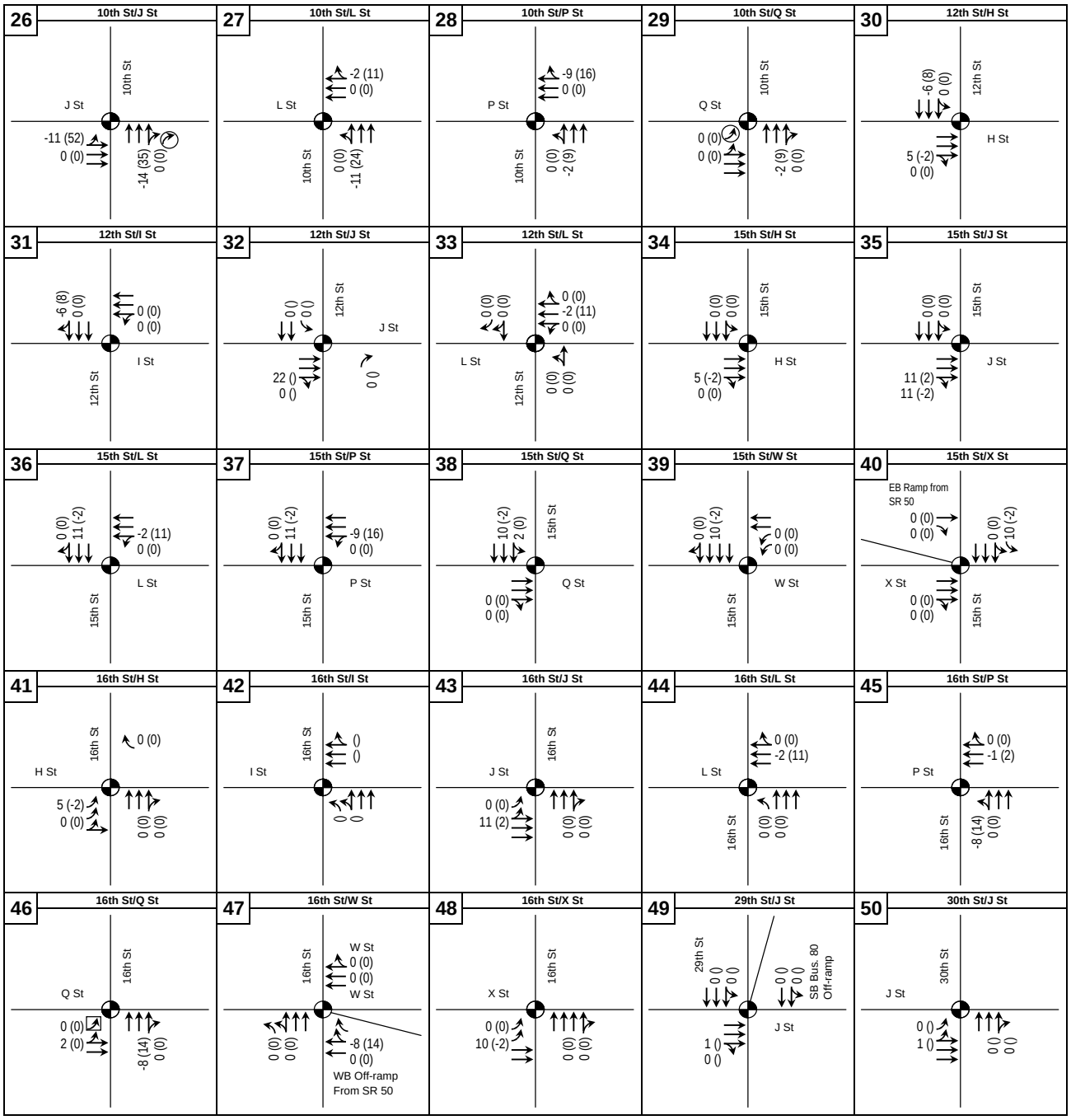
Figure A.18
TRAFFIC VOLUMES FOR
10TH & J STREET PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

Note:
Project traffic does not include removal of traffic from exising land use on site

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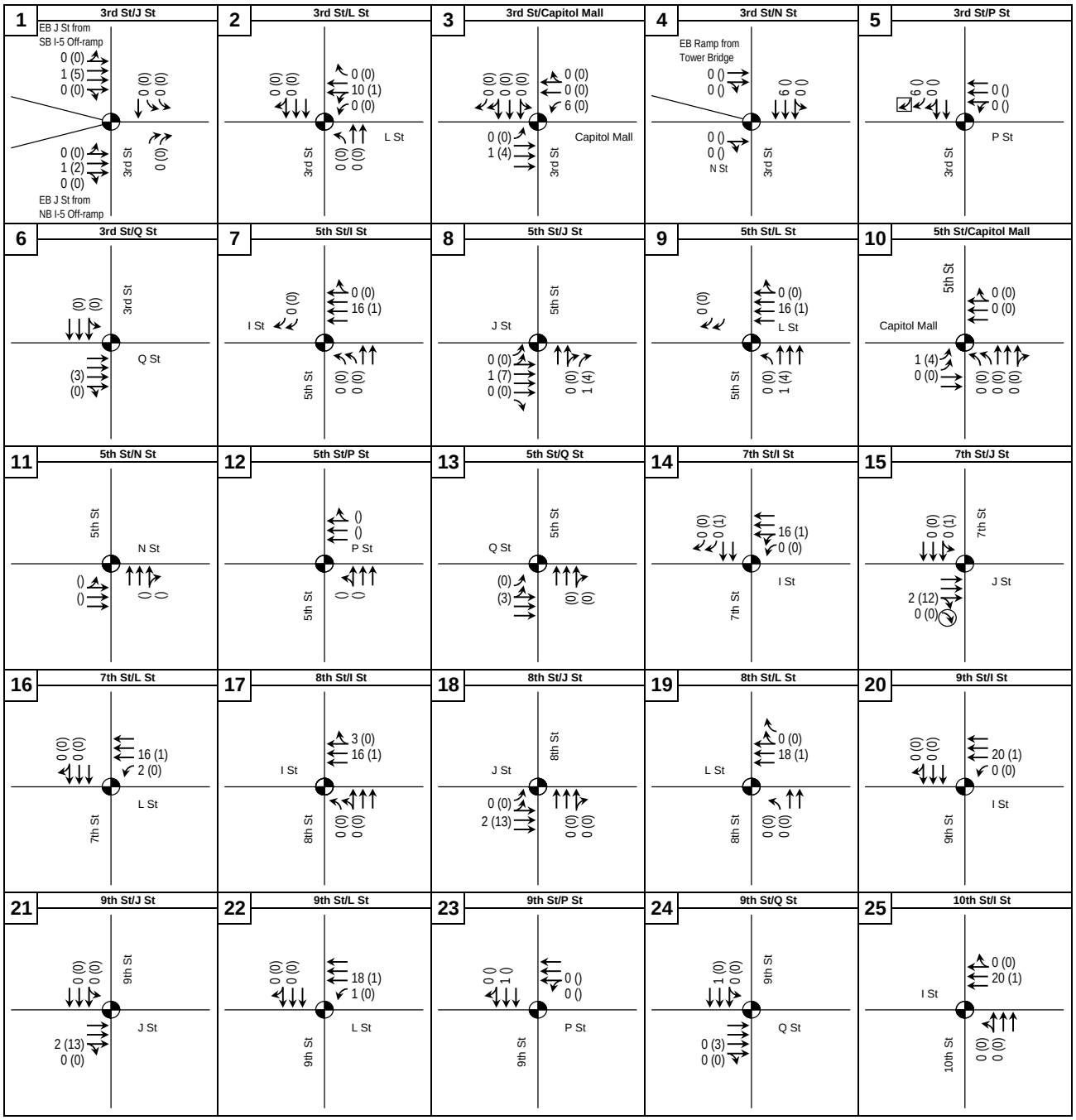
Figure A.18
TRAFFIC VOLUMES FOR
10TH & J STREET PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

Note:
Project traffic does not include removal of traffic from exising land use on site

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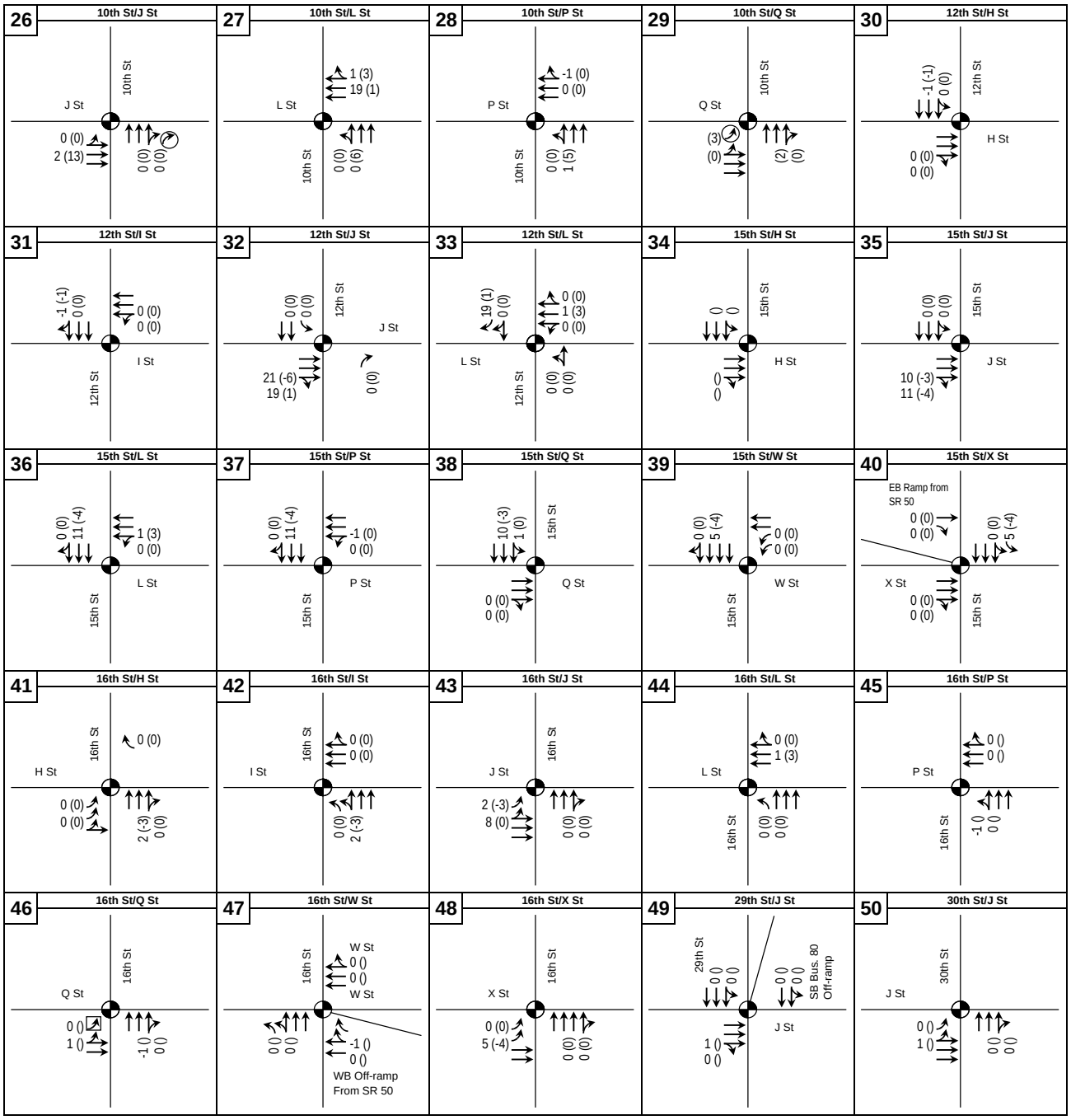
Figure A.19
TRAFFIC VOLUMES FOR
11TH & J STREET PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

Note:
Project traffic does not include removal of traffic from exising land use on site

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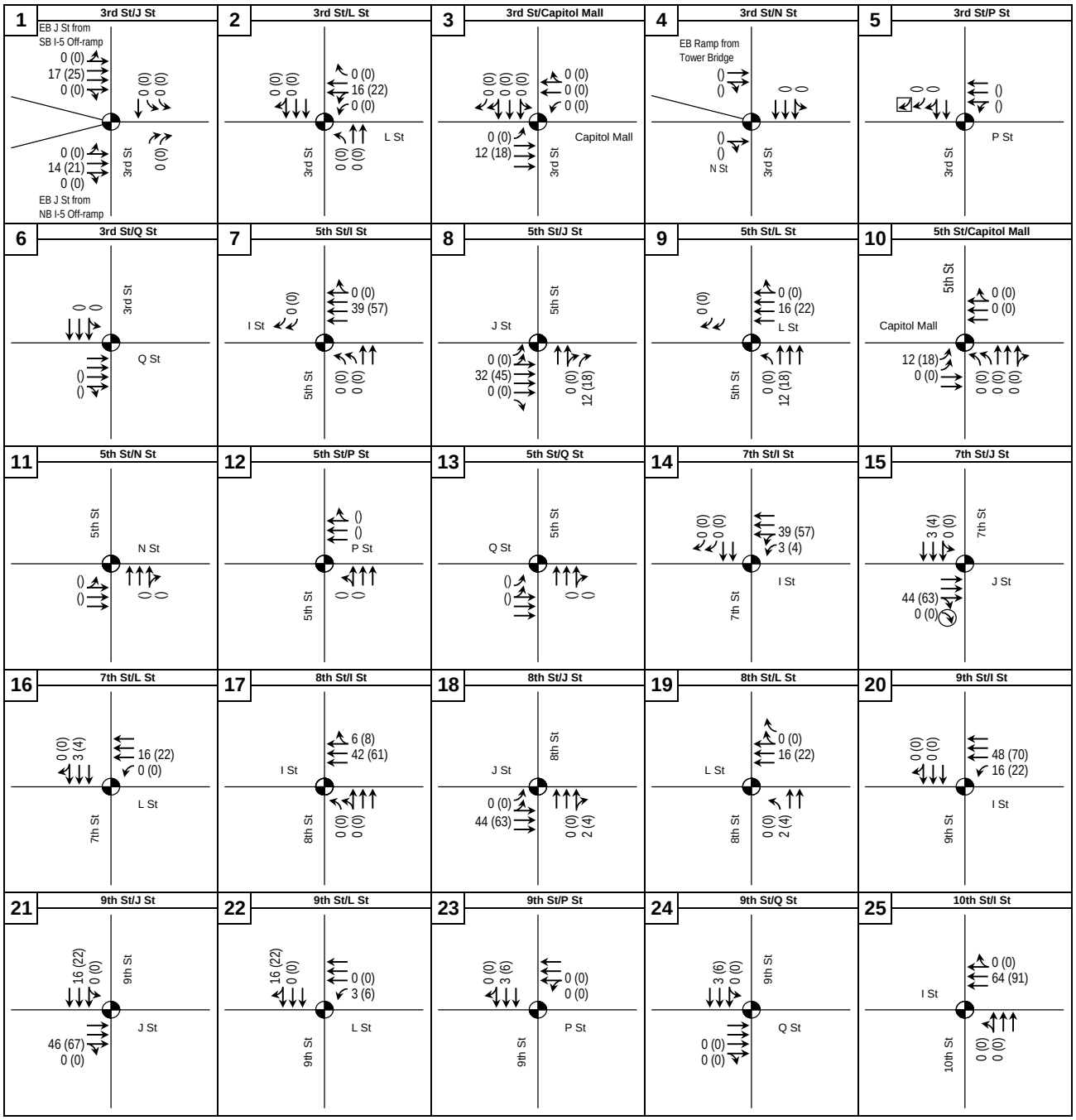
N W E S

Figure A.19
TRAFFIC VOLUMES FOR
11TH & J STREET PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

◐ = Signalized intersection

↙ = Intersection approach lane

(↙) = Lane provided during AM peak, only

☑ = Lane provided during PM peak, only

Note:
Project traffic does not include removal of traffic from exising land use on site

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Sacramento Downtown Traffic Study

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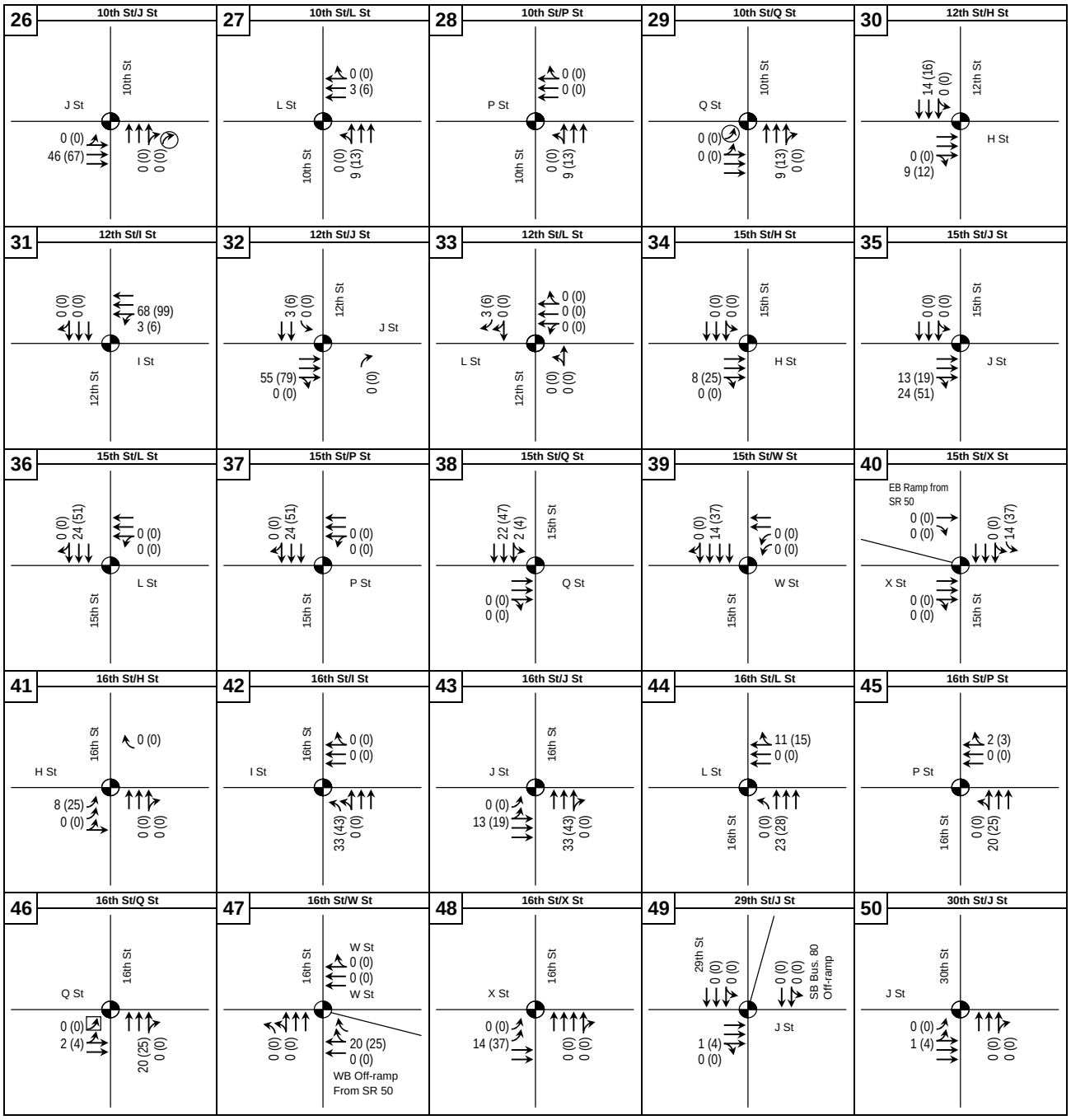
Figure A.20
TRAFFIC VOLUMES FOR EPIC TOWER PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

Note:
Project traffic does not include removal of traffic from exising land use on site

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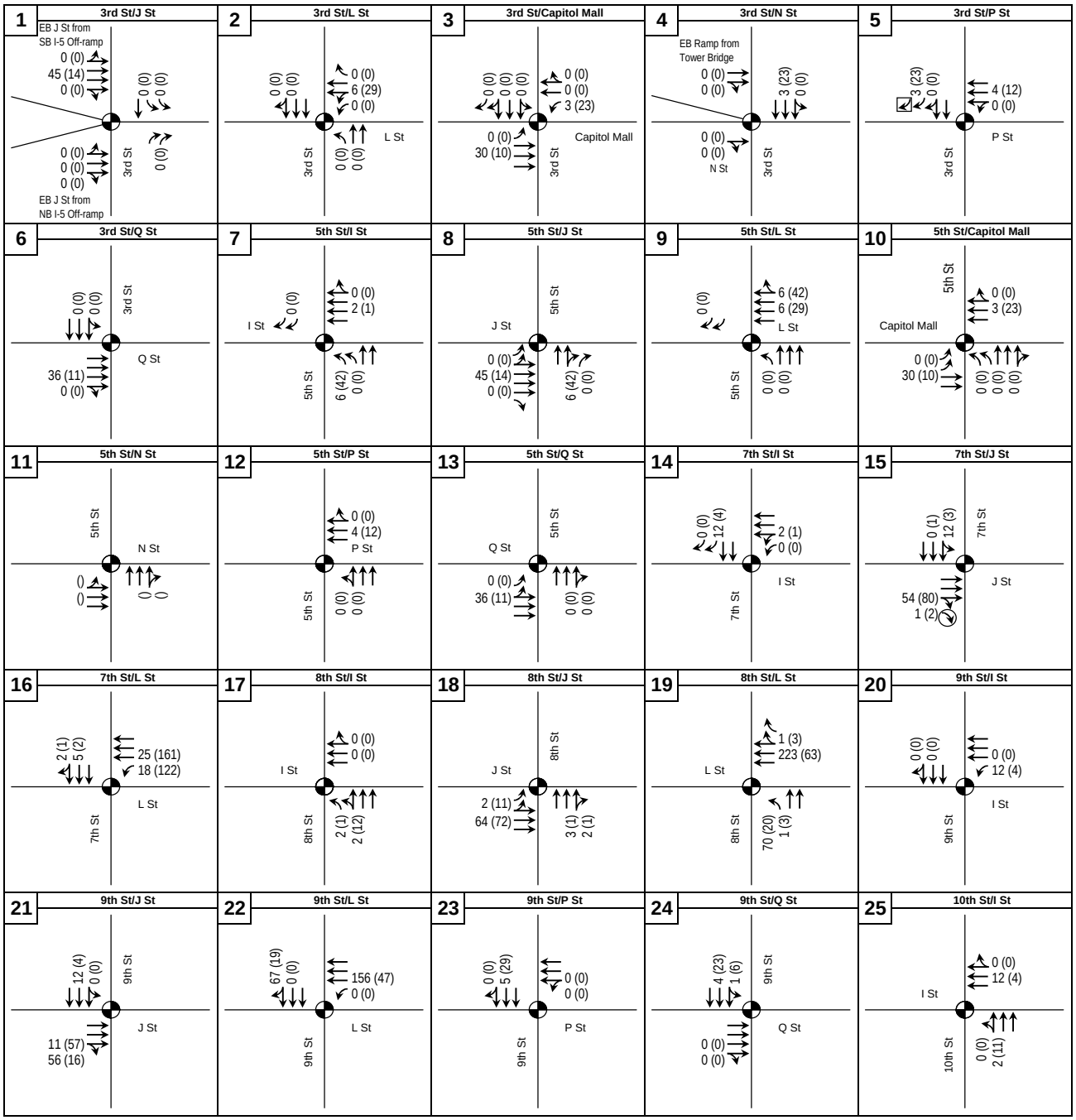
Figure A.20
TRAFFIC VOLUMES FOR
EPIC TOWER PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

◐ = Signalized intersection

↙ = Intersection approach lane

(↙) = Lane provided during AM peak, only

☑ = Lane provided during PM peak, only

Note:
Project traffic does not include removal of traffic from exising land use on site

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Sacramento Downtown Traffic Study

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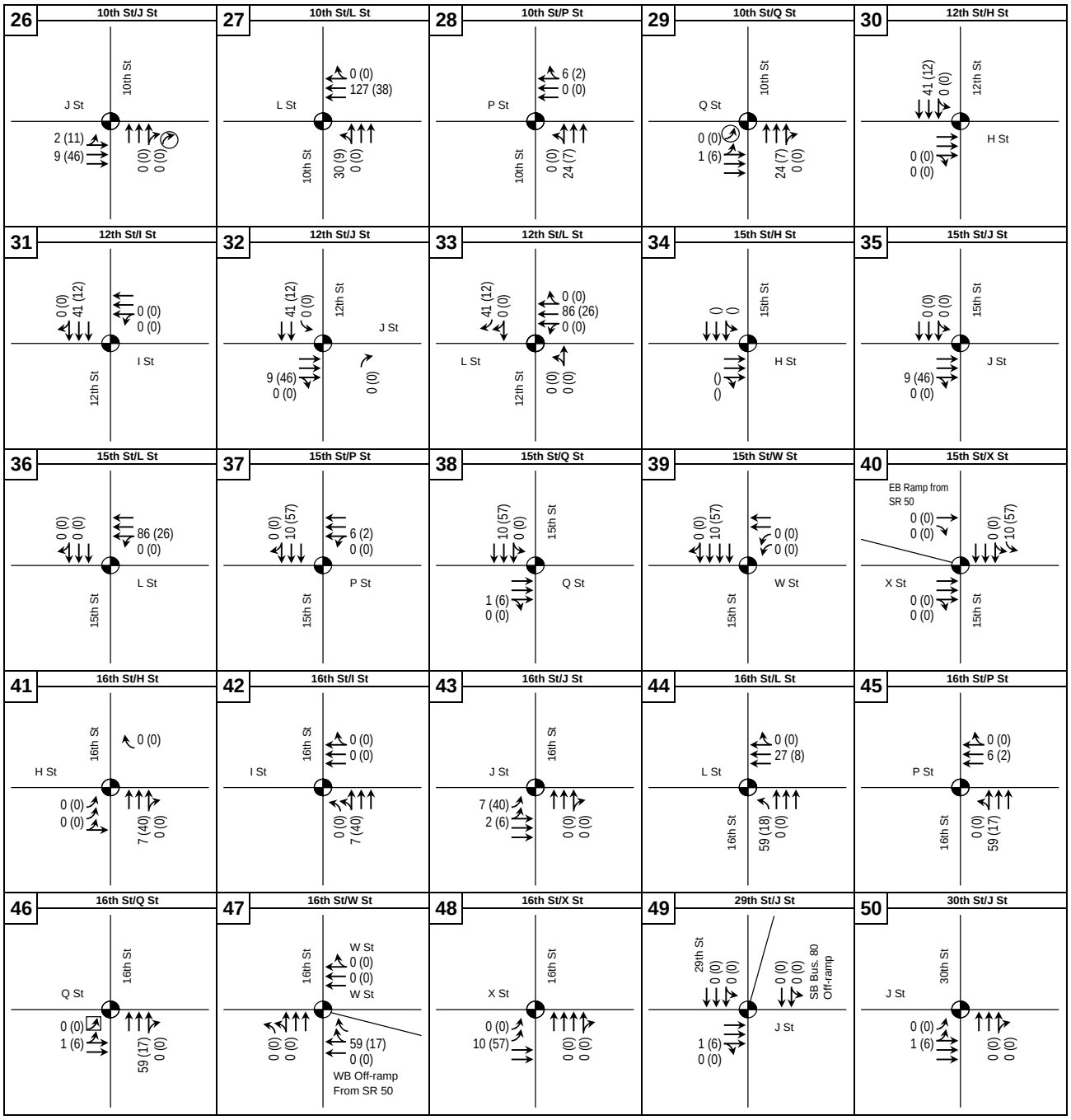
Figure A.21
TRAFFIC VOLUMES FOR
701 L STREET PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

Note:
Project traffic does not include removal of traffic from exising land use on site

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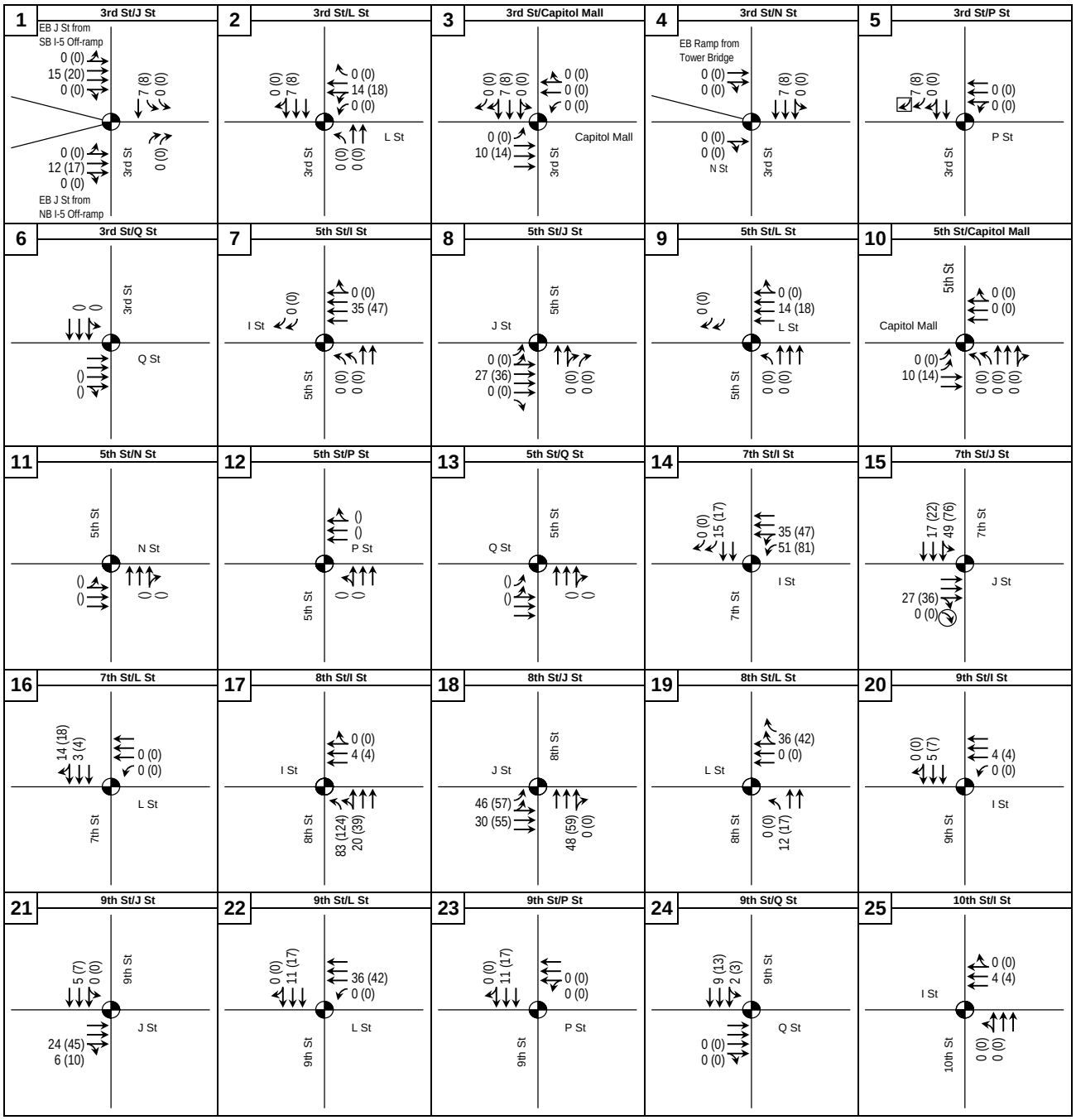
Sacramento Downtown Traffic Study

Figure A.21
TRAFFIC VOLUMES FOR
701 L STREET PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

Note:
Project traffic does not include removal of traffic from exising land use on site

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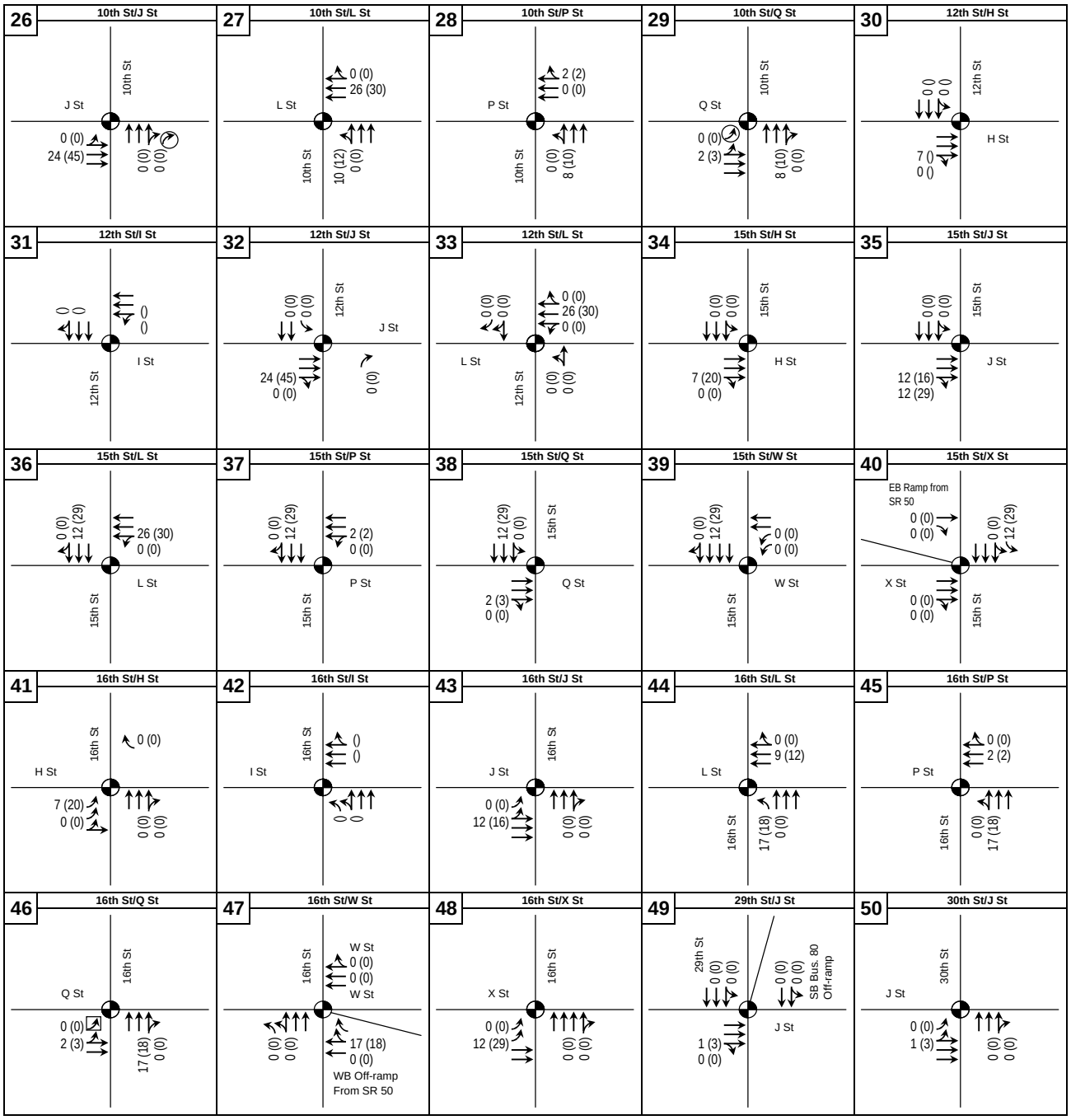
Sacramento Downtown Traffic Study

Figure A.22
TRAFFIC VOLUMES FOR
8TH & I STREET PROJECT



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane provided during PM peak, only

Note:
Project traffic does not include removal of traffic from exising land use on site

Dowling Associates, Inc.

Sacramento Downtown Traffic Study

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Figure A.22
TRAFFIC VOLUMES FOR
8TH & I STREET PROJECT

Appendix D Levels of Service Worksheets

Downtown Sacramento Traffic Study
Existing Conditions
AM Peak Hour

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

Intersection #1 3rd St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.879
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 44.4
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:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	15	15	15	0	35	35	35	50	50	50				
Lanes:	0 0	0 0	2	2 0	1 0	0	0 1	2 1	0	0 1	1 1	0				
Volume Module: >> Count Date: 28 Sep 2004 << 7:45																
Base Vol:	0	0	91	88	106	0	4	1611	192	10	1568	449				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	91	88	106	0	4	1611	192	10	1568	449				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	91	88	106	0	4	1611	192	10	1568	449				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	91	88	106	0	4	1611	192	10	1568	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				
Final Vol.:	0	0	91	88	106	0	4	1611	192	10	1568	449				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	0.67	0.55	0.90	1.00	0.81	0.81	0.81	0.79	0.79	0.79				
Lanes:	0.00	0.00	2.00	2.00	1.00	0.00	0.01	3.57	0.42	0.01	2.33	0.66				
Final Sat.:	0	0	2558	2093	1710	0	14	5460	651	22	3492	1000				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.04	0.04	0.06	0.00	0.30	0.30	0.30	0.45	0.45	0.45				
Crit Moves:					****		****				****					
Green/Cycle:	0.00	0.00	0.14	0.14	0.14	0.00	0.32	0.32	0.32	0.46	0.46	0.46				
Volume/Cap:	0.00	0.00	0.26	0.31	0.45	0.00	0.92	0.92	0.92	0.98	0.98	0.98				
Delay/Veh:	0.0	0.0	43.8	45.0	49.3	0.0	44.0	44.0	44.0	44.4	44.4	44.4				
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	43.8	45.0	49.3	0.0	44.0	44.0	44.0	44.4	44.4	44.4				
HCM2k95th:	0	0	4	5	8	0	30	30	30	46	46	46				

Downtown Sacramento Traffic Study
Existing Conditions
AM Peak Hour

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

Intersection #2 3rd St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.261
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 76 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	34	34	0	0	0	36	36	36				
Lanes:	0 0	0 0	0	0 0	2 1	0	0 0	0 0	0	1 1	1 0	1				
Volume Module: >> Count Date: 28 Sep 2004 << 8																
Base Vol:	0	0	0	0	541	138	0	0	0	125	314	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:	0	0	0	0	541	138	0	0	0	125	314	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	541	138	0	0	0	125	314	75				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	541	138	0	0	0	125	314	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				
Final Vol.:	0	0	0	0	541	138	0	0	0	125	314	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	1.00	0.79	0.79	1.00	1.00	1.00	0.73	0.73	0.77				
Lanes:	0.00	0.00	0.00	0.00	2.39	0.61	0.00	0.00	0.00	1.00	2.00	1.00				
Final Sat.:	0	0	0	0	3608	920	0	0	0	1381	2762	1454				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.09	0.11	0.05				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.47	0.47	0.47				
Volume/Cap:	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.19	0.24	0.11				
Delay/Veh:	0.0	0.0	0.0	0.0	14.1	14.1	0.0	0.0	0.0	11.8	12.2	11.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	0.0	14.1	14.1	0.0	0.0	0.0	11.8	12.2	11.4				
HCM2k95th:	0	0	0	0	8	8	0	0	0	5	6	2				

Downtown Sacramento Traffic Study
Existing Conditions
AM Peak Hour

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

Intersection #3 3rd St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.377
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: 79 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				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		29	29	0		14	25	0		16	27	0	
Lanes:	0 0	0	0	0	0 1	1	1	0	0 0	3	0	0	1 0	2	0	0
Volume Module: >> Count Date: 28 Sep 2004 << 7:45																
Base Vol:	0	0	0		189	462	6		0	638	0		91	129	0	
Growth Adj:	1.00	1.00	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	462	6		0	638	0		91	129	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		189	462	6		0	638	0		91	129	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		189	462	6		0	638	0		91	129	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		189	462	6		0	638	0		91	129	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		0.82	0.82	0.82		1.00	0.82	1.00		0.86	0.86	1.00	
Lanes:	0.00	0.00	0.00		0.86	2.11	0.03		0.00	3.00	0.00		1.00	2.00	0.00	
Final Sat.:	0	0	0		1340	3276	43		0	4668	0		1625	3249	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.14	0.14	0.14		0.00	0.14	0.00		0.06	0.04	0.00	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.37	0.37	0.37		0.00	0.32	0.00		0.56	0.52	0.00	
Volume/Cap:	0.00	0.00	0.00		0.38	0.38	0.38		0.00	0.43	0.00		0.18	0.08	0.00	
Delay/Veh:	0.0	0.0	0.0		19.1	19.1	19.1		0.0	22.3	0.0		9.4	9.6	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		19.1	19.1	19.1		0.0	22.3	0.0		9.4	9.6	0.0	
HCM2k95th:	0	0	0		8	8	8		0	9	0		3	2	0	

Downtown Sacramento Traffic Study
Existing Conditions
AM Peak Hour

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

Intersection #4 3rd St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	16	16		33	33	0		0	21	21		0	0	0	
Lanes:	0 0	0	1	0	0 1	2	0	0	0 0	1	1	0	0 0	0	0	0
Volume Module: >> Count Date: 28 Sep 2004 << 7:15																
Base Vol:	0	60	4		362	267	0		0	318	122		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	60	4		362	267	0		0	318	122		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	60	4		362	267	0		0	318	122		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	60	4		362	267	0		0	318	122		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	60	4		362	267	0		0	318	122		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.99	0.99		0.88	0.88	1.00		1.00	0.91	0.91		1.00	1.00	1.00	
Lanes:	0.00	0.94	0.06		1.00	2.00	0.00		0.00	1.45	0.55		0.00	0.00	0.00	
Final Sat.:	0	1765	118		1681	3361	0		0	2499	959		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.03	0.03		0.22	0.08	0.00		0.00	0.13	0.13		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green/Cycle:	0.00	0.20	0.20		0.42	0.42	0.00		0.00	0.27	0.27		0.00	0.00	0.00	
Volume/Cap:	0.00	0.17	0.17		0.52	0.19	0.00		0.00	0.48	0.48		0.00	0.00	0.00	
Delay/Veh:	0.0	27.0	27.0		18.6	14.7	0.0		0.0	26.2	26.2		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:	0.0	27.0	27.0		18.6	14.7	0.0		0.0	26.2	26.2		0.0	0.0	0.0	
HCM2k95th:	0	3	3		13	5	0		0	10	10		0	0	0	

Downtown Sacramento Traffic Study
Existing Conditions
AM Peak Hour

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

Intersection #5 3rd St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.217
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 56 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	19	19			0	0	0	0	31	31		0
Lanes:	0 0	0 0	0	0 0	1 1	1			0 0	0 0	0	0 0	1 2	0	0	
Volume Module: >> Count Date: 28 Sep 2004 << 7:30																
Base Vol:	0	0	0	0	199	137			0	0	0	0	158	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		1.00
Initial Bse:	0	0	0	0	199	137			0	0	0	0	158	506		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	199	137			0	0	0	0	158	506		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	199	137			0	0	0	0	158	506		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	199	137			0	0	0	0	158	506		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900			1900	1900	1900	1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.89	0.89			1.00	1.00	1.00	0.91	0.91	1.00		1.00
Lanes:	0.00	0.00	0.00	0.00	1.78	1.22			0.00	0.00	0.00	0.71	2.29	0.00		
Final Sat.:	0	0	0	0	3011	2073			0	0	0	1234	3953			0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.07	0.07			0.00	0.00	0.00	0.13	0.13	0.00		
Crit Moves:					****							****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.34	0.34			0.00	0.00	0.00	0.55	0.55	0.00		
Volume/Cap:	0.00	0.00	0.00	0.00	0.19	0.19			0.00	0.00	0.00	0.23	0.23	0.00		
Delay/Veh:	0.0	0.0	0.0	0.0	13.3	13.3			0.0	0.0	0.0	6.6	6.6	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	0.0	13.3	13.3			0.0	0.0	0.0	6.6	6.6	0.0		
HCM2k95th:	0	0	0	0	3	3			0	0	0	5	5	0		

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Intersection #6 3rd St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.464
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 56 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	19	19		0		0	31	31		0	0		0
Lanes:	0 0	0 0	0	0 1	2	0	0		0 0	3 1	0		0 0	0 0		
Volume Module: >> Count Date: 28 Sep 2004 << 7:15																
Base Vol:	0	0	0	129	202		0		0	1997	308		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	129	202		0		0	1997	308		0	0		0
User Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	0	0	0	129	202		0		0	1997	308		0	0		0
Reduct Vol:	0	0	0	0	0		0		0	0	0		0	0		0
Reduced Vol:	0	0	0	129	202		0		0	1997	308		0	0		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	0	0	0	129	202		0		0	1997	308		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	0.89	0.89		1.00	1.00		1.00
Lanes:	0.00	0.00	0.00	1.00	2.00		0.00		0.00	3.47	0.53		0.00	0.00		0.00
Final Sat.:	0	0	0	1729	3458		0		0	5872	906		0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.07	0.06		0.00		0.00	0.34	0.34		0.00	0.00		0.00
Crit Moves:				****						****						
Green/Cycle:	0.00	0.00	0.00	0.34	0.34		0.00		0.00	0.55	0.55		0.00	0.00		0.00
Volume/Cap:	0.00	0.00	0.00	0.22	0.17		0.00		0.00	0.61	0.61		0.00	0.00		0.00
Delay/Veh:	0.0	0.0	0.0	13.5	13.2		0.0		0.0	9.2	9.2		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:	0.0	0.0	0.0	13.5	13.2		0.0		0.0	9.2	9.2		0.0	0.0		0.0
HCM2k95th:	0	0	0	4	3		0		0	14	14		0	0		0

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Intersection #7 5th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.202
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	0		0	0	0		0	20	20	
Lanes:	2	0 2	0	0	0	0 0	0	0	0	0 0	0	0	0	3 1	0	
Volume Module: >> Count Date: 20 Jan 2005 << 8																
Base Vol:	148	752	0		0	0	0		0	0	0		0	753	81	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	148	752	0		0	0	0		0	0	0		0	753	81	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	148	752	0		0	0	0		0	0	0		0	753	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	148	752	0		0	0	0		0	0	0		0	753	81	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	148	752	0		0	0	0		0	0	0		0	753	81	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.87	0.86	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.81	0.81	
Lanes:	2.00	2.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	3.61	0.39	
Final Sat.:	3317	3249	0		0	0	0		0	0	0		0	5536	595	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.23	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.14	0.14	
Crit Moves:	****													****		
Green/Cycle:	0.54	0.54	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.36	0.36	
Volume/Cap:	0.08	0.43	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38	
Delay/Veh:	6.4	8.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	13.9	13.9	
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:	6.4	8.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	13.9	13.9	
HCM2k95th:	2	8	0		0	0	0		0	0	0		0	6	6	

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Intersection #8 5th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.607
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 106 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	40	40		0	0	0		60	60	60		0	0	0	
Lanes:	0 0	1 1	1	0	0	0 0	0	0	1 1	3 0	1	0	0	0 0	0	
Volume Module: >> Count Date: 13 Jan 2005 << 7:45																
Base Vol:	0	260	274		0	0	0		680	2325	96		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	260	274		0	0	0		680	2325	96		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	260	274		0	0	0		680	2325	96		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	260	274		0	0	0		680	2325	96		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	260	274		0	0	0		680	2325	96		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.79	0.79		1.00	1.00	1.00		0.70	0.70	0.77		1.00	1.00	1.00	
Lanes:	0.00	1.46	1.54		0.00	0.00	0.00		1.13	3.87	1.00		0.00	0.00	0.00	
Final Sat.:	0	2190	2308		0	0	0		1497	5117	1454		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.12		0.00	0.00	0.00		0.45	0.45	0.07		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.38	0.38		0.00	0.00	0.00		0.57	0.57	0.57		0.00	0.00	0.00	
Volume/Cap:	0.00	0.31	0.31		0.00	0.00	0.00		0.80	0.80	0.12		0.00	0.00	0.00	
Delay/Veh:	0.0	23.8	23.8		0.0	0.0	0.0		20.2	20.2	11.0		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	23.8	23.8		0.0	0.0	0.0		20.2	20.2	11.0		0.0	0.0	0.0	
HCM2k95th:	0	8	8		0	0	0		32	32	3		0	0	0	

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Intersection #9 5th St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.229
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	40	40	0		0	0	40		0	0	0		0	30	30	
Lanes:	1 0	3 0	0		0 0	0 0	2		0 0	0 0	0		0 0	3 1	0	
Volume Module: >> Count Date: 13 Jan 2085 << 8																
Base Vol:	76	483	0		0	0	98		0	0	0		0	514	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:	76	483	0		0	0	98		0	0	0		0	514	93	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	76	483	0		0	0	98		0	0	0		0	514	93	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	76	483	0		0	0	98		0	0	0		0	514	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	
Final Vol.:	76	483	0		0	0	98		0	0	0		0	514	93	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.69	0.82	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	1.00	3.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.39	0.61	
Final Sat.:	1315	4668	0		0	0	2558		0	0	0		0	5150	932	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.10	0.00		0.00	0.00	0.04		0.00	0.00	0.00		0.00	0.10	0.10	
Crit Moves:		****												****		
Green/Cycle:	0.51	0.51	0.00		0.00	0.00	0.51		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.11	0.20	0.00		0.00	0.00	0.08		0.00	0.00	0.00		0.00	0.26	0.26	
Delay/Veh:	10.6	10.9	0.0		0.0	0.0	10.1		0.0	0.0	0.0		0.0	17.2	17.2	
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:	10.6	10.9	0.0		0.0	0.0	10.1		0.0	0.0	0.0		0.0	17.2	17.2	
HCM2k95th:	3	5	0		0	0	2		0	0	0		0	6	6	

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Intersection #10 5th St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.161
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	35	35	0		0	0	0		17	35	0		0	18	18	
Lanes:	2 0	2 1	0		0 0	0 0	0		2 0	2 0	0		0 0	2 1	0	
Volume Module: >> Count Date: 13 Jan 2005 << 8																
Base Vol:	126	297	60		0	0	0		491	354	0		0	96	37	
Growth Adj:	1.00	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	297	60		0	0	0		491	354	0		0	96	37	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	126	297	60		0	0	0		491	354	0		0	96	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	126	297	60		0	0	0		491	354	0		0	96	37	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	126	297	60		0	0	0		491	354	0		0	96	37	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.85	0.80	0.80		1.00	1.00	1.00		0.83	0.86	1.00		1.00	0.78	0.78	
Lanes:	2.00	2.50	0.50		0.00	0.00	0.00		2.00	2.00	0.00		0.00	2.17	0.83	
Final Sat.:	3234	3787	765		0	0	0		3152	3249	0		0	3228	1244	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.08	0.08		0.00	0.00	0.00		0.16	0.11	0.00		0.00	0.03	0.03	
Crit Moves:	****									****			****			
Green/Cycle:	0.46	0.46	0.46		0.00	0.00	0.00		0.22	0.46	0.00		0.00	0.24	0.24	
Volume/Cap:	0.08	0.17	0.17		0.00	0.00	0.00		0.70	0.24	0.00		0.00	0.13	0.13	
Delay/Veh:	11.6	12.2	12.2		0.0	0.0	0.0		32.8	12.8	0.0		0.0	23.1	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:	11.6	12.2	12.2		0.0	0.0	0.0		32.8	12.8	0.0		0.0	23.1	23.1	
HCM2k95th:	2	4	4		0	0	0		13	6	0		0	2	2	

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Intersection #11 5th St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.299
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 76 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	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module: >> Count Date: 13 Jan 2005 <<																
Base Vol:	0	619	193		0	0	0		63	523	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	619	193		0	0	0		63	523	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	619	193		0	0	0		63	523	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	619	193		0	0	0		63	523	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	619	193		0	0	0		63	523	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.88	0.88		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.29	0.71		0.00	0.00	0.00		0.32	2.68	0.00		0.00	0.00	0.00	
Final Sat.:	0	3812	1188		0	0	0		558	4629	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.16		0.00	0.00	0.00		0.11	0.11	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.35	0.35		0.00	0.00	0.00		0.25	0.25	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	13.6	13.6		0.0	0.0	0.0		12.7	12.7	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:	0.0	13.6	13.6		0.0	0.0	0.0		12.7	12.7	0.0		0.0	0.0	0.0	
HCM2k95th:	0	8	8		0	0	0		6	6	0		0	0	0	

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Intersection #12 5th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.353
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	0		0	0	0		0	20	20	
Lanes:	0 1	2	0	0	0 0	0	0	0	0 0	0	0	0	0 0	2	1	0
Volume Module: >> Count Date: 21 Apr 2005 << 7:45																
Base Vol:	178	704	0		0	0	0		0	0	0		0	413	237	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	178	704	0		0	0	0		0	0	0		0	413	237	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	178	704	0		0	0	0		0	0	0		0	413	237	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	178	704	0		0	0	0		0	0	0		0	413	237	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	178	704	0		0	0	0		0	0	0		0	413	237	
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	0.86	0.86	
Lanes:	0.61	2.39	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.00	1.00	
Final Sat.:	1047	4140	0		0	0	0		0	0	0		0	3268	1634	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.13	0.15	
Crit Moves:	****														****	
Green/Cycle:	0.54	0.54	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.36	0.36	
Volume/Cap:	0.32	0.32	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.35	0.41	
Delay/Veh:	7.6	7.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	13.8	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:	7.6	7.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	13.8	14.3	
HCM2k95th:	6	6	0		0	0	0		0	0	0		0	6	7	

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Intersection #13 5th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.434
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 56 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	19	19		0	0	0		31	31	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module: >> Count Date: 26 Apr 2005 << 7:30																
Base Vol:	0	311	49		0	0	0		560	1633	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	311	49		0	0	0		560	1633	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	311	49		0	0	0		560	1633	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	311	49		0	0	0		560	1633	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	311	49		0	0	0		560	1633	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.59	0.41		0.00	0.00	0.00		1.02	2.98	0.00		0.00	0.00	0.00	
Final Sat.:	0	4391	692		0	0	0		1766	5150	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.07		0.00	0.00	0.00		0.32	0.32	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.34	0.34		0.00	0.00	0.00		0.55	0.55	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.21	0.21		0.00	0.00	0.00		0.57	0.57	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	13.4	13.4		0.0	0.0	0.0		8.8	8.8	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	13.4	13.4		0.0	0.0	0.0		8.8	8.8	0.0		0.0	0.0	0.0	
HCM2k95th:	0	4	4		0	0	0		12	12	0		0	0	0	

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Intersection #14 7th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.267
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 56 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	23	23		0	0	0		27	27	0	
Lanes:	0 0	0	0	0	0 0	2	0	2	0 0	0	0	0	1 1	2	0	0
Volume Module: >> Count Date: 30 Sep 2004 << 8																
Base Vol:	0	0	0		0	266	218		0	0	0		253	701	0	
Growth Adj:	1.00	1.00	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	266	218		0	0	0		253	701	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	266	218		0	0	0		253	701	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	266	218		0	0	0		253	701	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	266	218		0	0	0		253	701	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	0.86	0.67		1.00	1.00	1.00		0.82	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.06	2.94	0.00	
Final Sat.:	0	0	0		0	3249	2558		0	0	0		1651	4574	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.08	0.09		0.00	0.00	0.00		0.15	0.15	0.00	
Crit Moves:							****						****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.41	0.41		0.00	0.00	0.00		0.48	0.48	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.20	0.21		0.00	0.00	0.00		0.32	0.32	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	10.9	11.1		0.0	0.0	0.0		9.1	9.1	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	10.9	11.1		0.0	0.0	0.0		9.1	9.1	0.0	
HCM2k95th:	0	0	0		0	4	3		0	0	0		6	6	0	

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Intersection #15 7th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 106 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		35	35	0		0	65	65		0	0	0	
Lanes:	0	0	0	0 0	0	1	2	0 0	0	0	2	1 1	0	0	0	0 0
Volume Module: >> Count Date: 7 Dec 2005 << 7:45																
Base Vol:	0	0	0		156	254	0		0	1986	280		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		156	254	0		0	1986	280		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		156	254	0		0	1986	280		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		156	254	0		0	1986	280		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		156	254	0		0	1986	280		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		0.82	0.82	1.00		1.00	0.80	0.80		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	2.00	0.00		0.00	3.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		1556	3112	0		0	4580	1527		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.10	0.08	0.00		0.00	0.43	0.18		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.33	0.33	0.00		0.00	0.61	0.61		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.30	0.25	0.00		0.00	0.71	0.30		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		27.0	26.2	0.0		0.0	15.3	9.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		27.0	26.2	0.0		0.0	15.3	9.8		0.0	0.0	0.0	
HCM2k95th:	0	0	0		8	6	0		0	26	9		0	0	0	

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Intersection #16 7th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.256
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	29	29		0	0	0		21	21	0	
Lanes:	0	0	0	0 0	0	0	2	1 0	0	0	0	0 0	1	0	3	0 0
Volume Module: >> Count Date: 7 Dec 2005 << 8																
Base Vol:	0	0	0		0	334	175		0	0	0		188	662	0	
Growth Adj:	1.00	1.00	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	334	175		0	0	0		188	662	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	334	175		0	0	0		188	662	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	334	175		0	0	0		188	662	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	334	175		0	0	0		188	662	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	0.78	0.78		1.00	1.00	1.00		0.90	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	2950	1475		0	0	0		1710	4668	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.11	0.12		0.00	0.00	0.00		0.11	0.14	0.00	
Crit Moves:							****						****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.52	0.52		0.00	0.00	0.00		0.38	0.38	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.22	0.23		0.00	0.00	0.00		0.29	0.38	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	7.6	7.6		0.0	0.0	0.0		13.4	13.4	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		0.0	7.6	7.6		0.0	0.0	0.0		13.4	13.4	0.0	
HCM2k95th:	0	0	0		0	4	4		0	0	0		5	7	0	

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Intersection #17 8th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.312
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	121	329	0		0	0	0		0	0	0		0	851	126	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	121	329	0		0	0	0		0	0	0		0	851	126	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	121	329	0		0	0	0		0	0	0		0	851	126	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	121	329	0		0	0	0		0	0	0		0	851	126	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	121	329	0		0	0	0		0	0	0		0	851	126	
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	0.89	0.89	
Lanes:	0.81	2.19	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.61	0.39	
Final Sat.:	1395	3792	0		0	0	0		0	0	0		0	4432	656	
Capacity Analysis Module:																	
Vol/Sat:	0.09	0.09	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.19	0.19	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.19	0.19	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.43	0.43	
Delay/Veh:	9.4	9.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.8	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:	9.4	9.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.8	10.8	
HCM2k95th:	3	3	0		0	0	0		0	0	0		0	7	7	

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Intersection #18 8th S/tJ St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.283
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 106 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	35	35		0	0	0		65	65	0		0	0	0	
Lanes:	0	0	2	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0
Volume Module: >> Count Date: 7 Dec 2005 << 7:45																	
Base Vol:	0	304	151		0	0	0		256	1880	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	304	151		0	0	0		256	1880	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	304	151		0	0	0		256	1880	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	304	151		0	0	0		256	1880	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	304	151		0	0	0		256	1880	0		0	0	0	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.78	0.78		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	2963	1472		0	0	0		1556	4668	0		0	0	0	
Capacity Analysis Module:																	
Vol/Sat:	0.00	0.10	0.10		0.00	0.00	0.00		0.16	0.40	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.33	0.33		0.00	0.00	0.00		0.61	0.61	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.31	0.31		0.00	0.00	0.00		0.27	0.66	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	27.0	27.0		0.0	0.0	0.0		9.6	14.3	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	27.0	27.0		0.0	0.0	0.0		9.6	14.3	0.0		0.0	0.0	0.0	
HCM2k95th:	0	8	8		0	0	0		8	22	0		0	0	0	

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Intersection #19 8th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.283
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0	0	0	0	0	0	0	0	21	21				
Lanes:	0	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 1
Volume Module: >> Count Date: 7 Dec 2005 << 7:45																
Base Vol:	111	308	0	0	0	0	0	0	0	0	740	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:	111	308	0	0	0	0	0	0	0	0	740	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	111	308	0	0	0	0	0	0	0	0	740	165				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	111	308	0	0	0	0	0	0	0	0	740	165				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	111	308	0	0	0	0	0	0	0	0	740	165				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80				
Lanes:	0.79	2.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00				
Final Sat.:	1237	3432	0	0	0	0	0	0	0	0	4542	1514				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.11				
Crit Moves:	****										****					
Green/Cycle:	0.52	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38				
Volume/Cap:	0.17	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.29				
Delay/Veh:	7.3	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.7	12.5				
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:	7.3	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.7	12.5				
HCM2k95th:	3	3	0	0	0	0	0	0	0	0	8	5				

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Intersection #20 9th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.264
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 12.7
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	22	22	0	0	0	28	28	0				
Lanes:	0	0	0	0 0	0	0	2	1 0	0	0	0	0 0	1	0	3	0 0
Volume Module: >> Count Date: 12 Jan 2006 << 7:45																
Base Vol:	0	0	0	0	214	192	0	0	0	137	853	0				
Growth Adj:	1.00	1.00	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	214	192	0	0	0	137	853	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	214	192	0	0	0	137	853	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	214	192	0	0	0	137	853	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	214	192	0	0	0	137	853	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	0.76	0.76	1.00	1.00	1.00	0.90	0.82	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00				
Final Sat.:	0	0	0	0	2891	1446	0	0	0	1710	4668	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.07	0.13	0.00	0.00	0.00	0.08	0.18	0.00				
Crit Moves:						****				****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.45	0.45	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.21	0.37	0.00	0.00	0.00	0.18	0.40	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	14.2	15.9	0.0	0.0	0.0	10.6	12.0	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	14.2	15.9	0.0	0.0	0.0	10.6	12.0	0.0				
HCM2k95th:	0	0	0	0	4	7	0	0	0	4	8	0				

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Intersection #21 9th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.473
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: 106 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		40	40	0		0	60	60		0	0	0	
Lanes:	0	0	0	0 0	0	1	2	0 0	0	0	2	1 0	0	0	0	0 0
Volume Module: >> Count Date: 12 Jan 2005 << 7:45																
Base Vol:	0	0	0		71	278	0		0	1527	179		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		71	278	0		0	1527	179		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		71	278	0		0	1527	179		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		71	278	0		0	1527	179		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		71	278	0		0	1527	179		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		0.82	0.82	1.00		1.00	0.81	0.81		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.61	2.39	0.00		0.00	2.69	0.31		0.00	0.00	0.00	
Final Sat.:	0	0	0		950	3719	0		0	4112	482		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.07	0.07	0.00		0.00	0.37	0.37		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.38	0.38	0.00		0.00	0.57	0.57		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.20	0.20	0.00		0.00	0.66	0.66		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		22.5	22.5	0.0		0.0	17.2	17.2		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:	0.0	0.0	0.0		22.5	22.5	0.0		0.0	17.2	17.2		0.0	0.0	0.0	
HCM2k95th:	0	0	0		6	6	0		0	22	22		0	0	0	

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Intersection #22 9th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.284
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 56 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	21	21		0	0	0		29	29	0	
Lanes:	0	0	0	0 0	0	0	2	1 0	0	0	0	0 0	1	0	3	0 0
Volume Module: >> Count Date: 6 Dec 2005 << 7:45																
Base Vol:	0	0	0		0	255	146		0	0	0		264	969	0	
Growth Adj:	1.00	1.00	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	255	146		0	0	0		264	969	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	255	146		0	0	0		264	969	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	255	146		0	0	0		264	969	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	255	146		0	0	0		264	969	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	0.77	0.77		1.00	1.00	1.00		0.90	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	2941	1471		0	0	0		1710	4668	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.09	0.10		0.00	0.00	0.00		0.15	0.21	0.00	
Crit Moves:							****						****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.38	0.38		0.00	0.00	0.00		0.52	0.52	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.23	0.26		0.00	0.00	0.00		0.30	0.40	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	12.3	12.6		0.0	0.0	0.0		8.6	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:	0.0	0.0	0.0		0.0	12.3	12.6		0.0	0.0	0.0		8.6	8.7	0.0	
HCM2k95th:	0	0	0		0	4	4		0	0	0		6	7	0	

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Intersection #23 9th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.287
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.0
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				Include				Include			
Min. Green:	0	0	0	0	10	0	0	0	0	0	10	0				
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	458	133	0	0	0	108	592	0				
Growth Adj:	1.00	1.00	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	458	133	0	0	0	108	592	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	458	133	0	0	0	108	592	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	458	133	0	0	0	108	592	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	458	133	0	0	0	108	592	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	0.88	0.88	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.32	0.68	0.00	0.00	0.00	0.46	2.54	0.00				
Final Sat.:	0	0	0	0	3883	1128	0	0	0	800	4387	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.13	0.13	0.00				
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.47	0.47	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.29	0.29	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	9.9	9.9	0.0	0.0	0.0	8.2	8.2	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	0.0	9.9	9.9	0.0	0.0	0.0	8.2	8.2	0.0				
HCM2k95th:	0	0	0	0	5	5	0	0	0	4	4	0				

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Intersection #24 9th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.351
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	25	25	0	0	25	25	0	0	0				
Lanes:	0	0	0	0	0	1	2	0	0	0	0	3	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0	169	391	0	0	1288	113	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	169	391	0	0	1288	113	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	169	391	0	0	1288	113	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	169	391	0	0	1288	113	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	169	391	0	0	1288	113	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	0.90	0.90	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	0.91	2.09	0.00	0.00	3.68	0.32	0.00	0.00	0.00				
Final Sat.:	0	0	0	1565	3622	0	0	6282	551	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.21	0.21	0.00	0.00	0.00				
Crit Moves:				****				****								
Green/Cycle:	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.45	0.45	0.00	0.00	0.00				
Volume/Cap:	0.00	0.00	0.00	0.24	0.24	0.00	0.00	0.46	0.46	0.00	0.00	0.00				
Delay/Veh:	0.0	0.0	0.0	9.7	9.7	0.0	0.0	10.9	10.9	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:	0.0	0.0	0.0	9.7	9.7	0.0	0.0	10.9	10.9	0.0	0.0	0.0				
HCM2k95th:	0	0	0	4	4	0	0	9	9	0	0	0				

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Intersection #25 10th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 14.4
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:	26	26	0		0	0	0		0	0	0		0	24	24	
Lanes:	0 1	2 0	0		0 0	0 0	0		0 0	0 0	0		0 0	2 1	0	
Volume Module: >> Count Date: 7 Dec 2005 << 7:45																
Base Vol:	176	510	0		0	0	0		0	0	0		0	787	130	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	176	510	0		0	0	0		0	0	0		0	787	130	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	176	510	0		0	0	0		0	0	0		0	787	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	176	510	0		0	0	0		0	0	0		0	787	130	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	176	510	0		0	0	0		0	0	0		0	787	130	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	0.77	2.23	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.57	0.43	
Final Sat.:	1198	3471	0		0	0	0		0	0	0		0	3922	648	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.20	0.20	
Crit Moves:	****													****		
Green/Cycle:	0.42	0.42	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.39	0.39	
Volume/Cap:	0.35	0.35	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.52	0.52	
Delay/Veh:	12.7	12.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	15.7	15.7	
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:	12.7	12.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	15.7	15.7	
HCM2k95th:	7	7	0		0	0	0		0	0	0		0	10	10	

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Intersection #26 10th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	40	40		0	0	0		60	60	0		0	0	0	
Lanes:	0 0	2 1	1		0 0	0 0	0		0 1	2 0	0		0 0	0 0	0	
Volume Module: >> Count Date: 8 Dec 2005 << 8																
Base Vol:	0	464	200		0	0	0		278	1254	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	464	200		0	0	0		278	1254	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	464	200		0	0	0		278	1254	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	464	200		0	0	0		278	1254	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	464	200		0	0	0		278	1254	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.78	0.78		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.80	1.20		0.00	0.00	0.00		0.54	2.46	0.00		0.00	0.00	0.00	
Final Sat.:	0	4154	1790		0	0	0		847	3821	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.11		0.00	0.00	0.00		0.33	0.33	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.36	0.36		0.00	0.00	0.00		0.54	0.54	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.31	0.31		0.00	0.00	0.00		0.61	0.61	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	26.4	26.4		0.0	0.0	0.0		19.1	19.1	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	26.4	26.4		0.0	0.0	0.0		19.1	19.1	0.0		0.0	0.0	0.0	
HCM2k95th:	0	9	9		0	0	0		21	21	0		0	0	0	

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Intersection #27 10th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0		0	0	0		0	0	0		0	29	29	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module: >> Count Date: 6 Dec 2005 << 8																	
Base Vol:	244	685	0		0	0	0		0	0	0		0	1020	271	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	244	685	0		0	0	0		0	0	0		0	1020	271	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	244	685	0		0	0	0		0	0	0		0	1020	271	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	244	685	0		0	0	0		0	0	0		0	1020	271	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	244	685	0		0	0	0		0	0	0		0	1020	271	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.79	0.79	
Lanes:	0.79	2.21	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.37	0.63	
Final Sat.:	1226	3442	0		0	0	0		0	0	0		0	3574	950	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.20	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.29	0.29	
Crit Moves:	****													****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.52	0.52	
Volume/Cap:	0.53	0.53	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.55	0.55	
Delay/Veh:	14.8	14.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.0	10.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.8	14.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.0	10.0	
HCM2k95th:	10	10	0		0	0	0		0	0	0		0	11	11	

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Intersection #28 10th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.459
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	130	1243	0		0	0	0		0	0	0		0	519	202	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	130	1243	0		0	0	0		0	0	0		0	519	202	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	130	1243	0		0	0	0		0	0	0		0	519	202	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	1243	0		0	0	0		0	0	0		0	519	202	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	130	1243	0		0	0	0		0	0	0		0	519	202	
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	0.87	0.87	
Lanes:	0.28	2.72	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.16	0.84	
Final Sat.:	491	4696	0		0	0	0		0	0	0		0	3577	1392	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.26	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.15	0.15	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.59	0.59	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.33	0.33	
Delay/Veh:	12.1	12.1	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.1	10.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	12.1	12.1	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.1	10.1	
HCM2k95th:	11	11	0		0	0	0		0	0	0		0	5	5	

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Intersection #29 10th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.448
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	876	91		0	0	0		375	1083	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	876	91		0	0	0		375	1083	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	876	91		0	0	0		375	1083	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	876	91		0	0	0		375	1083	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	876	91		0	0	0		375	1083	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		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.72	0.28		0.00	0.00	0.00		1.03	2.97	0.00		0.00	0.00	0.00	
Final Sat.:	0	4633	481		0	0	0		1779	5137	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.19		0.00	0.00	0.00		0.21	0.21	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.42	0.42		0.00	0.00	0.00		0.47	0.47	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	10.7	10.7		0.0	0.0	0.0		11.0	11.0	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	10.7	10.7		0.0	0.0	0.0		11.0	11.0	0.0		0.0	0.0	0.0	
HCM2k95th:	0	8	8		0	0	0		9	9	0		0	0	0	

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Intersection #30 12th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.427
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 66 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		27	27	0		0	33	33		0	0	0	
Lanes:	0 0	0	0	0	0 1	2	0	0	0 0	2	1	0	0 0	0	0	0
Volume Module: >> Count Date: 23 Mar 2005 << 7:30																
Base Vol:	0	0	0		288	1260	0		0	419	40		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		288	1260	0		0	419	40		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		288	1260	0		0	419	40		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		288	1260	0		0	419	40		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		288	1260	0		0	419	40		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	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.56	2.44	0.00		0.00	2.74	0.26		0.00	0.00	0.00	
Final Sat.:	0	0	0		965	4222	0		0	4673	446		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.30	0.30	0.00		0.00	0.09	0.09		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.73	0.73	0.00		0.00	0.18	0.18		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		18.7	18.7	0.0		0.0	9.2	9.2		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:	0.0	0.0	0.0		18.7	18.7	0.0		0.0	9.2	9.2		0.0	0.0	0.0	
HCM2k95th:	0	0	0		18	18	0		0	4	4		0	0	0	

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Intersection #31 12th St/I St

Cycle (sec): 0 Critical Vol./Cap. (X): 0.497
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.3
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:	0	0	0	0	7	7	0	0	0	3	7	0				
Lanes:	0	0	0	0 0	0	0	2	1 0	0	0	0	0 0	0	1	2	0 0
Volume Module: >> Count Date: 8 Dec 2005 << 7:45																
Base Vol:	0	0	0	0	804	356	0	0	0	61	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	0	804	356	0	0	0	61	627	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	804	356	0	0	0	61	627	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	804	356	0	0	0	61	627	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	804	356	0	0	0	61	627	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	0.87	0.87	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.08	0.92	0.00	0.00	0.00	0.27	2.73	0.00				
Final Sat.:	0	0	0	0	3430	1519	0	0	0	460	4727	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.13	0.13	0.00				
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.30	0.30	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.44	0.44	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	5.8	5.8	0.0	0.0	0.0	7.3	7.3	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	5.8	5.8	0.0	0.0	0.0	7.3	7.3	0.0				
HCM2k95th:	0	0	0	0	6	6	0	0	0	4	4	0				

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Intersection #32 12th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	31		31	31	31		0	19	19		0	0	0	
Lanes:	0	0	0	0 1	1	0	2	0 0	0	0	2	1 0	0	0	0	0 0
Volume Module: >> Count Date: 8 Dec 2005 << 8																
Base Vol:	0	0	114		323	503	0		0	1292	149		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	114		323	503	0		0	1292	149		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	114		323	503	0		0	1292	149		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	114		323	503	0		0	1292	149		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	114		323	503	0		0	1292	149		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	0.87		0.77	0.95	1.00		1.00	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		1.00	2.00	0.00		0.00	2.69	0.31		0.00	0.00	0.00	
Final Sat.:	0	0	1644		1461	3610	0		0	4581	528		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.07		0.22	0.14	0.00		0.00	0.28	0.28		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.55		0.55	0.55	0.00		0.00	0.34	0.34		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.13		0.40	0.25	0.00		0.00	0.83	0.83		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	6.3		8.6	6.8	0.0		0.0	21.8	21.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	6.3		8.6	6.8	0.0		0.0	21.8	21.8		0.0	0.0	0.0	
HCM2k95th:	0	0	2		9	5	0		0	18	18		0	0	0	

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Intersection #33 12th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.416
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0	0	25	25	0	0	0	25	25	25				
Lanes:	0	1	0	0 0	0	0	0	1 1	0	0	0	0 0	0	1	1	1 0
Volume Module: >> Count Date: 6 Dec 2005 << 8																
Base Vol:	5	1	0	0	1	549	0	0	0	3	743	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:	5	1	0	0	1	549	0	0	0	3	743	152				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	5	1	0	0	1	549	0	0	0	3	743	152				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	5	1	0	0	1	549	0	0	0	3	743	152				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	5	1	0	0	1	549	0	0	0	3	743	152				
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	0.85	0.85	1.00	1.00	1.00	0.87	0.87	0.87				
Lanes:	0.83	0.17	0.00	0.00	0.01	1.99	0.00	0.00	0.00	0.01	2.48	0.51				
Final Sat.:	1454	291	0	0	6	3224	0	0	0	16	4080	835				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.18	0.18	0.18				
Crit Moves:					****					****						
Green/Cycle:	0.42	0.42	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.42	0.42	0.42				
Volume/Cap:	0.01	0.01	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.43	0.43	0.43				
Delay/Veh:	9.9	9.9	0.0	0.0	12.7	12.7	0.0	0.0	0.0	12.6	12.6	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:	9.9	9.9	0.0	0.0	12.7	12.7	0.0	0.0	0.0	12.6	12.6	12.6				
HCM2k95th:	0	0	0	0	7	7	0	0	0	8	8	8				

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Intersection #34 15th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.271
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 56 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	25	25	0	0	25	25	0	0	0				
Lanes:	0	0	0	0 0	0	1	2	0 0	0	0	2	1 0	0	0	0	0 0
Volume Module: >> Count Date: 7 Dec 2005 << 7:30																
Base Vol:	0	0	0	31	559	0	0	346	209	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	31	559	0	0	346	209	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	31	559	0	0	346	209	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	31	559	0	0	346	209	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	31	559	0	0	346	209	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	0.86	0.86	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	0.16	2.84	0.00	0.00	2.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	0	0	273	4914	0	0	3261	1630	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.11	0.13	0.00	0.00	0.00				
Crit Moves:				****					****							
Green/Cycle:	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.45	0.45	0.00	0.00	0.00				
Volume/Cap:	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.24	0.29	0.00	0.00	0.00				
Delay/Veh:	0.0	0.0	0.0	9.7	9.7	0.0	0.0	9.7	9.9	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:	0.0	0.0	0.0	9.7	9.7	0.0	0.0	9.7	9.9	0.0	0.0	0.0				
HCM2k95th:	0	0	0	5	5	0	0	4	5	0	0	0				

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Intersection #35 15th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	2	1	0	0	0	0	0
Volume Module: >> Count Date: 13 Dec 2005 << 8																
Base Vol:	0	0	0		140	604	0		0	896	328		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		140	604	0		0	896	328		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		140	604	0		0	896	328		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		140	604	0		0	896	328		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		140	604	0		0	896	328		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	0.87	0.87		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.56	2.44	0.00		0.00	2.20	0.80		0.00	0.00	0.00	
Final Sat.:	0	0	0		976	4211	0		0	3645	1334		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.14	0.14	0.00		0.00	0.25	0.25		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.32	0.32	0.00		0.00	0.55	0.55		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.1	10.1	0.0		0.0	11.7	11.7		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		10.1	10.1	0.0		0.0	11.7	11.7		0.0	0.0	0.0	
HCM2k95th:	0	0	0		6	6	0		0	11	11		0	0	0	

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Intersection #36 15th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.376
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	30	30		0	0	0		20	20	0	
Lanes:	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	2	0	0
Volume Module: >> Count Date: 14 Dec 2005 << 7:45																
Base Vol:	0	0	0		0	635	185		0	0	0		59	834	0	
Growth Adj:	1.00	1.00	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	635	185		0	0	0		59	834	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	635	185		0	0	0		59	834	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	635	185		0	0	0		59	834	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	635	185		0	0	0		59	834	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	0.88	0.88		1.00	1.00	1.00		0.91	0.91	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.32	0.68		0.00	0.00	0.00		0.20	2.80	0.00	
Final Sat.:	0	0	0		0	3880	1130		0	0	0		343	4844	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.16	0.16		0.00	0.00	0.00		0.17	0.17	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.54	0.54		0.00	0.00	0.00		0.36	0.36	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.31	0.31		0.00	0.00	0.00		0.48	0.48	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	7.3	7.3		0.0	0.0	0.0		14.2	14.2	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		0.0	7.3	7.3		0.0	0.0	0.0		14.2	14.2	0.0	
HCM2k95th:	0	0	0		0	6	6		0	0	0		8	8	0	

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Intersection #37 15th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.383
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	28	28		0	0	0		22	22	0	
Lanes:	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	2	0	0
Volume Module:																		
Base Vol:	0	0	0		0	530	168		0	0	0		107	943	0	
Growth Adj:	1.00	1.00	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	530	168		0	0	0		107	943	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	530	168		0	0	0		107	943	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	530	168		0	0	0		107	943	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	530	168		0	0	0		107	943	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	0.88	0.88		1.00	1.00	1.00		0.91	0.91	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.28	0.72		0.00	0.00	0.00		0.31	2.69	0.00	
Final Sat.:	0	0	0		0	3797	1204		0	0	0		529	4658	0	
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00		0.00	0.14	0.14		0.00	0.00	0.00		0.20	0.20	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.50	0.50		0.00	0.00	0.00		0.39	0.39	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.28	0.28		0.00	0.00	0.00		0.52	0.52	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	8.2	8.2		0.0	0.0	0.0		13.2	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:	0.0	0.0	0.0		0.0	8.2	8.2		0.0	0.0	0.0		13.2	13.2	0.0	
HCM2k95th:	0	0	0		0	5	5		0	0	0		9	9	0	

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Intersection #38 15th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.295
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		27	27	0		0	23	23		0	0	0	
Lanes:	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0
Volume Module:																		
Base Vol:	0	0	0		108	553	0		0	571	117		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		108	553	0		0	571	117		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		108	553	0		0	571	117		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		108	553	0		0	571	117		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		108	553	0		0	571	117		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	0.89	0.89		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.49	2.51	0.00		0.00	2.49	0.51		0.00	0.00	0.00	
Final Sat.:	0	0	0		847	4340	0		0	4197	860		0	0	0	
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00		0.13	0.13	0.00		0.00	0.14	0.14		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.48	0.48	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.26	0.26	0.00		0.00	0.33	0.33		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		8.7	8.7	0.0		0.0	11.3	11.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		8.7	8.7	0.0		0.0	11.3	11.3		0.0	0.0	0.0	
HCM2k95th:	0	0	0		4	4	0		0	5	5		0	0	0	

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Intersection #39 15th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.224
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 76 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	32	32		0	0	0		38	38	0	
Lanes:	0	0	0	0	0	0	3	1	0	0	0	0	0	1	1	2	0	0
Volume Module: >> Count Date: 13 Dec 2005 << 7:45																		
Base Vol:	0	0	0		0	585	19		0	0	0		205	871	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	585	19		0	0	0		205	871	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	585	19		0	0	0		205	871	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	585	19		0	0	0		205	871	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	585	19		0	0	0		205	871	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	0.91	0.91		1.00	1.00	1.00		0.91	0.91	1.00	
Lanes:	0.00	0.00	0.00		0.00	3.87	0.13		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	6665	216		0	0	0		1729	5187	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.09	0.09		0.00	0.00	0.00		0.12	0.17	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.42	0.42		0.00	0.00	0.00		0.50	0.50	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.21	0.21		0.00	0.00	0.00		0.24	0.34	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	14.0	14.0		0.0	0.0	0.0		10.8	11.5	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	14.0	14.0		0.0	0.0	0.0		10.8	11.5	0.0	
HCM2k95th:	0	0	0		0	5	5		0	0	0		6	8	0	

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Intersection #40 15th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.433
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 22.5
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	14	14		24	24	0		0	32	32		0	0	0	
Lanes:	0	0	2	1	0	1	1	2	0	0	0	0	1	1	0	0	0	0
Volume Module: >> Count Date: 13 Dec 2005 << 7:45																		
Base Vol:	0	483	23		317	369	0		0	558	91		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	483	23		317	369	0		0	558	91		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	483	23		317	369	0		0	558	91		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	483	23		317	369	0		0	558	91		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	483	23		317	369	0		0	558	91		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		0.89	0.89	1.00		1.00	0.93	0.93		1.00	1.00	1.00	
Lanes:	0.00	2.86	0.14		1.85	2.15	0.00		0.00	1.72	0.28		0.00	0.00	0.00	
Final Sat.:	0	4917	234		3122	3635	0		0	3039	496		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.10		0.10	0.10	0.00		0.00	0.18	0.18		0.00	0.00	0.00	
Crit Moves:		****				****				****						
Green/Cycle:	0.00	0.18	0.18		0.30	0.30	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.00	0.55	0.55		0.33	0.33	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Delay/Veh:	0.0	30.4	30.4		21.4	21.4	0.0		0.0	17.4	17.4		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:	0.0	30.4	30.4		21.4	21.4	0.0		0.0	17.4	17.4		0.0	0.0	0.0	
HCM2k95th:	0	9	9		6	6	0		0	12	12		0	0	0	

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Intersection #41 16th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.373
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		16	25	0		0	0	9	
Lanes:	0 0	2	1	0	0 0	0	0	0	2	1	0 0	0	0 0	0	0	1
Volume Module: >> Count Date: 6 Dec 2005 << 7:30																
Base Vol:	0	995	22		0	0	0		144	254	0		0	0	39	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	995	22		0	0	0		144	254	0		0	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:	1.00	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	995	22		0	0	0		144	254	0		0	0	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	995	22		0	0	0		144	254	0		0	0	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	995	22		0	0	0		144	254	0		0	0	39	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		0.95	0.98	1.00		1.00	1.00	0.87	
Lanes:	0.00	2.94	0.06		0.00	0.00	0.00		2.00	1.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	5060	112		0	0	0		3620	1866	0		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.20		0.00	0.00	0.00		0.04	0.14	0.00		0.00	0.00	0.02	
Crit Moves:		****								****			****			
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.29	0.45	0.00		0.00	0.00	0.16	
Volume/Cap:	0.00	0.44	0.44		0.00	0.00	0.00		0.14	0.30	0.00		0.00	0.00	0.15	
Delay/Veh:	0.0	10.8	10.8		0.0	0.0	0.0		14.9	10.1	0.0		0.0	0.0	20.5	
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	10.8	10.8		0.0	0.0	0.0		14.9	10.1	0.0		0.0	0.0	20.5	
HCM2k95th:	0	8	8		0	0	0		2	6	0		0	0	1	

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Intersection #42 16th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.364
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	1 1	2	0	0	0 0	0	0	0	0	0	0 0	0	0 0	2	1	0
Volume Module: >> Count Date: 6 Dec 2005 << 7:45																
Base Vol:	314	828	0		0	0	0		0	0	0		0	637	168	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	314	828	0		0	0	0		0	0	0		0	637	168	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	314	828	0		0	0	0		0	0	0		0	637	168	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	314	828	0		0	0	0		0	0	0		0	637	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	
Final Vol.:	314	828	0		0	0	0		0	0	0		0	637	168	
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	0.88	0.88	
Lanes:	1.10	2.90	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.37	0.63	
Final Sat.:	1902	5014	0		0	0	0		0	0	0		0	3977	1049	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.16	0.16	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.37	0.37	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.36	0.36	
Delay/Veh:	10.4	10.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.3	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:	10.4	10.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.3	10.3	
HCM2k95th:	6	6	0		0	0	0		0	0	0		0	7	7	

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Intersection #43 16th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.440
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0	0 2	1	0	0	0 0	0	0	1	1 2	0	0	0	0 0	0	0
Volume Module: >> Count Date: 30 Sep 2004 << 7:45																
Base Vol:	0	1299	136		0	0	0		194	1003	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	1299	136		0	0	0		194	1003	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1299	136		0	0	0		194	1003	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1299	136		0	0	0		194	1003	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1299	136		0	0	0		194	1003	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		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.72	0.28		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	4630	485		0	0	0		1729	5187	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.28		0.00	0.00	0.00		0.11	0.19	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.63	0.63		0.00	0.00	0.00		0.25	0.43	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	12.5	12.5		0.0	0.0	0.0		9.7	10.7	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:	0.0	12.5	12.5		0.0	0.0	0.0		9.7	10.7	0.0		0.0	0.0	0.0	
HCM2k95th:	0	14	14		0	0	0		4	8	0		0	0	0	

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Intersection #44 16th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.310
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	1	0 3	0	0	0	0 0	0	0	0	0 0	0	0	0	0 2	1	0
Volume Module: >> Count Date: 20 Jan 2005 << 7:45																
Base Vol:	242	1214	0		0	0	0		0	0	0		0	628	128	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	242	1214	0		0	0	0		0	0	0		0	628	128	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	242	1214	0		0	0	0		0	0	0		0	628	128	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	242	1214	0		0	0	0		0	0	0		0	628	128	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	242	1214	0		0	0	0		0	0	0		0	628	128	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.89	0.89	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.49	0.51	
Final Sat.:	1900	5187	0		0	0	0		0	0	0		0	4201	856	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.23	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.15	0.15	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.29	0.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.33	0.33	
Delay/Veh:	10.0	11.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.2	10.2	
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:	10.0	11.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.2	10.2	
HCM2k95th:	6	11	0		0	0	0		0	0	0		0	6	6	

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Intersection #45 16th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0		0	0	0		0	0	0		0	21	21	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	192	1355	0		0	0	0		0	0	0		0	875	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:	192	1355	0		0	0	0		0	0	0		0	875	149	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	192	1355	0		0	0	0		0	0	0		0	875	149	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	192	1355	0		0	0	0		0	0	0		0	875	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	
Final Vol.:	192	1355	0		0	0	0		0	0	0		0	875	149	
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	0.89	0.89	
Lanes:	0.37	2.63	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.56	0.44	
Final Sat.:	644	4543	0		0	0	0		0	0	0		0	4335	738	
Capacity Analysis Module:																
Vol/Sat:	0.30	0.30	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.20	0.20	
Crit Moves:	****													****		
Green/Cycle:	0.52	0.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.58	0.58	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.54	0.54	
Delay/Veh:	9.6	9.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	14.0	14.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	9.6	9.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	14.0	14.0	
HCM2k95th:	12	12	0		0	0	0		0	0	0		0	10	10	

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Intersection #46 16th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0	0	2	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
Volume Module:																	
Base Vol:	0	1273	42		0	0	0		272	506	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	1273	42		0	0	0		272	506	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1273	42		0	0	0		272	506	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1273	42		0	0	0		272	506	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1273	42		0	0	0		272	506	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		0.95	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.90	0.10		0.00	0.00	0.00		0.70	1.30	0.00		0.00	0.00	0.00	
Final Sat.:	0	4996	165		0	0	0		1262	2348	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.25		0.00	0.00	0.00		0.22	0.22	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.57	0.57		0.00	0.00	0.00		0.48	0.48	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	11.9	11.9		0.0	0.0	0.0		11.2	11.2	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	11.9	11.9		0.0	0.0	0.0		11.2	11.2	0.0		0.0	0.0	0.0	
HCM2k95th:	0	12	12		0	0	0		9	9	0		0	0	0	

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Intersection #47 16th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.414
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	0		0	16	16		0	24	24	
Lanes:	1	1 2	0	0	0	0 0	0	0	0	0 2	1	0	0	0 1	1	1
Volume Module: >> Count Date: 14 Dec 2005 << 7:45																
Base Vol:	97	1007	0		0	0	0		0	515	157		0	286	594	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	97	1007	0		0	0	0		0	515	157		0	286	594	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	97	1007	0		0	0	0		0	515	157		0	286	594	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	97	1007	0		0	0	0		0	515	157		0	286	594	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	97	1007	0		0	0	0		0	515	157		0	286	594	
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	0.88	0.88		1.00	0.85	0.85	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	2.30	0.70		0.00	1.00	2.00	
Final Sat.:	1729	5187	0		0	0	0		0	3836	1169		0	1623	3245	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.19	0.00		0.00	0.00	0.00		0.00	0.13	0.13		0.00	0.18	0.18	
Crit Moves:	****									****				****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.20	0.20		0.00	0.30	0.30	
Volume/Cap:	0.15	0.51	0.00		0.00	0.00	0.00		0.00	0.66	0.66		0.00	0.58	0.60	
Delay/Veh:	16.1	19.1	0.0		0.0	0.0	0.0		0.0	30.7	30.7		0.0	23.8	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:	16.1	19.1	0.0		0.0	0.0	0.0		0.0	30.7	30.7		0.0	23.8	24.1	
HCM2k95th:	3	12	0		0	0	0		0	12	12		0	13	13	

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Intersection #48 16th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.385
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 76 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	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0	0 3	1	0	0	0 0	0	0	2	0 2	0	0	0	0 0	0	0
Volume Module: >> Count Date: 14 Dec 2005 << 7:30																
Base Vol:	0	1243	62		0	0	0		606	732	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	1243	62		0	0	0		606	732	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1243	62		0	0	0		606	732	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1243	62		0	0	0		606	732	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1243	62		0	0	0		606	732	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		0.97	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.81	0.19		0.00	0.00	0.00		2.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	6541	326		0	0	0		3686	3610	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.19		0.00	0.00	0.00		0.16	0.20	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.41	0.41		0.00	0.00	0.00		0.36	0.44	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	13.7	13.7		0.0	0.0	0.0		13.4	14.1	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	13.7	13.7		0.0	0.0	0.0		13.4	14.1	0.0		0.0	0.0	0.0	
HCM2k95th:	0	10	10		0	0	0		9	11	0		0	0	0	

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Intersection #49 29th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 28.6
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	18	18	0		26	26	0		0	26	26		0	0	0	
Lanes:	0	1	2	0	0	1	1	0	0	0	2	1	0	0	0	0
Volume Module: >> Count Date: 7 Jun 2005 << 7:30																
Base Vol:	47	271	0		426	595	0		0	568	250		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:	47	271	0		426	595	0		0	568	250		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:	47	271	0		426	595	0		0	568	250		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	47	271	0		426	595	0		0	568	250		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	47	271	0		426	595	0		0	568	250		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	1.00		0.93	0.93	1.00		1.00	0.87	0.87		1.00	1.00	1.00	
Lanes:	0.44	2.56	0.00		0.83	1.17	0.00		0.00	2.08	0.92		0.00	0.00	0.00	
Final Sat.:	761	4389	0		1476	2062	0		0	3436	1512		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.00		0.29	0.29	0.00		0.00	0.17	0.17		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green/Cycle:	0.23	0.23	0.00		0.33	0.33	0.00		0.00	0.33	0.33		0.00	0.00	0.00	
Volume/Cap:	0.27	0.27	0.00		0.88	0.88	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Delay/Veh:	25.7	25.7	0.0		34.4	34.4	0.0		0.0	22.4	22.4		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:	25.7	25.7	0.0		34.4	34.4	0.0		0.0	22.4	22.4		0.0	0.0	0.0	
HCM2k95th:	5	5	0		25	25	0		0	11	11		0	0	0	

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Intersection #50 30th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.277
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 76 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	31	31		0	0	0		39	39	0		0	0	0	
Lanes:	0	0	2	1	0	0	0	0	0	0	1	1	2	0	0	0
Volume Module: >> Count Date: 7 Jun 2005 << 7:45																
Base Vol:	0	395	173		0	0	0		242	812	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	395	173		0	0	0		242	812	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	395	173		0	0	0		242	812	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	395	173		0	0	0		242	812	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	395	173		0	0	0		242	812	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.87	0.87		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.09	0.91		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	3441	1507		0	0	0		1729	5187	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.11		0.00	0.00	0.00		0.14	0.16	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.41	0.41		0.00	0.00	0.00		0.51	0.51	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.28	0.28		0.00	0.00	0.00		0.27	0.31	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	15.1	15.1		0.0	0.0	0.0		10.5	10.7	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:	0.0	15.1	15.1		0.0	0.0	0.0		10.5	10.7	0.0		0.0	0.0	0.0	
HCM2k95th:	0	6	6		0	0	0		6	7	0		0	0	0	

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Intersection #1 3rd St/J St

Cycle (sec): 0 Critical Vol./Cap. (X): 0.693
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	4	4	4	0	4	4	4	4	4	4				
Lanes:	0 0	0 0	2	2 0	1 0	0	0 1	2 1	0	0 1	1 1	0				
Volume Module: >> Count Date: 28 Sep 2004 << 4:45																
Base Vol:	0	0	184	219	318	0	2	353	59	10	858	407				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	184	219	318	0	2	353	59	10	858	407				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	184	219	318	0	2	353	59	10	858	407				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	184	219	318	0	2	353	59	10	858	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				
Final Vol.:	0	0	184	219	318	0	2	353	59	10	858	407				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	0.67	0.56	0.90	1.00	0.80	0.80	0.80	0.78	0.78	0.78				
Lanes:	0.00	0.00	2.00	2.00	1.00	0.00	0.02	3.41	0.57	0.02	2.02	0.96				
Final Sat.:	0	0	2558	2126	1710	0	29	5196	868	35	2991	1419				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.07	0.10	0.19	0.00	0.07	0.07	0.07	0.29	0.29	0.29				
Crit Moves:					****		****				****					
Green/Cycle:	0.00	0.00	0.27	0.27	0.27	0.00	0.10	0.10	0.10	0.41	0.41	0.41				
Volume/Cap:	0.00	0.00	0.27	0.38	0.69	0.00	0.69	0.69	0.69	0.69	0.69	0.69				
Delay/Veh:	0.0	0.0	12.8	14.2	21.8	0.0	24.4	24.4	24.4	12.0	12.0	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	12.8	14.2	21.8	0.0	24.4	24.4	24.4	12.0	12.0	12.0				
HCM2k95th:	0	0	3	5	10	0	6	6	6	11	11	11				

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 3rd St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 76 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	20	20	0	0	0	50	50	50				
Lanes:	0 0	0 0	0	0 0	2 1	0	0 0	0 0	0	1 1	1 0	1				
Volume Module: >> Count Date: 28 Sep 2004 << 4:45																
Base Vol:	0	0	0	0	445	306	0	0	0	360	1353	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:	0	0	0	0	445	306	0	0	0	360	1353	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	445	306	0	0	0	360	1353	99				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	445	306	0	0	0	360	1353	99				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	445	306	0	0	0	360	1353	99				
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	0.77	0.77	1.00	1.00	1.00	0.73	0.73	0.77				
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00				
Final Sat.:	0	0	0	0	2922	1461	0	0	0	1381	2762	1454				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.15	0.21	0.00	0.00	0.00	0.26	0.49	0.07				
Crit Moves:						****				****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.66	0.66	0.66				
Volume/Cap:	0.00	0.00	0.00	0.00	0.58	0.80	0.00	0.00	0.00	0.40	0.74	0.10				
Delay/Veh:	0.0	0.0	0.0	0.0	26.2	33.0	0.0	0.0	0.0	6.3	11.0	5.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	0.0	26.2	33.0	0.0	0.0	0.0	6.3	11.0	5.0				
HCM2k95th:	0	0	0	0	10	16	0	0	0	9	23	2				

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

Intersection #3 3rd St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.423
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: 79 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				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		29	29	0		14	21	0		20	27	0	
Lanes:	0	0	0	0	0	0	1	1	0	0	0	3	0	0	1	0	0	2	0	0
Volume Module: >> Count Date: 28 Sep 2004 << 4:45																				
Base Vol:	0	0	0		43	760	0		0	466	0		167	467	0	
Growth Adj:	1.00	1.00	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		43	760	0		0	466	0		167	467	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		43	760	0		0	466	0		167	467	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		43	760	0		0	466	0		167	467	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		43	760	0		0	466	0		167	467	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		0.82	0.82	0.91		1.00	0.82	1.00		0.86	0.86	1.00	
Lanes:	0.00	0.00	0.00		0.16	2.84	0.00		0.00	3.00	0.00		1.00	2.00	0.00	
Final Sat.:	0	0	0		250	4418	0		0	4668	0		1625	3249	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.17	0.00		0.00	0.10	0.00		0.10	0.14	0.00	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.37	0.37	0.00		0.00	0.27	0.00		0.56	0.52	0.00	
Volume/Cap:	0.00	0.00	0.00		0.47	0.47	0.00		0.00	0.38	0.00		0.28	0.28	0.00	
Delay/Veh:	0.0	0.0	0.0		20.0	20.0	0.0		0.0	24.5	0.0		10.1	11.1	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		20.0	20.0	0.0		0.0	24.5	0.0		10.1	11.1	0.0	
HCM2k95th:	0	0	0		10	10	0		0	7	0		5	7	0	

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Level Of Service Computation Report
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Intersection #4 3rd St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.415
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	16	16		36	36	0		0	18	18		0	0	0	
Lanes:	0	0	0	1	0	0	1	2	0	0	0	0	1	1	0	0	0	0	0	0
Volume Module: >> Count Date: 28 Sep 2004 << 4:45																				
Base Vol:	0	79	25		128	898	0		0	129	184		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	79	25		128	898	0		0	129	184		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	79	25		128	898	0		0	129	184		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	79	25		128	898	0		0	129	184		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	79	25		128	898	0		0	129	184		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.97	0.97		0.90	0.90	1.00		1.00	0.87	0.87		1.00	1.00	1.00	
Lanes:	0.00	0.76	0.24		0.37	2.63	0.00		0.00	1.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	1397	442		643	4513	0		0	1646	1646		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.06	0.06		0.20	0.20	0.00		0.00	0.08	0.11		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.00	0.20	0.20		0.46	0.46	0.00		0.00	0.23	0.23		0.00	0.00	0.00	
Volume/Cap:	0.00	0.28	0.28		0.44	0.44	0.00		0.00	0.34	0.49		0.00	0.00	0.00	
Delay/Veh:	0.0	28.5	28.5		15.2	15.2	0.0		0.0	26.6	29.2		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:	0.0	28.5	28.5		15.2	15.2	0.0		0.0	26.6	29.2		0.0	0.0	0.0	
HCM2k95th:	0	5	5		11	11	0		0	6	9		0	0	0	

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

Intersection #5 3rd St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.742
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	19	19	0	0	0	31	31	0				
Lanes:	0 0	0 0	0	0 0	1 1	1	0 0	0 0	0	0 1	2 0	0				
Volume Module: >> Count Date: 28 Sep 2004 << 4:30																
Base Vol:	0	0	0	0	417	677	0	0	0	151	2129	0				
Growth Adj:	1.00	1.00	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	417	677	0	0	0	151	2129	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	417	677	0	0	0	151	2129	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	417	677	0	0	0	151	2129	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	417	677	0	0	0	151	2129	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	0.86	0.86	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	1.14	1.86	0.00	0.00	0.00	0.20	2.80	0.00				
Final Sat.:	0	0	0	0	1872	3039	0	0	0	344	4843	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.44	0.44	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.55	0.55	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.66	0.66	0.00	0.00	0.00	0.79	0.79	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	17.8	17.8	0.0	0.0	0.0	12.3	12.3	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	0.0	17.8	17.8	0.0	0.0	0.0	12.3	12.3	0.0				
HCM2k95th:	0	0	0	0	12	12	0	0	0	19	19	0				

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Intersection #6 3rd St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.228
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	19	19	0	0	31	31	0	0	0				
Lanes:	0 0	0 0	0	0 1	2 0	0	0 0	3 1	0	0 0	0 0	0				
Volume Module: >> Count Date: 28 Sep 2004 << 4:45																
Base Vol:	0	0	0	160	442	0	0	525	72	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	160	442	0	0	525	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:	0	0	0	160	442	0	0	525	72	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	160	442	0	0	525	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				
Final Vol.:	0	0	0	160	442	0	0	525	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	0.91	0.91	1.00	1.00	0.89	0.89	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	0.80	2.20	0.00	0.00	3.52	0.48	0.00	0.00	0.00				
Final Sat.:	0	0	0	1379	3808	0	0	5972	819	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.09	0.09	0.00	0.00	0.00				
Crit Moves:				****				****								
Green/Cycle:	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.55	0.55	0.00	0.00	0.00				
Volume/Cap:	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.16	0.16	0.00	0.00	0.00				
Delay/Veh:	0.0	0.0	0.0	14.4	14.4	0.0	0.0	6.2	6.2	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:	0.0	0.0	0.0	14.4	14.4	0.0	0.0	6.2	6.2	0.0	0.0	0.0				
HCM2k95th:	0	0	0	6	6	0	0	3	3	0	0	0				

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Intersection #7 5th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 106 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:	21	21	0		0	0	0		0	0	0		0	79	79	
Lanes:	2	0 2	0	0	0	0 0	0	0	0	0 0	0	0	0	0 3	1	0
Volume Module: >> Count Date: 20 Jan 2005 << 4:45																
Base Vol:	419	347	0		0	0	0		0	0	0		0	2640	55	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	419	347	0		0	0	0		0	0	0		0	2640	55	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	419	347	0		0	0	0		0	0	0		0	2640	55	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	419	347	0		0	0	0		0	0	0		0	2640	55	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	419	347	0		0	0	0		0	0	0		0	2640	55	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.87	0.86	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.82	0.82	
Lanes:	2.00	2.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	3.92	0.08	
Final Sat.:	3317	3249	0		0	0	0		0	0	0		0	6079	127	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.11	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.43	0.43	
Crit Moves:	****													****		
Green/Cycle:	0.20	0.20	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.75	0.75	
Volume/Cap:	0.64	0.54	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.58	0.58	
Delay/Veh:	43.7	41.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	6.6	6.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.7	41.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	6.6	6.6	
HCM2k95th:	12	10	0		0	0	0		0	0	0		0	18	18	

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Level Of Service Computation Report
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Intersection #8 5th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	25		0	0	0	
Lanes:	0	0 1	1	1	0	0 0	0	0	1	1 3	0	1	0	0 0	0	0
Volume Module: >> Count Date: 20 Jan 2005 << 4:45																
Base Vol:	0	449	407		0	0	0		324	1112	130		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	449	407		0	0	0		324	1112	130		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	449	407		0	0	0		324	1112	130		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	449	407		0	0	0		324	1112	130		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	449	407		0	0	0		324	1112	130		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.79	0.79		1.00	1.00	1.00		0.70	0.70	0.77		1.00	1.00	1.00	
Lanes:	0.00	1.57	1.43		0.00	0.00	0.00		1.13	3.87	1.00		0.00	0.00	0.00	
Final Sat.:	0	2375	2153		0	0	0		1492	5121	1454		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.19		0.00	0.00	0.00		0.22	0.22	0.09		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.42	0.42		0.00	0.00	0.00		0.49	0.49	0.20		0.00	0.00	0.00	
Delay/Veh:	0.0	11.2	11.2		0.0	0.0	0.0		11.5	11.5	10.1		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	11.2	11.2		0.0	0.0	0.0		11.5	11.5	10.1		0.0	0.0	0.0	
HCM2k95th:	0	7	7		0	0	0		9	9	3		0	0	0	

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

Intersection #9 5th St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	45	45	0		0	0	45		0	0	0		0	25	25	
Lanes:	1	0 3	0	0	0	0 0	0 2		0	0 0	0 0		0	0 3	1	0
Volume Module: >> Count Date: 13 Jan 2005 << 4:45																
Base Vol:	320	664	0		0	0	59		0	0	0		0	1484	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:	320	664	0		0	0	59		0	0	0		0	1484	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	320	664	0		0	0	59		0	0	0		0	1484	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	320	664	0		0	0	59		0	0	0		0	1484	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	320	664	0		0	0	59		0	0	0		0	1484	140	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.69	0.82	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.81	0.81	
Lanes:	1.00	3.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.66	0.34	
Final Sat.:	1315	4668	0		0	0	2558		0	0	0		0	5614	530	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.14	0.00		0.00	0.00	0.02		0.00	0.00	0.00		0.00	0.26	0.26	
Crit Moves:	****													****		
Green/Cycle:	0.57	0.57	0.00		0.00	0.00	0.57		0.00	0.00	0.00		0.00	0.32	0.32	
Volume/Cap:	0.43	0.25	0.00		0.00	0.00	0.04		0.00	0.00	0.00		0.00	0.84	0.84	
Delay/Veh:	11.4	8.8	0.0		0.0	0.0	7.5		0.0	0.0	0.0		0.0	29.5	29.5	
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:	11.4	8.8	0.0		0.0	0.0	7.5		0.0	0.0	0.0		0.0	29.5	29.5	
HCM2k95th:	11	6	0		0	0	1		0	0	0		0	20	20	

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Intersection #10 5th St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.168
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 76 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:	35	35	0		0	0	0		17	35	0		0	18	18	
Lanes:	2	0 2	1	0	0	0 0	0 0		2	0 2	0 0		0	0 2	1	0
Volume Module: >> Count Date: 13 Jan 2005 << 4:45																
Base Vol:	244	626	43		0	0	0		340	262	0		0	329	55	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	244	626	43		0	0	0		340	262	0		0	329	55	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	244	626	43		0	0	0		340	262	0		0	329	55	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	244	626	43		0	0	0		340	262	0		0	329	55	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	244	626	43		0	0	0		340	262	0		0	329	55	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.81	0.81		1.00	1.00	1.00		0.83	0.86	1.00		1.00	0.80	0.80	
Lanes:	2.00	2.81	0.19		0.00	0.00	0.00		2.00	2.00	0.00		0.00	2.57	0.43	
Final Sat.:	3284	4325	297		0	0	0		3152	3249	0		0	3916	655	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.14	0.14		0.00	0.00	0.00		0.11	0.08	0.00		0.00	0.08	0.08	
Crit Moves:	****									****			****			
Green/Cycle:	0.46	0.46	0.46		0.00	0.00	0.00		0.22	0.46	0.00		0.00	0.24	0.24	
Volume/Cap:	0.16	0.31	0.31		0.00	0.00	0.00		0.48	0.18	0.00		0.00	0.35	0.35	
Delay/Veh:	12.2	13.3	13.3		0.0	0.0	0.0		28.0	12.3	0.0		0.0	25.1	25.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	12.2	13.3	13.3		0.0	0.0	0.0		28.0	12.3	0.0		0.0	25.1	25.1	
HCM2k95th:	4	7	7		0	0	0		9	4	0		0	6	6	

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

Intersection #11 5th St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.283
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 76 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	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module: >> Count Date: 13 Jan 2005 << 4:45																
Base Vol:	0	710	124		0	0	0		72	427	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	710	124		0	0	0		72	427	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	710	124		0	0	0		72	427	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	710	124		0	0	0		72	427	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	710	124		0	0	0		72	427	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.55	0.45		0.00	0.00	0.00		0.43	2.57	0.00		0.00	0.00	0.00	
Final Sat.:	0	4319	754		0	0	0		748	4439	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.16		0.00	0.00	0.00		0.10	0.10	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.36	0.36		0.00	0.00	0.00		0.21	0.21	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	13.7	13.7		0.0	0.0	0.0		12.4	12.4	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	13.7	13.7		0.0	0.0	0.0		12.4	12.4	0.0		0.0	0.0	0.0	
HCM2k95th:	0	9	9		0	0	0		5	5	0		0	0	0	

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Intersection #12 5th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.590
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0		0	0	0		0	0	0		0	29	29	
Lanes:	0 1	2	0	0	0 0	0	0	0	0 0	0	0	0	0 0	2	1	0
Volume Module: >> Count Date: 21 Apr 2005 << 4:30																
Base Vol:	336	551	0		0	0	0		0	0	0		0	1392	288	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	336	551	0		0	0	0		0	0	0		0	1392	288	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	336	551	0		0	0	0		0	0	0		0	1392	288	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	336	551	0		0	0	0		0	0	0		0	1392	288	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	336	551	0		0	0	0		0	0	0		0	1392	288	
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	0.89	0.89	
Lanes:	1.00	2.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.49	0.51	
Final Sat.:	1729	3458	0		0	0	0		0	0	0		0	4186	866	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.16	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.33	0.33	
Crit Moves:	****													****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.52	0.52	
Volume/Cap:	0.52	0.42	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.64	0.64	
Delay/Veh:	14.7	13.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	11.0	11.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.7	13.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	11.0	11.0	
HCM2k95th:	9	8	0		0	0	0		0	0	0		0	14	14	

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Intersection #13 5th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.257
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 56 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	21	21		0	0	0		29	29	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module: >> Count Date: 26 Apr 2005 << 4:30																
Base Vol:	0	550	73		0	0	0		259	484	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	550	73		0	0	0		259	484	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	550	73		0	0	0		259	484	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	550	73		0	0	0		259	484	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	550	73		0	0	0		259	484	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.65	0.35		0.00	0.00	0.00		1.39	2.61	0.00		0.00	0.00	0.00	
Final Sat.:	0	4497	597		0	0	0		2411	4505	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.12		0.00	0.00	0.00		0.11	0.11	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.38	0.38		0.00	0.00	0.00		0.52	0.52	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.33	0.33		0.00	0.00	0.00		0.21	0.21	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	12.9	12.9		0.0	0.0	0.0		7.4	7.4	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	12.9	12.9		0.0	0.0	0.0		7.4	7.4	0.0		0.0	0.0	0.0	
HCM2k95th:	0	6	6		0	0	0		4	4	0		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 7th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.336
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 106 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	34	34		0	0	0		66	66	0	
Lanes:	0 0	0	0	0	0 0	2	0	2	0 0	0	0	0	1 1	2	0	0
Volume Module: >> Count Date: 30 Sep 2004 << 4:45																
Base Vol:	0	0	0		0	368	496		0	0	0		191	1618	0	
Growth Adj:	1.00	1.00	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	368	496		0	0	0		191	1618	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	368	496		0	0	0		191	1618	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	368	496		0	0	0		191	1618	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	368	496		0	0	0		191	1618	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	0.86	0.67		1.00	1.00	1.00		0.82	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	3249	2558		0	0	0		1556	4668	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.11	0.19		0.00	0.00	0.00		0.12	0.35	0.00	
Crit Moves:							****						****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.32	0.32		0.00	0.00	0.00		0.62	0.62	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.35	0.60		0.00	0.00	0.00		0.20	0.56	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	28.5	33.6		0.0	0.0	0.0		8.7	12.2	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		0.0	28.5	33.6		0.0	0.0	0.0		8.7	12.2	0.0	
HCM2k95th:	0	0	0		0	9	14		0	0	0		6	18	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 7th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		22	22	0		0	28	28		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	2	1	0	0	0	0	0
Volume Module: >> Count Date: 7 Dec 2005 << 4:45																
Base Vol:	0	0	0		83	471	0		0	1289	294		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		83	471	0		0	1289	294		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		83	471	0		0	1289	294		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		83	471	0		0	1289	294		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		83	471	0		0	1289	294		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		0.82	0.82	1.00		1.00	0.80	0.80		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.45	2.55	0.00		0.00	2.44	0.56		0.00	0.00	0.00	
Final Sat.:	0	0	0		699	3969	0		0	3695	843		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.12	0.12	0.00		0.00	0.35	0.35		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.39	0.39	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.30	0.30	0.00		0.00	0.70	0.70		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		12.1	12.1	0.0		0.0	12.6	12.6		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		12.1	12.1	0.0		0.0	12.6	12.6		0.0	0.0	0.0	
HCM2k95th:	0	0	0		5	5	0		0	15	15		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 7th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.251
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	29	29		0	0	0		21	21	0	
Lanes:	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	3	0	0
Volume Module: >> Count Date: 7 Dec 2005 << 4:45																
Base Vol:	0	0	0		0	469	214		0	0	0		121	1306	0	
Growth Adj:	1.00	1.00	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	469	214		0	0	0		121	1306	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	469	214		0	0	0		121	1306	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	469	214		0	0	0		121	1306	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	469	214		0	0	0		121	1306	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	0.78	0.78		1.00	1.00	1.00		0.90	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.06	0.94		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	3055	1394		0	0	0		1710	4668	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.15	0.15		0.00	0.00	0.00		0.07	0.28	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.52	0.52		0.00	0.00	0.00		0.38	0.38	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.30	0.30		0.00	0.00	0.00		0.19	0.75	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	8.0	8.0		0.0	0.0	0.0		12.4	18.1	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	8.0	8.0		0.0	0.0	0.0		12.4	18.1	0.0	
HCM2k95th:	0	0	0		0	5	5		0	0	0		4	15	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 8th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 106 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:	34	34	0	0	0	0	0	0	0	0	0	0	66	66		
Lanes:	0	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	359	472	0	0	0	0	0	0	0	0	1666	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:	359	472	0	0	0	0	0	0	0	0	1666	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	359	472	0	0	0	0	0	0	0	0	1666	83				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	359	472	0	0	0	0	0	0	0	0	1666	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				
Final Vol.:	359	472	0	0	0	0	0	0	0	0	1666	83				
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	0.90	0.90				
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.86	0.14				
Final Sat.:	1729	3458	0	0	0	0	0	0	0	0	4906	244				
Capacity Analysis Module:																
Vol/Sat:	0.21	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.34				
Crit Moves:	****										****					
Green/Cycle:	0.32	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.62	0.62				
Volume/Cap:	0.65	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.55				
Delay/Veh:	32.0	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.6	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:	32.0	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.6	11.6				
HCM2k95th:	20	12	0	0	0	0	0	0	0	0	19	19				

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

Intersection #18 8th S/tJ St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.236
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25	0	0	0	25	25	0	0	0	0				
Lanes:	0	0	2	1 0	0	0	0	0 0	1	1	2	0 0	0	0	0	0 0
Volume Module: >> Count Date: 7 Dec 2005 << 5																
Base Vol:	0	417	208	0	0	0	108	1297	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	417	208	0	0	0	108	1297	0	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	417	208	0	0	0	108	1297	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	417	208	0	0	0	108	1297	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	417	208	0	0	0	108	1297	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.78	0.78	1.00	1.00	1.00	0.82	0.82	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	0.00	0.00				
Final Sat.:	0	2959	1476	0	0	0	1556	4668	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.14	0.00	0.00	0.00	0.07	0.28	0.00	0.00	0.00	0.00				
Crit Moves:		****					****									
Green/Cycle:	0.00	0.45	0.45	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.00				
Volume/Cap:	0.00	0.32	0.32	0.00	0.00	0.00	0.16	0.62	0.00	0.00	0.00	0.00				
Delay/Veh:	0.0	10.4	10.4	0.0	0.0	0.0	9.3	13.2	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	10.4	10.4	0.0	0.0	0.0	9.3	13.2	0.0	0.0	0.0	0.0				
HCM2k95th:	0	6	6	0	0	0	3	11	0	0	0	0				

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

Intersection #19 8th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0	0	0	0	0	0	0	0	0	0	21	21		
Lanes:	0	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 1
Volume Module: >> Count Date: 7 Dec 2005 << 4:45																
Base Vol:	158	335	0	0	0	0	0	0	0	0	1319	81				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	158	335	0	0	0	0	0	0	0	0	1319	81				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	158	335	0	0	0	0	0	0	0	0	1319	81				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	158	335	0	0	0	0	0	0	0	0	1319	81				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	158	335	0	0	0	0	0	0	0	0	1319	81				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81				
Lanes:	0.96	2.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00				
Final Sat.:	1496	3172	0	0	0	0	0	0	0	0	4626	1542				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.05				
Crit Moves:	****										****					
Green/Cycle:	0.52	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38				
Volume/Cap:	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.14				
Delay/Veh:	7.5	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.3	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:	7.5	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.3	11.6				
HCM2k95th:	4	4	0	0	0	0	0	0	0	0	15	2				

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

Intersection #20 9th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.401
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	35	35	0	0	0	65	65	0				
Lanes:	0	0	0	0 0	0	0	2	1 0	0	0	0	0 0	1	0	3	0 0
Volume Module: >> Count Date: 12 Jan 2006 << 4:30																
Base Vol:	0	0	0	0	385	330	0	0	0	223	1445	0				
Growth Adj:	1.00	1.00	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	385	330	0	0	0	223	1445	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	385	330	0	0	0	223	1445	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	385	330	0	0	0	223	1445	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	385	330	0	0	0	223	1445	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	0.76	0.76	1.00	1.00	1.00	0.90	0.82	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00				
Final Sat.:	0	0	0	0	2897	1449	0	0	0	1710	4668	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.13	0.23	0.00	0.00	0.00	0.13	0.31	0.00				
Crit Moves:						****				****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.58	0.58	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.43	0.73	0.00	0.00	0.00	0.22	0.53	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	31.3	39.0	0.0	0.0	0.0	11.9	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	0.0	31.3	39.0	0.0	0.0	0.0	11.9	15.0	0.0				
HCM2k95th:	0	0	0	0	11	20	0	0	0	8	18	0				

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Level Of Service Computation Report
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Intersection #21 9th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.451
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	2	1	0	0	0	0	0
Volume Module: >> Count Date: 12 Jan 2006 << 4:45																
Base Vol:	0	0	0		93	480	0		0	1159	129		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		93	480	0		0	1159	129		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		93	480	0		0	1159	129		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		93	480	0		0	1159	129		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		93	480	0		0	1159	129		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		0.82	0.82	1.00		1.00	0.81	0.81		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.49	2.51	0.00		0.00	2.70	0.30		0.00	0.00	0.00	
Final Sat.:	0	0	0		758	3911	0		0	4138	461		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.12	0.12	0.00		0.00	0.28	0.28		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.27	0.27	0.00		0.00	0.63	0.63		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.1	10.1	0.0		0.0	13.4	13.4		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:	0.0	0.0	0.0		10.1	10.1	0.0		0.0	13.4	13.4		0.0	0.0	0.0	
HCM2k95th:	0	0	0		5	5	0		0	11	11		0	0	0	

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Intersection #22 9th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	21	21		0	0	0		29	29	0	
Lanes:	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	3	0	0
Volume Module: >> Count Date: 6 Dec 2005 << 4:45																
Base Vol:	0	0	0		0	564	127		0	0	0		569	1123	0	
Growth Adj:	1.00	1.00	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	564	127		0	0	0		569	1123	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	564	127		0	0	0		569	1123	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	564	127		0	0	0		569	1123	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	564	127		0	0	0		569	1123	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	0.80	0.80		1.00	1.00	1.00		0.90	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.45	0.55		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	3704	834		0	0	0		1710	4668	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.15	0.15		0.00	0.00	0.00		0.33	0.24	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.38	0.38		0.00	0.00	0.00		0.52	0.52	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.41	0.41		0.00	0.00	0.00		0.64	0.46	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	13.6	13.6		0.0	0.0	0.0		13.3	9.2	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		0.0	13.6	13.6		0.0	0.0	0.0		13.3	9.2	0.0	
HCM2k95th:	0	0	0		0	7	7		0	0	0		13	8	0	

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Intersection #23 9th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.8
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:	0	0	0	0	10		0		0	0	0		0	10		0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	2	0	0
Volume Module:																				
Base Vol:	0	0	0	0	1015		240		0	0	0		200	1090		0
Growth Adj:	1.00	1.00	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	1015		240		0	0	0		200	1090		0
User Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	0	0	0	0	1015		240		0	0	0		200	1090		0
Reduct Vol:	0	0	0	0	0		0		0	0	0		0	0		0
Reduced Vol:	0	0	0	0	1015		240		0	0	0		200	1090		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	0	0	0	0	1015		240		0	0	0		200	1090		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	0.88		0.88		1.00	1.00	1.00		0.91	0.91		1.00
Lanes:	0.00	0.00	0.00	0.00	2.43		0.57		0.00	0.00	0.00		0.47	2.53		0.00
Final Sat.:	0	0	0	0	4073		963		0	0	0		804	4383		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.25		0.25		0.00	0.00	0.00		0.25	0.25		0.00
Crit Moves:					****								****			
Green/Cycle:	0.00	0.00	0.00	0.00	0.44		0.44		0.00	0.00	0.00		0.44	0.44		0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.57		0.57		0.00	0.00	0.00		0.57	0.57		0.00
Delay/Veh:	0.0	0.0	0.0	0.0	10.8		10.8		0.0	0.0	0.0		10.8	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:	0.0	0.0	0.0	0.0	10.8		10.8		0.0	0.0	0.0		10.8	10.8		0.0
HCM2k95th:	0	0	0	0	11		11		0	0	0		10	10		0

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Intersection #24 9th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.387
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	25	25		0		0	25	25		0	0		0
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	3	1	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	0	0	159	1116		0		0	569	103		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	159	1116		0		0	569	103		0	0		0
User Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	0	0	0	159	1116		0		0	569	103		0	0		0
Reduct Vol:	0	0	0	0	0		0		0	0	0		0	0		0
Reduced Vol:	0	0	0	159	1116		0		0	569	103		0	0		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	0	0	0	159	1116		0		0	569	103		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	0.89	0.89		1.00	1.00		1.00
Lanes:	0.00	0.00	0.00	0.37	2.63		0.00		0.00	3.39	0.61		0.00	0.00		0.00
Final Sat.:	0	0	0	647	4540		0		0	5721	1036		0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.25	0.25		0.00		0.00	0.10	0.10		0.00	0.00		0.00
Crit Moves:				****						****						
Green/Cycle:	0.00	0.00	0.00	0.45	0.45		0.00		0.00	0.45	0.45		0.00	0.00		0.00
Volume/Cap:	0.00	0.00	0.00	0.55	0.55		0.00		0.00	0.22	0.22		0.00	0.00		0.00
Delay/Veh:	0.0	0.0	0.0	11.7	11.7		0.0		0.0	9.6	9.6		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	11.7	11.7		0.0		0.0	9.6	9.6		0.0	0.0		0.0
HCM2k95th:	0	0	0	10	10		0		0	4	4		0	0		0

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Intersection #25 10th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	35	35	0		0	0	0		0	0	0		0	65	65	
Lanes:	0 1	2	0	0	0	0	0	0	0	0	0	0	0	0	2 1	0
Volume Module: >> Count Date: 7 Dec 2005 << 4:30																
Base Vol:	246	477	0		0	0	0		0	0	0		0	1552	77	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	246	477	0		0	0	0		0	0	0		0	1552	77	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	246	477	0		0	0	0		0	0	0		0	1552	77	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	246	477	0		0	0	0		0	0	0		0	1552	77	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	246	477	0		0	0	0		0	0	0		0	1552	77	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.81	0.81	
Lanes:	1.00	2.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.86	0.14	
Final Sat.:	1556	3112	0		0	0	0		0	0	0		0	4417	219	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.15	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.35	0.35	
Crit Moves:	****													****		
Green/Cycle:	0.31	0.31	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.58	0.58	
Volume/Cap:	0.51	0.49	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.61	0.61	
Delay/Veh:	32.7	32.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	16.2	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:	32.7	32.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	16.2	16.2	
HCM2k95th:	13	13	0		0	0	0		0	0	0		0	21	21	

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Intersection #26 10th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.6
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	26	26		0	0	0		24	24	0		0	0	0	
Lanes:	0 0	2	1	0	0	0	0	0	0	0	1	2	0	0	0	0
Volume Module: >> Count Date: 8 Dec 2005 << 5																
Base Vol:	0	571	151		0	0	0		129	1163	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	571	151		0	0	0		129	1163	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	571	151		0	0	0		129	1163	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	571	151		0	0	0		129	1163	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	571	151		0	0	0		129	1163	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.79	0.79		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.37	0.63		0.00	0.00	0.00		0.30	2.70	0.00		0.00	0.00	0.00	
Final Sat.:	0	3578	946		0	0	0		466	4202	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.16		0.00	0.00	0.00		0.28	0.28	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.42	0.42		0.00	0.00	0.00		0.39	0.39	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.38	0.38		0.00	0.00	0.00		0.71	0.71	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	13.0	13.0		0.0	0.0	0.0		18.6	18.6	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:	0.0	13.0	13.0		0.0	0.0	0.0		18.6	18.6	0.0		0.0	0.0	0.0	
HCM2k95th:	0	7	7		0	0	0		13	13	0		0	0	0	

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Intersection #27 10th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0		0	0	0		0	0	0		0	29	29	
Lanes:	0 1	2 0	0		0 0	0 0	0		0 0	0 0	0		0 0	2 1	0	
Volume Module: >> Count Date: 30 Apr 2000 <<																
Base Vol:	181	641	0		0	0	0		0	0	0		0	1490	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:	181	641	0		0	0	0		0	0	0		0	1490	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	181	641	0		0	0	0		0	0	0		0	1490	313	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	181	641	0		0	0	0		0	0	0		0	1490	313	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	181	641	0		0	0	0		0	0	0		0	1490	313	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	0.66	2.34	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.48	0.52	
Final Sat.:	1028	3640	0		0	0	0		0	0	0		0	3758	789	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.40	0.40	
Crit Moves:	****													****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.52	0.52	
Volume/Cap:	0.47	0.47	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.77	0.77	
Delay/Veh:	14.2	14.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	13.2	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:	14.2	14.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	13.2	13.2	
HCM2k95th:	8	8	0		0	0	0		0	0	0		0	18	18	

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Intersection #28 10th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.418
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
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				Include				Include			
Min. Green:	0	10	0		0	0	0		0	0	0		0	10	0	
Lanes:	0 1	2 0	0		0 0	0 0	0		0 0	0 0	0		0 0	2 1	0	
Volume Module:																
Base Vol:	155	472	0		0	0	0		0	0	0		0	1131	130	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	155	472	0		0	0	0		0	0	0		0	1131	130	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	155	472	0		0	0	0		0	0	0		0	1131	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	155	472	0		0	0	0		0	0	0		0	1131	130	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	155	472	0		0	0	0		0	0	0		0	1131	130	
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	0.90	0.90	
Lanes:	0.74	2.26	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.69	0.31	
Final Sat.:	1282	3905	0		0	0	0		0	0	0		0	4582	527	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.12	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.25	0.25	
Crit Moves:		****												****		
Green/Cycle:	0.29	0.29	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.59	0.59	
Volume/Cap:	0.42	0.42	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.42	0.42	
Delay/Veh:	14.6	14.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	5.7	5.7	
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:	14.6	14.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	5.7	5.7	
HCM2k95th:	5	5	0		0	0	0		0	0	0		0	7	7	

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Intersection #29 10th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.272
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.5
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				Include				Include			
Min. Green:	0	10	0		0	0	0		0	10	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	619	125		0	0	0		40	437	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	619	125		0	0	0		40	437	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	619	125		0	0	0		40	437	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	619	125		0	0	0		40	437	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	619	125		0	0	0		40	437	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.50	0.50		0.00	0.00	0.00		0.25	2.75	0.00		0.00	0.00	0.00	
Final Sat.:	0	4208	850		0	0	0		435	4752	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.15		0.00	0.00	0.00		0.09	0.09	0.00		0.00	0.00	0.00	
Crit Moves:		****								****						
Green/Cycle:	0.00	0.54	0.54		0.00	0.00	0.00		0.34	0.34	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.27	0.27		0.00	0.00	0.00		0.27	0.27	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	6.2	6.2		0.0	0.0	0.0		12.1	12.1	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	6.2	6.2		0.0	0.0	0.0		12.1	12.1	0.0		0.0	0.0	0.0	
HCM2k95th:	0	5	5		0	0	0		4	4	0		0	0	0	

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Intersection #30 12th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.451
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 66 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		27	27	0		0	33	33		0	0	0	
Lanes:	0 0	0	0	0	0 1	2	0	0	0 0	2	1	0	0 0	0	0	0
Volume Module: >> Count Date: 23 Mar 2005 << 4:30																
Base Vol:	0	0	0		231	897	0		0	969	27		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		231	897	0		0	969	27		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		231	897	0		0	969	27		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		231	897	0		0	969	27		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		231	897	0		0	969	27		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	0.91	0.91		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.61	2.39	0.00		0.00	2.92	0.08		0.00	0.00	0.00	
Final Sat.:	0	0	0		1062	4125	0		0	5026	140		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.22	0.22	0.00		0.00	0.19	0.19		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.53	0.53	0.00		0.00	0.39	0.39		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		15.7	15.7	0.0		0.0	10.7	10.7		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		15.7	15.7	0.0		0.0	10.7	10.7		0.0	0.0	0.0	
HCM2k95th:	0	0	0		12	12	0		0	9	9		0	0	0	

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

Intersection #31 12th St/I St

Cycle (sec): 0 Critical Vol./Cap. (X): 0.565
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.3
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	7	7			0	0	0	0	3	7	0	
Lanes:	0 0	0	0	0	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0
Volume Module: >> Count Date: 8 Dec 2005 << 4:45																
Base Vol:	0	0	0	0	774	268			0	0	0	0	66	1077	0	
Growth Adj:	1.00	1.00	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	774	268			0	0	0	0	66	1077	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0	0	774	268			0	0	0	0	66	1077	0	
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	774	268			0	0	0	0	66	1077	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	0	0	0	0	774	268			0	0	0	0	66	1077	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	0.87	0.87			1.00	1.00	1.00	1.00	0.91	0.91		
Lanes:	0.00	0.00	0.00	0.00	2.23	0.77			0.00	0.00	0.00	0.00	0.17	2.83		
Final Sat.:	0	0	0	0	3703	1282			0	0	0	0	300	4887	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.21	0.21			0.00	0.00	0.00	0.00	0.22	0.22		
Crit Moves:					****									****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.37	0.37			0.00	0.00	0.00	0.00	0.39	0.39		
Volume/Cap:	0.00	0.00	0.00	0.00	0.56	0.56			0.00	0.00	0.00	0.00	0.56	0.56		
Delay/Veh:	0.0	0.0	0.0	0.0	7.5	7.5			0.0	0.0	0.0	0.0	7.1	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	0.0	7.5	7.5			0.0	0.0	0.0	0.0	7.1	7.1		
HCM2k95th:	0	0	0	0	7	7			0	0	0	0	7	7		

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

Intersection #32 12th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.536
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	31	31	31	31			0	19	19		0	0	0	
Lanes:	0 0	0	0	1	1	0	2	0	0	0	2	1	0	0 0	0	0
Volume Module: >> Count Date: 8 Dec 2005 << 5																
Base Vol:	0	0	243	318	516				0	1203	131		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		
Initial Bse:	0	0	243	318	516				0	1203	131		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		
PHF Adj:	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00		1.00	1.00		
PHF Volume:	0	0	243	318	516				0	1203	131		0	0	0	
Reduct Vol:	0	0	0	0	0				0	0	0		0	0	0	
Reduced Vol:	0	0	243	318	516				0	1203	131		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		
MLF Adj:	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00		1.00	1.00		
Final Vol.:	0	0	243	318	516				0	1203	131		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900				1900	1900	1900		1900	1900		
Adjustment:	1.00	1.00	0.87	0.77	0.95				1.00	0.90	0.90		1.00	1.00		
Lanes:	0.00	0.00	1.00	1.00	2.00				0.00	2.71	0.29		0.00	0.00		
Final Sat.:	0	0	1644	1461	3610				0	4607	502		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.15	0.22	0.14				0.00	0.26	0.26		0.00	0.00		
Crit Moves:				****						****						
Green/Cycle:	0.00	0.00	0.55	0.55	0.55				0.00	0.34	0.34		0.00	0.00		
Volume/Cap:	0.00	0.00	0.27	0.39	0.26				0.00	0.77	0.77		0.00	0.00		
Delay/Veh:	0.0	0.0	7.3	8.6	6.8				0.0	19.9	19.9		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		
AdjDel/Veh:	0.0	0.0	7.3	8.6	6.8				0.0	19.9	19.9		0.0	0.0		
HCM2k95th:	0	0	5	8	5				0	16	16		0	0		

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

Intersection #33 12th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0	0	25	25	0	0	0	25	25	25				
Lanes:	1	0 0	0	0	0	0 0	1	1	0	0 0	0	0	0	1 1	1	0
Volume Module: >> Count Date: 6 Dec 2005 << 4:45																
Base Vol:	5	0	0	0	0	712	0	0	0	1	1082	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:	5	0	0	0	0	712	0	0	0	1	1082	136				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	5	0	0	0	0	712	0	0	0	1	1082	136				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	5	0	0	0	0	712	0	0	0	1	1082	136				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	5	0	0	0	0	712	0	0	0	1	1082	136				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.88	0.88	0.88				
Lanes:	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.01	2.66	0.33				
Final Sat.:	1758	0	0	0	0	3230	0	0	0	4	4449	559				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.24	0.24	0.24				
Crit Moves:						****				****						
Green/Cycle:	0.42	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.42	0.42	0.42				
Volume/Cap:	0.01	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.00	0.57	0.57	0.57				
Delay/Veh:	9.8	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	14.1	14.1	14.1				
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:	9.8	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	14.1	14.1	14.1				
HCM2k95th:	0	0	0	0	0	10	0	0	0	11	11	11				

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

Intersection #34 15th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.467
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	25	25	0	0	25	25	0	0	0				
Lanes:	0	0 0	0	0	0	1 2	0	0	0	0 2	1	0	0	0 0	0	0
Volume Module: >> Count Date: 7 Dec 2005 << 4:30																
Base Vol:	0	0	0	69	585	0	0	1151	310	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	69	585	0	0	1151	310	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	69	585	0	0	1151	310	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	69	585	0	0	1151	310	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	69	585	0	0	1151	310	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	0.88	0.88	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	0.32	2.68	0.00	0.00	2.36	0.64	0.00	0.00	0.00				
Final Sat.:	0	0	0	547	4640	0	0	3956	1065	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.29	0.29	0.00	0.00	0.00				
Crit Moves:				****				****								
Green/Cycle:	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.45	0.45	0.00	0.00	0.00				
Volume/Cap:	0.00	0.00	0.00	0.28	0.28	0.00	0.00	0.65	0.65	0.00	0.00	0.00				
Delay/Veh:	0.0	0.0	0.0	9.9	9.9	0.0	0.0	12.8	12.8	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	9.9	9.9	0.0	0.0	12.8	12.8	0.0	0.0	0.0				
HCM2k95th:	0	0	0	5	5	0	0	15	15	0	0	0				

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

Intersection #35 15th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.687
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module: >> Count Date: 13 Dec 2005 << 4:45																
Base Vol:	0	0	0		229	764	0		0	1605	507		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		229	764	0		0	1605	507		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		229	764	0		0	1605	507		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		229	764	0		0	1605	507		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		229	764	0		0	1605	507		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.69	2.31	0.00		0.00	2.28	0.72		0.00	0.00	0.00	
Final Sat.:	0	0	0		1196	3991	0		0	3800	1200		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.19	0.19	0.00		0.00	0.42	0.42		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.43	0.43	0.00		0.00	0.95	0.95		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.7	10.7	0.0		0.0	24.2	24.2		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:	0.0	0.0	0.0		10.7	10.7	0.0		0.0	24.2	24.2		0.0	0.0	0.0	
HCM2k95th:	0	0	0		8	8	0		0	31	31		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 15th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	30	30		0	0	0		20	20	0	
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	2	0	0
Volume Module: >> Count Date: 14 Dec 2005 << 4:45																
Base Vol:	0	0	0		0	1285	293		0	0	0		155	809	0	
Growth Adj:	1.00	1.00	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	1285	293		0	0	0		155	809	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	1285	293		0	0	0		155	809	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	1285	293		0	0	0		155	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	
Final Vol.:	0	0	0		0	1285	293		0	0	0		155	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		1.00	0.88	0.88		1.00	1.00	1.00		0.91	0.91	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.44	0.56		0.00	0.00	0.00		0.48	2.52	0.00	
Final Sat.:	0	0	0		0	4106	936		0	0	0		834	4353	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.31	0.31		0.00	0.00	0.00		0.19	0.19	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.54	0.54		0.00	0.00	0.00		0.36	0.36	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.58	0.58		0.00	0.00	0.00		0.52	0.52	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	9.1	9.1		0.0	0.0	0.0		14.5	14.5	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	9.1	9.1		0.0	0.0	0.0		14.5	14.5	0.0	
HCM2k95th:	0	0	0		0	13	13		0	0	0		9	9	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 15th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	28	28			0	0	0	0	22	22		0
Lanes:	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	2	0	0
Volume Module:																		
Base Vol:	0	0	0	0	1188	224			0	0	0	0	163	746		0
Growth Adj:	1.00	1.00	1.00	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	1188	224			0	0	0	0	163	746		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	1188	224			0	0	0	0	163	746		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	1188	224			0	0	0	0	163	746		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	1188	224			0	0	0	0	163	746		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900			1900	1900	1900	1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.89	0.89			1.00	1.00	1.00	1.00	0.91	0.91		1.00
Lanes:	0.00	0.00	0.00	0.00	2.52	0.48			0.00	0.00	0.00	0.00	0.54	2.46		0.00
Final Sat.:	0	0	0	0	4259	803			0	0	0	0	930	4257		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.28	0.28			0.00	0.00	0.00	0.00	0.18	0.18		0.00
Crit Moves:					****								****			
Green/Cycle:	0.00	0.00	0.00	0.00	0.50	0.50			0.00	0.00	0.00	0.00	0.39	0.39		0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.56	0.56			0.00	0.00	0.00	0.00	0.45	0.45		0.00
Delay/Veh:	0.0	0.0	0.0	0.0	10.0	10.0			0.0	0.0	0.0	0.0	12.7	12.7		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		1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	10.0	10.0			0.0	0.0	0.0	0.0	12.7	12.7		0.0
HCM2k95th:	0	0	0	0	12	12			0	0	0	0	7	7		0

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Intersection #38 15th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.496
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	27	27	0			0	23	23		0	0		0
Lanes:	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0
Volume Module:																		
Base Vol:	0	0	0	139	1203	0			0	802	132		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	139	1203	0			0	802	132		0	0		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	0	0	0	139	1203	0			0	802	132		0	0		0
Reduct Vol:	0	0	0	0	0	0			0	0	0		0	0		0
Reduced Vol:	0	0	0	139	1203	0			0	802	132		0	0		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	0	0	0	139	1203	0			0	802	132		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	0.89	0.89		1.00	1.00		1.00
Lanes:	0.00	0.00	0.00	0.31	2.69	0.00			0.00	2.58	0.42		0.00	0.00		0.00
Final Sat.:	0	0	0	537	4650	0			0	4360	718		0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.00			0.00	0.18	0.18		0.00	0.00		0.00
Crit Moves:				****						****						
Green/Cycle:	0.00	0.00	0.00	0.48	0.48	0.00			0.00	0.41	0.41		0.00	0.00		0.00
Volume/Cap:	0.00	0.00	0.00	0.54	0.54	0.00			0.00	0.45	0.45		0.00	0.00		0.00
Delay/Veh:	0.0	0.0	0.0	10.4	10.4	0.0			0.0	12.1	12.1		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	10.4	10.4	0.0			0.0	12.1	12.1		0.0	0.0		0.0
HCM2k95th:	0	0	0	10	10	0			0	8	8		0	0		0

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Intersection #39 15th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.504
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 76 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	38	38	0	0	0	32	32	0				
Lanes:	0 0	0	0	0	0 0	3	1	0	0 0	0	0	0	1 1	2	0	0
Volume Module: >> Count Date: 13 Dec 2005 << 4:45																
Base Vol:	0	0	0	0	1604	148	0	0	0	361	1074	0				
Growth Adj:	1.00	1.00	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	1604	148	0	0	0	361	1074	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	1604	148	0	0	0	361	1074	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	1604	148	0	0	0	361	1074	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	1604	148	0	0	0	361	1074	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	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	3.66	0.34	0.00	0.00	0.00	1.01	2.99	0.00				
Final Sat.:	0	0	0	0	6249	577	0	0	0	1740	5176	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.21	0.21	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.42	0.42	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.49	0.49	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	12.9	12.9	0.0	0.0	0.0	16.2	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:	0.0	0.0	0.0	0.0	12.9	12.9	0.0	0.0	0.0	16.2	16.2	0.0				
HCM2k95th:	0	0	0	0	14	14	0	0	0	12	12	0				

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Level Of Service Computation Report
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Intersection #40 15th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 29.5
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	17	17	24	24	0	0	32	32	0	0	0				
Lanes:	0 0	2	1	0	1 1	2	0	0	0 0	1	1	0	0 0	0	0	0
Volume Module: >> Count Date: 13 Dec 2005 << 4:45																
Base Vol:	0	535	67	766	1001	0	0	459	217	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	535	67	766	1001	0	0	459	217	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	535	67	766	1001	0	0	459	217	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	535	67	766	1001	0	0	459	217	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	535	67	766	1001	0	0	459	217	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.89	0.89	0.89	0.89	1.00	1.00	0.90	0.90	1.00	1.00	1.00				
Lanes:	0.00	2.67	0.33	1.73	2.27	0.00	0.00	1.36	0.64	0.00	0.00	0.00				
Final Sat.:	0	4531	567	2935	3836	0	0	2334	1103	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.12	0.26	0.26	0.00	0.00	0.20	0.20	0.00	0.00	0.00				
Crit Moves:		****			****			****								
Green/Cycle:	0.00	0.21	0.21	0.29	0.29	0.00	0.00	0.39	0.39	0.00	0.00	0.00				
Volume/Cap:	0.00	0.57	0.57	0.89	0.89	0.00	0.00	0.50	0.50	0.00	0.00	0.00				
Delay/Veh:	0.0	30.0	30.0	33.3	33.3	0.0	0.0	19.3	19.3	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	30.0	30.0	33.3	33.3	0.0	0.0	19.3	19.3	0.0	0.0	0.0				
HCM2k95th:	0	10	10	22	22	0	0	13	13	0	0	0				

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Intersection #41 16th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.723
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		19	25	0		0	0	6	
Lanes:	0 0	2	1	0	0 0	0	0	0	2 1	0	0	0	0 0	0	0	1
Volume Module: >> Count Date: 6 Dec 2005 << 4:45																
Base Vol:	0	2028	20		0	0	0		794	413	0		0	0	46	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2028	20		0	0	0		794	413	0		0	0	46	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	2028	20		0	0	0		794	413	0		0	0	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2028	20		0	0	0		794	413	0		0	0	46	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2028	20		0	0	0		794	413	0		0	0	46	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		0.94	0.97	1.00		1.00	1.00	0.87	
Lanes:	0.00	2.97	0.03		0.00	0.00	0.00		2.00	1.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	5131	51		0	0	0		3568	1839	0		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.40		0.00	0.00	0.00		0.22	0.22	0.00		0.00	0.00	0.03	
Crit Moves:		****							****						****	
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.34	0.45	0.00		0.00	0.00	0.11	
Volume/Cap:	0.00	0.89	0.89		0.00	0.00	0.00		0.66	0.50	0.00		0.00	0.00	0.26	
Delay/Veh:	0.0	18.7	18.7		0.0	0.0	0.0		16.6	11.2	0.0		0.0	0.0	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:	0.0	18.7	18.7		0.0	0.0	0.0		16.6	11.2	0.0		0.0	0.0	23.8	
HCM2k95th:	0	22	22		0	0	0		11	10	0		0	0	2	

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Intersection #42 16th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.388
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	0		0	0	0		0	20	20	
Lanes:	1 1	2	0	0	0 0	0	0	0	0 0	0	0	0	0 0	2	1	0
Volume Module: >> Count Date: 6 Dec 2005 << 4:45																
Base Vol:	179	1647	0		0	0	0		0	0	0		0	708	398	
Growth Adj:	1.00	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	1647	0		0	0	0		0	0	0		0	708	398	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	179	1647	0		0	0	0		0	0	0		0	708	398	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	179	1647	0		0	0	0		0	0	0		0	708	398	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	179	1647	0		0	0	0		0	0	0		0	708	398	
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	0.86	0.86	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.00	1.00	
Final Sat.:	1729	5187	0		0	0	0		0	0	0		0	3271	1636	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.32	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.22	0.24	
Crit Moves:	****														****	
Green/Cycle:	0.54	0.54	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.36	0.36	
Volume/Cap:	0.19	0.59	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.61	0.68	
Delay/Veh:	6.7	9.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	15.4	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:	6.7	9.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	15.4	16.5	
HCM2k95th:	3	12	0		0	0	0		0	0	0		0	12	14	

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

Intersection #43 16th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module: >> Count Date: 30 Sep 2004 << 4:15																
Base Vol:	0	1627	136		0	0	0		379	1287	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	1627	136		0	0	0		379	1287	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1627	136		0	0	0		379	1287	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1627	136		0	0	0		379	1287	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1627	136		0	0	0		379	1287	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		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.77	0.23		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	4729	395		0	0	0		1729	5187	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.34	0.34		0.00	0.00	0.00		0.22	0.25	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.77	0.77		0.00	0.00	0.00		0.49	0.56	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	14.7	14.7		0.0	0.0	0.0		11.1	11.6	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:	0.0	14.7	14.7		0.0	0.0	0.0		11.1	11.6	0.0		0.0	0.0	0.0	
HCM2k95th:	0	20	20		0	0	0		8	10	0		0	0	0	

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

Intersection #44 16th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.341
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	1 0	3	0	0	0 0	0	0	0	0 0	0	0	0	0 0	2	1	0
Volume Module: >> Count Date: 20 Jan 2005 << 4:45																
Base Vol:	260	1515	0		0	0	0		0	0	0		0	645	195	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	260	1515	0		0	0	0		0	0	0		0	645	195	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	260	1515	0		0	0	0		0	0	0		0	645	195	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	260	1515	0		0	0	0		0	0	0		0	645	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	
Final Vol.:	260	1515	0		0	0	0		0	0	0		0	645	195	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.88	0.88	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.30	0.70	
Final Sat.:	1900	5187	0		0	0	0		0	0	0		0	3843	1162	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.29	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.17	0.17	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.31	0.65	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38	
Delay/Veh:	10.1	12.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.4	10.4	
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:	10.1	12.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.4	10.4	
HCM2k95th:	6	15	0		0	0	0		0	0	0		0	7	7	

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Intersection #45 16th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0		0	0	0		0	0	0		0	21	21	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	125	1105	0		0	0	0		0	0	0		0	770	159	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	125	1105	0		0	0	0		0	0	0		0	770	159	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	125	1105	0		0	0	0		0	0	0		0	770	159	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	125	1105	0		0	0	0		0	0	0		0	770	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	
Final Vol.:	125	1105	0		0	0	0		0	0	0		0	770	159	
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	0.89	0.89	
Lanes:	0.30	2.70	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.49	0.51	
Final Sat.:	527	4660	0		0	0	0		0	0	0		0	4187	865	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.24	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.18	0.18	
Crit Moves:	****													****		
Green/Cycle:	0.52	0.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.46	0.46	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.49	0.49	
Delay/Veh:	8.7	8.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	13.6	13.6	
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:	8.7	8.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	13.6	13.6	
HCM2k95th:	9	9	0		0	0	0		0	0	0		0	9	9	

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Intersection #46 16th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.470
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.9
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				Include				Include			
Min. Green:	0	10	0		0	0	0		0	10	0		0	0	0	
Lanes:	0	0	2	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0
Volume Module:																	
Base Vol:	0	1028	63		0	0	0		204	726	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	1028	63		0	0	0		204	726	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1028	63		0	0	0		204	726	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1028	63		0	0	0		204	726	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1028	63		0	0	0		204	726	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		0.95	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.83	0.17		0.00	0.00	0.00		1.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	4843	297		0	0	0		1805	3610	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.21		0.00	0.00	0.00		0.11	0.20	0.00		0.00	0.00	0.00	
Crit Moves:		****								****						
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.43	0.43	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.47	0.47		0.00	0.00	0.00		0.26	0.47	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	9.7	9.7		0.0	0.0	0.0		9.3	10.4	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	9.7	9.7		0.0	0.0	0.0		9.3	10.4	0.0		0.0	0.0	0.0	
HCM2k95th:	0	9	9		0	0	0		4	8	0		0	0	0	

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Intersection #47 16th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.448
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.7
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	31	31	0		0	0	0		0	23	23		0	16	16	
Lanes:	1	1 2	0	0	0	0 0	0	0	0	0 2	1	0	0	0 1	1	1
Volume Module: >> Count Date: 14 Dec 2005 << 5																
Base Vol:	151	644	0		0	0	0		0	786	105		0	287	380	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	151	644	0		0	0	0		0	786	105		0	287	380	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	151	644	0		0	0	0		0	786	105		0	287	380	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	151	644	0		0	0	0		0	786	105		0	287	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	
Final Vol.:	151	644	0		0	0	0		0	786	105		0	287	380	
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	0.89	0.89		1.00	0.87	0.87	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	2.65	0.35		0.00	1.29	1.71	
Final Sat.:	1729	5187	0		0	0	0		0	4493	600		0	2132	2823	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.12	0.00		0.00	0.00	0.00		0.00	0.17	0.17		0.00	0.13	0.13	
Crit Moves:	****									****				****		
Green/Cycle:	0.39	0.39	0.00		0.00	0.00	0.00		0.00	0.29	0.29		0.00	0.20	0.20	
Volume/Cap:	0.22	0.32	0.00		0.00	0.00	0.00		0.00	0.60	0.60		0.00	0.66	0.66	
Delay/Veh:	16.0	16.7	0.0		0.0	0.0	0.0		0.0	24.8	24.8		0.0	30.7	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:	16.0	16.7	0.0		0.0	0.0	0.0		0.0	24.8	24.8		0.0	30.7	30.7	
HCM2k95th:	5	7	0		0	0	0		0	13	13		0	12	12	

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Intersection #48 16th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 76 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	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0	0 3	1	0	0	0 0	0	0	1	0 2	0	1	0	0 0	0	0
Volume Module: >> Count Date: 14 Dec 2005 << 5																
Base Vol:	0	656	66		0	0	0		540	1066	265		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	656	66		0	0	0		540	1066	265		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	656	66		0	0	0		540	1066	265		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	656	66		0	0	0		540	1066	265		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	656	66		0	0	0		540	1066	265		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		0.85	0.95	0.85		1.00	1.00	1.00	
Lanes:	0.00	3.63	0.37		0.00	0.00	0.00		1.00	2.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	6196	623		0	0	0		1615	3610	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.11		0.00	0.00	0.00		0.33	0.30	0.16		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.46		0.00	0.00	0.00	
Volume/Cap:	0.00	0.23	0.23		0.00	0.00	0.00		0.73	0.64	0.36		0.00	0.00	0.00	
Delay/Veh:	0.0	12.4	12.4		0.0	0.0	0.0		20.2	16.6	13.5		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:	0.0	12.4	12.4		0.0	0.0	0.0		20.2	16.6	13.5		0.0	0.0	0.0	
HCM2k95th:	0	5	5		0	0	0		22	18	8		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 29th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	18	18	0		18	18	0		0	34	34		0	0	0	
Lanes:	0	1	2	0	0	1	1	0	0	0	2	1	0	0	0	0
Volume Module: >> Count Date: 7 Jun 2005 << 5																
Base Vol:	55	303	0		217	274	0		0	1089	349		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:	55	303	0		217	274	0		0	1089	349		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:	55	303	0		217	274	0		0	1089	349		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	55	303	0		217	274	0		0	1089	349		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	55	303	0		217	274	0		0	1089	349		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	1.00		0.93	0.93	1.00		1.00	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.46	2.54	0.00		0.88	1.12	0.00		0.00	2.27	0.73		0.00	0.00	0.00	
Final Sat.:	791	4355	0		1560	1970	0		0	3787	1214		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.00		0.14	0.14	0.00		0.00	0.29	0.29		0.00	0.00	0.00	
Crit Moves:	****					****				****						
Green/Cycle:	0.23	0.23	0.00		0.23	0.23	0.00		0.00	0.43	0.43		0.00	0.00	0.00	
Volume/Cap:	0.31	0.31	0.00		0.61	0.61	0.00		0.00	0.67	0.67		0.00	0.00	0.00	
Delay/Veh:	25.5	25.5	0.0		28.7	28.7	0.0		0.0	18.8	18.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	25.5	25.5	0.0		28.7	28.7	0.0		0.0	18.8	18.8		0.0	0.0	0.0	
HCM2k95th:	5	5	0		12	12	0		0	19	19		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 30th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.452
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 76 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	31	31		0	0	0		39	39	0		0	0	0	
Lanes:	0	0	2	1	0	0	0	0	0	1	1	2	0	0	0	0
Volume Module: >> Count Date: 7 Jun 2005 << 5																
Base Vol:	0	927	182		0	0	0		383	978	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	927	182		0	0	0		383	978	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	927	182		0	0	0		383	978	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	927	182		0	0	0		383	978	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	927	182		0	0	0		383	978	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.51	0.49		0.00	0.00	0.00		1.13	2.87	0.00		0.00	0.00	0.00	
Final Sat.:	0	4227	830		0	0	0		1946	4970	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.22		0.00	0.00	0.00		0.20	0.20	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.41	0.41		0.00	0.00	0.00		0.51	0.51	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.54	0.54		0.00	0.00	0.00		0.38	0.38	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	17.3	17.3		0.0	0.0	0.0		11.3	11.3	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	17.3	17.3		0.0	0.0	0.0		11.3	11.3	0.0		0.0	0.0	0.0	
HCM2k95th:	0	13	13		0	0	0		9	9	0		0	0	0	

Downtown Sacramento Traffic Study
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Scenario Report

Scenario:	AM Baseline
Command:	Base AM
Volume:	Baseline AM
Geometry:	Baseline AM
Impact Fee:	Default Impact Fee
Trip Generation:	AM Baseline Projects
Trip Distribution:	Project
Paths:	Project
Routes:	Default Routes
Configuration:	Default Configuration

Downtown Sacramento Traffic Study
Baseline Conditions
AM Peak Hour

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

Intersection #1 3rd St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.943
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 59.9
Optimal Cycle: 109 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	15		15	15	0		35	35	35		50	50	50	
Lanes:	0 0	0 0	2		2 0	1 0	0		0 1	2 1	0		0 1	1 1	0	
Volume Module: >> Count Date: 28 Sep 2004 << 7:45																
Base Vol:	0	0	91		88	106	0		4	1611	192		10	1568	449	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	91		88	106	0		4	1611	192		10	1568	449	
Added Vol:	0	0	0		0	1	0		0	136	50		0	130	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	91		88	107	0		4	1747	242		10	1698	449	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	91		88	107	0		4	1747	242		10	1698	449	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	91		88	107	0		4	1747	242		10	1698	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	
Final Vol.:	0	0	91		88	107	0		4	1747	242		10	1698	449	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.67		0.55	0.90	1.00		0.80	0.80	0.80		0.79	0.79	0.79	
Lanes:	0.00	0.00	2.00		2.00	1.00	0.00		0.01	3.51	0.48		0.01	2.37	0.62	
Final Sat.:	0	0	2558		2093	1710	0		12	5358	742		21	3561	942	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.04		0.04	0.06	0.00		0.33	0.33	0.33		0.48	0.48	0.48	
Crit Moves:						****					****			****		
Green/Cycle:	0.00	0.00	0.14		0.14	0.14	0.00		0.32	0.32	0.32		0.46	0.46	0.46	
Volume/Cap:	0.00	0.00	0.26		0.31	0.45	0.00		1.02	1.02	1.02		1.04	1.04	1.04	
Delay/Veh:	0.0	0.0	43.8		45.0	49.5	0.0		61.2	61.2	61.2		60.4	60.4	60.4	
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	43.8		45.0	49.5	0.0		61.2	61.2	61.2		60.4	60.4	60.4	
HCM2k95th:	0	0	4		5	8	0		38	38	38		53	53	53	

Downtown Sacramento Traffic Study
Baseline Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 3rd St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.374
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: 79 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:	10	44	0	0	34	34	0	0	0	26	26	26				
Lanes:	1 0	2 0	0	0 0	2 1	0	0 0	0 0	0	1 1	1 0	1				
Volume Module: >> Count Date: 28 Sep 2004 << 8																
Base Vol:	0	0	0	0	541	138	0	0	0	125	314	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:	0	0	0	0	541	138	0	0	0	125	314	75				
Added Vol:	43	0	0	0	107	0	0	0	0	57	67	0				
2-way Adj:	0	30	0	0	0	0	0	0	0	0	0	-30				
Initial Fut:	43	30	0	0	648	138	0	0	0	182	381	45				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	43	30	0	0	648	138	0	0	0	182	381	45				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	43	30	0	0	648	138	0	0	0	182	381	45				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	43	30	0	0	648	138	0	0	0	182	381	45				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.86	0.86	1.00	1.00	0.80	0.80	1.00	1.00	1.00	0.73	0.73	0.77				
Lanes:	1.00	2.00	0.00	0.00	2.47	0.53	0.00	0.00	0.00	1.00	2.00	1.00				
Final Sat.:	1625	3249	0	0	3749	798	0	0	0	1381	2762	1454				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.01	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.13	0.14	0.03				
Crit Moves:	****				****					****						
Green/Cycle:	0.13	0.56	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.33	0.33	0.33				
Volume/Cap:	0.21	0.02	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.40	0.42	0.09				
Delay/Veh:	33.3	7.8	0.0	0.0	16.1	16.1	0.0	0.0	0.0	21.3	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:	33.3	7.8	0.0	0.0	16.1	16.1	0.0	0.0	0.0	21.3	21.6	18.7				
HCM2k95th:	3	0	0	0	9	9	0	0	0	9	9	2				

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 3rd St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.519
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	29	29	0	14	25	0	16	27	0				
Lanes:	0 0	0 0	0	0 1	1 1	1	1 0	3 0	0	1 0	1 1	0				
Volume Module: >> Count Date: 28 Sep 2004 << 7:45																
Base Vol:	0	0	0	189	462	0	0	638	0	91	129	0				
Growth Adj:	1.00	1.00	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	462	0	0	638	0	91	129	0				
Added Vol:	0	0	0	131	67	68	36	201	0	33	35	33				
2-way Adj:	0	0	0	0	0	0	30	-30	0	0	0	0				
Initial Fut:	0	0	0	320	529	68	66	809	0	124	164	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:	1.00	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	320	529	68	66	809	0	124	164	33				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	320	529	68	66	809	0	124	164	33				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	320	529	68	66	809	0	124	164	33				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.80	0.80	0.80	0.86	0.82	1.00	0.85	0.83	0.83				
Lanes:	0.00	0.00	0.00	1.00	2.00	1.00	1.00	3.00	0.00	1.00	1.66	0.34				
Final Sat.:	0	0	0	1522	3044	1522	1625	4668	0	1624	2637	531				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.21	0.17	0.04	0.04	0.17	0.00	0.08	0.06	0.06				
Crit Moves:				****				****		****						
Green/Cycle:	0.00	0.00	0.00	0.37	0.37	0.37	0.18	0.32	0.00	0.56	0.34	0.34				
Volume/Cap:	0.00	0.00	0.00	0.57	0.47	0.12	0.23	0.55	0.00	0.27	0.18	0.18				
Delay/Veh:	0.0	0.0	0.0	21.5	20.0	16.6	29.7	23.8	0.0	10.6	18.6	18.6				
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	21.5	20.0	16.6	29.7	23.8	0.0	10.6	18.6	18.6				
HCM2k95th:	0	0	0	13	10	3	4	11	0	4	4	4				

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 3rd St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	16	16		33	33	0		0	21	21		0	0	0	
Lanes:	0 0	0 1	0		0 1	2 0	0		0 0	1 1	0		0 0	0 0	0	
Volume Module: >> Count Date: 28 Sep 2004 << 7:15																
Base Vol:	0	60	4		362	267	0		0	318	122		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	60	4		362	267	0		0	318	122		0	0	0	
Added Vol:	0	0	0		9	91	0		0	16	1		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	60	4		371	358	0		0	334	123		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	60	4		371	358	0		0	334	123		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	60	4		371	358	0		0	334	123		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	60	4		371	358	0		0	334	123		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.99	0.99		0.89	0.89	1.00		1.00	0.91	0.91		1.00	1.00	1.00	
Lanes:	0.00	0.94	0.06		1.00	2.00	0.00		0.00	1.46	0.54		0.00	0.00	0.00	
Final Sat.:	0	1765	118		1686	3372	0		0	2533	933		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.03	0.03		0.22	0.11	0.00		0.00	0.13	0.13		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green/Cycle:	0.00	0.20	0.20		0.42	0.42	0.00		0.00	0.27	0.27		0.00	0.00	0.00	
Volume/Cap:	0.00	0.17	0.17		0.53	0.25	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Delay/Veh:	0.0	27.0	27.0		18.6	15.2	0.0		0.0	26.4	26.4		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:	0.0	27.0	27.0		18.6	15.2	0.0		0.0	26.4	26.4		0.0	0.0	0.0	
HCM2k95th:	0	3	3		13	6	0		0	10	10		0	0	0	

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

Intersection #5 3rd St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.260
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 56 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	19	19		0	0	0		31	31	0	
Lanes:	0 0	0 0	0		0 0	1 1	1		0 0	0 0	0		0 1	2 0	0	
Volume Module: >> Count Date: 28 Sep 2004 << 7:30																
Base Vol:	0	0	0		0	199	137		0	0	0		158	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	199	137		0	0	0		158	506	0	
Added Vol:	0	0	0		0	0	83		0	0	0		0	105	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	199	220		0	0	0		158	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	199	220		0	0	0		158	611	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	199	220		0	0	0		158	611	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	199	220		0	0	0		158	611	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	0.87	0.87		1.00	1.00	1.00		0.91	0.91	1.00	
Lanes:	0.00	0.00	0.00		0.00	1.42	1.58		0.00	0.00	0.00		0.62	2.38	0.00	
Final Sat.:	0	0	0		0	2369	2619		0	0	0		1066	4121	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.08	0.08		0.00	0.00	0.00		0.15	0.15	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.34	0.34		0.00	0.00	0.00		0.55	0.55	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.25	0.25		0.00	0.00	0.00		0.27	0.27	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	13.7	13.7		0.0	0.0	0.0		6.8	6.8	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		0.0	13.7	13.7		0.0	0.0	0.0		6.8	6.8	0.0	
HCM2k95th:	0	0	0		0	4	4		0	0	0		5	5	0	

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Intersection #6 3rd St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		19	19	0		0	31	31		0	0	0	
Lanes:	0	0	0	0 0	0	1	2	0 0	0	0	3	1 0	0	0	0	0 0
Volume Module: >> Count Date: 28 Sep 2004 << 7:15																
Base Vol:	0	0	0		129	202	0		0	1997	308		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		129	202	0		0	1997	308		0	0	0	
Added Vol:	0	0	0		0	0	0		0	611	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		129	202	0		0	2608	308		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		129	202	0		0	2608	308		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		129	202	0		0	2608	308		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		129	202	0		0	2608	308		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	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	2.00	0.00		0.00	3.58	0.42		0.00	0.00	0.00	
Final Sat.:	0	0	0		1729	3458	0		0	6087	719		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.07	0.06	0.00		0.00	0.43	0.43		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.34	0.34	0.00		0.00	0.55	0.55		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.22	0.17	0.00		0.00	0.77	0.77		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		13.5	13.2	0.0		0.0	11.4	11.4		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:	0.0	0.0	0.0		13.5	13.2	0.0		0.0	11.4	11.4		0.0	0.0	0.0	
HCM2k95th:	0	0	0		4	3	0		0	20	20		0	0	0	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 5th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.418
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	30		0	0	0		0	20	20	
Lanes:	2	0	2	0 0	0	0	0	0 2	0	0	0	0 0	0	0	3	1 0
Volume Module: >> Count Date: 20 Jan 2005 << 8																
Base Vol:	148	752	0		0	0	0		0	0	0		0	753	81	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	148	752	0		0	0	0		0	0	0		0	753	81	
Added Vol:	0	2	0		0	0	0		0	0	0		0	33	0	
5th St Conv:	0	0	0		0	0	12		0	0	0		0	0	0	
Initial Fut:	148	754	0		0	0	12		0	0	0		0	786	81	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	148	754	0		0	0	12		0	0	0		0	786	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	148	754	0		0	0	12		0	0	0		0	786	81	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	148	754	0		0	0	12		0	0	0		0	786	81	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.54	0.86	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.81	0.81	
Lanes:	2.00	2.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.63	0.37	
Final Sat.:	2034	3249	0		0	0	2558		0	0	0		0	5564	573	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.23	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.14	0.14	
Crit Moves:		****			****									****		
Green/Cycle:	0.54	0.54	0.00		0.00	0.00	0.54		0.00	0.00	0.00		0.00	0.36	0.36	
Volume/Cap:	0.14	0.43	0.00		0.00	0.00	0.01		0.00	0.00	0.00		0.00	0.40	0.40	
Delay/Veh:	6.8	8.6	0.0		0.0	0.0	6.1		0.0	0.0	0.0		0.0	14.0	14.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	6.8	8.6	0.0		0.0	0.0	6.1		0.0	0.0	0.0		0.0	14.0	14.0	
HCM2k95th:	2	8	0		0	0	0		0	0	0		0	6	6	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 5th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.635
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 106 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	40	40		0	0	0		60	60	60		0	0	0	
Lanes:	0 0	1	1	1	0 0	0	0	0	1 1	3	0	1	0 0	0	0	0
Volume Module: >> Count Date: 13 Jan 2005 << 7:45																
Base Vol:	0	260	274		0	0	0		680	2325	96		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	260	274		0	0	0		680	2325	96		0	0	0	
Added Vol:	0	2	0		0	0	0		0	170	39		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	262	274		0	0	0		680	2495	135		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	262	274		0	0	0		680	2495	135		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	262	274		0	0	0		680	2495	135		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	262	274		0	0	0		680	2495	135		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.79	0.79		1.00	1.00	1.00		0.70	0.70	0.77		1.00	1.00	1.00	
Lanes:	0.00	1.47	1.53		0.00	0.00	0.00		1.07	3.93	1.00		0.00	0.00	0.00	
Final Sat.:	0	2199	2299		0	0	0		1416	5197	1454		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.12		0.00	0.00	0.00		0.48	0.48	0.09		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.38	0.38		0.00	0.00	0.00		0.57	0.57	0.57		0.00	0.00	0.00	
Volume/Cap:	0.00	0.32	0.32		0.00	0.00	0.00		0.85	0.85	0.16		0.00	0.00	0.00	
Delay/Veh:	0.0	23.8	23.8		0.0	0.0	0.0		21.8	21.8	11.4		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:	0.0	23.8	23.8		0.0	0.0	0.0		21.8	21.8	11.4		0.0	0.0	0.0	
HCM2k95th:	0	8	8		0	0	0		37	37	5		0	0	0	

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Intersection #9 5th St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.240
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	40	40	0		0	0	40		0	0	0		0	30	30	
Lanes:	1 0	3	0	0	0 0	0	0	2	0 0	0	0	0	0 0	3	1	0
Volume Module: >> Count Date: 13 Jan 2085 << 8																
Base Vol:	76	483	0		0	0	98		0	0	0		0	514	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:	76	483	0		0	0	98		0	0	0		0	514	93	
Added Vol:	1	2	0		0	0	39		0	0	0		0	54	0	
2-way Adj:	-30	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	47	485	0		0	0	137		0	0	0		0	568	93	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	47	485	0		0	0	137		0	0	0		0	568	93	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	47	485	0		0	0	137		0	0	0		0	568	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	
Final Vol.:	47	485	0		0	0	137		0	0	0		0	568	93	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.69	0.82	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	1.00	3.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.44	0.56	
Final Sat.:	1315	4668	0		0	0	2558		0	0	0		0	5236	857	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.10	0.00		0.00	0.00	0.05		0.00	0.00	0.00		0.00	0.11	0.11	
Crit Moves:		****												****		
Green/Cycle:	0.51	0.51	0.00		0.00	0.00	0.51		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.07	0.21	0.00		0.00	0.00	0.11		0.00	0.00	0.00		0.00	0.29	0.29	
Delay/Veh:	10.2	10.9	0.0		0.0	0.0	10.3		0.0	0.0	0.0		0.0	17.4	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:	10.2	10.9	0.0		0.0	0.0	10.3		0.0	0.0	0.0		0.0	17.4	17.4	
HCM2k95th:	2	5	0		0	0	2		0	0	0		0	6	6	

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Intersection #10 5th St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.280
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 76 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:	35	35	0	0	0	0	0	0	17	35	0	0	18	18		
Lanes:	2 0	2 1	0	0 0	0 0	0 0	0	2 0	2 0	0	0 0	2 1	0			
Volume Module: >> Count Date: 13 Jan 2005 << 8																
Base Vol:	126	297	60	0	0	0	491	354	0	0	96	37				
Growth Adj:	1.00	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	297	60	0	0	0	491	354	0	0	96	37				
Added Vol:	25	1	42	0	0	0	2	330	0	0	76	0				
2-way Adj:	0	0	0	0	0	0	-30	0	0	0	0	0				
Initial Fut:	151	298	102	0	0	0	463	684	0	0	172	37				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	151	298	102	0	0	0	463	684	0	0	172	37				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	151	298	102	0	0	0	463	684	0	0	172	37				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	151	298	102	0	0	0	463	684	0	0	172	37				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.84	0.79	0.79	1.00	1.00	1.00	0.83	0.86	1.00	1.00	0.80	0.80				
Lanes:	2.00	2.23	0.77	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.47	0.53				
Final Sat.:	3191	3346	1145	0	0	0	3152	3249	0	0	3738	804				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.09	0.00	0.00	0.00	0.15	0.21	0.00	0.00	0.05	0.05				
Crit Moves:	****							****		****						
Green/Cycle:	0.46	0.46	0.46	0.00	0.00	0.00	0.22	0.46	0.00	0.00	0.24	0.24				
Volume/Cap:	0.10	0.19	0.19	0.00	0.00	0.00	0.66	0.46	0.00	0.00	0.19	0.19				
Delay/Veh:	11.7	12.3	12.3	0.0	0.0	0.0	31.6	15.0	0.0	0.0	23.6	23.6				
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:	11.7	12.3	12.3	0.0	0.0	0.0	31.6	15.0	0.0	0.0	23.6	23.6				
HCM2k95th:	3	4	4	0	0	0	12	11	0	0	3	3				

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Intersection #11 5th St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 76 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	35	35	0	0	0	35	35	0	0	0	0				
Lanes:	0 0	2 1	0	0 0	0 0	0	0 1	2 0	0	0 0	0 0	0				
Volume Module: >> Count Date: 13 Jan 2005 <<																
Base Vol:	0	619	193	0	0	0	63	523	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	619	193	0	0	0	63	523	0	0	0	0				
Added Vol:	0	68	0	0	0	0	0	25	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	687	193	0	0	0	63	548	0	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	687	193	0	0	0	63	548	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	687	193	0	0	0	63	548	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	687	193	0	0	0	63	548	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.88	0.88	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.34	0.66	0.00	0.00	0.00	0.31	2.69	0.00	0.00	0.00	0.00				
Final Sat.:	0	3916	1100	0	0	0	535	4652	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.18	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.00				
Crit Moves:		****					****									
Green/Cycle:	0.00	0.46	0.46	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.00				
Volume/Cap:	0.00	0.38	0.38	0.00	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.00				
Delay/Veh:	0.0	13.9	13.9	0.0	0.0	0.0	12.8	12.8	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	13.9	13.9	0.0	0.0	0.0	12.8	12.8	0.0	0.0	0.0	0.0				
HCM2k95th:	0	9	9	0	0	0	6	6	0	0	0	0				

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Intersection #12 5th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.376
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	0		0	0	0		0	20	20	
Lanes:	0 1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1 0
Volume Module: >> Count Date: 21 Apr 2005 << 7:45																
Base Vol:	178	704	0		0	0	0		0	0	0		0	413	237	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	178	704	0		0	0	0		0	0	0		0	413	237	
Added Vol:	1	59	0		0	0	0		0	0	0		0	104	9	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	179	763	0		0	0	0		0	0	0		0	517	246	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	179	763	0		0	0	0		0	0	0		0	517	246	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	179	763	0		0	0	0		0	0	0		0	517	246	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	179	763	0		0	0	0		0	0	0		0	517	246	
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	0.87	0.87	
Lanes:	0.57	2.43	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.03	0.97	
Final Sat.:	986	4201	0		0	0	0		0	0	0		0	3346	1592	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.15	0.15	
Crit Moves:	****													****		
Green/Cycle:	0.54	0.54	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.36	0.36	
Volume/Cap:	0.34	0.34	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.43	0.43	
Delay/Veh:	7.7	7.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	14.5	14.5	
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:	7.7	7.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	14.5	14.5	
HCM2k95th:	7	7	0		0	0	0		0	0	0		0	8	8	

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Intersection #13 5th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.481
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	19	19		0	0	0		31	31	0		0	0	0	
Lanes:	0 0	2	1	0	0	0	0	0	0	1	1	2	0	0	0	0 0
Volume Module: >> Count Date: 26 Apr 2005 << 7:30																
Base Vol:	0	311	49		0	0	0		560	1633	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	311	49		0	0	0		560	1633	0		0	0	0	
Added Vol:	0	0	0		0	0	0		60	551	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	311	49		0	0	0		620	2184	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	311	49		0	0	0		620	2184	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	311	49		0	0	0		620	2184	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	311	49		0	0	0		620	2184	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.59	0.41		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	4391	692		0	0	0		1729	5187	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.07		0.00	0.00	0.00		0.36	0.42	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.34	0.34		0.00	0.00	0.00		0.55	0.55	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.21	0.21		0.00	0.00	0.00		0.65	0.76	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	13.4	13.4		0.0	0.0	0.0		9.5	11.2	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	13.4	13.4		0.0	0.0	0.0		9.5	11.2	0.0		0.0	0.0	0.0	
HCM2k95th:	0	4	4		0	0	0		14	17	0		0	0	0	

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Intersection #14 7th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.302
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 56 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	23	23	0	0	0	27	27	0				
Lanes:	0	0	0	0 0	0	0	2	0 2	0	0	0	0 0	1	1	2	0 0
Volume Module: >> Count Date: 30 Sep 2004 << 8																
Base Vol:	0	0	0	0	266	218	0	0	0	253	701	0				
Growth Adj:	1.00	1.00	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	266	218	0	0	0	253	701	0				
Added Vol:	0	0	0	0	96	1	0	0	0	0	32	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	362	219	0	0	0	253	733	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	362	219	0	0	0	253	733	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	362	219	0	0	0	253	733	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	362	219	0	0	0	253	733	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	0.86	0.67	1.00	1.00	1.00	0.82	0.82	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.03	2.97	0.00				
Final Sat.:	0	0	0	0	3249	2558	0	0	0	1597	4627	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.11	0.09	0.00	0.00	0.00	0.16	0.16	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.48	0.48	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.27	0.21	0.00	0.00	0.00	0.33	0.33	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	11.4	11.1	0.0	0.0	0.0	9.2	9.2	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	0.0	11.4	11.1	0.0	0.0	0.0	9.2	9.2	0.0				
HCM2k95th:	0	0	0	0	5	3	0	0	0	6	6	0				

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Intersection #15 7th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.615
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 106 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	35	35	0	0	65	65	0	0	0				
Lanes:	0	0	0	0 0	0	1	2	0 0	0	0	2	1 1	0	0	0	0 0
Volume Module: >> Count Date: 7 Dec 2005 << 7:45																
Base Vol:	0	0	0	156	254	0	0	1986	280	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	156	254	0	0	1986	280	0	0	0				
Added Vol:	0	0	0	18	78	0	0	158	42	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	174	332	0	0	2144	322	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	174	332	0	0	2144	322	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	174	332	0	0	2144	322	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	174	332	0	0	2144	322	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	0.82	0.82	1.00	1.00	0.80	0.80	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	0	0	1556	3112	0	0	4575	1525	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.47	0.21	0.00	0.00	0.00				
Crit Moves:				****				****								
Green/Cycle:	0.00	0.00	0.00	0.33	0.33	0.00	0.00	0.61	0.61	0.00	0.00	0.00				
Volume/Cap:	0.00	0.00	0.00	0.34	0.32	0.00	0.00	0.76	0.34	0.00	0.00	0.00				
Delay/Veh:	0.0	0.0	0.0	27.4	27.2	0.0	0.0	16.7	10.2	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:	0.0	0.0	0.0	27.4	27.2	0.0	0.0	16.7	10.2	0.0	0.0	0.0				
HCM2k95th:	0	0	0	9	8	0	0	30	10	0	0	0				

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Intersection #16 7th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.330
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	29	29	0	0	0	21	21	0				
Lanes:	0	0	0	0 0	0	0	2	1 0	0	0	0	0 0	1	0	3	0 0
Volume Module: >> Count Date: 7 Dec 2005 << 8																
Base Vol:	0	0	0	0	334	175	0	0	0	188	662	0				
Growth Adj:	1.00	1.00	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	334	175	0	0	0	188	662	0				
Added Vol:	0	0	0	0	117	4	0	0	0	74	36	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	451	179	0	0	0	262	698	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	451	179	0	0	0	262	698	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	451	179	0	0	0	262	698	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	451	179	0	0	0	262	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	1.00	0.78	0.78	1.00	1.00	1.00	0.90	0.82	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.15	0.85	0.00	0.00	0.00	1.00	3.00	0.00				
Final Sat.:	0	0	0	0	3198	1269	0	0	0	1710	4668	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.15	0.15	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.38	0.38	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.41	0.40	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	7.9	7.9	0.0	0.0	0.0	14.8	13.5	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	7.9	7.9	0.0	0.0	0.0	14.8	13.5	0.0				
HCM2k95th:	0	0	0	0	5	5	0	0	0	8	7	0				

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Intersection #17 8th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.299
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0	0	0	0	0	0	0	0	0	0	25	25		
Lanes:	1	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	121	329	0	0	0	0	0	0	0	0	851	126				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	121	329	0	0	0	0	0	0	0	0	851	126				
Added Vol:	32	36	0	0	0	0	0	0	0	0	1	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	153	365	0	0	0	0	0	0	0	0	852	126				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	153	365	0	0	0	0	0	0	0	0	852	126				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	153	365	0	0	0	0	0	0	0	0	852	126				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	153	365	0	0	0	0	0	0	0	0	852	126				
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	0.89	0.89				
Lanes:	1.18	2.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.61	0.39				
Final Sat.:	2043	4873	0	0	0	0	0	0	0	0	4433	656				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19				
Crit Moves:	****										****					
Green/Cycle:	0.45	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45				
Volume/Cap:	0.17	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.43				
Delay/Veh:	9.3	9.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.8	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:	9.3	9.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.8	10.8				
HCM2k95th:	3	3	0	0	0	0	0	0	0	0	8	8				

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Intersection #18 8th S/tJ St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.374
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 106 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	35	35		0	0	0		65	65	0		0	0	0	
Lanes:	0	0	2	1 0	0	0	0	0 0	1	1	2	0 0	0	0	0	0 0
Volume Module: >> Count Date: 7 Dec 2005 << 7:45																
Base Vol:	0	304	151		0	0	0		256	1880	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	304	151		0	0	0		256	1880	0		0	0	0	
Added Vol:	0	63	119		0	0	0		5	171	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	367	270		0	0	0		261	2051	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	367	270		0	0	0		261	2051	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	367	270		0	0	0		261	2051	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	367	270		0	0	0		261	2051	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.77	0.77		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	2913	1457		0	0	0		1556	4668	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.19		0.00	0.00	0.00		0.17	0.44	0.00		0.00	0.00	0.00	
Crit Moves:			****						****							
Green/Cycle:	0.00	0.33	0.33		0.00	0.00	0.00		0.61	0.61	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.38	0.56		0.00	0.00	0.00		0.27	0.72	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	27.9	31.2		0.0	0.0	0.0		9.6	15.5	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:	0.0	27.9	31.2		0.0	0.0	0.0		9.6	15.5	0.0		0.0	0.0	0.0	
HCM2k95th:	0	9	14		0	0	0		8	26	0		0	0	0	

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Intersection #19 8th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.295
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0		0	0	0		0	0	0		0	21	21	
Lanes:	1	0	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 1
Volume Module: >> Count Date: 7 Dec 2005 << 7:45																
Base Vol:	111	308	0		0	0	0		0	0	0		0	740	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:	111	308	0		0	0	0		0	0	0		0	740	165	
Added Vol:	0	81	0		0	0	0		0	0	0		0	110	170	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	111	389	0		0	0	0		0	0	0		0	850	335	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	111	389	0		0	0	0		0	0	0		0	850	335	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	111	389	0		0	0	0		0	0	0		0	850	335	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	111	389	0		0	0	0		0	0	0		0	850	335	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.86	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.78	0.78	
Lanes:	1.00	2.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.87	1.13	
Final Sat.:	1710	3249	0		0	0	0		0	0	0		0	4277	1686	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.12	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.20	0.20	
Crit Moves:	****													****		
Green/Cycle:	0.52	0.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.13	0.23	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.53	0.53	
Delay/Veh:	7.3	7.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	14.6	14.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	7.3	7.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	14.6	14.6	
HCM2k95th:	2	4	0		0	0	0		0	0	0		0	9	9	

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Intersection #20 9th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.334
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 13.0
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	22	22	0	0	0	28	28	0
Lanes:	0 0	0 0	0	0 0	2 1	0	0 0	0 0	0	1 0	3 0	0
Volume Module: >> Count Date: 12 Jan 2006 << 7:45												
Base Vol:	0	0	0	0	214	192	0	0	0	137	853	0
Growth Adj:	1.00	1.00	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	214	192	0	0	0	137	853	0
Added Vol:	0	0	0	0	124	0	0	0	0	101	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	338	192	0	0	0	238	854	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	338	192	0	0	0	238	854	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	338	192	0	0	0	238	854	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	338	192	0	0	0	238	854	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	0.77	0.77	1.00	1.00	1.00	0.90	0.82	1.00
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00
Final Sat.:	0	0	0	0	2944	1472	0	0	0	1710	4668	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.11	0.13	0.00	0.00	0.00	0.14	0.18	0.00
Crit Moves:						****				****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.45	0.45	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.32	0.37	0.00	0.00	0.00	0.31	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	15.1	15.6	0.0	0.0	0.0	11.9	12.0	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	15.1	15.6	0.0	0.0	0.0	11.9	12.0	0.0
HCM2k95th:	0	0	0	0	6	6	0	0	0	6	8	0

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Intersection #21 9th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.595
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 106 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	40	40	0	0	60	60	0	0	0
Lanes:	0 0	0 0	0	0 1	2 0	0	0 0	2 1	0	0 0	0 0	0
Volume Module: >> Count Date: 12 Jan 2005 << 7:45												
Base Vol:	0	0	0	71	278	0	0	1527	179	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	71	278	0	0	1527	179	0	0	0
Added Vol:	0	0	0	0	225	0	0	132	158	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	71	503	0	0	1659	337	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	71	503	0	0	1659	337	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	71	503	0	0	1659	337	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	71	503	0	0	1659	337	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	0.82	0.82	1.00	1.00	0.80	0.80	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.37	2.63	0.00	0.00	2.49	0.51	0.00	0.00	0.00
Final Sat.:	0	0	0	577	4091	0	0	3783	768	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.44	0.44	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.38	0.38	0.00	0.00	0.57	0.57	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.33	0.33	0.00	0.00	0.77	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	23.9	23.9	0.0	0.0	20.1	20.1	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	23.9	23.9	0.0	0.0	20.1	20.1	0.0	0.0	0.0
HCM2k95th:	0	0	0	9	9	0	0	28	28	0	0	0

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Intersection #22 9th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.314
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	21	21	0	0	0	29	29	0
Lanes:	0 0 0 0 0				0 0 2 1 0				0 0 0 0 0				1 0 3 0 0			
Volume Module: >> Count Date: 6 Dec 2005 << 7:45																
Base Vol:	0	0	0	0	255	146	0	0	0	264	969	0
Growth Adj:	1.00	1.00	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	255	146	0	0	0	264	969	0
Added Vol:	0	0	0	0	151	10	0	0	0	0	270	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	406	156	0	0	0	264	1239	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	406	156	0	0	0	264	1239	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	406	156	0	0	0	264	1239	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	406	156	0	0	0	264	1239	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	0.78	0.78	1.00	1.00	1.00	0.90	0.82	1.00
Lanes:	0.00	0.00	0.00	0.00	2.17	0.83	0.00	0.00	0.00	1.00	3.00	0.00
Final Sat.:	0	0	0	0	3231	1241	0	0	0	1710	4668	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.15	0.27	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.52	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.30	0.51	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	13.0	13.0	0.0	0.0	0.0	8.6	9.6	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	0.0	13.0	13.0	0.0	0.0	0.0	8.6	9.6	0.0
HCM2k95th:	0	0	0	0	6	6	0	0	0	6	9	0

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Intersection #23 9th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.370
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.5
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				Include				Include			
Min. Green:	0	0	0	0	10	0	0	0	0	0	10	0
Lanes:	0 0 0 0 0				0 0 2 1 0				0 0 0 0 0				0 1 2 0 0			
Volume Module:												
Base Vol:	0	0	0	0	458	133	0	0	0	108	592	0
Growth Adj:	1.00	1.00	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	458	133	0	0	0	108	592	0
Added Vol:	0	0	0	0	262	6	0	0	0	45	63	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	720	139	0	0	0	153	655	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	720	139	0	0	0	153	655	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	720	139	0	0	0	153	655	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	720	139	0	0	0	153	655	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	0.89	0.89	1.00	1.00	1.00	0.91	0.91	1.00
Lanes:	0.00	0.00	0.00	0.00	2.51	0.49	0.00	0.00	0.00	0.57	2.43	0.00
Final Sat.:	0	0	0	0	4243	819	0	0	0	982	4205	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.16	0.16	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.42	0.42	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.37	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	8.9	8.9	0.0	0.0	0.0	10.0	10.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	8.9	8.9	0.0	0.0	0.0	10.0	10.0	0.0
HCM2k95th:	0	0	0	0	6	6	0	0	0	6	6	0

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Intersection #24 9th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0 0	0	1	2	0 0	0	0	3	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		169	391	0		0	1288	113		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		169	391	0		0	1288	113		0	0	0	
Added Vol:	0	0	0		12	294	0		0	11	366		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		181	685	0		0	1299	479		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		181	685	0		0	1299	479		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		181	685	0		0	1299	479		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		181	685	0		0	1299	479		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	0.87	0.87		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.63	2.37	0.00		0.00	3.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		1084	4103	0		0	4980	1660		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.17	0.00		0.00	0.26	0.29		0.00	0.00	0.00	
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.37	0.37	0.00		0.00	0.58	0.65		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.4	10.4	0.0		0.0	11.9	12.6		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		10.4	10.4	0.0		0.0	11.9	12.6		0.0	0.0	0.0	
HCM2k95th:	0	0	0		6	6	0		0	12	14		0	0	0	

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Intersection #25 10th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 14.9
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:	26	26	0		0	0	0		0	0	0		0	24	24	
Lanes:	0	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module: >> Count Date: 7 Dec 2005 << 7:45																
Base Vol:	176	510	0		0	0	0		0	0	0		0	787	130	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	176	510	0		0	0	0		0	0	0		0	787	130	
Added Vol:	0	10	0		0	0	0		0	0	0		0	101	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	176	520	0		0	0	0		0	0	0		0	888	130	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	176	520	0		0	0	0		0	0	0		0	888	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	176	520	0		0	0	0		0	0	0		0	888	130	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	176	520	0		0	0	0		0	0	0		0	888	130	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	0.76	2.24	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.62	0.38	
Final Sat.:	1180	3488	0		0	0	0		0	0	0		0	3995	585	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.22	0.22	
Crit Moves:	****													****		
Green/Cycle:	0.42	0.42	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.39	0.39	
Volume/Cap:	0.36	0.36	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.57	0.57	
Delay/Veh:	12.8	12.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	16.3	16.3	
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:	12.8	12.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	16.3	16.3	
HCM2k95th:	7	7	0		0	0	0		0	0	0		0	11	11	

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Intersection #26 10th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.526
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	40	40		0	0	0		60	60	0		0	0	0	
Lanes:	0	0	2	1 1	0	0	0	0 0	0	1	2	0 0	0	0	0	0 0
Volume Module: >> Count Date: 8 Dec 2005 << 8																
Base Vol:	0	464	200		0	0	0		278	1254	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	464	200		0	0	0		278	1254	0		0	0	0	
Added Vol:	0	10	0		0	0	0		0	132	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	474	200		0	0	0		278	1386	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	474	200		0	0	0		278	1386	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	474	200		0	0	0		278	1386	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	474	200		0	0	0		278	1386	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.78	0.78		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.81	1.19		0.00	0.00	0.00		0.50	2.50	0.00		0.00	0.00	0.00	
Final Sat.:	0	4180	1764		0	0	0		780	3888	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.11		0.00	0.00	0.00		0.36	0.36	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.36	0.36		0.00	0.00	0.00		0.54	0.54	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.32	0.32		0.00	0.00	0.00		0.67	0.67	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	26.5	26.5		0.0	0.0	0.0		20.2	20.2	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	26.5	26.5		0.0	0.0	0.0		20.2	20.2	0.0		0.0	0.0	0.0	
HCM2k95th:	0	9	9		0	0	0		23	23	0		0	0	0	

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Intersection #27 10th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0		0	0	0		0	0	0		0	29	29	
Lanes:	0	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module: >> Count Date: 6 Dec 2005 << 8																
Base Vol:	244	685	0		0	0	0		0	0	0		0	1020	271	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	244	685	0		0	0	0		0	0	0		0	1020	271	
Added Vol:	54	10	0		0	0	0		0	0	0		0	216	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	298	695	0		0	0	0		0	0	0		0	1236	271	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	298	695	0		0	0	0		0	0	0		0	1236	271	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	298	695	0		0	0	0		0	0	0		0	1236	271	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	298	695	0		0	0	0		0	0	0		0	1236	271	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	0.90	2.10	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.46	0.54	
Final Sat.:	1401	3267	0		0	0	0		0	0	0		0	3725	817	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.21	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.33	0.33	
Crit Moves:	****													****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.52	0.52	
Volume/Cap:	0.57	0.57	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.64	0.64	
Delay/Veh:	15.2	15.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	11.1	11.1	
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:	15.2	15.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	11.1	11.1	
HCM2k95th:	10	10	0		0	0	0		0	0	0		0	13	13	

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Intersection #28 10th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.495
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	130	1243	0		0	0	0		0	0	0		0	519	202	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	130	1243	0		0	0	0		0	0	0		0	519	202	
Added Vol:	38	57	0		0	0	0		0	0	0		0	70	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	168	1300	0		0	0	0		0	0	0		0	589	202	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	168	1300	0		0	0	0		0	0	0		0	589	202	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	168	1300	0		0	0	0		0	0	0		0	589	202	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	168	1300	0		0	0	0		0	0	0		0	589	202	
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	0.88	0.88	
Lanes:	0.34	2.66	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.23	0.77	
Final Sat.:	594	4593	0		0	0	0		0	0	0		0	3716	1274	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.28	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.16	0.16	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.63	0.63	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.36	0.36	
Delay/Veh:	12.5	12.5	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.3	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:	12.5	12.5	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.3	10.3	
HCM2k95th:	13	13	0		0	0	0		0	0	0		0	6	6	

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Intersection #29 10th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0	0	2	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0
Volume Module:																	
Base Vol:	0	876	91		0	0	0		375	1083	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	876	91		0	0	0		375	1083	0		0	0	0	
Added Vol:	0	94	0		0	0	0		0	23	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	970	91		0	0	0		375	1106	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	970	91		0	0	0		375	1106	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	970	91		0	0	0		375	1106	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	970	91		0	0	0		375	1106	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		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.74	0.26		0.00	0.00	0.00		1.01	2.99	0.00		0.00	0.00	0.00	
Final Sat.:	0	4680	439		0	0	0		1751	5165	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.21		0.00	0.00	0.00		0.21	0.21	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.46	0.46		0.00	0.00	0.00		0.48	0.48	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	11.0	11.0		0.0	0.0	0.0		11.0	11.0	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	11.0	11.0		0.0	0.0	0.0		11.0	11.0	0.0		0.0	0.0	0.0	
HCM2k95th:	0	9	9		0	0	0		9	9	0		0	0	0	

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Intersection #30 12th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.460
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: 66 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		27	27	0		0	33	33		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module: >> Count Date: 23 Mar 2005 << 7:30																
Base Vol:	0	0	0		288	1260	0		0	419	40		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		288	1260	0		0	419	40		0	0	0	
Added Vol:	0	0	0		0	155	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		288	1415	0		0	419	40		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		288	1415	0		0	419	40		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		288	1415	0		0	419	40		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		288	1415	0		0	419	40		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	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.51	2.49	0.00		0.00	2.74	0.26		0.00	0.00	0.00	
Final Sat.:	0	0	0		877	4310	0		0	4673	446		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.33	0.33	0.00		0.00	0.09	0.09		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.80	0.80	0.00		0.00	0.18	0.18		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		20.5	20.5	0.0		0.0	9.2	9.2		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:	0.0	0.0	0.0		20.5	20.5	0.0		0.0	9.2	9.2		0.0	0.0	0.0	
HCM2k95th:	0	0	0		21	21	0		0	4	4		0	0	0	

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Intersection #31 12th St/I St

Cycle (sec): 0 Critical Vol./Cap. (X): 0.549
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.6
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	7	7		0	0	0		3	7	0	
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	2	0	0
Volume Module: >> Count Date: 8 Dec 2005 << 7:45																
Base Vol:	0	0	0		0	804	356		0	0	0		61	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		0	804	356		0	0	0		61	627	0	
Added Vol:	0	0	0		0	55	101		0	0	0		0	1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	859	457		0	0	0		61	628	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	859	457		0	0	0		61	628	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	859	457		0	0	0		61	628	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	859	457		0	0	0		61	628	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	0.86	0.86		1.00	1.00	1.00		0.91	0.91	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.27	2.73	0.00	
Final Sat.:	0	0	0		0	3278	1639		0	0	0		459	4728	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.26	0.28		0.00	0.00	0.00		0.13	0.13	0.00	
Crit Moves:							****							****		
Green/Cycle:	0.00	0.00	0.00		0.00	0.46	0.46		0.00	0.00	0.00		0.29	0.29	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.57	0.61		0.00	0.00	0.00		0.46	0.46	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	5.8	6.2		0.0	0.0	0.0		7.9	7.9	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		0.0	5.8	6.2		0.0	0.0	0.0		7.9	7.9	0.0	
HCM2k95th:	0	0	0		0	7	8		0	0	0		5	5	0	

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Intersection #32 12th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	31		31	31	31		0	19	19		0	0	0	
Lanes:	0	0	0	0 1	1	0	2	0 0	0	0	2	1 0	0	0	0	0 0
Volume Module: >> Count Date: 8 Dec 2005 << 8																
Base Vol:	0	0	114		323	503	0		0	1292	149		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	114		323	503	0		0	1292	149		0	0	0	
Added Vol:	0	0	0		9	46	0		0	132	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	114		332	549	0		0	1424	149		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	114		332	549	0		0	1424	149		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	114		332	549	0		0	1424	149		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	114		332	549	0		0	1424	149		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	0.87		0.77	0.95	1.00		1.00	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		1.00	2.00	0.00		0.00	2.72	0.28		0.00	0.00	0.00	
Final Sat.:	0	0	1644		1461	3610	0		0	4630	484		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.07		0.23	0.15	0.00		0.00	0.31	0.31		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.55		0.55	0.55	0.00		0.00	0.34	0.34		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.13		0.41	0.27	0.00		0.00	0.91	0.91		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	6.3		8.8	6.9	0.0		0.0	26.0	26.0		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	6.3		8.8	6.9	0.0		0.0	26.0	26.0		0.0	0.0	0.0	
HCM2k95th:	0	0	2		9	6	0		0	22	22		0	0	0	

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Intersection #33 12th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.471
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	25	25		0	0	0		25	25	25	
Lanes:	0	1	0	0 0	0	0	0	1 1	0	0	0	0 0	0	1	1	1 0
Volume Module: >> Count Date: 6 Dec 2005 << 8																
Base Vol:	5	1	0		0	1	549		0	0	0		3	743	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:	5	1	0		0	1	549		0	0	0		3	743	152	
Added Vol:	0	0	0		0	0	46		0	0	0		0	170	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	5	1	0		0	1	595		0	0	0		3	913	152	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	1	0		0	1	595		0	0	0		3	913	152	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	1	0		0	1	595		0	0	0		3	913	152	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	5	1	0		0	1	595		0	0	0		3	913	152	
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	0.85	0.85		1.00	1.00	1.00		0.87	0.87	0.87	
Lanes:	0.83	0.17	0.00		0.00	0.01	1.99		0.00	0.00	0.00		0.01	2.56	0.43	
Final Sat.:	1454	291	0		0	5	3225		0	0	0		14	4250	708	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.18	0.18		0.00	0.00	0.00		0.21	0.21	0.21	
Crit Moves:						****							****			
Green/Cycle:	0.42	0.42	0.00		0.00	0.42	0.42		0.00	0.00	0.00		0.42	0.42	0.42	
Volume/Cap:	0.01	0.01	0.00		0.00	0.44	0.44		0.00	0.00	0.00		0.51	0.51	0.51	
Delay/Veh:	9.9	9.9	0.0		0.0	13.0	13.0		0.0	0.0	0.0		13.4	13.4	13.4	
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:	9.9	9.9	0.0		0.0	13.0	13.0		0.0	0.0	0.0		13.4	13.4	13.4	
HCM2k95th:	0	0	0		0	8	8		0	0	0		10	10	10	

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Intersection #34 15th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.271
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 56 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		25	25	0		0	25	25		0	0	0	
Lanes:	0 0	0	0	0	0	1 2	0	0	0	0 2	1	0	0 0	0	0	0
Volume Module: >> Count Date: 7 Dec 2005 << 7:30																
Base Vol:	0	0	0		31	559	0		0	346	209		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		31	559	0		0	346	209		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		31	559	0		0	346	209		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		31	559	0		0	346	209		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		31	559	0		0	346	209		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		31	559	0		0	346	209		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	0.86	0.86		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.16	2.84	0.00		0.00	2.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		273	4914	0		0	3261	1630		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.11	0.11	0.00		0.00	0.11	0.13		0.00	0.00	0.00	
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.25	0.25	0.00		0.00	0.24	0.29		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		9.7	9.7	0.0		0.0	9.7	9.9		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:	0.0	0.0	0.0		9.7	9.7	0.0		0.0	9.7	9.9		0.0	0.0	0.0	
HCM2k95th:	0	0	0		5	5	0		0	4	5		0	0	0	

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Intersection #35 15th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.468
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0 0	0	0	0	0	1 2	0	0	0	0 2	1	0	0 0	0	0	0
Volume Module: >> Count Date: 13 Dec 2005 << 8																
Base Vol:	0	0	0		140	604	0		0	896	328		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		140	604	0		0	896	328		0	0	0	
Added Vol:	0	0	0		0	0	0		0	94	47		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		140	604	0		0	990	375		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		140	604	0		0	990	375		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		140	604	0		0	990	375		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		140	604	0		0	990	375		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	0.87	0.87		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.56	2.44	0.00		0.00	2.18	0.82		0.00	0.00	0.00	
Final Sat.:	0	0	0		976	4211	0		0	3608	1367		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.14	0.14	0.00		0.00	0.27	0.27		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.32	0.32	0.00		0.00	0.61	0.61		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.1	10.1	0.0		0.0	12.3	12.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		10.1	10.1	0.0		0.0	12.3	12.3		0.0	0.0	0.0	
HCM2k95th:	0	0	0		6	6	0		0	13	13		0	0	0	

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Intersection #36 15th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.422
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	30	30	0	0	0	20	20	0				
Lanes:	0 0	0	0	0	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0
Volume Module: >> Count Date: 14 Dec 2005 << 7:45																
Base Vol:	0	0	0	0	635	185	0	0	0	59	834	0				
Growth Adj:	1.00	1.00	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	635	185	0	0	0	59	834	0				
Added Vol:	0	0	0	0	42	5	0	0	0	0	165	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	677	190	0	0	0	59	999	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	677	190	0	0	0	59	999	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	677	190	0	0	0	59	999	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	677	190	0	0	0	59	999	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	0.88	0.88	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.34	0.66	0.00	0.00	0.00	0.17	2.83	0.00				
Final Sat.:	0	0	0	0	3917	1099	0	0	0	289	4898	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.20	0.20	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.36	0.36	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.57	0.57	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	7.4	7.4	0.0	0.0	0.0	15.0	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	0.0	7.4	7.4	0.0	0.0	0.0	15.0	15.0	0.0				
HCM2k95th:	0	0	0	0	6	6	0	0	0	10	10	0				

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Intersection #37 15th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.407
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	28	28	0	0	0	22	22	0				
Lanes:	0 0	0	0	0	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	530	168	0	0	0	107	943	0				
Growth Adj:	1.00	1.00	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	530	168	0	0	0	107	943	0				
Added Vol:	0	0	0	0	41	2	0	0	0	0	69	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	571	170	0	0	0	107	1012	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	571	170	0	0	0	107	1012	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	571	170	0	0	0	107	1012	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	571	170	0	0	0	107	1012	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	0.88	0.88	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.31	0.69	0.00	0.00	0.00	0.29	2.71	0.00				
Final Sat.:	0	0	0	0	3861	1150	0	0	0	496	4691	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.22	0.22	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.39	0.39	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.55	0.55	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	8.3	8.3	0.0	0.0	0.0	13.5	13.5	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	8.3	8.3	0.0	0.0	0.0	13.5	13.5	0.0				
HCM2k95th:	0	0	0	0	5	5	0	0	0	10	10	0				

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Intersection #38 15th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.309
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		27	27	0		0	23	23		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		108	553	0		0	571	117		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		108	553	0		0	571	117		0	0	0	
Added Vol:	0	0	0		4	37	0		0	23	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		112	590	0		0	594	117		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		112	590	0		0	594	117		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		112	590	0		0	594	117		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		112	590	0		0	594	117		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	0.89	0.89		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.48	2.52	0.00		0.00	2.51	0.49		0.00	0.00	0.00	
Final Sat.:	0	0	0		828	4359	0		0	4225	832		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.14	0.14	0.00		0.00	0.14	0.14		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.48	0.48	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.28	0.28	0.00		0.00	0.34	0.34		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		8.7	8.7	0.0		0.0	11.4	11.4		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:	0.0	0.0	0.0		8.7	8.7	0.0		0.0	11.4	11.4		0.0	0.0	0.0	
HCM2k95th:	0	0	0		5	5	0		0	5	5		0	0	0	

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Intersection #39 15th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.230
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 76 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	32	32		0	0	0		38	38	0	
Lanes:	0	0	0	0	0	0	0	3	1	0	0	0	0	0	1	1	2	0	0
Volume Module: >> Count Date: 13 Dec 2005 << 7:45																
Base Vol:	0	0	0		0	585	19		0	0	0		205	871	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	585	19		0	0	0		205	871	0	
Added Vol:	0	0	0		0	32	5		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	617	24		0	0	0		205	871	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	617	24		0	0	0		205	871	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	617	24		0	0	0		205	871	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	617	24		0	0	0		205	871	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		0.91	0.91	1.00	
Lanes:	0.00	0.00	0.00		0.00	3.85	0.15		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	6617	257		0	0	0		1729	5187	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.09	0.09		0.00	0.00	0.00		0.12	0.17	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.42	0.42		0.00	0.00	0.00		0.50	0.50	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.22	0.22		0.00	0.00	0.00		0.24	0.34	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	14.1	14.1		0.0	0.0	0.0		10.8	11.5	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	14.1	14.1		0.0	0.0	0.0		10.8	11.5	0.0	
HCM2k95th:	0	0	0		0	5	5		0	0	0		6	8	0	

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Intersection #40 15th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 22.5
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	14	14		24	24	0		0	32	32		0	0	0	
Lanes:	0 0	2	1	0	1	1 2	0	0	0 0	1	1	0	0 0	0	0	0
Volume Module: >> Count Date: 13 Dec 2005 << 7:45																
Base Vol:	0	483	23		317	369	0		0	558	91		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	483	23		317	369	0		0	558	91		0	0	0	
Added Vol:	0	0	0		32	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	483	23		349	369	0		0	558	91		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	483	23		349	369	0		0	558	91		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	483	23		349	369	0		0	558	91		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	483	23		349	369	0		0	558	91		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		0.89	0.89	1.00		1.00	0.93	0.93		1.00	1.00	1.00	
Lanes:	0.00	2.86	0.14		1.94	2.06	0.00		0.00	1.72	0.28		0.00	0.00	0.00	
Final Sat.:	0	4917	234		3281	3469	0		0	3039	496		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.10		0.11	0.11	0.00		0.00	0.18	0.18		0.00	0.00	0.00	
Crit Moves:		****				****				****						
Green/Cycle:	0.00	0.18	0.18		0.30	0.30	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.00	0.55	0.55		0.35	0.35	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Delay/Veh:	0.0	30.4	30.4		21.5	21.5	0.0		0.0	17.4	17.4		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:	0.0	30.4	30.4		21.5	21.5	0.0		0.0	17.4	17.4		0.0	0.0	0.0	
HCM2k95th:	0	9	9		7	7	0		0	12	12		0	0	0	

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Intersection #41 16th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.386
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		16	25	0		0	0	9	
Lanes:	0 0	2	1	0	0	0 0	0	0	2	1	0	0	0 0	0	0	1
Volume Module: >> Count Date: 6 Dec 2005 << 7:30																
Base Vol:	0	995	22		0	0	0		144	254	0		0	0	39	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	995	22		0	0	0		144	254	0		0	0	39	
Added Vol:	0	63	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	1058	22		0	0	0		144	254	0		0	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:	1.00	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	1058	22		0	0	0		144	254	0		0	0	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1058	22		0	0	0		144	254	0		0	0	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1058	22		0	0	0		144	254	0		0	0	39	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		0.95	0.98	1.00		1.00	1.00	0.87	
Lanes:	0.00	2.94	0.06		0.00	0.00	0.00		2.00	1.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	5066	105		0	0	0		3620	1866	0		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.21		0.00	0.00	0.00		0.04	0.14	0.00		0.00	0.00	0.02	
Crit Moves:		****								****			****			
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.29	0.45	0.00		0.00	0.00	0.16	
Volume/Cap:	0.00	0.47	0.47		0.00	0.00	0.00		0.14	0.30	0.00		0.00	0.00	0.15	
Delay/Veh:	0.0	11.0	11.0		0.0	0.0	0.0		14.9	10.1	0.0		0.0	0.0	20.5	
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	11.0	11.0		0.0	0.0	0.0		14.9	10.1	0.0		0.0	0.0	20.5	
HCM2k95th:	0	8	8		0	0	0		2	6	0		0	0	1	

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Intersection #42 16th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.375
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0	0	0	0	0	0	0	0	25	25				
Lanes:	1	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module: >> Count Date: 6 Dec 2005 << 7:45																
Base Vol:	314	828	0	0	0	0	0	0	0	0	637	168				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	314	828	0	0	0	0	0	0	0	0	637	168				
Added Vol:	1	63	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:	315	891	0	0	0	0	0	0	0	0	637	168				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	315	891	0	0	0	0	0	0	0	0	637	168				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	315	891	0	0	0	0	0	0	0	0	637	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				
Final Vol.:	315	891	0	0	0	0	0	0	0	0	637	168				
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	0.88	0.88				
Lanes:	1.04	2.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.37	0.63				
Final Sat.:	1806	5110	0	0	0	0	0	0	0	0	3977	1049				
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16				
Crit Moves:	****										****					
Green/Cycle:	0.45	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45				
Volume/Cap:	0.39	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.36				
Delay/Veh:	10.5	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.3	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:	10.5	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.3	10.3				
HCM2k95th:	7	7	0	0	0	0	0	0	0	0	7	7				

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Intersection #43 16th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25	0	0	0	25	25	0	0	0	0				
Lanes:	0	0	2	1 0	0	0	0	0 0	1	1	2	0 0	0	0	0	0 0
Volume Module: >> Count Date: 30 Sep 2004 << 7:45																
Base Vol:	0	1299	136	0	0	0	194	1003	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	1299	136	0	0	0	194	1003	0	0	0	0				
Added Vol:	0	6	3	0	0	0	57	37	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	1305	139	0	0	0	251	1040	0	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1305	139	0	0	0	251	1040	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1305	139	0	0	0	251	1040	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	1305	139	0	0	0	251	1040	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	0.91	0.91	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.71	0.29	0.00	0.00	0.00	1.00	3.00	0.00	0.00	0.00	0.00				
Final Sat.:	0	4622	492	0	0	0	1729	5187	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.28	0.00	0.00	0.00	0.15	0.20	0.00	0.00	0.00	0.00				
Crit Moves:		****					****									
Green/Cycle:	0.00	0.45	0.45	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.00				
Volume/Cap:	0.00	0.63	0.63	0.00	0.00	0.00	0.33	0.45	0.00	0.00	0.00	0.00				
Delay/Veh:	0.0	12.5	12.5	0.0	0.0	0.0	10.1	10.8	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	12.5	12.5	0.0	0.0	0.0	10.1	10.8	0.0	0.0	0.0	0.0				
HCM2k95th:	0	14	14	0	0	0	5	8	0	0	0	0				

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Intersection #44 16th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0	0	0	0	0	0	0	0	25	25				
Lanes:	1	0	3	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module: >> Count Date: 20 Jan 2005 << 7:45																
Base Vol:	242	1214	0	0	0	0	0	0	0	0	628	128				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	242	1214	0	0	0	0	0	0	0	0	628	128				
Added Vol:	92	24	0	0	0	0	0	0	0	0	73	5				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	334	1238	0	0	0	0	0	0	0	0	701	133				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	334	1238	0	0	0	0	0	0	0	0	701	133				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	334	1238	0	0	0	0	0	0	0	0	701	133				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	334	1238	0	0	0	0	0	0	0	0	701	133				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89				
Lanes:	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.52	0.48				
Final Sat.:	1900	5187	0	0	0	0	0	0	0	0	4255	807				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16				
Crit Moves:	****										****					
Green/Cycle:	0.45	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45				
Volume/Cap:	0.39	0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.37				
Delay/Veh:	10.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.4	10.4				
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:	10.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.4	10.4				
HCM2k95th:	8	11	0	0	0	0	0	0	0	0	7	7				

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Intersection #45 16th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0	0	0	0	0	0	0	0	21	21				
Lanes:	0	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	192	1355	0	0	0	0	0	0	0	0	875	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:	192	1355	0	0	0	0	0	0	0	0	875	149				
Added Vol:	0	93	0	0	0	0	0	0	0	0	69	18				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	192	1448	0	0	0	0	0	0	0	0	944	167				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	192	1448	0	0	0	0	0	0	0	0	944	167				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	192	1448	0	0	0	0	0	0	0	0	944	167				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	192	1448	0	0	0	0	0	0	0	0	944	167				
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	0.89	0.89				
Lanes:	0.35	2.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.55	0.45				
Final Sat.:	607	4580	0	0	0	0	0	0	0	0	4310	763				
Capacity Analysis Module:																
Vol/Sat:	0.32	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.22				
Crit Moves:	****										****					
Green/Cycle:	0.52	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38				
Volume/Cap:	0.61	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.58				
Delay/Veh:	9.9	9.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.5	14.5				
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:	9.9	9.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.5	14.5				
HCM2k95th:	13	13	0	0	0	0	0	0	0	0	12	12				

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Intersection #46 16th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.555
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0	1	1	0	0	0 0	0	0
Volume Module:																
Base Vol:	0	1273	42		0	0	0		272	506	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	1273	42		0	0	0		272	506	0		0	0	0	
Added Vol:	0	92	0		0	0	0		2	25	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1365	42		0	0	0		274	531	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1365	42		0	0	0		274	531	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1365	42		0	0	0		274	531	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1365	42		0	0	0		274	531	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		0.95	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.91	0.09		0.00	0.00	0.00		0.68	1.32	0.00		0.00	0.00	0.00	
Final Sat.:	0	5012	154		0	0	0		1229	2381	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.27		0.00	0.00	0.00		0.22	0.22	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.61	0.61		0.00	0.00	0.00		0.50	0.50	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	12.3	12.3		0.0	0.0	0.0		11.3	11.3	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	12.3	12.3		0.0	0.0	0.0		11.3	11.3	0.0		0.0	0.0	0.0	
HCM2k95th:	0	13	13		0	0	0		10	10	0		0	0	0	

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Intersection #47 16th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.415
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	0		0	16	16		0	24	24	
Lanes:	1 1	2	0	0	0 0	0	0	0	0	0	2	1	0	0 0	1	1
Volume Module: >> Count Date: 14 Dec 2005 << 7:45																
Base Vol:	97	1007	0		0	0	0		0	515	157		0	286	594	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	97	1007	0		0	0	0		0	515	157		0	286	594	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	92	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	97	1007	0		0	0	0		0	515	157		0	286	686	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	97	1007	0		0	0	0		0	515	157		0	286	686	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	97	1007	0		0	0	0		0	515	157		0	286	686	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	97	1007	0		0	0	0		0	515	157		0	286	686	
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	0.88	0.88		1.00	0.85	0.85	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	2.30	0.70		0.00	1.00	2.00	
Final Sat.:	1729	5187	0		0	0	0		0	3836	1169		0	1614	3227	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.19	0.00		0.00	0.00	0.00		0.00	0.13	0.13		0.00	0.18	0.21	
Crit Moves:	****									****				****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.20	0.20		0.00	0.30	0.30	
Volume/Cap:	0.15	0.51	0.00		0.00	0.00	0.00		0.00	0.66	0.66		0.00	0.58	0.70	
Delay/Veh:	16.1	19.1	0.0		0.0	0.0	0.0		0.0	30.7	30.7		0.0	23.8	25.9	
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:	16.1	19.1	0.0		0.0	0.0	0.0		0.0	30.7	30.7		0.0	23.8	25.9	
HCM2k95th:	3	12	0		0	0	0		0	12	12		0	13	16	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #48 16th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.385
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 76 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	35	35	0	0	0	35	35	0	0	0	0				
Lanes:	0 0	3	1	0	0 0	0	0	0	2 0	2	0	0	0 0	0	0	0
Volume Module: >> Count Date: 14 Dec 2005 << 7:30																
Base Vol:	0	1243	62	0	0	0	606	732	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	1243	62	0	0	0	606	732	0	0	0	0				
Added Vol:	0	0	0	0	0	0	0	32	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	1243	62	0	0	0	606	764	0	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1243	62	0	0	0	606	764	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1243	62	0	0	0	606	764	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	1243	62	0	0	0	606	764	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	0.97	0.95	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.81	0.19	0.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00				
Final Sat.:	0	6541	326	0	0	0	3686	3610	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.19	0.00	0.00	0.00	0.16	0.21	0.00	0.00	0.00	0.00				
Crit Moves:		****					****									
Green/Cycle:	0.00	0.46	0.46	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.00				
Volume/Cap:	0.00	0.41	0.41	0.00	0.00	0.00	0.36	0.46	0.00	0.00	0.00	0.00				
Delay/Veh:	0.0	13.7	13.7	0.0	0.0	0.0	13.4	14.2	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	13.7	13.7	0.0	0.0	0.0	13.4	14.2	0.0	0.0	0.0	0.0				
HCM2k95th:	0	10	10	0	0	0	9	11	0	0	0	0				

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #49 29th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.625
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 34.1
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	18	18	0	26	26	0	0	26	26	0	0	0				
Lanes:	0 1	2	0	0	0 1	1	0	0	0 0	2	1	0	0 0	0	0	0
Volume Module: >> Count Date: 7 Jun 2005 << 7:30																
Base Vol:	47	271	0	426	595	0	0	568	250	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:	47	271	0	426	595	0	0	568	250	0	0	0				
Added Vol:	0	16	0	0	104	0	0	30	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	47	287	0	426	699	0	0	598	250	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:	47	287	0	426	699	0	0	598	250	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	47	287	0	426	699	0	0	598	250	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	47	287	0	426	699	0	0	598	250	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.90	1.00	0.93	0.93	1.00	1.00	0.87	0.87	1.00	1.00	1.00				
Lanes:	0.42	2.58	0.00	0.76	1.24	0.00	0.00	2.12	0.88	0.00	0.00	0.00				
Final Sat.:	725	4426	0	1341	2200	0	0	3497	1462	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.00	0.32	0.32	0.00	0.00	0.17	0.17	0.00	0.00	0.00				
Crit Moves:		****		****				****								
Green/Cycle:	0.23	0.23	0.00	0.33	0.33	0.00	0.00	0.33	0.33	0.00	0.00	0.00				
Volume/Cap:	0.28	0.28	0.00	0.97	0.97	0.00	0.00	0.52	0.52	0.00	0.00	0.00				
Delay/Veh:	25.8	25.8	0.0	45.3	45.3	0.0	0.0	22.6	22.6	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:	25.8	25.8	0.0	45.3	45.3	0.0	0.0	22.6	22.6	0.0	0.0	0.0				
HCM2k95th:	5	5	0	32	32	0	0	12	12	0	0	0				

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

Intersection #50 30th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.298
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 76 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	31	31	0	0	0	39	39	0	0	0	0				
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module: >> Count Date: 7 Jun 2005 << 7:45																
Base Vol:	0	395	173	0	0	0	242	812	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	395	173	0	0	0	242	812	0	0	0	0				
Added Vol:	0	67	32	0	0	0	0	30	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	462	205	0	0	0	242	842	0	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	462	205	0	0	0	242	842	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	462	205	0	0	0	242	842	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	462	205	0	0	0	242	842	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.87	0.87	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.08	0.92	0.00	0.00	0.00	1.00	3.00	0.00	0.00	0.00	0.00				
Final Sat.:	0	3428	1521	0	0	0	1729	5187	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.13	0.00	0.00	0.00	0.14	0.16	0.00	0.00	0.00	0.00				
Crit Moves:		****					****									
Green/Cycle:	0.00	0.41	0.41	0.00	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.00				
Volume/Cap:	0.00	0.33	0.33	0.00	0.00	0.00	0.27	0.32	0.00	0.00	0.00	0.00				
Delay/Veh:	0.0	15.5	15.5	0.0	0.0	0.0	10.5	10.8	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	15.5	15.5	0.0	0.0	0.0	10.5	10.8	0.0	0.0	0.0	0.0				
HCM2k95th:	0	7	7	0	0	0	6	7	0	0	0	0				

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Scenario Report

Scenario:	PM Baseline
Command:	Base PM
Volume:	Baseline PM
Geometry:	Baseline PM
Impact Fee:	Default Impact Fee
Trip Generation:	PM Baseline Projects
Trip Distribution:	Project
Paths:	Project
Routes:	Default Routes
Configuration:	Default Configuration

Downtown Sacramento Traffic Study
Baseline Conditions
PM Peak Hour

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

Intersection #1 3rd St/J St

Cycle (sec):	0	Critical Vol./Cap. (X):	0.742
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	18.2
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	4		4	4	0		4	4	4		4	4	4	
Lanes:	0 0	0 0	2		2 0	1 0	0		0 1	2 1	0		0 1	1 1	0	
Volume Module: >> Count Date: 28 Sep 2004 << 4:45																
Base Vol:	0	0	184		219	318	0		2	353	59		10	858	407	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	184		219	318	0		2	353	59		10	858	407	
Added Vol:	0	0	0		0	9	0		0	119	43		0	110	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	184		219	327	0		2	472	102		10	968	407	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	184		219	327	0		2	472	102		10	968	407	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	184		219	327	0		2	472	102		10	968	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	
Final Vol.:	0	0	184		219	327	0		2	472	102		10	968	407	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.67		0.56	0.90	1.00		0.80	0.80	0.80		0.78	0.78	0.78	
Lanes:	0.00	0.00	2.00		2.00	1.00	0.00		0.01	3.28	0.71		0.02	2.10	0.88	
Final Sat.:	0	0	2558		2117	1710	0		21	4963	1072		32	3119	1311	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.07		0.10	0.19	0.00		0.10	0.10	0.10		0.31	0.31	0.31	
Crit Moves:						****			****						****	
Green/Cycle:	0.00	0.00	0.26		0.26	0.26	0.00		0.13	0.13	0.13		0.42	0.42	0.42	
Volume/Cap:	0.00	0.00	0.28		0.40	0.74	0.00		0.74	0.74	0.74		0.74	0.74	0.74	
Delay/Veh:	0.0	0.0	14.7		16.3	26.4	0.0		25.6	25.6	25.6		14.0	14.0	14.0	
User DelAdj:	1.00	1.00	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	14.7		16.3	26.4	0.0		25.6	25.6	25.6		14.0	14.0	14.0	
HCM2k95th:	0	0	3		5	12	0		8	8	8		14	14	14	

Downtown Sacramento Traffic Study
Baseline Conditions
PM Peak Hour

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

Intersection #2 3rd St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.902
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 43.8
Optimal Cycle: 85 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:	10	30	0	0	20	20	0	0	0	40	40	0				
Lanes:	1 0	2 0	0	0 0	2 1	0	0 0	0 0	0	1 1	1 0	1				
Volume Module: >> Count Date: 28 Sep 2004 << 4:45																
Base Vol:	0	0	0	0	445	306	0	0	0	360	1353	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:	0	0	0	0	445	306	0	0	0	360	1353	99				
Added Vol:	82	0	0	0	89	0	0	0	0	83	139	0				
2-way Adj:	0	70	0	0	0	0	0	0	0	0	0	-70				
Initial Fut:	82	70	0	0	534	306	0	0	0	443	1492	29				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	82	70	0	0	534	306	0	0	0	443	1492	29				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	82	70	0	0	534	306	0	0	0	443	1492	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				
Final Vol.:	82	70	0	0	534	306	0	0	0	443	1492	29				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.86	0.86	1.00	1.00	0.77	0.77	1.00	1.00	1.00	0.73	0.73	0.77				
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00				
Final Sat.:	1625	3249	0	0	2941	1471	0	0	0	1381	2762	1454				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.02	0.00	0.00	0.18	0.21	0.00	0.00	0.00	0.32	0.54	0.02				
Crit Moves:	****					****					****					
Green/Cycle:	0.13	0.38	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.51	0.51	0.51				
Volume/Cap:	0.40	0.06	0.00	0.00	0.72	0.82	0.00	0.00	0.00	0.63	1.07	0.04				
Delay/Veh:	37.4	15.6	0.0	0.0	30.7	35.3	0.0	0.0	0.0	15.2	61.1	9.9				
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:	37.4	15.6	0.0	0.0	30.7	35.3	0.0	0.0	0.0	15.2	61.1	9.9				
HCM2k95th:	5	1	0	0	14	17	0	0	0	17	54	1				

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 3rd St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	29	29	0	14	21	0	20	27	0				
Lanes:	0 0	0 0	0	0 1	1 1	1	1 0	3 0	0	1 0	1 1	0				
Volume Module: >> Count Date: 28 Sep 2004 << 4:45																
Base Vol:	0	0	0	43	760	0	0	466	0	167	467	0				
Growth Adj:	1.00	1.00	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	43	760	0	0	466	0	167	467	0				
Added Vol:	0	0	0	95	103	89	106	66	0	194	170	98				
2-way Adj:	0	0	0	0	0	0	70	-70	0	0	0	0				
Initial Fut:	0	0	0	138	863	89	176	462	0	361	637	98				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	138	863	89	176	462	0	361	637	98				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	138	863	89	176	462	0	361	637	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				
Final Vol.:	0	0	0	138	863	89	176	462	0	361	637	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	0.80	0.80	0.80	0.86	0.82	1.00	0.86	0.84	0.84				
Lanes:	0.00	0.00	0.00	0.41	2.59	1.00	1.00	3.00	0.00	1.00	1.73	0.27				
Final Sat.:	0	0	0	628	3929	1519	1625	4668	0	1625	2759	425				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.06	0.11	0.10	0.00	0.22	0.23	0.23				
Crit Moves:				****			****				****					
Green/Cycle:	0.00	0.00	0.00	0.37	0.37	0.37	0.18	0.27	0.00	0.56	0.34	0.34				
Volume/Cap:	0.00	0.00	0.00	0.60	0.60	0.16	0.61	0.37	0.00	0.60	0.68	0.68				
Delay/Veh:	0.0	0.0	0.0	21.7	21.7	16.9	39.3	24.5	0.0	14.7	25.6	25.6				
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	21.7	21.7	16.9	39.3	24.5	0.0	14.7	25.6	25.6				
HCM2k95th:	0	0	0	14	14	4	10	7	0	13	16	16				

Downtown Sacramento Traffic Study
Baseline Conditions
PM Peak Hour

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

Intersection #4 3rd St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.485
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	16	16		36	36	0		0	18	18		0	0	0	
Lanes:	0 0	0 1	0		0 1	2 0	0		0 0	1 1	0		0 0	0 0	0	
Volume Module: >> Count Date: 28 Sep 2004 << 4:45																
Base Vol:	0	79	25		128	898	0		0	129	184		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	79	25		128	898	0		0	129	184		0	0	0	
Added Vol:	0	0	0		12	285	0		0	9	9		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	79	25		140	1183	0		0	138	193		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	79	25		140	1183	0		0	138	193		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	79	25		140	1183	0		0	138	193		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	79	25		140	1183	0		0	138	193		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.97	0.97		0.91	0.91	1.00		1.00	0.87	0.87		1.00	1.00	1.00	
Lanes:	0.00	0.76	0.24		0.32	2.68	0.00		0.00	1.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	1397	442		546	4615	0		0	1648	1648		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.06	0.06		0.26	0.26	0.00		0.00	0.08	0.12		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.00	0.20	0.20		0.46	0.46	0.00		0.00	0.23	0.23		0.00	0.00	0.00	
Volume/Cap:	0.00	0.28	0.28		0.56	0.56	0.00		0.00	0.37	0.51		0.00	0.00	0.00	
Delay/Veh:	0.0	28.5	28.5		16.7	16.7	0.0		0.0	26.9	29.6		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	28.5	28.5		16.7	16.7	0.0		0.0	26.9	29.6		0.0	0.0	0.0	
HCM2k95th:	0	5	5		14	14	0		0	7	9		0	0	0	

Downtown Sacramento Traffic Study
Baseline Conditions
PM Peak Hour

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

Intersection #5 3rd St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.862
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 27.6
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	19	19		0	0	0		31	31	0	
Lanes:	0 0	0 0	0		0 0	1 1	2		0 0	0 0	0		0 1	2 0	0	
Volume Module: >> Count Date: 28 Sep 2004 << 4:30																
Base Vol:	0	0	0		0	417	677		0	0	0		151	2129	0	
Growth Adj:	1.00	1.00	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	417	677		0	0	0		151	2129	0	
Added Vol:	0	0	0		0	0	156		0	0	0		0	624	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	417	833		0	0	0		151	2753	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	417	833		0	0	0		151	2753	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	417	833		0	0	0		151	2753	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	417	833		0	0	0		151	2753	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	0.86	0.75		1.00	1.00	1.00		0.91	0.91	1.00	
Lanes:	0.00	0.00	0.00		0.00	1.22	2.78		0.00	0.00	0.00		0.16	2.84	0.00	
Final Sat.:	0	0	0		0	1987	3970		0	0	0		270	4917	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.21	0.21		0.00	0.00	0.00		0.56	0.56	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.34	0.34		0.00	0.00	0.00		0.55	0.55	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.62	0.62		0.00	0.00	0.00		1.01	1.01	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	16.9	16.9		0.0	0.0	0.0		32.1	32.1	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	16.9	16.9		0.0	0.0	0.0		32.1	32.1	0.0	
HCM2k95th:	0	0	0		0	11	11		0	0	0		35	35	0	

Downtown Sacramento Traffic Study
Baseline Conditions
PM Peak Hour

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

Intersection #6 3rd St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.279
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 56 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		19	19	0		0	31	31		0	0	0	
Lanes:	0	0	0	0 0	0	1	2	0 0	0	0	3	1 0	0	0	0	0 0
Volume Module: >> Count Date: 28 Sep 2004 << 4:45																
Base Vol:	0	0	0		160	442	0		0	525	72		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		160	442	0		0	525	72		0	0	0	
Added Vol:	0	0	0		0	0	0		0	314	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		160	442	0		0	839	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:	0	0	0		160	442	0		0	839	72		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		160	442	0		0	839	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	
Final Vol.:	0	0	0		160	442	0		0	839	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		0.91	0.91	1.00		1.00	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.80	2.20	0.00		0.00	3.68	0.32		0.00	0.00	0.00	
Final Sat.:	0	0	0		1379	3808	0		0	6293	540		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.12	0.12	0.00		0.00	0.13	0.13		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.34	0.34	0.00		0.00	0.55	0.55		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.34	0.34	0.00		0.00	0.24	0.24		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		14.4	14.4	0.0		0.0	6.6	6.6		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		14.4	14.4	0.0		0.0	6.6	6.6		0.0	0.0	0.0	
HCM2k95th:	0	0	0		6	6	0		0	5	5		0	0	0	

Downtown Sacramento Traffic Study
Baseline Conditions
PM Peak Hour

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

Intersection #7 5th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 106 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0		0	0	21		0	0	0		0	79	79	
Lanes:	2	0	2	0 0	0	0	0	0 2	0	0	0	0 0	0	0	3	1 0
Volume Module: >> Count Date: 20 Jan 2005 << 4:45																
Base Vol:	419	347	0		0	0	0		0	0	0		0	2640	55	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	419	347	0		0	0	0		0	0	0		0	2640	55	
Added Vol:	0	3	0		0	0	0		0	0	0		0	103	0	
5th St Conv:	0	0	0		0	0	46		0	0	0		0	0	0	
Initial Fut:	419	350	0		0	0	46		0	0	0		0	2743	55	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	419	350	0		0	0	46		0	0	0		0	2743	55	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	419	350	0		0	0	46		0	0	0		0	2743	55	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	419	350	0		0	0	46		0	0	0		0	2743	55	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.54	0.86	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.82	0.82	
Lanes:	2.00	2.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.92	0.08	
Final Sat.:	2063	3249	0		0	0	2558		0	0	0		0	6084	122	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.11	0.00		0.00	0.00	0.02		0.00	0.00	0.00		0.00	0.45	0.45	
Crit Moves:		****			****									****		
Green/Cycle:	0.20	0.20	0.00		0.00	0.00	0.20		0.00	0.00	0.00		0.00	0.75	0.75	
Volume/Cap:	1.03	0.54	0.00		0.00	0.00	0.09		0.00	0.00	0.00		0.00	0.60	0.60	
Delay/Veh:	93.6	41.5	0.0		0.0	0.0	35.1		0.0	0.0	0.0		0.0	6.9	6.9	
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:	93.6	41.5	0.0		0.0	0.0	35.1		0.0	0.0	0.0		0.0	6.9	6.9	
HCM2k95th:	18	10	0		0	0	2		0	0	0		0	19	19	

Downtown Sacramento Traffic Study
Baseline Conditions
PM Peak Hour

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

Intersection #8 5th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	25		0	0	0	
Lanes:	0 0	1	1	1	0 0	0	0	0	1	1	3	0 1	0 0	0	0	0
Volume Module: >> Count Date: 20 Jan 2005 << 4:45																
Base Vol:	0	449	407		0	0	0		324	1112	130		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	449	407		0	0	0		324	1112	130		0	0	0	
Added Vol:	0	3	0		0	0	0		0	78	113		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	452	407		0	0	0		324	1190	243		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	452	407		0	0	0		324	1190	243		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	452	407		0	0	0		324	1190	243		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	452	407		0	0	0		324	1190	243		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.79	0.79		1.00	1.00	1.00		0.70	0.70	0.77		1.00	1.00	1.00	
Lanes:	0.00	1.58	1.42		0.00	0.00	0.00		1.07	3.93	1.00		0.00	0.00	0.00	
Final Sat.:	0	2382	2145		0	0	0		1415	5198	1454		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.19		0.00	0.00	0.00		0.23	0.23	0.17		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.42	0.42		0.00	0.00	0.00		0.51	0.51	0.37		0.00	0.00	0.00	
Delay/Veh:	0.0	11.2	11.2		0.0	0.0	0.0		11.8	11.8	12.0		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	11.2	11.2		0.0	0.0	0.0		11.8	11.8	12.0		0.0	0.0	0.0	
HCM2k95th:	0	7	7		0	0	0		10	10	7		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 5th St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	45	45	0		0	0	45		0	0	0		0	25	25	
Lanes:	1 0	3	0	0	0 0	0	0	2	0 0	0	0	0 0	0 0	3	1	0
Volume Module: >> Count Date: 13 Jan 2005 << 4:45																
Base Vol:	320	664	0		0	0	59		0	0	0		0	1484	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:	320	664	0		0	0	59		0	0	0		0	1484	140	
Added Vol:	9	3	0		0	0	113		0	0	0		0	147	0	
2-way Adj:	-70	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	259	667	0		0	0	172		0	0	0		0	1631	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	259	667	0		0	0	172		0	0	0		0	1631	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	259	667	0		0	0	172		0	0	0		0	1631	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	259	667	0		0	0	172		0	0	0		0	1631	140	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.69	0.82	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.81	0.81	
Lanes:	1.00	3.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.68	0.32	
Final Sat.:	1315	4668	0		0	0	2558		0	0	0		0	5664	486	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.14	0.00		0.00	0.00	0.07		0.00	0.00	0.00		0.00	0.29	0.29	
Crit Moves:	****													****		
Green/Cycle:	0.57	0.57	0.00		0.00	0.00	0.57		0.00	0.00	0.00		0.00	0.32	0.32	
Volume/Cap:	0.35	0.25	0.00		0.00	0.00	0.12		0.00	0.00	0.00		0.00	0.91	0.91	
Delay/Veh:	10.4	8.8	0.0		0.0	0.0	8.0		0.0	0.0	0.0		0.0	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:	10.4	8.8	0.0		0.0	0.0	8.0		0.0	0.0	0.0		0.0	33.8	33.8	
HCM2k95th:	9	6	0		0	0	2		0	0	0		0	24	24	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 5th St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.276
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: 76 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:	35	35	0	0	0	0	0	0	17	35	0	0	18	18		
Lanes:	2 0	2 1	0	0 0	0 0	0 0	0	2 0	2 0	0	0 0	2 1	0			
Volume Module: >> Count Date: 13 Jan 2005 << 4:45																
Base Vol:	244	626	43	0	0	0	340	262	0	0	329	55				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	244	626	43	0	0	0	340	262	0	0	329	55				
Added Vol:	166	9	21	0	0	0	3	158	0	0	296	0				
2-way Adj:	0	0	0	0	0	0	-70	0	0	0	0	0				
Initial Fut:	410	635	64	0	0	0	273	420	0	0	625	55				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	410	635	64	0	0	0	273	420	0	0	625	55				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	410	635	64	0	0	0	273	420	0	0	625	55				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	410	635	64	0	0	0	273	420	0	0	625	55				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.86	0.81	0.81	1.00	1.00	1.00	0.83	0.86	1.00	1.00	0.81	0.81				
Lanes:	2.00	2.73	0.27	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.76	0.24				
Final Sat.:	3271	4182	421	0	0	0	3152	3249	0	0	4239	373				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.15	0.15	0.00	0.00	0.00	0.09	0.13	0.00	0.00	0.15	0.15				
Crit Moves:	****							****		****						
Green/Cycle:	0.46	0.46	0.46	0.00	0.00	0.00	0.22	0.46	0.00	0.00	0.24	0.24				
Volume/Cap:	0.27	0.33	0.33	0.00	0.00	0.00	0.39	0.28	0.00	0.00	0.62	0.62				
Delay/Veh:	13.1	13.5	13.5	0.0	0.0	0.0	26.7	13.2	0.0	0.0	28.6	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:	13.1	13.5	13.5	0.0	0.0	0.0	26.7	13.2	0.0	0.0	28.6	28.6				
HCM2k95th:	7	8	8	0	0	0	7	7	0	0	11	11				

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 5th St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.328
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 76 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	35	35	0	0	0	35	35	0	0	0	0				
Lanes:	0 0	2 1	0	0 0	0 0	0	0 1	2 0	0	0 0	0 0	0				
Volume Module: >> Count Date: 13 Jan 2005 << 4:45																
Base Vol:	0	710	124	0	0	0	72	427	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	710	124	0	0	0	72	427	0	0	0	0				
Added Vol:	0	195	0	0	0	0	0	21	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	905	124	0	0	0	72	448	0	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	905	124	0	0	0	72	448	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	905	124	0	0	0	72	448	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	905	124	0	0	0	72	448	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.89	0.89	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.64	0.36	0.00	0.00	0.00	0.42	2.58	0.00	0.00	0.00	0.00				
Final Sat.:	0	4480	614	0	0	0	718	4469	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.20	0.00	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.00				
Crit Moves:		****					****									
Green/Cycle:	0.00	0.46	0.46	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.00				
Volume/Cap:	0.00	0.44	0.44	0.00	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.00				
Delay/Veh:	0.0	14.5	14.5	0.0	0.0	0.0	12.5	12.5	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:	0.0	14.5	14.5	0.0	0.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0				
HCM2k95th:	0	11	11	0	0	0	5	5	0	0	0	0				

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

Intersection #12 5th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.742
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0	0	0	0	0	0	0	0	0	0	29	29		
Lanes:	0	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module: >> Count Date: 21 Apr 2005 << 4:30																
Base Vol:	336	551	0	0	0	0	0	0	0	0	1392	288				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	336	551	0	0	0	0	0	0	0	0	1392	288				
Added Vol:	15	163	0	0	0	0	0	0	0	0	609	33				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	351	714	0	0	0	0	0	0	0	0	2001	321				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	351	714	0	0	0	0	0	0	0	0	2001	321				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	351	714	0	0	0	0	0	0	0	0	2001	321				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	351	714	0	0	0	0	0	0	0	0	2001	321				
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	0.89	0.89				
Lanes:	0.99	2.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.59	0.41				
Final Sat.:	1710	3477	0	0	0	0	0	0	0	0	4376	702				
Capacity Analysis Module:																
Vol/Sat:	0.21	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.46				
Crit Moves:	****										****					
Green/Cycle:	0.38	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.52				
Volume/Cap:	0.55	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.88				
Delay/Veh:	14.9	14.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	16.7				
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:	14.9	14.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	16.7				
HCM2k95th:	10	10	0	0	0	0	0	0	0	0	26	26				

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 5th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.308
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 56 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	21	21	0	0	0	29	29	0	0	0	0				
Lanes:	0	0	2	1 0	0	0	0	0 0	1	1	2	0 0	0	0	0	0 0
Volume Module: >> Count Date: 26 Apr 2005 << 4:30																
Base Vol:	0	550	73	0	0	0	259	484	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	550	73	0	0	0	259	484	0	0	0	0				
Added Vol:	0	0	0	0	0	0	178	136	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	550	73	0	0	0	437	620	0	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	550	73	0	0	0	437	620	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	550	73	0	0	0	437	620	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	550	73	0	0	0	437	620	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.89	0.89	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.65	0.35	0.00	0.00	0.00	1.65	2.35	0.00	0.00	0.00	0.00				
Final Sat.:	0	4497	597	0	0	0	2859	4057	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.12	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.00				
Crit Moves:		****					****									
Green/Cycle:	0.00	0.38	0.38	0.00	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.00				
Volume/Cap:	0.00	0.33	0.33	0.00	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.00				
Delay/Veh:	0.0	12.9	12.9	0.0	0.0	0.0	7.9	7.9	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	12.9	12.9	0.0	0.0	0.0	7.9	7.9	0.0	0.0	0.0	0.0				
HCM2k95th:	0	6	6	0	0	0	6	6	0	0	0	0				

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 7th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.339
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: 106 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	34	34	0	0	0	66	66	0				
Lanes:	0 0	0 0	0	0 0	2 0	2	0 0	0 0	0	1 1	2 0	0				
Volume Module: >> Count Date: 30 Sep 2004 << 4:45																
Base Vol:	0	0	0	0	368	496	0	0	0	191	1618	0				
Growth Adj:	1.00	1.00	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	368	496	0	0	0	191	1618	0				
Added Vol:	0	0	0	0	40	9	0	0	0	0	94	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	408	505	0	0	0	191	1712	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	408	505	0	0	0	191	1712	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	408	505	0	0	0	191	1712	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	408	505	0	0	0	191	1712	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	0.86	0.67	1.00	1.00	1.00	0.82	0.82	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	3.00	0.00				
Final Sat.:	0	0	0	0	3249	2558	0	0	0	1556	4668	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.13	0.20	0.00	0.00	0.00	0.12	0.37	0.00				
Crit Moves:						****				****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.62	0.62	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.39	0.62	0.00	0.00	0.00	0.20	0.59	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	29.1	33.9	0.0	0.0	0.0	8.6	12.7	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	0.0	29.1	33.9	0.0	0.0	0.0	8.6	12.7	0.0				
HCM2k95th:	0	0	0	0	10	14	0	0	0	6	19	0				

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 7th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	22	22	0	0	28	28	0	0	0				
Lanes:	0 0	0 0	0	0 1	2 0	0	0 0	2 1	0	0 0	0 0	0				
Volume Module: >> Count Date: 7 Dec 2005 << 4:45																
Base Vol:	0	0	0	83	471	0	0	1289	294	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	83	471	0	0	1289	294	0	0	0				
Added Vol:	0	0	0	7	32	0	0	150	21	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	90	503	0	0	1439	315	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	90	503	0	0	1439	315	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	90	503	0	0	1439	315	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	90	503	0	0	1439	315	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	0.82	0.82	1.00	1.00	0.80	0.80	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	0.46	2.54	0.00	0.00	2.46	0.54	0.00	0.00	0.00				
Final Sat.:	0	0	0	709	3960	0	0	3727	816	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.39	0.39	0.00	0.00	0.00				
Crit Moves:				****				****								
Green/Cycle:	0.00	0.00	0.00	0.39	0.39	0.00	0.00	0.50	0.50	0.00	0.00	0.00				
Volume/Cap:	0.00	0.00	0.00	0.32	0.32	0.00	0.00	0.77	0.77	0.00	0.00	0.00				
Delay/Veh:	0.0	0.0	0.0	12.3	12.3	0.0	0.0	14.0	14.0	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	12.3	12.3	0.0	0.0	14.0	14.0	0.0	0.0	0.0				
HCM2k95th:	0	0	0	5	5	0	0	18	18	0	0	0				

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

Intersection #16 7th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.289
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	29	29	0	0	0	21	21	0				
Lanes:	0	0	0	0 0	0	0	2	1 0	0	0	0	0 0	1	0	3	0 0
Volume Module: >> Count Date: 7 Dec 2005 << 4:45																
Base Vol:	0	0	0	0	469	214	0	0	0	121	1306	0				
Growth Adj:	1.00	1.00	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	469	214	0	0	0	121	1306	0				
Added Vol:	0	0	0	0	43	11	0	0	0	37	92	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	512	225	0	0	0	158	1398	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	512	225	0	0	0	158	1398	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	512	225	0	0	0	158	1398	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	512	225	0	0	0	158	1398	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	0.78	0.78	1.00	1.00	1.00	0.90	0.82	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.08	0.92	0.00	0.00	0.00	1.00	3.00	0.00				
Final Sat.:	0	0	0	0	3094	1360	0	0	0	1710	4668	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.09	0.30	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.38	0.38	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.25	0.80	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	8.2	8.2	0.0	0.0	0.0	13.0	19.5	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	8.2	8.2	0.0	0.0	0.0	13.0	19.5	0.0				
HCM2k95th:	0	0	0	0	6	6	0	0	0	5	17	0				

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

Intersection #17 8th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 106 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:	34	34	0	0	0	0	0	0	0	0	66	66				
Lanes:	1	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	359	472	0	0	0	0	0	0	0	0	1666	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:	359	472	0	0	0	0	0	0	0	0	1666	83				
Added Vol:	93	165	0	0	0	0	0	0	0	0	1	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	452	637	0	0	0	0	0	0	0	0	1667	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	452	637	0	0	0	0	0	0	0	0	1667	83				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	452	637	0	0	0	0	0	0	0	0	1667	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				
Final Vol.:	452	637	0	0	0	0	0	0	0	0	1667	83				
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	0.90	0.90				
Lanes:	1.66	2.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.86	0.14				
Final Sat.:	2871	4045	0	0	0	0	0	0	0	0	4906	244				
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.34				
Crit Moves:	****										****					
Green/Cycle:	0.32	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.62	0.62				
Volume/Cap:	0.49	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.55				
Delay/Veh:	29.2	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.6	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:	29.2	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.6	11.6				
HCM2k95th:	14	14	0	0	0	0	0	0	0	0	19	19				

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

Intersection #18 8th S/tJ St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module: >> Count Date: 7 Dec 2005 << 5																
Base Vol:	0	417	208		0	0	0		108	1297	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	417	208		0	0	0		108	1297	0		0	0	0	
Added Vol:	0	243	338		0	0	0		15	143	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	660	546		0	0	0		123	1440	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	660	546		0	0	0		123	1440	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	660	546		0	0	0		123	1440	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	660	546		0	0	0		123	1440	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.76	0.76		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	2901	1450		0	0	0		1556	4668	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.38		0.00	0.00	0.00		0.08	0.31	0.00		0.00	0.00	0.00	
Crit Moves:			****						****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.51	0.84		0.00	0.00	0.00		0.18	0.69	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	11.9	20.0		0.0	0.0	0.0		9.4	14.2	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	11.9	20.0		0.0	0.0	0.0		9.4	14.2	0.0		0.0	0.0	0.0	
HCM2k95th:	0	9	20		0	0	0		3	13	0		0	0	0	

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

Intersection #19 8th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.456
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0		0	0	0		0	0	0		0	21	21	
Lanes:	1 0	2	0	0	0 0	0	0	0	0 0	0	0	0	0 0	2	1	1
Volume Module: >> Count Date: 7 Dec 2005 << 4:45																
Base Vol:	158	335	0		0	0	0		0	0	0		0	1319	81	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	158	335	0		0	0	0		0	0	0		0	1319	81	
Added Vol:	0	175	0		0	0	0		0	0	0		0	129	77	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	158	510	0		0	0	0		0	0	0		0	1448	158	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	158	510	0		0	0	0		0	0	0		0	1448	158	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	158	510	0		0	0	0		0	0	0		0	1448	158	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	158	510	0		0	0	0		0	0	0		0	1448	158	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.86	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.81	0.81	
Lanes:	1.00	2.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	3.00	1.00	
Final Sat.:	1710	3249	0		0	0	0		0	0	0		0	4598	1533	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.16	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.31	0.10	
Crit Moves:	****													****		
Green/Cycle:	0.52	0.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.18	0.30	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.84	0.27	
Delay/Veh:	7.6	8.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	20.6	12.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	7.6	8.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	20.6	12.3	
HCM2k95th:	4	6	0		0	0	0		0	0	0		0	18	5	

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Intersection #20 9th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.426
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	35	35	0	0	0	65	65	0				
Lanes:	0 0	0	0	0	0 0	2	1	0	0 0	0	0	0	1 0	3	0	0
Volume Module: >> Count Date: 12 Jan 2006 << 4:30																
Base Vol:	0	0	0	0	385	330	0	0	0	223	1445	0				
Growth Adj:	1.00	1.00	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	385	330	0	0	0	223	1445	0				
Added Vol:	0	0	0	0	30	0	0	0	0	39	1	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	415	330	0	0	0	262	1446	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	415	330	0	0	0	262	1446	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	415	330	0	0	0	262	1446	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	415	330	0	0	0	262	1446	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	0.76	0.76	1.00	1.00	1.00	0.90	0.82	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00				
Final Sat.:	0	0	0	0	2907	1453	0	0	0	1710	4668	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.14	0.23	0.00	0.00	0.00	0.15	0.31	0.00				
Crit Moves:						****				****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.58	0.58	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.46	0.73	0.00	0.00	0.00	0.26	0.53	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	31.8	38.7	0.0	0.0	0.0	12.3	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	0.0	31.8	38.7	0.0	0.0	0.0	12.3	15.0	0.0				
HCM2k95th:	0	0	0	0	11	19	0	0	0	9	18	0				

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Intersection #21 9th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.590
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	25	25	0	0	25	25	0	0	0				
Lanes:	0 0	0	0	0	0 1	2	0	0	0 0	2	1	0	0 0	0	0	0
Volume Module: >> Count Date: 12 Jan 2006 << 4:45																
Base Vol:	0	0	0	93	480	0	0	1159	129	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	93	480	0	0	1159	129	0	0	0				
Added Vol:	0	0	0	0	70	0	0	316	165	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	93	550	0	0	1475	294	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	93	550	0	0	1475	294	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	93	550	0	0	1475	294	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	93	550	0	0	1475	294	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	0.82	0.82	1.00	1.00	0.80	0.80	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	0.43	2.57	0.00	0.00	2.50	0.50	0.00	0.00	0.00				
Final Sat.:	0	0	0	675	3993	0	0	3795	756	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.00	0.00	0.39	0.39	0.00	0.00	0.00				
Crit Moves:				****				****								
Green/Cycle:	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.45	0.45	0.00	0.00	0.00				
Volume/Cap:	0.00	0.00	0.00	0.31	0.31	0.00	0.00	0.87	0.87	0.00	0.00	0.00				
Delay/Veh:	0.0	0.0	0.0	10.3	10.3	0.0	0.0	19.5	19.5	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:	0.0	0.0	0.0	10.3	10.3	0.0	0.0	19.5	19.5	0.0	0.0	0.0				
HCM2k95th:	0	0	0	5	5	0	0	18	18	0	0	0				

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Intersection #22 9th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	21	21	0	0	0	29	29	0				
Lanes:	0 0	0	0	0	0 0	2	1	0	0 0	0	0	0	1 0	3	0	0
Volume Module: >> Count Date: 6 Dec 2005 << 4:45																
Base Vol:	0	0	0	0	564	127	0	0	0	569	1123	0				
Growth Adj:	1.00	1.00	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	564	127	0	0	0	569	1123	0				
Added Vol:	0	0	0	0	115	32	0	0	0	0	173	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	679	159	0	0	0	569	1296	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	679	159	0	0	0	569	1296	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	679	159	0	0	0	569	1296	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	679	159	0	0	0	569	1296	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	0.80	0.80	1.00	1.00	1.00	0.90	0.82	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.43	0.57	0.00	0.00	0.00	1.00	3.00	0.00				
Final Sat.:	0	0	0	0	3677	861	0	0	0	1710	4668	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.33	0.28	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.52	0.52	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.64	0.54	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	14.4	14.4	0.0	0.0	0.0	13.3	9.9	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	0.0	14.4	14.4	0.0	0.0	0.0	13.3	9.9	0.0				
HCM2k95th:	0	0	0	0	9	9	0	0	0	13	10	0				

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Intersection #23 9th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.626
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 32 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	10	0	0	0	0	0	10	0				
Lanes:	0 0	0	0	0	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	1015	240	0	0	0	200	1090	0				
Growth Adj:	1.00	1.00	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	1015	240	0	0	0	200	1090	0				
Added Vol:	0	0	0	0	182	20	0	0	0	12	57	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	1197	260	0	0	0	212	1147	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	1197	260	0	0	0	212	1147	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	1197	260	0	0	0	212	1147	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	1197	260	0	0	0	212	1147	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	0.89	0.89	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.46	0.54	0.00	0.00	0.00	0.47	2.53	0.00				
Final Sat.:	0	0	0	0	4146	901	0	0	0	809	4378	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.26	0.26	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.42	0.42	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.63	0.63	0.00	0.00	0.00	0.63	0.63	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	10.7	10.7	0.0	0.0	0.0	12.0	12.0	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	10.7	10.7	0.0	0.0	0.0	12.0	12.0	0.0				
HCM2k95th:	0	0	0	0	13	13	0	0	0	11	11	0				

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 9th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	3	1	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	0	0		159	1116	0		0	569	103		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		159	1116	0		0	569	103		0	0	0	
Added Vol:	0	0	0		29	165	0		0	58	90		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		188	1281	0		0	627	193		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		188	1281	0		0	627	193		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		188	1281	0		0	627	193		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		188	1281	0		0	627	193		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.38	2.62	0.00		0.00	3.06	0.94		0.00	0.00	0.00	
Final Sat.:	0	0	0		664	4523	0		0	5103	1571		0	0	0	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00		0.28	0.28	0.00		0.00	0.12	0.12		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.63	0.63	0.00		0.00	0.28	0.28		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		12.6	12.6	0.0		0.0	9.8	9.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		12.6	12.6	0.0		0.0	9.8	9.8		0.0	0.0	0.0	
HCM2k95th:	0	0	0		12	12	0		0	5	5		0	0	0	

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Intersection #25 10th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	35	35	0		0	0	0		0	0	0		0	65	65	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module: >> Count Date: 7 Dec 2005 << 4:30																				
Base Vol:	246	477	0		0	0	0		0	0	0		0	1552	77	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	246	477	0		0	0	0		0	0	0		0	1552	77	
Added Vol:	0	62	0		0	0	0		0	0	0		0	40	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	246	539	0		0	0	0		0	0	0		0	1592	77	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	246	539	0		0	0	0		0	0	0		0	1592	77	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	246	539	0		0	0	0		0	0	0		0	1592	77	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	246	539	0		0	0	0		0	0	0		0	1592	77	
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.81	0.81	
Lanes:	0.94	2.06	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.86	0.14	
Final Sat.:	1463	3205	0		0	0	0		0	0	0		0	4422	214	
Capacity Analysis Module:																				
Vol/Sat:	0.17	0.17	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.36	0.36	
Crit Moves:	****													****		
Green/Cycle:	0.31	0.31	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.58	0.58	
Volume/Cap:	0.54	0.54	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.62	0.62	
Delay/Veh:	33.2	33.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	16.5	16.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.2	33.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	16.5	16.5	
HCM2k95th:	14	14	0		0	0	0		0	0	0		0	22	22	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 10th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.642
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	26	26		0	0	0		24	24	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module: >> Count Date: 8 Dec 2005 << 5																
Base Vol:	0	571	151		0	0	0		129	1163	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	571	151		0	0	0		129	1163	0		0	0	0	
Added Vol:	0	62	0		0	0	0		0	316	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	633	151		0	0	0		129	1479	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	633	151		0	0	0		129	1479	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	633	151		0	0	0		129	1479	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	633	151		0	0	0		129	1479	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.80	0.80		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.42	0.58		0.00	0.00	0.00		0.24	2.76	0.00		0.00	0.00	0.00	
Final Sat.:	0	3660	873		0	0	0		375	4294	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.17		0.00	0.00	0.00		0.34	0.34	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.42	0.42		0.00	0.00	0.00		0.39	0.39	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.41	0.41		0.00	0.00	0.00		0.89	0.89	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	13.3	13.3		0.0	0.0	0.0		24.8	24.8	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	13.3	13.3		0.0	0.0	0.0		24.8	24.8	0.0		0.0	0.0	0.0	
HCM2k95th:	0	8	8		0	0	0		18	18	0		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 10th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.698
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0		0	0	0		0	0	0		0	29	29	
Lanes:	0 1	2	0	0	0 0	0	0	0	0 0	0	0	0	0 0	2	1	0
Volume Module: >> Count Date: 30 Apr 2000 <<																
Base Vol:	181	641	0		0	0	0		0	0	0		0	1490	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:	181	641	0		0	0	0		0	0	0		0	1490	313	
Added Vol:	21	62	0		0	0	0		0	0	0		0	152	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	202	703	0		0	0	0		0	0	0		0	1642	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	202	703	0		0	0	0		0	0	0		0	1642	313	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	202	703	0		0	0	0		0	0	0		0	1642	313	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	202	703	0		0	0	0		0	0	0		0	1642	313	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	0.67	2.33	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.52	0.48	
Final Sat.:	1042	3626	0		0	0	0		0	0	0		0	3827	729	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.19	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.43	0.43	
Crit Moves:	****													****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.52	0.52	
Volume/Cap:	0.52	0.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.83	0.83	
Delay/Veh:	14.7	14.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	14.9	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:	14.7	14.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	14.9	14.9	
HCM2k95th:	9	9	0		0	0	0		0	0	0		0	21	21	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 10th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.9
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				Include				Include			
Min. Green:	0	10	0		0	0	0		0	0	0		0	10	0	
Lanes:	0	1 2	0	0	0	0	0	0	0	0	0	0	0	0	2	1 0
Volume Module:																
Base Vol:	155	472	0		0	0	0		0	0	0		0	1131	130	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	155	472	0		0	0	0		0	0	0		0	1131	130	
Added Vol:	33	23	0		0	0	0		0	0	0		0	36	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	188	495	0		0	0	0		0	0	0		0	1167	130	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	188	495	0		0	0	0		0	0	0		0	1167	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	188	495	0		0	0	0		0	0	0		0	1167	130	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	188	495	0		0	0	0		0	0	0		0	1167	130	
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	0.90	0.90	
Lanes:	0.83	2.17	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.70	0.30	
Final Sat.:	1428	3759	0		0	0	0		0	0	0		0	4597	512	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.13	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.25	0.25	
Crit Moves:		****												****		
Green/Cycle:	0.30	0.30	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.58	0.58	
Volume/Cap:	0.44	0.44	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.44	0.44	
Delay/Veh:	14.3	14.3	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	6.0	6.0	
User DelAdj:	1.00	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	14.3	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	6.0	6.0	
HCM2k95th:	6	6	0		0	0	0		0	0	0		0	7	7	

Downtown Sacramento Traffic Study
Baseline Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 10th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.303
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.8
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				Include				Include			
Min. Green:	0	10	0		0	0	0		0	10	0		0	0	0	
Lanes:	0	0 2	1	0	0	0	0	0	0	1	2	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	619	125		0	0	0		40	437	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	619	125		0	0	0		40	437	0		0	0	0	
Added Vol:	0	56	0		0	0	0		0	87	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	675	125		0	0	0		40	524	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	675	125		0	0	0		40	524	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	675	125		0	0	0		40	524	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	675	125		0	0	0		40	524	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.53	0.47		0.00	0.00	0.00		0.21	2.79	0.00		0.00	0.00	0.00	
Final Sat.:	0	4276	792		0	0	0		368	4819	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.16		0.00	0.00	0.00		0.11	0.11	0.00		0.00	0.00	0.00	
Crit Moves:		****								****						
Green/Cycle:	0.00	0.52	0.52		0.00	0.00	0.00		0.36	0.36	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.30	0.30		0.00	0.00	0.00		0.30	0.30	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	6.9	6.9		0.0	0.0	0.0		11.6	11.6	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:	0.0	6.9	6.9		0.0	0.0	0.0		11.6	11.6	0.0		0.0	0.0	0.0	
HCM2k95th:	0	5	5		0	0	0		4	4	0		0	0	0	

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

Intersection #30 12th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.470
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 66 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		27	27	0		0	33	33		0	0	0	
Lanes:	0	0	0	0 0	0	1	2	0 0	0	0	2	1 0	0	0	0	0 0
Volume Module: >> Count Date: 23 Mar 2005 << 4:30																
Base Vol:	0	0	0		231	897	0		0	969	27		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		231	897	0		0	969	27		0	0	0	
Added Vol:	0	0	0		0	87	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		231	984	0		0	969	27		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		231	984	0		0	969	27		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		231	984	0		0	969	27		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		231	984	0		0	969	27		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	0.91	0.91		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.57	2.43	0.00		0.00	2.92	0.08		0.00	0.00	0.00	
Final Sat.:	0	0	0		986	4201	0		0	5026	140		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.23	0.23	0.00		0.00	0.19	0.19		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.57	0.57	0.00		0.00	0.39	0.39		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		16.2	16.2	0.0		0.0	10.7	10.7		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		16.2	16.2	0.0		0.0	10.7	10.7		0.0	0.0	0.0	
HCM2k95th:	0	0	0		13	13	0		0	9	9		0	0	0	

Downtown Sacramento Traffic Study
Baseline Conditions
PM Peak Hour

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

Intersection #31 12th St/I St

Cycle (sec): 0 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.6
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				Include				Include			
Min. Green:	0	0	0		0	7	7		0	0	0		3	7	0	
Lanes:	0	0	0	0 0	0	0	2	1 0	0	0	0	0 0	0	1	2	0 0
Volume Module: >> Count Date: 8 Dec 2005 << 4:45																
Base Vol:	0	0	0		0	774	268		0	0	0		66	1077	0	
Growth Adj:	1.00	1.00	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	774	268		0	0	0		66	1077	0	
Added Vol:	0	0	0		0	48	39		0	0	0		0	1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	822	307		0	0	0		66	1078	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	822	307		0	0	0		66	1078	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	822	307		0	0	0		66	1078	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	822	307		0	0	0		66	1078	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	0.87	0.87		1.00	1.00	1.00		0.91	0.91	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.18	0.82		0.00	0.00	0.00		0.17	2.83	0.00	
Final Sat.:	0	0	0		0	3622	1353		0	0	0		299	4888	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.23	0.23		0.00	0.00	0.00		0.22	0.22	0.00	
Crit Moves:						****								****		
Green/Cycle:	0.00	0.00	0.00		0.00	0.39	0.39		0.00	0.00	0.00		0.38	0.38	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.58	0.58		0.00	0.00	0.00		0.58	0.58	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	7.5	7.5		0.0	0.0	0.0		7.7	7.7	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		0.0	7.5	7.5		0.0	0.0	0.0		7.7	7.7	0.0	
HCM2k95th:	0	0	0		0	7	7		0	0	0		7	7	0	

Downtown Sacramento Traffic Study
Baseline Conditions
PM Peak Hour

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

Intersection #32 12th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 21.2
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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	31		31	31	31		0	19	19		0	0	0	
Lanes:	0	0	0	0 1	1	0	2	0 0	0	0	2	1 0	0	0	0	0 0
Volume Module: >> Count Date: 8 Dec 2005 << 5																
Base Vol:	0	0	243		318	516	0		0	1203	131		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	243		318	516	0		0	1203	131		0	0	0	
Added Vol:	0	0	0		7	40	0		0	316	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	243		325	556	0		0	1519	131		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	243		325	556	0		0	1519	131		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	243		325	556	0		0	1519	131		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	243		325	556	0		0	1519	131		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	0.87		0.77	0.95	1.00		1.00	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		1.00	2.00	0.00		0.00	2.76	0.24		0.00	0.00	0.00	
Final Sat.:	0	0	1644		1461	3610	0		0	4718	407		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.15		0.22	0.15	0.00		0.00	0.32	0.32		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.55		0.55	0.55	0.00		0.00	0.34	0.34		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.27		0.40	0.28	0.00		0.00	0.95	0.95		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	7.3		8.7	6.9	0.0		0.0	30.5	30.5		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:	0.0	0.0	7.3		8.7	6.9	0.0		0.0	30.5	30.5		0.0	0.0	0.0	
HCM2k95th:	0	0	5		9	6	0		0	25	25		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 12th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	25	25		0	0	0		25	25	25	
Lanes:	1	0	0	0 0	0	0	0	1 1	0	0	0	0 0	0	1	1	1 0
Volume Module: >> Count Date: 6 Dec 2005 << 4:45																
Base Vol:	5	0	0		0	0	712		0	0	0		1	1082	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:	5	0	0		0	0	712		0	0	0		1	1082	136	
Added Vol:	0	0	0		0	0	40		0	0	0		0	111	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	5	0	0		0	0	752		0	0	0		1	1193	136	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	0	0		0	0	752		0	0	0		1	1193	136	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	0	0		0	0	752		0	0	0		1	1193	136	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	5	0	0		0	0	752		0	0	0		1	1193	136	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	1.00	1.00		1.00	1.00	0.85		1.00	1.00	1.00		0.88	0.88	0.88	
Lanes:	1.00	0.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.01	2.69	0.30	
Final Sat.:	1758	0	0		0	0	3230		0	0	0		4	4514	515	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.23		0.00	0.00	0.00		0.26	0.26	0.26	
Crit Moves:							****						****			
Green/Cycle:	0.42	0.00	0.00		0.00	0.00	0.42		0.00	0.00	0.00		0.42	0.42	0.42	
Volume/Cap:	0.01	0.00	0.00		0.00	0.00	0.55		0.00	0.00	0.00		0.62	0.62	0.62	
Delay/Veh:	9.8	0.0	0.0		0.0	0.0	14.4		0.0	0.0	0.0		14.7	14.7	14.7	
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:	9.8	0.0	0.0		0.0	0.0	14.4		0.0	0.0	0.0		14.7	14.7	14.7	
HCM2k95th:	0	0	0		0	0	10		0	0	0		12	12	12	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 15th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.467
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0 0	0	0	0	0	1 2	0	0	0	0 2	1	0	0 0	0	0	0
Volume Module: >> Count Date: 7 Dec 2005 << 4:30																
Base Vol:	0	0	0		69	585	0		0	1151	310		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		69	585	0		0	1151	310		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		69	585	0		0	1151	310		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		69	585	0		0	1151	310		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		69	585	0		0	1151	310		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		69	585	0		0	1151	310		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.32	2.68	0.00		0.00	2.36	0.64		0.00	0.00	0.00	
Final Sat.:	0	0	0		547	4640	0		0	3956	1065		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.13	0.13	0.00		0.00	0.29	0.29		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.28	0.28	0.00		0.00	0.65	0.65		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		9.9	9.9	0.0		0.0	12.8	12.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		9.9	9.9	0.0		0.0	12.8	12.8		0.0	0.0	0.0	
HCM2k95th:	0	0	0		5	5	0		0	15	15		0	0	0	

Downtown Sacramento Traffic Study
Baseline Conditions
PM Peak Hour

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

Intersection #35 15th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 49.2
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:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0 0	0	0	0	0	1 2	0	0	0	0 2	1	0	0 0	0	0	0
Volume Module: >> Count Date: 13 Dec 2005 << 4:45																
Base Vol:	0	0	0		229	764	0		0	1605	507		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		229	764	0		0	1605	507		0	0	0	
Added Vol:	0	0	0		0	0	0		0	227	96		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		229	764	0		0	1832	603		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		229	764	0		0	1832	603		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		229	764	0		0	1832	603		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		229	764	0		0	1832	603		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.69	2.31	0.00		0.00	2.26	0.74		0.00	0.00	0.00	
Final Sat.:	0	0	0		1196	3991	0		0	3758	1237		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.19	0.19	0.00		0.00	0.49	0.49		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.43	0.43	0.00		0.00	1.09	1.09		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.7	10.7	0.0		0.0	64.9	64.9		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:	0.0	0.0	0.0		10.7	10.7	0.0		0.0	64.9	64.9		0.0	0.0	0.0	
HCM2k95th:	0	0	0		8	8	0		0	45	45		0	0	0	

Downtown Sacramento Traffic Study
Baseline Conditions
PM Peak Hour

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

Intersection #36 15th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	30	30	0	0	0	20	20	0				
Lanes:	0 0	0 0	0	0 0	2 1	0	0 0	0 0	0	0 1	2 0	0				
Volume Module: >> Count Date: 14 Dec 2005 << 4:45																
Base Vol:	0	0	0	0	1285	293	0	0	0	155	809	0				
Growth Adj:	1.00	1.00	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	1285	293	0	0	0	155	809	0				
Added Vol:	0	0	0	0	101	7	0	0	0	0	104	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	1386	300	0	0	0	155	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	1386	300	0	0	0	155	913	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	1386	300	0	0	0	155	913	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	1386	300	0	0	0	155	913	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	0.89	0.89	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.47	0.53	0.00	0.00	0.00	0.44	2.56	0.00				
Final Sat.:	0	0	0	0	4149	898	0	0	0	753	4434	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.21	0.21	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.36	0.36	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.62	0.62	0.00	0.00	0.00	0.58	0.58	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	9.5	9.5	0.0	0.0	0.0	15.0	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	0.0	9.5	9.5	0.0	0.0	0.0	15.0	15.0	0.0				
HCM2k95th:	0	0	0	0	15	15	0	0	0	10	10	0				

Downtown Sacramento Traffic Study
Baseline Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 15th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	28	28	0	0	0	22	22	0				
Lanes:	0 0	0 0	0	0 0	2 1	0	0 0	0 0	0	0 1	2 0	0				
Volume Module:																
Base Vol:	0	0	0	0	1188	224	0	0	0	163	746	0				
Growth Adj:	1.00	1.00	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	1188	224	0	0	0	163	746	0				
Added Vol:	0	0	0	0	99	2	0	0	0	0	34	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	1287	226	0	0	0	163	780	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	1287	226	0	0	0	163	780	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	1287	226	0	0	0	163	780	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	1287	226	0	0	0	163	780	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	0.89	0.89	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.55	0.45	0.00	0.00	0.00	0.52	2.48	0.00				
Final Sat.:	0	0	0	0	4315	758	0	0	0	897	4290	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.18	0.18	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.39	0.39	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.60	0.60	0.00	0.00	0.00	0.46	0.46	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	10.4	10.4	0.0	0.0	0.0	12.8	12.8	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	0.0	10.4	10.4	0.0	0.0	0.0	12.8	12.8	0.0				
HCM2k95th:	0	0	0	0	13	13	0	0	0	8	8	0				

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 15th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.536
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		27	27	0		0	23	23		0	0	0	
Lanes:	0	0	0	0 0	0	1	2	0 0	0	0	2	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		139	1203	0		0	802	132		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		139	1203	0		0	802	132		0	0	0	
Added Vol:	0	0	0		5	94	0		0	87	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		144	1297	0		0	889	132		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		144	1297	0		0	889	132		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		144	1297	0		0	889	132		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		144	1297	0		0	889	132		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	0.89	0.89		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.30	2.70	0.00		0.00	2.61	0.39		0.00	0.00	0.00	
Final Sat.:	0	0	0		518	4669	0		0	4431	658		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.28	0.28	0.00		0.00	0.20	0.20		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.48	0.48	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.58	0.58	0.00		0.00	0.49	0.49		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.7	10.7	0.0		0.0	12.3	12.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		10.7	10.7	0.0		0.0	12.3	12.3		0.0	0.0	0.0	
HCM2k95th:	0	0	0		11	11	0		0	8	8		0	0	0	

Downtown Sacramento Traffic Study
Baseline Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 15th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.519
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 76 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	38	38		0	0	0		32	32	0	
Lanes:	0	0	0	0 0	0	0	3	1 0	0	0	0	0 0	1	1	2	0 0
Volume Module: >> Count Date: 13 Dec 2005 << 4:45																
Base Vol:	0	0	0		0	1604	148		0	0	0		361	1074	0	
Growth Adj:	1.00	1.00	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	1604	148		0	0	0		361	1074	0	
Added Vol:	0	0	0		0	87	7		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	1691	155		0	0	0		361	1074	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	1691	155		0	0	0		361	1074	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	1691	155		0	0	0		361	1074	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	1691	155		0	0	0		361	1074	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		0.91	0.91	1.00	
Lanes:	0.00	0.00	0.00		0.00	3.66	0.34		0.00	0.00	0.00		1.01	2.99	0.00	
Final Sat.:	0	0	0		0	6253	573		0	0	0		1740	5176	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.27	0.27		0.00	0.00	0.00		0.21	0.21	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.50	0.50		0.00	0.00	0.00		0.42	0.42	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.54	0.54		0.00	0.00	0.00		0.49	0.49	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	13.2	13.2		0.0	0.0	0.0		16.2	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:	0.0	0.0	0.0		0.0	13.2	13.2		0.0	0.0	0.0		16.2	16.2	0.0	
HCM2k95th:	0	0	0		0	15	15		0	0	0		12	12	0	

Downtown Sacramento Traffic Study
Baseline Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 15th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 32.1
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	17	17		24	24	0		0	32	32		0	0	0	
Lanes:	0 0	2	1	0	1	1 2	0	0	0 0	1	1	0	0 0	0	0	0
Volume Module: >> Count Date: 13 Dec 2005 << 4:45																
Base Vol:	0	535	67		766	1001	0		0	459	217		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	535	67		766	1001	0		0	459	217		0	0	0	
Added Vol:	0	0	0		87	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	535	67		853	1001	0		0	459	217		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	535	67		853	1001	0		0	459	217		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	535	67		853	1001	0		0	459	217		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	535	67		853	1001	0		0	459	217		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		0.89	0.89	1.00		1.00	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	2.67	0.33		1.84	2.16	0.00		0.00	1.36	0.64		0.00	0.00	0.00	
Final Sat.:	0	4531	567		3112	3652	0		0	2334	1103		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.12		0.27	0.27	0.00		0.00	0.20	0.20		0.00	0.00	0.00	
Crit Moves:		****				****				****						
Green/Cycle:	0.00	0.21	0.21		0.29	0.29	0.00		0.00	0.39	0.39		0.00	0.00	0.00	
Volume/Cap:	0.00	0.57	0.57		0.94	0.94	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Delay/Veh:	0.0	30.0	30.0		37.4	37.4	0.0		0.0	19.3	19.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	30.0	30.0		37.4	37.4	0.0		0.0	19.3	19.3		0.0	0.0	0.0	
HCM2k95th:	0	10	10		24	24	0		0	13	13		0	0	0	

Downtown Sacramento Traffic Study
Baseline Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 16th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.758
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 21.6
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:	0	25	25		0	0	0		19	25	0		0	0	6	
Lanes:	0 0	2	1	0	0	0 0	0	0	2	1	0	0	0 0	0	0	1
Volume Module: >> Count Date: 6 Dec 2005 << 4:45																
Base Vol:	0	2028	20		0	0	0		794	413	0		0	0	46	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2028	20		0	0	0		794	413	0		0	0	46	
Added Vol:	0	163	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	2191	20		0	0	0		794	413	0		0	0	46	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	2191	20		0	0	0		794	413	0		0	0	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2191	20		0	0	0		794	413	0		0	0	46	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2191	20		0	0	0		794	413	0		0	0	46	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		0.94	0.97	1.00		1.00	1.00	0.87	
Lanes:	0.00	2.97	0.03		0.00	0.00	0.00		2.00	1.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	5135	47		0	0	0		3568	1839	0		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.43		0.00	0.00	0.00		0.22	0.22	0.00		0.00	0.00	0.03	
Crit Moves:		****							****						****	
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.34	0.45	0.00		0.00	0.00	0.11	
Volume/Cap:	0.00	0.96	0.96		0.00	0.00	0.00		0.66	0.50	0.00		0.00	0.00	0.26	
Delay/Veh:	0.0	25.3	25.3		0.0	0.0	0.0		16.6	11.2	0.0		0.0	0.0	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:	0.0	25.3	25.3		0.0	0.0	0.0		16.6	11.2	0.0		0.0	0.0	23.8	
HCM2k95th:	0	26	26		0	0	0		11	10	0		0	0	2	

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Intersection #42 16th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.389
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0	0	0	0	0	0	0	0	20	20				
Lanes:	1	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module: >> Count Date: 6 Dec 2005 << 4:45																
Base Vol:	179	1647	0	0	0	0	0	0	0	0	708	398				
Growth Adj:	1.00	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	1647	0	0	0	0	0	0	0	0	708	398				
Added Vol:	1	163	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:	180	1810	0	0	0	0	0	0	0	0	708	398				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	180	1810	0	0	0	0	0	0	0	0	708	398				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	180	1810	0	0	0	0	0	0	0	0	708	398				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	180	1810	0	0	0	0	0	0	0	0	708	398				
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	0.86	0.86				
Lanes:	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00				
Final Sat.:	1729	5187	0	0	0	0	0	0	0	0	3271	1636				
Capacity Analysis Module:																
Vol/Sat:	0.10	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.24				
Crit Moves:	****											****				
Green/Cycle:	0.54	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.36				
Volume/Cap:	0.19	0.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.68				
Delay/Veh:	6.7	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4	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:	6.7	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4	16.5				
HCM2k95th:	3	14	0	0	0	0	0	0	0	0	12	14				

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

Intersection #43 16th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.694
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25	0	0	0	25	25	0	0	0	0				
Lanes:	0	0	2	1 0	0	0	0	0 0	1	1	2	0 0	0	0	0	0 0
Volume Module: >> Count Date: 30 Sep 2004 << 4:15																
Base Vol:	0	1627	136	0	0	0	379	1287	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	1627	136	0	0	0	379	1287	0	0	0	0				
Added Vol:	0	8	4	0	0	0	156	71	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	1635	140	0	0	0	535	1358	0	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1635	140	0	0	0	535	1358	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1635	140	0	0	0	535	1358	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	1635	140	0	0	0	535	1358	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	0.91	0.91	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.76	0.24	0.00	0.00	0.00	1.13	2.87	0.00	0.00	0.00	0.00				
Final Sat.:	0	4721	404	0	0	0	1955	4961	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.35	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.00				
Crit Moves:		****					****									
Green/Cycle:	0.00	0.45	0.45	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.00				
Volume/Cap:	0.00	0.78	0.78	0.00	0.00	0.00	0.61	0.61	0.00	0.00	0.00	0.00				
Delay/Veh:	0.0	14.9	14.9	0.0	0.0	0.0	12.2	12.2	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	14.9	14.9	0.0	0.0	0.0	12.2	12.2	0.0	0.0	0.0	0.0				
HCM2k95th:	0	20	20	0	0	0	11	11	0	0	0	0				

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Intersection #44 16th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.378
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0	0	0	0	0	0	0	0	25	25				
Lanes:	1	0	3	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module: >> Count Date: 20 Jan 2005 << 4:45																
Base Vol:	260	1515	0	0	0	0	0	0	0	0	645	195				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	260	1515	0	0	0	0	0	0	0	0	645	195				
Added Vol:	36	20	0	0	0	0	0	0	0	0	69	4				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	296	1535	0	0	0	0	0	0	0	0	714	199				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	296	1535	0	0	0	0	0	0	0	0	714	199				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	296	1535	0	0	0	0	0	0	0	0	714	199				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	296	1535	0	0	0	0	0	0	0	0	714	199				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88				
Lanes:	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.35	0.65				
Final Sat.:	1900	5187	0	0	0	0	0	0	0	0	3923	1093				
Capacity Analysis Module:																
Vol/Sat:	0.16	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.18				
Crit Moves:	****										****					
Green/Cycle:	0.45	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45				
Volume/Cap:	0.35	0.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.41				
Delay/Veh:	10.4	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.6	10.6				
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:	10.4	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.6	10.6				
HCM2k95th:	7	15	0	0	0	0	0	0	0	0	8	8				

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Intersection #45 16th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0	0	0	0	0	0	0	0	21	21				
Lanes:	0	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	125	1105	0	0	0	0	0	0	0	0	770	159				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	125	1105	0	0	0	0	0	0	0	0	770	159				
Added Vol:	0	42	0	0	0	0	0	0	0	0	34	10				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	125	1147	0	0	0	0	0	0	0	0	804	169				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	125	1147	0	0	0	0	0	0	0	0	804	169				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	125	1147	0	0	0	0	0	0	0	0	804	169				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	125	1147	0	0	0	0	0	0	0	0	804	169				
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	0.89	0.89				
Lanes:	0.29	2.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.48	0.52				
Final Sat.:	510	4677	0	0	0	0	0	0	0	0	4175	878				
Capacity Analysis Module:																
Vol/Sat:	0.25	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19				
Crit Moves:	****										****					
Green/Cycle:	0.52	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38				
Volume/Cap:	0.47	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.51				
Delay/Veh:	8.8	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.8	13.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	8.8	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.8	13.8				
HCM2k95th:	9	9	0	0	0	0	0	0	0	0	10	10				

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Intersection #46 16th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.2
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:	0	10	0		0	0	0		0	10	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	1	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1028	63		0	0	0		204	726	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	1028	63		0	0	0		204	726	0		0	0	0	
Added Vol:	0	41	0		0	0	0		1	90	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1069	63		0	0	0		205	816	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1069	63		0	0	0		205	816	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1069	63		0	0	0		205	816	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1069	63		0	0	0		205	816	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		0.95	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.83	0.17		0.00	0.00	0.00		1.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	4859	286		0	0	0		1805	3610	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.22		0.00	0.00	0.00		0.11	0.23	0.00		0.00	0.00	0.00	
Crit Moves:		****								****						
Green/Cycle:	0.00	0.43	0.43		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.51	0.51		0.00	0.00	0.00		0.25	0.51	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	10.5	10.5		0.0	0.0	0.0		8.7	10.1	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	10.5	10.5		0.0	0.0	0.0		8.7	10.1	0.0		0.0	0.0	0.0	
HCM2k95th:	0	9	9		0	0	0		4	9	0		0	0	0	

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Intersection #47 16th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.458
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	31	31	0		0	0	0		0	23	23		0	16	16	
Lanes:	1 1	2	0	0	0 0	0	0	0	0 0	2	1	0	0 0	1	1	1
Volume Module: >> Count Date: 14 Dec 2005 << 5																
Base Vol:	151	644	0		0	0	0		0	786	105		0	287	380	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	151	644	0		0	0	0		0	786	105		0	287	380	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	41	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	151	644	0		0	0	0		0	786	105		0	287	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	151	644	0		0	0	0		0	786	105		0	287	421	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	151	644	0		0	0	0		0	786	105		0	287	421	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	151	644	0		0	0	0		0	786	105		0	287	421	
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	0.89	0.89		1.00	0.87	0.87	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	2.65	0.35		0.00	1.22	1.78	
Final Sat.:	1729	5187	0		0	0	0		0	4493	600		0	2000	2933	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.12	0.00		0.00	0.00	0.00		0.00	0.17	0.17		0.00	0.14	0.14	
Crit Moves:	****									****				****		
Green/Cycle:	0.39	0.39	0.00		0.00	0.00	0.00		0.00	0.29	0.29		0.00	0.20	0.20	
Volume/Cap:	0.22	0.32	0.00		0.00	0.00	0.00		0.00	0.60	0.60		0.00	0.71	0.71	
Delay/Veh:	16.0	16.7	0.0		0.0	0.0	0.0		0.0	24.8	24.8		0.0	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:	16.0	16.7	0.0		0.0	0.0	0.0		0.0	24.8	24.8		0.0	31.7	31.7	
HCM2k95th:	5	7	0		0	0	0		0	13	13		0	13	13	

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

Intersection #48 16th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 76 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	35	35	0	0	0	35	35	0	0	0	0				
Lanes:	0 0	3	1	0	0 0	0	0	0	1 0	2	0	1	0 0	0	0	0
Volume Module: >> Count Date: 14 Dec 2005 << 5																
Base Vol:	0	656	66	0	0	0	540	1066	265	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	656	66	0	0	0	540	1066	265	0	0	0				
Added Vol:	0	0	0	0	0	0	0	87	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	656	66	0	0	0	540	1153	265	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	656	66	0	0	0	540	1153	265	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	656	66	0	0	0	540	1153	265	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	656	66	0	0	0	540	1153	265	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	0.85	0.95	0.85	1.00	1.00	1.00				
Lanes:	0.00	3.63	0.37	0.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	6196	623	0	0	0	1615	3610	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.11	0.00	0.00	0.00	0.33	0.32	0.16	0.00	0.00	0.00				
Crit Moves:		****					****									
Green/Cycle:	0.00	0.46	0.46	0.00	0.00	0.00	0.46	0.46	0.46	0.00	0.00	0.00				
Volume/Cap:	0.00	0.23	0.23	0.00	0.00	0.00	0.73	0.69	0.36	0.00	0.00	0.00				
Delay/Veh:	0.0	12.4	12.4	0.0	0.0	0.0	20.2	17.5	13.5	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:	0.0	12.4	12.4	0.0	0.0	0.0	20.2	17.5	13.5	0.0	0.0	0.0				
HCM2k95th:	0	5	5	0	0	0	22	20	8	0	0	0				

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #49 29th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	18	18	0	18	18	0	0	34	34	0	0	0				
Lanes:	0 1	2	0	0	0 1	1	0	0	0 0	2	1	0	0 0	0	0	0
Volume Module: >> Count Date: 7 Jun 2005 << 5																
Base Vol:	55	303	0	217	274	0	0	1089	349	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:	55	303	0	217	274	0	0	1089	349	0	0	0				
Added Vol:	0	9	0	0	59	0	0	70	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	55	312	0	217	333	0	0	1159	349	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:	55	312	0	217	333	0	0	1159	349	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	55	312	0	217	333	0	0	1159	349	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	55	312	0	217	333	0	0	1159	349	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.90	1.00	0.93	0.93	1.00	1.00	0.88	0.88	1.00	1.00	1.00				
Lanes:	0.45	2.55	0.00	0.79	1.21	0.00	0.00	2.31	0.69	0.00	0.00	0.00				
Final Sat.:	772	4379	0	1397	2144	0	0	3847	1158	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.00	0.16	0.16	0.00	0.00	0.30	0.30	0.00	0.00	0.00				
Crit Moves:	****				****			****								
Green/Cycle:	0.23	0.23	0.00	0.23	0.23	0.00	0.00	0.43	0.43	0.00	0.00	0.00				
Volume/Cap:	0.31	0.31	0.00	0.68	0.68	0.00	0.00	0.70	0.70	0.00	0.00	0.00				
Delay/Veh:	25.5	25.5	0.0	30.3	30.3	0.0	0.0	19.4	19.4	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:	25.5	25.5	0.0	30.3	30.3	0.0	0.0	19.4	19.4	0.0	0.0	0.0				
HCM2k95th:	5	5	0	14	14	0	0	20	20	0	0	0				

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Intersection #50 30th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.504
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 76 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	31	31	0	0	0	39	39	0	0	0	0				
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module: >> Count Date: 7 Jun 2005 << 5																
Base Vol:	0	927	182	0	0	0	383	978	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	927	182	0	0	0	383	978	0	0	0	0				
Added Vol:	0	128	61	0	0	0	0	70	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	1055	243	0	0	0	383	1048	0	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1055	243	0	0	0	383	1048	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1055	243	0	0	0	383	1048	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	1055	243	0	0	0	383	1048	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.88	0.88	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.44	0.56	0.00	0.00	0.00	1.07	2.93	0.00	0.00	0.00	0.00				
Final Sat.:	0	4098	944	0	0	0	1851	5065	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.26	0.00	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.00				
Crit Moves:		****					****									
Green/Cycle:	0.00	0.41	0.41	0.00	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.00				
Volume/Cap:	0.00	0.63	0.63	0.00	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.00				
Delay/Veh:	0.0	18.6	18.6	0.0	0.0	0.0	11.4	11.4	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	18.6	18.6	0.0	0.0	0.0	11.4	11.4	0.0	0.0	0.0	0.0				
HCM2k95th:	0	17	17	0	0	0	10	10	0	0	0	0				

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Downtown Sacramento Traffic Study
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Scenario Report

Scenario:	2013 AM Project
Command:	2013 AM PROJ
Volume:	2013AM NO Project
Geometry:	Cumulative AM
Impact Fee:	Default Impact Fee
Trip Generation:	AM Add Projects
Trip Distribution:	Project
Paths:	Project
Routes:	Default Routes
Configuration:	Default Configuration

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Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 3rd St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.111
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 104.5
Optimal Cycle: 109 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:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	15		15	15	0		35	35	35		50	50	50	
Lanes:	0 0	0	0	2	2	0	1	0 0	0	1	2	1 0	0	1	1	1 0
Volume Module:																
Base Vol:	0	0	99		118	200	0		4	1747	635		11	1698	449	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	99		118	200	0		4	1747	635		11	1698	449	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	99		118	200	0		4	1747	635		11	1698	449	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	99		118	200	0		4	1747	635		11	1698	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	
Final Vol.:	0	0	99		118	200	0		4	1747	635		11	1698	449	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.67		0.55	0.90	1.00		0.79	0.79	0.79		0.79	0.79	0.79	
Lanes:	0.00	0.00	2.00		2.00	1.00	0.00		0.01	2.99	1.00		0.02	2.36	0.62	
Final Sat.:	0	0	2558		2093	1710	0		10	4471	1494		23	3559	941	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.04		0.06	0.12	0.00		0.39	0.39	0.43		0.48	0.48	0.48	
Crit Moves:						****					****		****			
Green/Cycle:	0.00	0.00	0.14		0.14	0.14	0.00		0.32	0.32	0.32		0.46	0.46	0.46	
Volume/Cap:	0.00	0.00	0.28		0.41	0.85	0.00		1.22	1.22	1.32		1.04	1.04	1.04	
Delay/Veh:	0.0	0.0	44.2		47.2	75.9	0.0		139.5	139	186.7		60.6	60.6	60.6	
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	44.2		47.2	75.9	0.0		139.5	139	186.7		60.6	60.6	60.6	
HCM2k95th:	0	0	4		7	16	0		56	56	67		53	53	53	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 3rd St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.194
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 139.2
Optimal Cycle: 109 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:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	15		15	15	0		35	35	35		50	50	50	
Lanes:	0 0	0	0	2	2	0	1	0 0	0	1	2	1 0	0	1	1	1 0
Volume Module:																
Base Vol:	0	0	99		118	200	0		4	1747	635		11	1698	449	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	99		118	200	0		4	1747	635		11	1698	449	
Added Vol:	0	0	0		0	7	0		0	157	93		0	41	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	99		118	207	0		4	1904	728		11	1739	449	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	99		118	207	0		4	1904	728		11	1739	449	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	99		118	207	0		4	1904	728		11	1739	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	
Final Vol.:	0	0	99		118	207	0		4	1904	728		11	1739	449	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.67		0.55	0.90	1.00		0.79	0.79	0.79		0.79	0.79	0.79	
Lanes:	0.00	0.00	2.00		2.00	1.00	0.00		0.01	2.99	1.00		0.02	2.37	0.61	
Final Sat.:	0	0	2558		2093	1710	0		9	4468	1492		23	3577	924	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.04		0.06	0.12	0.00		0.43	0.43	0.49		0.49	0.49	0.49	
Crit Moves:						****					****				****	
Green/Cycle:	0.00	0.00	0.14		0.14	0.14	0.00		0.32	0.32	0.32		0.46	0.46	0.46	
Volume/Cap:	0.00	0.00	0.28		0.41	0.88	0.00		1.33	1.33	1.52		1.06	1.06	1.06	
Delay/Veh:	0.0	0.0	44.2		47.2	80.4	0.0		187.9	188	273.7		67.3	67.3	67.3	
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	44.2		47.2	80.4	0.0		187.9	188	273.7		67.3	67.3	67.3	
HCM2k95th:	0	0	4		7	17	0		68	68	89		56	56	56	

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Intersection #2 3rd St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 79 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:	10	44	0		0	34	34		0	0	0		26	26	26	
Lanes:	1 0	2 0	0		0 0	2 1	0		0 0	0 0	0		1 1	1 0	1	
Volume Module:																
Base Vol:	43	30	0		0	845	312		0	0	0		184	381	45	
Growth Adj:	1.00	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	30	0		0	845	312		0	0	0		184	381	45	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	43	30	0		0	845	312		0	0	0		184	381	45	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	43	30	0		0	845	312		0	0	0		184	381	45	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	43	30	0		0	845	312		0	0	0		184	381	45	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	1.00		1.00	0.79	0.79		1.00	1.00	1.00		0.73	0.73	0.77	
Lanes:	1.00	2.00	0.00		0.00	2.19	0.81		0.00	0.00	0.00		1.00	2.00	1.00	
Final Sat.:	1625	3249	0		0	3273	1209		0	0	0		1381	2762	1454	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.01	0.00		0.00	0.26	0.26		0.00	0.00	0.00		0.13	0.14	0.03	
Crit Moves:	****					****							****			
Green/Cycle:	0.13	0.56	0.00		0.00	0.43	0.43		0.00	0.00	0.00		0.33	0.33	0.33	
Volume/Cap:	0.21	0.02	0.00		0.00	0.60	0.60		0.00	0.00	0.00		0.40	0.42	0.09	
Delay/Veh:	33.3	7.8	0.0		0.0	18.7	18.7		0.0	0.0	0.0		21.4	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:	33.3	7.8	0.0		0.0	18.7	18.7		0.0	0.0	0.0		21.4	21.6	18.7	
HCM2k95th:	3	0	0		0	14	14		0	0	0		9	9	2	

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Intersection #2 3rd St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.497
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	44	0		0	34	34		0	0	0		26	26	26	
Lanes:	1 0	2 0	0		0 0	2 1	0		0 0	0 0	0		1 1	1 0	1	
Volume Module:																
Base Vol:	43	30	0		0	845	312		0	0	0		184	381	45	
Growth Adj:	1.00	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	30	0		0	845	312		0	0	0		184	381	45	
Added Vol:	0	0	0		0	99	0		0	0	0		2	109	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	43	30	0		0	944	312		0	0	0		186	490	45	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	43	30	0		0	944	312		0	0	0		186	490	45	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	43	30	0		0	944	312		0	0	0		186	490	45	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	43	30	0		0	944	312		0	0	0		186	490	45	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	1.00		1.00	0.79	0.79		1.00	1.00	1.00		0.73	0.73	0.77	
Lanes:	1.00	2.00	0.00		0.00	2.25	0.75		0.00	0.00	0.00		1.00	2.00	1.00	
Final Sat.:	1625	3249	0		0	3379	1117		0	0	0		1381	2762	1454	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.01	0.00		0.00	0.28	0.28		0.00	0.00	0.00		0.13	0.18	0.03	
Crit Moves:	****					****							****			
Green/Cycle:	0.13	0.56	0.00		0.00	0.43	0.43		0.00	0.00	0.00		0.33	0.33	0.33	
Volume/Cap:	0.21	0.02	0.00		0.00	0.65	0.65		0.00	0.00	0.00		0.41	0.54	0.09	
Delay/Veh:	33.3	7.8	0.0		0.0	19.5	19.5		0.0	0.0	0.0		21.3	23.3	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:	33.3	7.8	0.0		0.0	19.5	19.5		0.0	0.0	0.0		21.3	23.3	18.7	
HCM2k95th:	3	0	0		0	16	16		0	0	0		9	12	2	

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Intersection #3 3rd St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.523
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		29	29	0		14	25	0		16	27	0	
Lanes:	0	0	0	0	0	0	1	1	1	0	3	0	0	1	0	1
Volume Module:																
Base Vol:	0	0	0		320	529	130		66	809	0		124	164	33	
Growth Adj:	1.00	1.00	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		320	529	130		66	809	0		124	164	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:	1.00	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		320	529	130		66	809	0		124	164	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		320	529	130		66	809	0		124	164	33	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		320	529	130		66	809	0		124	164	33	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.79	0.79	0.79		0.86	0.82	1.00		0.85	0.83	0.83	
Lanes:	0.00	0.00	0.00		1.00	2.00	1.00		1.00	3.00	0.00		1.00	1.66	0.34	
Final Sat.:	0	0	0		1494	2989	1494		1625	4668	0		1624	2637	531	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.21	0.18	0.09		0.04	0.17	0.00		0.08	0.06	0.06	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.37	0.37	0.37		0.18	0.32	0.00		0.56	0.34	0.34	
Volume/Cap:	0.00	0.00	0.00		0.58	0.48	0.24		0.23	0.55	0.00		0.27	0.18	0.18	
Delay/Veh:	0.0	0.0	0.0		21.6	20.0	17.5		29.7	23.8	0.0		10.6	18.6	18.6	
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		21.6	20.0	17.5		29.7	23.8	0.0		10.6	18.6	18.6	
HCM2k95th:	0	0	0		13	11	5		4	11	0		4	4	4	

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Intersection #3 3rd St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		29	29	0		14	25	0		16	27	0	
Lanes:	0	0	0	0	0	0	1	1	1	0	3	0	0	1	0	1
Volume Module:																
Base Vol:	0	0	0		320	529	130		66	809	0		124	164	33	
Growth Adj:	1.00	1.00	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		320	529	130		66	809	0		124	164	33	
Added Vol:	0	0	0		0	102	0		0	106	0		56	16	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		320	631	130		66	915	0		180	180	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:	1.00	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		320	631	130		66	915	0		180	180	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		320	631	130		66	915	0		180	180	33	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		320	631	130		66	915	0		180	180	33	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.79	0.79	0.79		0.86	0.82	1.00		0.86	0.84	0.84	
Lanes:	0.00	0.00	0.00		1.00	2.00	1.00		1.00	3.00	0.00		1.00	1.69	0.31	
Final Sat.:	0	0	0		1501	3001	1501		1625	4668	0		1625	2682	492	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.21	0.21	0.09		0.04	0.20	0.00		0.11	0.07	0.07	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.37	0.37	0.37		0.18	0.32	0.00		0.56	0.34	0.34	
Volume/Cap:	0.00	0.00	0.00		0.58	0.57	0.24		0.23	0.62	0.00		0.41	0.20	0.20	
Delay/Veh:	0.0	0.0	0.0		21.4	21.3	17.4		29.7	24.9	0.0		12.9	18.7	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:	0.0	0.0	0.0		21.4	21.3	17.4		29.7	24.9	0.0		12.9	18.7	18.7	
HCM2k95th:	0	0	0		13	13	5		4	13	0		7	4	4	

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Intersection #4 3rd St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	16	16		33	33	0		0	21	21		0	0	0	
Lanes:	0 0	0	1	0	0	1	2	0 0	0	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	64	4		630	358	0		0	334	135		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	64	4		630	358	0		0	334	135		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	64	4		630	358	0		0	334	135		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	64	4		630	358	0		0	334	135		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	64	4		630	358	0		0	334	135		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.99	0.99		0.88	0.88	1.00		1.00	0.91	0.91		1.00	1.00	1.00	
Lanes:	0.00	0.94	0.06		1.00	2.00	0.00		0.00	1.42	0.58		0.00	0.00	0.00	
Final Sat.:	0	1774	111		1675	3351	0		0	2460	994		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.04	0.04		0.38	0.11	0.00		0.00	0.14	0.14		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green/Cycle:	0.00	0.20	0.20		0.42	0.42	0.00		0.00	0.27	0.27		0.00	0.00	0.00	
Volume/Cap:	0.00	0.18	0.18		0.90	0.26	0.00		0.00	0.51	0.51		0.00	0.00	0.00	
Delay/Veh:	0.0	27.1	27.1		33.2	15.2	0.0		0.0	26.7	26.7		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	27.1	27.1		33.2	15.2	0.0		0.0	26.7	26.7		0.0	0.0	0.0	
HCM2k95th:	0	3	3		29	6	0		0	10	10		0	0	0	

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Intersection #4 3rd St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.700
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 37.7
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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	16	16		33	33	0		0	21	21		0	0	0	
Lanes:	0 0	0	1	0	0	1	2	0 0	0	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	64	4		630	358	0		0	334	135		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	64	4		630	358	0		0	334	135		0	0	0	
Added Vol:	0	0	0		93	65	0		0	62	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	64	4		723	423	0		0	396	135		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	64	4		723	423	0		0	396	135		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	64	4		723	423	0		0	396	135		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	64	4		723	423	0		0	396	135		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.99	0.99		0.88	0.88	1.00		1.00	0.91	0.91		1.00	1.00	1.00	
Lanes:	0.00	0.94	0.06		1.00	2.00	0.00		0.00	1.49	0.51		0.00	0.00	0.00	
Final Sat.:	0	1774	111		1675	3351	0		0	2590	883		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.04	0.04		0.43	0.13	0.00		0.00	0.15	0.15		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green/Cycle:	0.00	0.20	0.20		0.42	0.42	0.00		0.00	0.27	0.27		0.00	0.00	0.00	
Volume/Cap:	0.00	0.18	0.18		1.03	0.30	0.00		0.00	0.58	0.58		0.00	0.00	0.00	
Delay/Veh:	0.0	27.1	27.1		58.9	15.5	0.0		0.0	27.7	27.7		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	27.1	27.1		58.9	15.5	0.0		0.0	27.7	27.7		0.0	0.0	0.0	
HCM2k95th:	0	3	3		42	7	0		0	12	12		0	0	0	

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Intersection #5 3rd St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.291
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 56 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	19	19			0	0	0	0	31	31	0	
Lanes:	0 0	0 0	0	0 0	1 1	1			0 0	0 0	0	0 0	1 2	0	0	
Volume Module:																
Base Vol:	0	0	0	0	257	220			0	0	0	0	188	669	0	
Growth Adj:	1.00	1.00	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	257	220			0	0	0	0	188	669	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0	0	257	220			0	0	0	0	188	669	0	
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	257	220			0	0	0	0	188	669	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	0	0	0	0	257	220			0	0	0	0	188	669	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	0.88	0.88			1.00	1.00	1.00	0.91	0.91	1.00		
Lanes:	0.00	0.00	0.00	0.00	1.62	1.38			0.00	0.00	0.00	0.66	2.34	0.00		
Final Sat.:	0	0	0	0	2716	2325			0	0	0	1138	4049	0		
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.09	0.09			0.00	0.00	0.00	0.17	0.17	0.00		
Crit Moves:					****							****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.34	0.34			0.00	0.00	0.00	0.55	0.55	0.00		
Volume/Cap:	0.00	0.00	0.00	0.00	0.28	0.28			0.00	0.00	0.00	0.30	0.30	0.00		
Delay/Veh:	0.0	0.0	0.0	0.0	13.9	13.9			0.0	0.0	0.0	7.0	7.0	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	13.9	13.9			0.0	0.0	0.0	7.0	7.0	0.0		
HCM2k95th:	0	0	0	0	5	5			0	0	0	6	6	0		

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Intersection #5 3rd St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.312
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 56 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	19	19			0	0	0	0	31	31	0	
Lanes:	0 0	0 0	0	0 0	1 1	1			0 0	0 0	0	0 0	1 2	0	0	
Volume Module:																
Base Vol:	0	0	0	0	257	220			0	0	0	0	188	669	0	
Growth Adj:	1.00	1.00	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	257	220			0	0	0	0	188	669	0	
Added Vol:	0	0	0	0	0	65			0	0	0	0	25	0		
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0	0		
Initial Fut:	0	0	0	0	257	285			0	0	0	0	188	694	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0	0	257	285			0	0	0	0	188	694	0	
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	257	285			0	0	0	0	188	694	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	0	0	0	0	257	285			0	0	0	0	188	694	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	0.87	0.87			1.00	1.00	1.00	0.91	0.91	1.00		
Lanes:	0.00	0.00	0.00	0.00	1.42	1.58			0.00	0.00	0.00	0.64	2.36	0.00		
Final Sat.:	0	0	0	0	2365	2622			0	0	0	1106	4081	0		
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.11	0.11			0.00	0.00	0.00	0.17	0.17	0.00		
Crit Moves:					****							****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.34	0.34			0.00	0.00	0.00	0.55	0.55	0.00		
Volume/Cap:	0.00	0.00	0.00	0.00	0.32	0.32			0.00	0.00	0.00	0.31	0.31	0.00		
Delay/Veh:	0.0	0.0	0.0	0.0	14.2	14.2			0.0	0.0	0.0	7.0	7.0	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	14.2	14.2			0.0	0.0	0.0	7.0	7.0	0.0		
HCM2k95th:	0	0	0	0	6	6			0	0	0	6	6	0		

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Intersection #6 3rd St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		19	19	0		0	31	31		0	0	0	
Lanes:	0 0	0	0	0	0 1	2	0	0	0 0	3	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	0	0		174	290	0		0	2608	495		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		174	290	0		0	2608	495		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		174	290	0		0	2608	495		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		174	290	0		0	2608	495		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		174	290	0		0	2608	495		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	0.89	0.89		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	2.00	0.00		0.00	3.36	0.64		0.00	0.00	0.00	
Final Sat.:	0	0	0		1729	3458	0		0	5673	1077		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.10	0.08	0.00		0.00	0.46	0.46		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.34	0.34	0.00		0.00	0.55	0.55		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.30	0.25	0.00		0.00	0.83	0.83		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		14.1	13.7	0.0		0.0	12.6	12.6		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		14.1	13.7	0.0		0.0	12.6	12.6		0.0	0.0	0.0	
HCM2k95th:	0	0	0		5	4	0		0	23	23		0	0	0	

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Intersection #6 3rd St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.666
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		19	19	0		0	31	31		0	0	0	
Lanes:	0 0	0	0	0	0 1	2	0	0	0 0	3	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	0	0		174	290	0		0	2608	495		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		174	290	0		0	2608	495		0	0	0	
Added Vol:	0	0	0		0	0	0		0	240	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		174	290	0		0	2848	495		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		174	290	0		0	2848	495		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		174	290	0		0	2848	495		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		174	290	0		0	2848	495		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	0.89	0.89		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	2.00	0.00		0.00	3.41	0.59		0.00	0.00	0.00	
Final Sat.:	0	0	0		1729	3458	0		0	5762	1002		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.10	0.08	0.00		0.00	0.49	0.49		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.34	0.34	0.00		0.00	0.55	0.55		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.30	0.25	0.00		0.00	0.89	0.89		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		14.1	13.7	0.0		0.0	14.8	14.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		14.1	13.7	0.0		0.0	14.8	14.8		0.0	0.0	0.0	
HCM2k95th:	0	0	0		5	4	0		0	28	28		0	0	0	

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Intersection #7 5th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.463
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	30		0	0	0		0	20	20	
Lanes:	2	0 2	0	0	0	0 0	0	2	0	0 0	0	0	0	0 3	1	0
Volume Module:																
Base Vol:	148	867	0		0	0	12		0	0	0		0	814	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:	148	867	0		0	0	12		0	0	0		0	814	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	148	867	0		0	0	12		0	0	0		0	814	86	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	148	867	0		0	0	12		0	0	0		0	814	86	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	148	867	0		0	0	12		0	0	0		0	814	86	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.54	0.86	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.81	0.81	
Lanes:	2.00	2.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.62	0.38	
Final Sat.:	2034	3249	0		0	0	2558		0	0	0		0	5551	586	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.27	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.15	0.15	
Crit Moves:		****			****									****		
Green/Cycle:	0.54	0.54	0.00		0.00	0.00	0.54		0.00	0.00	0.00		0.00	0.36	0.36	
Volume/Cap:	0.14	0.50	0.00		0.00	0.00	0.01		0.00	0.00	0.00		0.00	0.41	0.41	
Delay/Veh:	6.8	9.3	0.0		0.0	0.0	6.1		0.0	0.0	0.0		0.0	14.1	14.1	
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:	6.8	9.3	0.0		0.0	0.0	6.1		0.0	0.0	0.0		0.0	14.1	14.1	
HCM2k95th:	2	10	0		0	0	0		0	0	0		0	6	6	

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

Intersection #7 5th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	30		0	0	0		0	20	20	
Lanes:	2	0 2	0	0	0	0 0	0	2	0	0 0	0	0	0	0 3	1	0
Volume Module:																
Base Vol:	148	867	0		0	0	12		0	0	0		0	814	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:	148	867	0		0	0	12		0	0	0		0	814	86	
Added Vol:	8	8	0		0	0	0		0	0	0		0	144	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	156	875	0		0	0	12		0	0	0		0	958	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	156	875	0		0	0	12		0	0	0		0	958	86	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	156	875	0		0	0	12		0	0	0		0	958	86	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	156	875	0		0	0	12		0	0	0		0	958	86	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.54	0.86	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.81	0.81	
Lanes:	2.00	2.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.67	0.33	
Final Sat.:	2034	3249	0		0	0	2558		0	0	0		0	5643	507	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.27	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.17	0.17	
Crit Moves:		****			****									****		
Green/Cycle:	0.54	0.54	0.00		0.00	0.00	0.54		0.00	0.00	0.00		0.00	0.36	0.36	
Volume/Cap:	0.14	0.50	0.00		0.00	0.00	0.01		0.00	0.00	0.00		0.00	0.48	0.48	
Delay/Veh:	6.8	9.3	0.0		0.0	0.0	6.1		0.0	0.0	0.0		0.0	14.7	14.7	
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:	6.8	9.3	0.0		0.0	0.0	6.1		0.0	0.0	0.0		0.0	14.7	14.7	
HCM2k95th:	2	10	0		0	0	0		0	0	0		0	7	7	

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

Intersection #8 5th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 106 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	40	40		0	0	0		60	60	60		0	0	0	
Lanes:	0 0	1	1	1	0 0	0	0	0	1 1	3	0	1	0 0	0	0	0
Volume Module:																
Base Vol:	0	328	274		0	0	0		739	2495	135		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	328	274		0	0	0		739	2495	135		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	328	274		0	0	0		739	2495	135		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	328	274		0	0	0		739	2495	135		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	328	274		0	0	0		739	2495	135		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.80	0.80		1.00	1.00	1.00		0.70	0.70	0.77		1.00	1.00	1.00	
Lanes:	0.00	1.63	1.37		0.00	0.00	0.00		1.14	3.86	1.00		0.00	0.00	0.00	
Final Sat.:	0	2475	2067		0	0	0		1511	5102	1454		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.13		0.00	0.00	0.00		0.49	0.49	0.09		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.38	0.38		0.00	0.00	0.00		0.57	0.57	0.57		0.00	0.00	0.00	
Volume/Cap:	0.00	0.35	0.35		0.00	0.00	0.00		0.86	0.86	0.16		0.00	0.00	0.00	
Delay/Veh:	0.0	24.3	24.3		0.0	0.0	0.0		22.4	22.4	11.4		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:	0.0	24.3	24.3		0.0	0.0	0.0		22.4	22.4	11.4		0.0	0.0	0.0	
HCM2k95th:	0	9	9		0	0	0		38	38	5		0	0	0	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 5th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.714
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 106 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	40	40		0	0	0		60	60	60		0	0	0	
Lanes:	0 0	1	1	1	0 0	0	0	0	1 1	3	0	1	0 0	0	0	0
Volume Module:																
Base Vol:	0	328	274		0	0	0		739	2495	135		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	328	274		0	0	0		739	2495	135		0	0	0	
Added Vol:	0	16	77		0	0	0		0	198	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	344	351		0	0	0		739	2693	135		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	344	351		0	0	0		739	2693	135		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	344	351		0	0	0		739	2693	135		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	344	351		0	0	0		739	2693	135		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.79	0.79		1.00	1.00	1.00		0.70	0.70	0.77		1.00	1.00	1.00	
Lanes:	0.00	1.48	1.52		0.00	0.00	0.00		1.08	3.92	1.00		0.00	0.00	0.00	
Final Sat.:	0	2229	2274		0	0	0		1424	5189	1454		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.15		0.00	0.00	0.00		0.52	0.52	0.09		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.38	0.38		0.00	0.00	0.00		0.57	0.57	0.57		0.00	0.00	0.00	
Volume/Cap:	0.00	0.41	0.41		0.00	0.00	0.00		0.92	0.92	0.16		0.00	0.00	0.00	
Delay/Veh:	0.0	25.0	25.0		0.0	0.0	0.0		25.5	25.5	11.4		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:	0.0	25.0	25.0		0.0	0.0	0.0		25.5	25.5	11.4		0.0	0.0	0.0	
HCM2k95th:	0	11	11		0	0	0		45	45	5		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 5th St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.251
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	40	40	0		0	0	40		0	0	0		0	30	30	
Lanes:	1	0	3	0	0	0	0	0	2	0	0	0	0	0	3	1	0
Volume Module:																	
Base Vol:	124	530	0		0	0	137		0	0	0		0	568	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:	124	530	0		0	0	137		0	0	0		0	568	93	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	124	530	0		0	0	137		0	0	0		0	568	93	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	124	530	0		0	0	137		0	0	0		0	568	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	
Final Vol.:	124	530	0		0	0	137		0	0	0		0	568	93	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.69	0.82	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	1.00	3.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.44	0.56	
Final Sat.:	1315	4668	0		0	0	2558		0	0	0		0	5236	857	
Capacity Analysis Module:																	
Vol/Sat:	0.09	0.11	0.00		0.00	0.00	0.05		0.00	0.00	0.00		0.00	0.11	0.11	
Crit Moves:		****												****		
Green/Cycle:	0.51	0.51	0.00		0.00	0.00	0.51		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.19	0.22	0.00		0.00	0.00	0.11		0.00	0.00	0.00		0.00	0.29	0.29	
Delay/Veh:	11.2	11.1	0.0		0.0	0.0	10.3		0.0	0.0	0.0		0.0	17.4	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:	11.2	11.1	0.0		0.0	0.0	10.3		0.0	0.0	0.0		0.0	17.4	17.4	
HCM2k95th:	5	5	0		0	0	2		0	0	0		0	6	6	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 5th St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.322
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	40	40	0		0	0	40		0	0	0		0	30	30	
Lanes:	1	0	3	0	0	0	0	0	2	0	0	0	0	0	3	1	0
Volume Module:																	
Base Vol:	124	530	0		0	0	137		0	0	0		0	568	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:	124	530	0		0	0	137		0	0	0		0	568	93	
Added Vol:	14	84	0		0	0	0		0	0	0		0	271	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	138	614	0		0	0	137		0	0	0		0	839	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	138	614	0		0	0	137		0	0	0		0	839	101	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	138	614	0		0	0	137		0	0	0		0	839	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	
Final Vol.:	138	614	0		0	0	137		0	0	0		0	839	101	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.69	0.82	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.81	0.81	
Lanes:	1.00	3.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.57	0.43	
Final Sat.:	1315	4668	0		0	0	2558		0	0	0		0	5467	658	
Capacity Analysis Module:																	
Vol/Sat:	0.10	0.13	0.00		0.00	0.00	0.05		0.00	0.00	0.00		0.00	0.15	0.15	
Crit Moves:		****												****		
Green/Cycle:	0.51	0.51	0.00		0.00	0.00	0.51		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.21	0.26	0.00		0.00	0.00	0.11		0.00	0.00	0.00		0.00	0.40	0.40	
Delay/Veh:	11.5	11.4	0.0		0.0	0.0	10.3		0.0	0.0	0.0		0.0	18.5	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:	11.5	11.4	0.0		0.0	0.0	10.3		0.0	0.0	0.0		0.0	18.5	18.5	
HCM2k95th:	5	6	0		0	0	2		0	0	0		0	9	9	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 5th St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.280
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	35	35	0		0	0	0		17	35	0		0	18	18	
Lanes:	2 0	2 1	0		0 0	0 0	0		2 0	2 0	0		0 0	2 1	0	
Volume Module:																
Base Vol:	151	298	102		0	0	0		516	684	0		0	172	39	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	151	298	102		0	0	0		516	684	0		0	172	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	151	298	102		0	0	0		516	684	0		0	172	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	151	298	102		0	0	0		516	684	0		0	172	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	151	298	102		0	0	0		516	684	0		0	172	39	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.79	0.79		1.00	1.00	1.00		0.83	0.86	1.00		1.00	0.80	0.80	
Lanes:	2.00	2.23	0.77		0.00	0.00	0.00		2.00	2.00	0.00		0.00	2.45	0.55	
Final Sat.:	3191	3346	1145		0	0	0		3152	3249	0		0	3699	839	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.09		0.00	0.00	0.00		0.16	0.21	0.00		0.00	0.05	0.05	
Crit Moves:	****									****			****			
Green/Cycle:	0.46	0.46	0.46		0.00	0.00	0.00		0.22	0.46	0.00		0.00	0.24	0.24	
Volume/Cap:	0.10	0.19	0.19		0.00	0.00	0.00		0.73	0.46	0.00		0.00	0.20	0.20	
Delay/Veh:	11.7	12.3	12.3		0.0	0.0	0.0		34.0	15.0	0.0		0.0	23.6	23.6	
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:	11.7	12.3	12.3		0.0	0.0	0.0		34.0	15.0	0.0		0.0	23.6	23.6	
HCM2k95th:	3	4	4		0	0	0		14	11	0		0	3	3	

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Intersection #10 5th St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.319
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	35	35	0		0	0	0		17	35	0		0	18	18	
Lanes:	2 0	2 1	0		0 0	0 0	0		2 0	2 0	0		0 0	2 1	0	
Volume Module:																
Base Vol:	151	298	102		0	0	0		516	684	0		0	172	39	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	151	298	102		0	0	0		516	684	0		0	172	39	
Added Vol:	42	67	17		0	0	0		31	75	0		0	33	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	193	365	119		0	0	0		547	759	0		0	205	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	193	365	119		0	0	0		547	759	0		0	205	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	193	365	119		0	0	0		547	759	0		0	205	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	193	365	119		0	0	0		547	759	0		0	205	39	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.79	0.79		1.00	1.00	1.00		0.83	0.86	1.00		1.00	0.80	0.80	
Lanes:	2.00	2.26	0.74		0.00	0.00	0.00		2.00	2.00	0.00		0.00	2.52	0.48	
Final Sat.:	3195	3390	1105		0	0	0		3152	3249	0		0	3828	728	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.11	0.11		0.00	0.00	0.00		0.17	0.23	0.00		0.00	0.05	0.05	
Crit Moves:	****									****			****			
Green/Cycle:	0.46	0.46	0.46		0.00	0.00	0.00		0.22	0.46	0.00		0.00	0.24	0.24	
Volume/Cap:	0.13	0.23	0.23		0.00	0.00	0.00		0.78	0.51	0.00		0.00	0.23	0.23	
Delay/Veh:	12.0	12.7	12.7		0.0	0.0	0.0		35.9	15.7	0.0		0.0	23.9	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:	12.0	12.7	12.7		0.0	0.0	0.0		35.9	15.7	0.0		0.0	23.9	23.9	
HCM2k95th:	3	5	5		0	0	0		15	12	0		0	4	4	

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Intersection #11 5th St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.391
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 76 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	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	687	193		0	0	0		63	894	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	687	193		0	0	0		63	894	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	687	193		0	0	0		63	894	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	687	193		0	0	0		63	894	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	687	193		0	0	0		63	894	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.88	0.88		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.34	0.66		0.00	0.00	0.00		0.20	2.80	0.00		0.00	0.00	0.00	
Final Sat.:	0	3916	1100		0	0	0		341	4846	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.18		0.00	0.00	0.00		0.18	0.18	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.38	0.38		0.00	0.00	0.00		0.40	0.40	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	13.9	13.9		0.0	0.0	0.0		14.1	14.1	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	13.9	13.9		0.0	0.0	0.0		14.1	14.1	0.0		0.0	0.0	0.0	
HCM2k95th:	0	9	9		0	0	0		10	10	0		0	0	0	

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Intersection #11 5th St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.549
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 76 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	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	687	193		0	0	0		63	894	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	687	193		0	0	0		63	894	0		0	0	0	
Added Vol:	0	100	228		0	0	0		55	279	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	787	421		0	0	0		118	1173	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	787	421		0	0	0		118	1173	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	787	421		0	0	0		118	1173	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	787	421		0	0	0		118	1173	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.86	0.86		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		0.00	0.00	0.00		0.27	2.73	0.00		0.00	0.00	0.00	
Final Sat.:	0	3278	1639		0	0	0		474	4713	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.26		0.00	0.00	0.00		0.25	0.25	0.00		0.00	0.00	0.00	
Crit Moves:			****						****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.52	0.56		0.00	0.00	0.00		0.54	0.54	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	15.4	15.9		0.0	0.0	0.0		15.6	15.6	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:	0.0	15.4	15.9		0.0	0.0	0.0		15.6	15.6	0.0		0.0	0.0	0.0	
HCM2k95th:	0	12	14		0	0	0		14	14	0		0	0	0	

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Intersection #12 5th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.390
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0	0	0	0	0	0	0	0	0	0	20	20		
Lanes:	0	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	215	763	0	0	0	0	0	0	0	0	545	246				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	215	763	0	0	0	0	0	0	0	0	545	246				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	215	763	0	0	0	0	0	0	0	0	545	246				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	215	763	0	0	0	0	0	0	0	0	545	246				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	215	763	0	0	0	0	0	0	0	0	545	246				
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	0.87	0.87				
Lanes:	0.66	2.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.07	0.93				
Final Sat.:	1140	4047	0	0	0	0	0	0	0	0	3406	1537				
Capacity Analysis Module:																
Vol/Sat:	0.19	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16				
Crit Moves:	****										****					
Green/Cycle:	0.54	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.36				
Volume/Cap:	0.35	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45				
Delay/Veh:	7.8	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.6	14.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	7.8	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.6	14.6				
HCM2k95th:	7	7	0	0	0	0	0	0	0	0	8	8				

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Intersection #12 5th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0	0	0	0	0	0	0	0	0	0	20	20		
Lanes:	0	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	215	763	0	0	0	0	0	0	0	0	545	246				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	215	763	0	0	0	0	0	0	0	0	545	246				
Added Vol:	0	204	0	0	0	0	0	0	0	0	25	124				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	215	967	0	0	0	0	0	0	0	0	570	370				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	215	967	0	0	0	0	0	0	0	0	570	370				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	215	967	0	0	0	0	0	0	0	0	570	370				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	215	967	0	0	0	0	0	0	0	0	570	370				
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	0.86	0.86				
Lanes:	0.55	2.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00				
Final Sat.:	943	4244	0	0	0	0	0	0	0	0	3254	1627				
Capacity Analysis Module:																
Vol/Sat:	0.23	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.23				
Crit Moves:	****											****				
Green/Cycle:	0.54	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.36				
Volume/Cap:	0.43	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.64				
Delay/Veh:	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.9	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:	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.9	17.1				
HCM2k95th:	9	9	0	0	0	0	0	0	0	0	9	12				

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Intersection #13 5th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	19	19		0	0	0		31	31	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	471	87		0	0	0		620	2184	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	471	87		0	0	0		620	2184	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	471	87		0	0	0		620	2184	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	471	87		0	0	0		620	2184	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	471	87		0	0	0		620	2184	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.53	0.47		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	4278	790		0	0	0		1729	5187	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.11		0.00	0.00	0.00		0.36	0.42	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.34	0.34		0.00	0.00	0.00		0.55	0.55	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.32	0.32		0.00	0.00	0.00		0.65	0.76	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	14.2	14.2		0.0	0.0	0.0		9.5	11.2	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	14.2	14.2		0.0	0.0	0.0		9.5	11.2	0.0		0.0	0.0	0.0	
HCM2k95th:	0	6	6		0	0	0		13	17	0		0	0	0	

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Intersection #13 5th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.616
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	19	19		0	0	0		31	31	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	471	87		0	0	0		620	2184	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	471	87		0	0	0		620	2184	0		0	0	0	
Added Vol:	0	0	0		0	0	0		204	36	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	471	87		0	0	0		824	2220	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	471	87		0	0	0		824	2220	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	471	87		0	0	0		824	2220	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	471	87		0	0	0		824	2220	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.53	0.47		0.00	0.00	0.00		1.08	2.92	0.00		0.00	0.00	0.00	
Final Sat.:	0	4278	790		0	0	0		1872	5044	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.11		0.00	0.00	0.00		0.44	0.44	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.34	0.34		0.00	0.00	0.00		0.55	0.55	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.32	0.32		0.00	0.00	0.00		0.80	0.80	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	14.2	14.2		0.0	0.0	0.0		11.8	11.8	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	14.2	14.2		0.0	0.0	0.0		11.8	11.8	0.0		0.0	0.0	0.0	
HCM2k95th:	0	6	6		0	0	0		18	18	0		0	0	0	

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Intersection #14 7th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.307
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	23	23			0	0	0	0	27	27		0
Lanes:	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	0	0
Volume Module:																			
Base Vol:	0	0	0	0	362	225			0	0	0	253	777			0
Growth Adj:	1.00	1.00	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	362	225			0	0	0	253	777			0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00			1.00
PHF Volume:	0	0	0	0	362	225			0	0	0	253	777			0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0			0
Reduced Vol:	0	0	0	0	362	225			0	0	0	253	777			0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00			1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00			1.00
Final Vol.:	0	0	0	0	362	225			0	0	0	253	777			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	0.86	0.67			1.00	1.00	1.00	0.82	0.82			1.00
Lanes:	0.00	0.00	0.00	0.00	2.00	2.00			0.00	0.00	0.00	1.00	3.00			0.00
Final Sat.:	0	0	0	0	3249	2558			0	0	0	1556	4668			0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.11	0.09			0.00	0.00	0.00	0.16	0.17			0.00
Crit Moves:					****							****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.41	0.41			0.00	0.00	0.00	0.48	0.48			0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.27	0.21			0.00	0.00	0.00	0.34	0.35			0.00
Delay/Veh:	0.0	0.0	0.0	0.0	11.4	11.1			0.0	0.0	0.0	9.3	9.3			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	11.4	11.1			0.0	0.0	0.0	9.3	9.3			0.0
HCM2k95th:	0	0	0	0	5	3			0	0	0	6	6			0

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Intersection #14 7th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.408
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	23	23			0	0	0	0	27	27		0
Lanes:	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	0	0
Volume Module:																			
Base Vol:	0	0	0	0	362	225			0	0	0	253	777			0
Growth Adj:	1.00	1.00	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	362	225			0	0	0	253	777			0
Added Vol:	0	0	0	0	161	0			0	0	0	90	144			0
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0			0
Initial Fut:	0	0	0	0	523	225			0	0	0	343	921			0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00			1.00
PHF Volume:	0	0	0	0	523	225			0	0	0	343	921			0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0			0
Reduced Vol:	0	0	0	0	523	225			0	0	0	343	921			0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00			1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00			1.00
Final Vol.:	0	0	0	0	523	225			0	0	0	343	921			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	0.86	0.67			1.00	1.00	1.00	0.82	0.82			1.00
Lanes:	0.00	0.00	0.00	0.00	2.00	2.00			0.00	0.00	0.00	1.09	2.91			0.00
Final Sat.:	0	0	0	0	3249	2558			0	0	0	1689	4535			0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.16	0.09			0.00	0.00	0.00	0.20	0.20			0.00
Crit Moves:					****							****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.41	0.41			0.00	0.00	0.00	0.48	0.48			0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.39	0.21			0.00	0.00	0.00	0.42	0.42			0.00
Delay/Veh:	0.0	0.0	0.0	0.0	12.5	11.1			0.0	0.0	0.0	9.9	9.9			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	0.0	12.5	11.1			0.0	0.0	0.0	9.9	9.9			0.0
HCM2k95th:	0	0	0	0	7	3			0	0	0	8	8			0

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Intersection #15 7th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.615
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 106 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		35	35	0		0	65	65		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	1	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		174	332	0		0	2144	322		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		174	332	0		0	2144	322		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		174	332	0		0	2144	322		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		174	332	0		0	2144	322		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		174	332	0		0	2144	322		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		0.82	0.82	1.00		1.00	0.80	0.80		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	2.00	0.00		0.00	3.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		1556	3112	0		0	4575	1525		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.11	0.11	0.00		0.00	0.47	0.21		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.33	0.33	0.00		0.00	0.61	0.61		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.34	0.32	0.00		0.00	0.76	0.34		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		27.4	27.2	0.0		0.0	16.7	10.2		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:	0.0	0.0	0.0		27.4	27.2	0.0		0.0	16.7	10.2		0.0	0.0	0.0	
HCM2k95th:	0	0	0		9	8	0		0	30	10		0	0	0	

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Intersection #15 7th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.736
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 106 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		35	35	0		0	65	65		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	1	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		174	332	0		0	2144	322		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		174	332	0		0	2144	322		0	0	0	
Added Vol:	0	0	0		82	169	0		0	287	1		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		256	501	0		0	2431	323		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		256	501	0		0	2431	323		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		256	501	0		0	2431	323		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		256	501	0		0	2431	323		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		0.82	0.82	1.00		1.00	0.80	0.80		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	2.00	0.00		0.00	3.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		1556	3112	0		0	4584	1528		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.16	0.16	0.00		0.00	0.53	0.21		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.33	0.33	0.00		0.00	0.61	0.61		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.50	0.49	0.00		0.00	0.86	0.34		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		29.6	29.4	0.0		0.0	20.3	10.2		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:	0.0	0.0	0.0		29.6	29.4	0.0		0.0	20.3	10.2		0.0	0.0	0.0	
HCM2k95th:	0	0	0		13	12	0		0	39	10		0	0	0	

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Intersection #16 7th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.330
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	29	29		0	0	0		21	21	0	
Lanes:	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	3	0	0
Volume Module:																		
Base Vol:	0	0	0		0	451	179		0	0	0		262	698	0	
Growth Adj:	1.00	1.00	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	451	179		0	0	0		262	698	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	451	179		0	0	0		262	698	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	451	179		0	0	0		262	698	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	451	179		0	0	0		262	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		1.00	0.78	0.78		1.00	1.00	1.00		0.90	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.15	0.85		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	3198	1269		0	0	0		1710	4668	0	
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00		0.00	0.14	0.14		0.00	0.00	0.00		0.15	0.15	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.52	0.52		0.00	0.00	0.00		0.38	0.38	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.27	0.27		0.00	0.00	0.00		0.41	0.40	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	7.9	7.9		0.0	0.0	0.0		14.8	13.5	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	7.9	7.9		0.0	0.0	0.0		14.8	13.5	0.0	
HCM2k95th:	0	0	0		0	5	5		0	0	0		8	7	0	

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Intersection #16 7th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.458
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	29	29		0	0	0		21	21	0	
Lanes:	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	3	0	0
Volume Module:																		
Base Vol:	0	0	0		0	451	179		0	0	0		262	698	0	
Growth Adj:	1.00	1.00	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	451	179		0	0	0		262	698	0	
Added Vol:	0	0	0		0	30	145		0	0	0		58	145	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	481	324		0	0	0		320	843	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	481	324		0	0	0		320	843	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	481	324		0	0	0		320	843	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	481	324		0	0	0		320	843	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	0.77	0.77		1.00	1.00	1.00		0.90	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	2925	1463		0	0	0		1710	4668	0	
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00		0.00	0.16	0.22		0.00	0.00	0.00		0.19	0.18	0.00	
Crit Moves:							****						****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.52	0.52		0.00	0.00	0.00		0.38	0.38	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.32	0.43		0.00	0.00	0.00		0.50	0.48	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	8.1	9.1		0.0	0.0	0.0		16.2	14.3	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	8.1	9.1		0.0	0.0	0.0		16.2	14.3	0.0	
HCM2k95th:	0	0	0		0	6	8		0	0	0		10	9	0	

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Intersection #17 8th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.307
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	153	395	0		0	0	0		0	0	0		0	857	133	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	153	395	0		0	0	0		0	0	0		0	857	133	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	153	395	0		0	0	0		0	0	0		0	857	133	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	153	395	0		0	0	0		0	0	0		0	857	133	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	153	395	0		0	0	0		0	0	0		0	857	133	
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	0.89	0.89	
Lanes:	1.12	2.88	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.60	0.40	
Final Sat.:	1931	4985	0		0	0	0		0	0	0		0	4400	683	
Capacity Analysis Module:																	
Vol/Sat:	0.08	0.08	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.19	0.19	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.18	0.18	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.44	0.44	
Delay/Veh:	9.3	9.3	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.8	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:	9.3	9.3	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.8	10.8	
HCM2k95th:	3	3	0		0	0	0		0	0	0		0	8	8	

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Intersection #17 8th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.360
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	153	395	0		0	0	0		0	0	0		0	857	133	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	153	395	0		0	0	0		0	0	0		0	857	133	
Added Vol:	103	32	0		0	0	0		0	0	0		0	131	13	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	256	427	0		0	0	0		0	0	0		0	988	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	256	427	0		0	0	0		0	0	0		0	988	146	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	256	427	0		0	0	0		0	0	0		0	988	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	
Final Vol.:	256	427	0		0	0	0		0	0	0		0	988	146	
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	0.89	0.89	
Lanes:	1.50	2.50	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.61	0.39	
Final Sat.:	2592	4324	0		0	0	0		0	0	0		0	4433	655	
Capacity Analysis Module:																	
Vol/Sat:	0.10	0.10	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.22	0.22	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.22	0.22	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.50	0.50	
Delay/Veh:	9.6	9.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	11.2	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:	9.6	9.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	11.2	11.2	
HCM2k95th:	4	4	0		0	0	0		0	0	0		0	9	9	

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Intersection #18 8th S/tJ St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.374
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 106 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	35	35		0	0	0		65	65	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	378	270		0	0	0		261	2051	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	378	270		0	0	0		261	2051	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	378	270		0	0	0		261	2051	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	378	270		0	0	0		261	2051	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	378	270		0	0	0		261	2051	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.77	0.77		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	2916	1458		0	0	0		1556	4668	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.19		0.00	0.00	0.00		0.17	0.44	0.00		0.00	0.00	0.00	
Crit Moves:			****						****							
Green/Cycle:	0.00	0.33	0.33		0.00	0.00	0.00		0.61	0.61	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.39	0.56		0.00	0.00	0.00		0.27	0.72	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	28.0	31.2		0.0	0.0	0.0		9.6	15.5	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:	0.0	28.0	31.2		0.0	0.0	0.0		9.6	15.5	0.0		0.0	0.0	0.0	
HCM2k95th:	0	10	14		0	0	0		8	26	0		0	0	0	

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Intersection #18 8th S/tJ St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 106 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	35	35		0	0	0		65	65	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	378	270		0	0	0		261	2051	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	378	270		0	0	0		261	2051	0		0	0	0	
Added Vol:	0	77	43		0	0	0		49	320	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	455	313		0	0	0		310	2371	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	455	313		0	0	0		310	2371	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	455	313		0	0	0		310	2371	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	455	313		0	0	0		310	2371	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.77	0.77		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	2922	1461		0	0	0		1556	4668	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.21		0.00	0.00	0.00		0.20	0.51	0.00		0.00	0.00	0.00	
Crit Moves:			****						****							
Green/Cycle:	0.00	0.33	0.33		0.00	0.00	0.00		0.61	0.61	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.47	0.65		0.00	0.00	0.00		0.32	0.83	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	29.1	33.0		0.0	0.0	0.0		10.0	18.7	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:	0.0	29.1	33.0		0.0	0.0	0.0		10.0	18.7	0.0		0.0	0.0	0.0	
HCM2k95th:	0	12	17		0	0	0		9	33	0		0	0	0	

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Intersection #19 8th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.295
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0	0	0	0	0	0	0	0	0	0	21	21		
Lanes:	1	0	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 1
Volume Module:																
Base Vol:	111	389	0	0	0	0	0	0	0	0	850	335				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	111	389	0	0	0	0	0	0	0	0	850	335				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	111	389	0	0	0	0	0	0	0	0	850	335				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	111	389	0	0	0	0	0	0	0	0	850	335				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	111	389	0	0	0	0	0	0	0	0	850	335				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78				
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.87	1.13				
Final Sat.:	1710	3249	0	0	0	0	0	0	0	0	4277	1686				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.20				
Crit Moves:	****										****					
Green/Cycle:	0.52	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38				
Volume/Cap:	0.13	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.53				
Delay/Veh:	7.3	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.6	14.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	7.3	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.6	14.6				
HCM2k95th:	2	4	0	0	0	0	0	0	0	0	9	9				

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Intersection #19 8th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.467
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0	0	0	0	0	0	0	0	0	0	21	21		
Lanes:	1	0	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 1
Volume Module:																
Base Vol:	111	389	0	0	0	0	0	0	0	0	850	335				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	111	389	0	0	0	0	0	0	0	0	850	335				
Added Vol:	80	68	0	0	0	0	0	0	0	0	374	249				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	191	457	0	0	0	0	0	0	0	0	1224	584				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	191	457	0	0	0	0	0	0	0	0	1224	584				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	191	457	0	0	0	0	0	0	0	0	1224	584				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	191	457	0	0	0	0	0	0	0	0	1224	584				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78				
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.71	1.29				
Final Sat.:	1710	3249	0	0	0	0	0	0	0	0	4012	1914				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.31				
Crit Moves:	****										****					
Green/Cycle:	0.52	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38				
Volume/Cap:	0.22	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.81				
Delay/Veh:	7.9	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.1	19.1				
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:	7.9	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.1	19.1				
HCM2k95th:	4	5	0	0	0	0	0	0	0	0	17	17				

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Intersection #20 9th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.383
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 13.9
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	22	22			0	0	0	0	28	28		0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	0	0	0	523	234			0	0	0	0	238	868		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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	523	234			0	0	0	0	238	868		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	523	234			0	0	0	0	238	868		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	523	234			0	0	0	0	238	868		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	523	234			0	0	0	0	238	868		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.78	0.78	1.00	1.00	1.00	0.90	0.82	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.07	0.93	0.00	0.00	0.00	1.00	3.00	0.00				
Final Sat.:	0	0	0	0	3077	1377			0	0	0	0	1710	4668		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.14	0.19	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.45	0.45	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.31	0.41	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	16.6	16.6	0.0	0.0	0.0	11.9	12.0	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	16.6	16.6	0.0	0.0	0.0	11.9	12.0	0.0				
HCM2k95th:	0	0	0	0	9	9	0	0	0	6	8	0				

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Intersection #20 9th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.430
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
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	22	22			0	0	0	0	28	28		0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	0	0	0	523	234			0	0	0	0	238	868		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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	523	234			0	0	0	0	238	868		0
Added Vol:	0	0	0	0	5	0			0	0	0	0	63	144		0
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Initial Fut:	0	0	0	0	528	234			0	0	0	0	301	1012		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	528	234			0	0	0	0	301	1012		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	528	234			0	0	0	0	301	1012		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	528	234			0	0	0	0	301	1012		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.78	0.78	1.00	1.00	1.00	0.90	0.82	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.08	0.92	0.00	0.00	0.00	1.00	3.00	0.00				
Final Sat.:	0	0	0	0	3086	1368			0	0	0	0	1710	4668		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.18	0.22	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.45	0.45	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.39	0.48	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	16.6	16.6	0.0	0.0	0.0	12.8	12.7	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	0.0	16.6	16.6	0.0	0.0	0.0	12.8	12.7	0.0				
HCM2k95th:	0	0	0	0	9	9	0	0	0	8	9	0				

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Intersection #21 9th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 106 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		40	40	0		0	60	60		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		74	503	0		0	1659	337		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		74	503	0		0	1659	337		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		74	503	0		0	1659	337		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		74	503	0		0	1659	337		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		74	503	0		0	1659	337		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		0.82	0.82	1.00		1.00	0.80	0.80		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.38	2.62	0.00		0.00	2.49	0.51		0.00	0.00	0.00	
Final Sat.:	0	0	0		599	4070	0		0	3783	768		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.12	0.12	0.00		0.00	0.44	0.44		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.38	0.38	0.00		0.00	0.57	0.57		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.33	0.33	0.00		0.00	0.77	0.77		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		23.9	23.9	0.0		0.0	20.1	20.1		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		23.9	23.9	0.0		0.0	20.1	20.1		0.0	0.0	0.0	
HCM2k95th:	0	0	0		9	9	0		0	28	28		0	0	0	

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Intersection #21 9th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 106 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		40	40	0		0	60	60		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		74	503	0		0	1659	337		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		74	503	0		0	1659	337		0	0	0	
Added Vol:	0	0	0		0	68	0		0	131	231		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		74	571	0		0	1790	568		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		74	571	0		0	1790	568		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		74	571	0		0	1790	568		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		74	571	0		0	1790	568		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		0.82	0.82	1.00		1.00	0.79	0.79		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.34	2.66	0.00		0.00	2.28	0.72		0.00	0.00	0.00	
Final Sat.:	0	0	0		536	4133	0		0	3416	1084		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.14	0.14	0.00		0.00	0.52	0.52		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.38	0.38	0.00		0.00	0.57	0.57		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.37	0.37	0.00		0.00	0.93	0.93		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		24.4	24.4	0.0		0.0	28.2	28.2		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:	0.0	0.0	0.0		24.4	24.4	0.0		0.0	28.2	28.2		0.0	0.0	0.0	
HCM2k95th:	0	0	0		10	10	0		0	41	41		0	0	0	

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Intersection #22 9th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.314
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	21	21			0	0	0	0	29	29		0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	0	0	0	406	156			0	0	0	0	264	1239		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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	406	156			0	0	0	0	264	1239		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	406	156			0	0	0	0	264	1239		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	406	156			0	0	0	0	264	1239		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	406	156			0	0	0	0	264	1239		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.78	0.78	1.00	1.00	1.00	0.90	0.82	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.17	0.83	0.00	0.00	0.00	1.00	3.00	0.00				
Final Sat.:	0	0	0	0	3231	1241			0	0	0	0	1710	4668		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.15	0.27	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.52	0.52	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.30	0.51	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	13.0	13.0	0.0	0.0	0.0	8.6	9.6	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	0.0	13.0	13.0	0.0	0.0	0.0	8.6	9.6	0.0				
HCM2k95th:	0	0	0	0	6	6	0	0	0	6	9	0				

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Intersection #22 9th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.467
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	21	21			0	0	0	0	29	29		0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	0	0	0	406	156			0	0	0	0	264	1239		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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	406	156			0	0	0	0	264	1239		0
Added Vol:	0	0	0	0	48	222			0	0	0	0	4	577		0
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Initial Fut:	0	0	0	0	454	378			0	0	0	0	268	1816		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	454	378			0	0	0	0	268	1816		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	454	378			0	0	0	0	268	1816		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	454	378			0	0	0	0	268	1816		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.76	0.76	1.00	1.00	1.00	0.90	0.82	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00				
Final Sat.:	0	0	0	0	2901	1450			0	0	0	0	1710	4668		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.16	0.26	0.00	0.00	0.00	0.16	0.39	0.00				
Crit Moves:						****				****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.52	0.52	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.42	0.70	0.00	0.00	0.00	0.30	0.75	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	13.6	18.1	0.0	0.0	0.0	8.6	12.9	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	0.0	13.6	18.1	0.0	0.0	0.0	8.6	12.9	0.0				
HCM2k95th:	0	0	0	0	7	13	0	0	0	6	15	0				

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Intersection #23 9th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.385
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.5
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				Include				Include			
Min. Green:	0	0	0	0	10	0	0	0	0	0	10	0				
Lanes:	0 0	0	0	0	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	720	199	0	0	0	153	655	0				
Growth Adj:	1.00	1.00	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	720	199	0	0	0	153	655	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	720	199	0	0	0	153	655	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	720	199	0	0	0	153	655	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	720	199	0	0	0	153	655	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	0.88	0.88	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.35	0.65	0.00	0.00	0.00	0.57	2.43	0.00				
Final Sat.:	0	0	0	0	3930	1086	0	0	0	982	4205	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.16	0.16	0.00				
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.40	0.40	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.39	0.39	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	8.5	8.5	0.0	0.0	0.0	10.6	10.6	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	0.0	8.5	8.5	0.0	0.0	0.0	10.6	10.6	0.0				
HCM2k95th:	0	0	0	0	7	7	0	0	0	6	6	0				

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Intersection #23 9th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.424
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	10	0	0	0	0	0	10	0				
Lanes:	0 0	0	0	0	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	720	199	0	0	0	153	655	0				
Growth Adj:	1.00	1.00	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	720	199	0	0	0	153	655	0				
Added Vol:	0	0	0	0	74	2	0	0	0	0	103	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	794	201	0	0	0	153	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	794	201	0	0	0	153	758	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	794	201	0	0	0	153	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				
Final Vol.:	0	0	0	0	794	201	0	0	0	153	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	1.00	0.88	0.88	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.39	0.61	0.00	0.00	0.00	0.50	2.50	0.00				
Final Sat.:	0	0	0	0	4015	1016	0	0	0	871	4316	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.18	0.18	0.00				
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.41	0.41	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.42	0.42	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	9.0	9.0	0.0	0.0	0.0	10.6	10.6	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	0.0	9.0	9.0	0.0	0.0	0.0	10.6	10.6	0.0				
HCM2k95th:	0	0	0	0	8	8	0	0	0	7	7	0				

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Intersection #24 9th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0 0	0	1	2	0 0	0	0	3	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		181	685	0		0	1528	479		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		181	685	0		0	1528	479		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		181	685	0		0	1528	479		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		181	685	0		0	1528	479		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		181	685	0		0	1528	479		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.63	2.37	0.00		0.00	3.05	0.95		0.00	0.00	0.00	
Final Sat.:	0	0	0		1084	4103	0		0	5076	1591		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.17	0.00		0.00	0.30	0.30		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.37	0.37	0.00		0.00	0.67	0.67		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.4	10.4	0.0		0.0	12.9	12.9		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:	0.0	0.0	0.0		10.4	10.4	0.0		0.0	12.9	12.9		0.0	0.0	0.0	
HCM2k95th:	0	0	0		6	6	0		0	15	15		0	0	0	

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Intersection #24 9th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0 0	0	1	2	0 0	0	0	3	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		181	685	0		0	1528	479		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		181	685	0		0	1528	479		0	0	0	
Added Vol:	0	0	0		9	65	0		0	2	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		190	750	0		0	1530	479		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		190	750	0		0	1530	479		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		190	750	0		0	1530	479		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		190	750	0		0	1530	479		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.61	2.39	0.00		0.00	3.05	0.95		0.00	0.00	0.00	
Final Sat.:	0	0	0		1048	4139	0		0	5077	1590		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.18	0.18	0.00		0.00	0.30	0.30		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.67	0.67		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.6	10.6	0.0		0.0	12.9	12.9		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:	0.0	0.0	0.0		10.6	10.6	0.0		0.0	12.9	12.9		0.0	0.0	0.0	
HCM2k95th:	0	0	0		7	7	0		0	15	15		0	0	0	

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Intersection #25 10th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.474
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.0
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:	26	26	0		0	0	0		0	0	0		0	24	24	
Lanes:	0 1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1 0
Volume Module:																
Base Vol:	176	548	0		0	0	0		0	0	0		0	888	151	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	176	548	0		0	0	0		0	0	0		0	888	151	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	176	548	0		0	0	0		0	0	0		0	888	151	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	176	548	0		0	0	0		0	0	0		0	888	151	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	176	548	0		0	0	0		0	0	0		0	888	151	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	0.73	2.27	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.56	0.44	
Final Sat.:	1135	3533	0		0	0	0		0	0	0		0	3902	664	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.23	0.23	
Crit Moves:	****													****		
Green/Cycle:	0.42	0.42	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.39	0.39	
Volume/Cap:	0.37	0.37	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.59	0.59	
Delay/Veh:	12.9	12.9	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	16.5	16.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	12.9	12.9	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	16.5	16.5	
HCM2k95th:	7	7	0		0	0	0		0	0	0		0	12	12	

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Intersection #25 10th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.532
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.9
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:	26	26	0		0	0	0		0	0	0		0	24	24	
Lanes:	0 1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1 0
Volume Module:																
Base Vol:	176	548	0		0	0	0		0	0	0		0	888	151	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	176	548	0		0	0	0		0	0	0		0	888	151	
Added Vol:	62	10	0		0	0	0		0	0	0		0	146	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	238	558	0		0	0	0		0	0	0		0	1034	151	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	238	558	0		0	0	0		0	0	0		0	1034	151	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	238	558	0		0	0	0		0	0	0		0	1034	151	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	238	558	0		0	0	0		0	0	0		0	1034	151	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	0.90	2.10	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.62	0.38	
Final Sat.:	1396	3273	0		0	0	0		0	0	0		0	3996	584	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.26	0.26	
Crit Moves:	****													****		
Green/Cycle:	0.42	0.42	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.39	0.39	
Volume/Cap:	0.41	0.41	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.67	0.67	
Delay/Veh:	13.2	13.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	17.7	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:	13.2	13.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	17.7	17.7	
HCM2k95th:	8	8	0		0	0	0		0	0	0		0	14	14	

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Intersection #26 10th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	40	40		0	0	0		60	60	0		0	0	0	
Lanes:	0 0	2	1	1	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	586	230		0	0	0		382	1386	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	586	230		0	0	0		382	1386	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	586	230		0	0	0		382	1386	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	586	230		0	0	0		382	1386	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	586	230		0	0	0		382	1386	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.78	0.78		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.87	1.13		0.00	0.00	0.00		0.65	2.35	0.00		0.00	0.00	0.00	
Final Sat.:	0	4282	1681		0	0	0		1009	3660	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.14		0.00	0.00	0.00		0.38	0.38	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.36	0.36		0.00	0.00	0.00		0.54	0.54	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.38	0.38		0.00	0.00	0.00		0.71	0.71	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	27.3	27.3		0.0	0.0	0.0		21.1	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	27.3	27.3		0.0	0.0	0.0		21.1	21.1	0.0		0.0	0.0	0.0	
HCM2k95th:	0	10	10		0	0	0		25	25	0		0	0	0	

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Intersection #26 10th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.607
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	40	40		0	0	0		60	60	0		0	0	0	
Lanes:	0 0	2	1	1	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	586	230		0	0	0		382	1386	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	586	230		0	0	0		382	1386	0		0	0	0	
Added Vol:	0	-11	0		0	0	0		-3	135	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	575	230		0	0	0		379	1521	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	575	230		0	0	0		379	1521	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	575	230		0	0	0		379	1521	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	575	230		0	0	0		379	1521	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.78	0.78		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.86	1.14		0.00	0.00	0.00		0.60	2.40	0.00		0.00	0.00	0.00	
Final Sat.:	0	4255	1702		0	0	0		931	3737	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.14		0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.36	0.36		0.00	0.00	0.00		0.54	0.54	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.38	0.38		0.00	0.00	0.00		0.76	0.76	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	27.3	27.3		0.0	0.0	0.0		22.6	22.6	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:	0.0	27.3	27.3		0.0	0.0	0.0		22.6	22.6	0.0		0.0	0.0	0.0	
HCM2k95th:	0	10	10		0	0	0		27	27	0		0	0	0	

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Intersection #27 10th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.644
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0	0	0	0	0	0	0	0	0	0	29	29		
Lanes:	0	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	298	828	0	0	0	0	0	0	0	0	1236	280				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	298	828	0	0	0	0	0	0	0	0	1236	280				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	298	828	0	0	0	0	0	0	0	0	1236	280				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	298	828	0	0	0	0	0	0	0	0	1236	280				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	298	828	0	0	0	0	0	0	0	0	1236	280				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80				
Lanes:	0.79	2.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.45	0.55				
Final Sat.:	1235	3433	0	0	0	0	0	0	0	0	3700	838				
Capacity Analysis Module:																
Vol/Sat:	0.24	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33				
Crit Moves:	****										****					
Green/Cycle:	0.38	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.52				
Volume/Cap:	0.64	0.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.65	0.65				
Delay/Veh:	16.2	16.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.2	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:	16.2	16.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.2	11.2				
HCM2k95th:	12	12	0	0	0	0	0	0	0	0	14	14				

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Intersection #27 10th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.807
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0	0	0	0	0	0	0	0	0	0	29	29		
Lanes:	0	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	298	828	0	0	0	0	0	0	0	0	1236	280				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	298	828	0	0	0	0	0	0	0	0	1236	280				
Added Vol:	166	1	0	0	0	0	0	0	0	0	414	-2				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	464	829	0	0	0	0	0	0	0	0	1650	278				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	464	829	0	0	0	0	0	0	0	0	1650	278				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	464	829	0	0	0	0	0	0	0	0	1650	278				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	464	829	0	0	0	0	0	0	0	0	1650	278				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80				
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.57	0.43				
Final Sat.:	1556	3112	0	0	0	0	0	0	0	0	3907	658				
Capacity Analysis Module:																
Vol/Sat:	0.30	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.42				
Crit Moves:	****										****					
Green/Cycle:	0.38	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.52				
Volume/Cap:	0.80	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.82				
Delay/Veh:	19.7	17.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.5	14.5				
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:	19.7	17.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.5	14.5				
HCM2k95th:	17	14	0	0	0	0	0	0	0	0	20	20				

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Intersection #28 10th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.567
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	168	1545	0		0	0	0		0	0	0		0	628	246	
Growth Adj:	1.00	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	1545	0		0	0	0		0	0	0		0	628	246	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	168	1545	0		0	0	0		0	0	0		0	628	246	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	168	1545	0		0	0	0		0	0	0		0	628	246	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	168	1545	0		0	0	0		0	0	0		0	628	246	
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	0.87	0.87	
Lanes:	0.29	2.71	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.16	0.84	
Final Sat.:	509	4678	0		0	0	0		0	0	0		0	3571	1399	
Capacity Analysis Module:																	
Vol/Sat:	0.33	0.33	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.18	0.18	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.74	0.74	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.39	0.39	
Delay/Veh:	14.1	14.1	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.5	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:	14.1	14.1	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.5	10.5	
HCM2k95th:	16	16	0		0	0	0		0	0	0		0	7	7	

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Intersection #28 10th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.620
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	168	1545	0		0	0	0		0	0	0		0	628	246	
Growth Adj:	1.00	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	1545	0		0	0	0		0	0	0		0	628	246	
Added Vol:	90	131	0		0	0	0		0	0	0		0	12	9	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	258	1676	0		0	0	0		0	0	0		0	640	255	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	258	1676	0		0	0	0		0	0	0		0	640	255	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	258	1676	0		0	0	0		0	0	0		0	640	255	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	258	1676	0		0	0	0		0	0	0		0	640	255	
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	0.87	0.87	
Lanes:	0.40	2.60	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.15	0.85	
Final Sat.:	692	4495	0		0	0	0		0	0	0		0	3550	1414	
Capacity Analysis Module:																	
Vol/Sat:	0.37	0.37	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.18	0.18	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.84	0.84	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.40	0.40	
Delay/Veh:	16.5	16.5	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.6	10.6	
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:	16.5	16.5	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.6	10.6	
HCM2k95th:	19	19	0		0	0	0		0	0	0		0	7	7	

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Intersection #29 10th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1103	178		0	0	0		401	1168	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	1103	178		0	0	0		401	1168	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1103	178		0	0	0		401	1168	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1103	178		0	0	0		401	1168	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1103	178		0	0	0		401	1168	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.58	0.42		0.00	0.00	0.00		1.02	2.98	0.00		0.00	0.00	0.00	
Final Sat.:	0	4372	706		0	0	0		1768	5148	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.25		0.00	0.00	0.00		0.23	0.23	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.57	0.57		0.00	0.00	0.00		0.51	0.51	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	11.8	11.8		0.0	0.0	0.0		11.2	11.2	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	11.8	11.8		0.0	0.0	0.0		11.2	11.2	0.0		0.0	0.0	0.0	
HCM2k95th:	0	12	12		0	0	0		9	9	0		0	0	0	

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Intersection #29 10th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1103	178		0	0	0		401	1168	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	1103	178		0	0	0		401	1168	0		0	0	0	
Added Vol:	0	221	0		0	0	0		0	10	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1324	178		0	0	0		401	1178	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1324	178		0	0	0		401	1178	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1324	178		0	0	0		401	1178	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1324	178		0	0	0		401	1178	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.64	0.36		0.00	0.00	0.00		1.02	2.98	0.00		0.00	0.00	0.00	
Final Sat.:	0	4490	604		0	0	0		1756	5160	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.29		0.00	0.00	0.00		0.23	0.23	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.66	0.66		0.00	0.00	0.00		0.51	0.51	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	12.9	12.9		0.0	0.0	0.0		11.3	11.3	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	12.9	12.9		0.0	0.0	0.0		11.3	11.3	0.0		0.0	0.0	0.0	
HCM2k95th:	0	15	15		0	0	0		9	9	0		0	0	0	

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Intersection #30 12th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.496
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: 66 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		27	27	0		0	33	33		0	0	0	
Lanes:	0 0	0	0	0	0 1	2	0	0	0 0	2	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	0	0		288	1415	0		0	569	59		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		288	1415	0		0	569	59		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		288	1415	0		0	569	59		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		288	1415	0		0	569	59		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		288	1415	0		0	569	59		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	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.51	2.49	0.00		0.00	2.72	0.28		0.00	0.00	0.00	
Final Sat.:	0	0	0		877	4310	0		0	4634	480		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.33	0.33	0.00		0.00	0.12	0.12		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.80	0.80	0.00		0.00	0.25	0.25		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		20.5	20.5	0.0		0.0	9.6	9.6		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		20.5	20.5	0.0		0.0	9.6	9.6		0.0	0.0	0.0	
HCM2k95th:	0	0	0		21	21	0		0	6	6		0	0	0	

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Intersection #30 12th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 66 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		27	27	0		0	33	33		0	0	0	
Lanes:	0 0	0	0	0	0 1	2	0	0	0 0	2	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	0	0		288	1415	0		0	569	59		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		288	1415	0		0	569	59		0	0	0	
Added Vol:	0	0	0		0	123	0		0	12	9		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		288	1538	0		0	581	68		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		288	1538	0		0	581	68		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		288	1538	0		0	581	68		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		288	1538	0		0	581	68		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	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.47	2.53	0.00		0.00	2.69	0.31		0.00	0.00	0.00	
Final Sat.:	0	0	0		818	4369	0		0	4569	535		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.35	0.35	0.00		0.00	0.13	0.13		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.86	0.86	0.00		0.00	0.25	0.25		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		22.6	22.6	0.0		0.0	9.7	9.7		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		22.6	22.6	0.0		0.0	9.7	9.7		0.0	0.0	0.0	
HCM2k95th:	0	0	0		24	24	0		0	6	6		0	0	0	

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Intersection #31 12th St/I St

Cycle (sec): 0 Critical Vol./Cap. (X): 0.569
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.9
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	7	7			0	0	0	0	3	7	0	
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	859	464			0	0	0	61	712	0		
Growth Adj:	1.00	1.00	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	859	464			0	0	0	61	712	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	859	464			0	0	0	61	712	0		
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		
Reduced Vol:	0	0	0	0	859	464			0	0	0	61	712	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	859	464			0	0	0	61	712	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	0.86	0.86	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.24	2.76	0.00				
Final Sat.:	0	0	0	0	3275	1637			0	0	0	409	4778	0		
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.26	0.28	0.00	0.00	0.00	0.15	0.15	0.00				
Crit Moves:						****					****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.28	0.28	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.55	0.59	0.00	0.00	0.00	0.53	0.53	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	5.5	5.9	0.0	0.0	0.0	9.0	9.0	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	5.5	5.9	0.0	0.0	0.0	9.0	9.0	0.0				
HCM2k95th:	0	0	0	0	7	8			0	0	0	6	6	0		

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Intersection #31 12th St/I St

Cycle (sec): 0 Critical Vol./Cap. (X): 0.589
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.3
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				Include				Include			
Min. Green:	0	0	0	0	7	7			0	0	0	0	3	7	0	
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	859	464			0	0	0	61	712	0		
Growth Adj:	1.00	1.00	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	859	464			0	0	0	61	712	0		
Added Vol:	0	0	0	0	116	-7			0	0	0	3	68	0		
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0	0		
Initial Fut:	0	0	0	0	975	457			0	0	0	64	780	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	975	457			0	0	0	64	780	0		
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		
Reduced Vol:	0	0	0	0	975	457			0	0	0	64	780	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	975	457			0	0	0	64	780	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	0.87	0.87	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.04	0.96	0.00	0.00	0.00	0.23	2.77	0.00				
Final Sat.:	0	0	0	0	3362	1576			0	0	0	393	4794	0		
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.16	0.16	0.00				
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.28	0.28	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.59	0.59	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	5.8	5.8	0.0	0.0	0.0	9.9	9.9	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	0.0	5.8	5.8	0.0	0.0	0.0	9.9	9.9	0.0				
HCM2k95th:	0	0	0	0	8	8			0	0	0	7	7	0		

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Intersection #32 12th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	31		31	31	31		0	19	19		0	0	0	
Lanes:	0 0	0	0	1	1	0 2	0	0	0	0 2	1	0	0	0 0	0	0
Volume Module:																
Base Vol:	0	0	114		346	549	0		0	1424	149		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	114		346	549	0		0	1424	149		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	114		346	549	0		0	1424	149		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	114		346	549	0		0	1424	149		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	114		346	549	0		0	1424	149		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	0.87		0.77	0.95	1.00		1.00	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		1.00	2.00	0.00		0.00	2.72	0.28		0.00	0.00	0.00	
Final Sat.:	0	0	1644		1461	3610	0		0	4630	484		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.07		0.24	0.15	0.00		0.00	0.31	0.31		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.55		0.55	0.55	0.00		0.00	0.34	0.34		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.13		0.43	0.27	0.00		0.00	0.91	0.91		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	6.3		9.0	6.9	0.0		0.0	26.0	26.0		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	6.3		9.0	6.9	0.0		0.0	26.0	26.0		0.0	0.0	0.0	
HCM2k95th:	0	0	2		9	6	0		0	22	22		0	0	0	

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Intersection #32 12th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.655
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 31.5
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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	31		31	31	31		0	19	19		0	0	0	
Lanes:	0 0	0	0	1	1	0 2	0	0	0	0 2	1	0	0	0 0	0	0
Volume Module:																
Base Vol:	0	0	114		346	549	0		0	1424	149		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	114		346	549	0		0	1424	149		0	0	0	
Added Vol:	0	0	0		0	119	0		0	186	19		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	114		346	668	0		0	1610	168		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	114		346	668	0		0	1610	168		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	114		346	668	0		0	1610	168		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	114		346	668	0		0	1610	168		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	0.87		0.77	0.95	1.00		1.00	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		1.00	2.00	0.00		0.00	2.72	0.28		0.00	0.00	0.00	
Final Sat.:	0	0	1644		1461	3610	0		0	4631	483		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.07		0.24	0.19	0.00		0.00	0.35	0.35		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.55		0.55	0.55	0.00		0.00	0.34	0.34		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.13		0.43	0.33	0.00		0.00	1.02	1.02		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	6.3		9.0	7.3	0.0		0.0	46.6	46.6		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	6.3		9.0	7.3	0.0		0.0	46.6	46.6		0.0	0.0	0.0	
HCM2k95th:	0	0	2		9	7	0		0	30	30		0	0	0	

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Intersection #33 12th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.474
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0	0	25	25	0	0	0	25	25	25				
Lanes:	0 1	0 0	0	0 0	1 1	0 0	0 0	0	0 1	1 1	0					
Volume Module:																
Base Vol:	5	1	0	0	1	595	0	0	0	3	913	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:	5	1	0	0	1	595	0	0	0	3	913	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	5	1	0	0	1	595	0	0	0	3	913	162				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	5	1	0	0	1	595	0	0	0	3	913	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				
Final Vol.:	5	1	0	0	1	595	0	0	0	3	913	162				
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	0.85	0.85	1.00	1.00	1.00	0.87	0.87	0.87				
Lanes:	0.83	0.17	0.00	0.00	0.01	1.99	0.00	0.00	0.00	0.01	2.54	0.45				
Final Sat.:	1454	291	0	0	5	3225	0	0	0	14	4202	746				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.22	0.22	0.22				
Crit Moves:					****					****						
Green/Cycle:	0.42	0.42	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.42	0.42	0.42				
Volume/Cap:	0.01	0.01	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.51	0.51	0.51				
Delay/Veh:	9.9	9.9	0.0	0.0	13.0	13.0	0.0	0.0	0.0	13.4	13.4	13.4				
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:	9.9	9.9	0.0	0.0	13.0	13.0	0.0	0.0	0.0	13.4	13.4	13.4				
HCM2k95th:	0	0	0	0	8	8	0	0	0	10	10	10				

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Intersection #33 12th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0	0	25	25	0	0	0	25	25	25				
Lanes:	0 1	0 0	0	0 0	1 1	0 0	0 0	0	0 1	1 1	0					
Volume Module:																
Base Vol:	5	1	0	0	1	595	0	0	0	3	913	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:	5	1	0	0	1	595	0	0	0	3	913	162				
Added Vol:	0	0	0	0	0	138	0	0	0	0	275	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	5	1	0	0	1	733	0	0	0	3	1188	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	5	1	0	0	1	733	0	0	0	3	1188	162				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	5	1	0	0	1	733	0	0	0	3	1188	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				
Final Vol.:	5	1	0	0	1	733	0	0	0	3	1188	162				
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	0.85	0.85	1.00	1.00	1.00	0.88	0.88	0.88				
Lanes:	0.83	0.17	0.00	0.00	0.01	1.99	0.00	0.00	0.00	0.01	2.63	0.36				
Final Sat.:	1454	291	0	0	4	3226	0	0	0	11	4392	599				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.27	0.27	0.27				
Crit Moves:					****					****						
Green/Cycle:	0.42	0.42	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.42	0.42	0.42				
Volume/Cap:	0.01	0.01	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.64	0.64	0.64				
Delay/Veh:	9.9	9.9	0.0	0.0	14.2	14.2	0.0	0.0	0.0	14.9	14.9	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:	9.9	9.9	0.0	0.0	14.2	14.2	0.0	0.0	0.0	14.9	14.9	14.9				
HCM2k95th:	0	0	0	0	10	10	0	0	0	12	12	12				

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Intersection #34 15th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.310
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 56 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		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		39	625	0		0	396	242		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		39	625	0		0	396	242		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		39	625	0		0	396	242		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		39	625	0		0	396	242		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		39	625	0		0	396	242		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	0.86	0.86		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.18	2.82	0.00		0.00	2.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		305	4882	0		0	3261	1630		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.13	0.13	0.00		0.00	0.12	0.15		0.00	0.00	0.00	
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.29	0.29	0.00		0.00	0.27	0.33		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		9.9	9.9	0.0		0.0	9.8	10.2		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:	0.0	0.0	0.0		9.9	9.9	0.0		0.0	9.8	10.2		0.0	0.0	0.0	
HCM2k95th:	0	0	0		5	5	0		0	5	6		0	0	0	

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Intersection #34 15th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.309
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 56 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		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		39	625	0		0	396	242		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		39	625	0		0	396	242		0	0	0	
Added Vol:	0	0	0		0	0	0		0	20	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		39	625	0		0	416	242		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		39	625	0		0	416	242		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		39	625	0		0	416	242		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		39	625	0		0	416	242		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	0.86	0.86		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.18	2.82	0.00		0.00	2.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		305	4882	0		0	3268	1634		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.13	0.13	0.00		0.00	0.13	0.15		0.00	0.00	0.00	
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.29	0.29	0.00		0.00	0.29	0.33		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		9.9	9.9	0.0		0.0	9.9	10.2		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:	0.0	0.0	0.0		9.9	9.9	0.0		0.0	9.9	10.2		0.0	0.0	0.0	
HCM2k95th:	0	0	0		5	5	0		0	5	6		0	0	0	

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Intersection #35 15th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.488
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		197	638	0		0	990	375		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		197	638	0		0	990	375		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		197	638	0		0	990	375		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		197	638	0		0	990	375		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		197	638	0		0	990	375		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	0.87	0.87		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.71	2.29	0.00		0.00	2.18	0.82		0.00	0.00	0.00	
Final Sat.:	0	0	0		1224	3963	0		0	3608	1367		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.16	0.16	0.00		0.00	0.27	0.27		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.36	0.36	0.00		0.00	0.61	0.61		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.3	10.3	0.0		0.0	12.3	12.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		10.3	10.3	0.0		0.0	12.3	12.3		0.0	0.0	0.0	
HCM2k95th:	0	0	0		7	7	0		0	13	13		0	0	0	

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Intersection #35 15th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.526
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		197	638	0		0	990	375		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		197	638	0		0	990	375		0	0	0	
Added Vol:	0	0	0		0	0	0		0	109	59		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		197	638	0		0	1099	434		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		197	638	0		0	1099	434		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		197	638	0		0	1099	434		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		197	638	0		0	1099	434		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	0.87	0.87		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.71	2.29	0.00		0.00	2.15	0.85		0.00	0.00	0.00	
Final Sat.:	0	0	0		1224	3963	0		0	3562	1407		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.16	0.16	0.00		0.00	0.31	0.31		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.36	0.36	0.00		0.00	0.69	0.69		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.3	10.3	0.0		0.0	13.4	13.4		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:	0.0	0.0	0.0		10.3	10.3	0.0		0.0	13.4	13.4		0.0	0.0	0.0	
HCM2k95th:	0	0	0		7	7	0		0	16	16		0	0	0	

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Intersection #36 15th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.435
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	30	30			0	0	0	0	20	20		0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0	0	677	243			0	0	0	0	59	999		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	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	677	243			0	0	0	0	59	999		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	677	243			0	0	0	0	59	999		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	677	243			0	0	0	0	59	999		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	677	243			0	0	0	0	59	999		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.87	0.87	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.21	0.79	0.00	0.00	0.00	0.17	2.83	0.00				
Final Sat.:	0	0	0	0	3664	1315			0	0	0	0	289	4898		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.20	0.20	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.36	0.36	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.57	0.57	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	7.5	7.5	0.0	0.0	0.0	15.0	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	0.0	7.5	7.5	0.0	0.0	0.0	15.0	15.0	0.0				
HCM2k95th:	0	0	0	0	6	6	0	0	0	10	10	0				

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Intersection #36 15th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	30	30			0	0	0	0	20	20		0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0	0	677	243			0	0	0	0	59	999		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	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	677	243			0	0	0	0	59	999		0
Added Vol:	0	0	0	0	59	0			0	0	0	0	0	275		0
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Initial Fut:	0	0	0	0	736	243			0	0	0	0	59	1274		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	736	243			0	0	0	0	59	1274		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	736	243			0	0	0	0	59	1274		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	736	243			0	0	0	0	59	1274		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.88	0.88	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.26	0.74	0.00	0.00	0.00	0.13	2.87	0.00				
Final Sat.:	0	0	0	0	3755	1240			0	0	0	0	230	4957		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.26	0.26	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.36	0.36	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.72	0.72	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	7.6	7.6	0.0	0.0	0.0	17.0	17.0	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	7.6	7.6	0.0	0.0	0.0	17.0	17.0	0.0				
HCM2k95th:	0	0	0	0	7	7	0	0	0	13	13	0				

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Intersection #37 15th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.429
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	28	28			0	0	0	22	22			0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0	0	571	185			0	0	0	107	1096			0
Growth Adj:	1.00	1.00	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	571	185			0	0	0	107	1096			0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00			1.00
PHF Volume:	0	0	0	0	571	185			0	0	0	107	1096			0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0			0
Reduced Vol:	0	0	0	0	571	185			0	0	0	107	1096			0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00			1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00			1.00
Final Vol.:	0	0	0	0	571	185			0	0	0	107	1096			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	0.88	0.88			1.00	1.00	1.00	0.91	0.91			1.00
Lanes:	0.00	0.00	0.00	0.00	2.27	0.73			0.00	0.00	0.00	0.27	2.73			0.00
Final Sat.:	0	0	0	0	3773	1222			0	0	0	461	4726			0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.15	0.15			0.00	0.00	0.00	0.23	0.23			0.00
Crit Moves:					****							****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.50	0.50			0.00	0.00	0.00	0.39	0.39			0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.30	0.30			0.00	0.00	0.00	0.59	0.59			0.00
Delay/Veh:	0.0	0.0	0.0	0.0	8.3	8.3			0.0	0.0	0.0	13.9	13.9			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	0.0	8.3	8.3			0.0	0.0	0.0	13.9	13.9			0.0
HCM2k95th:	0	0	0	0	6	6			0	0	0	10	10			0

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Intersection #37 15th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.451
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	28	28			0	0	0	22	22			0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0	0	571	185			0	0	0	107	1096			0
Growth Adj:	1.00	1.00	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	571	185			0	0	0	107	1096			0
Added Vol:	0	0	0	0	81	0			0	0	0	0	22			0
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0			0
Initial Fut:	0	0	0	0	652	185			0	0	0	107	1118			0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00			1.00
PHF Volume:	0	0	0	0	652	185			0	0	0	107	1118			0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0			0
Reduced Vol:	0	0	0	0	652	185			0	0	0	107	1118			0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00			1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00			1.00
Final Vol.:	0	0	0	0	652	185			0	0	0	107	1118			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	0.88	0.88			1.00	1.00	1.00	0.91	0.91			1.00
Lanes:	0.00	0.00	0.00	0.00	2.34	0.66			0.00	0.00	0.00	0.26	2.74			0.00
Final Sat.:	0	0	0	0	3907	1109			0	0	0	453	4734			0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.17	0.17			0.00	0.00	0.00	0.24	0.24			0.00
Crit Moves:					****							****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.50	0.50			0.00	0.00	0.00	0.39	0.39			0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.33	0.33			0.00	0.00	0.00	0.60	0.60			0.00
Delay/Veh:	0.0	0.0	0.0	0.0	8.5	8.5			0.0	0.0	0.0	14.0	14.0			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	8.5	8.5			0.0	0.0	0.0	14.0	14.0			0.0
HCM2k95th:	0	0	0	0	6	6			0	0	0	10	10			0

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Intersection #38 15th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.329
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		27	27	0		0	23	23		0	0	0	
Lanes:	0 0	0	0	0	0 1	2	0	0	0 0	2	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	0	0		112	590	0		0	687	117		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		112	590	0		0	687	117		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		112	590	0		0	687	117		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		112	590	0		0	687	117		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		112	590	0		0	687	117		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	0.89	0.89		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.48	2.52	0.00		0.00	2.56	0.44		0.00	0.00	0.00	
Final Sat.:	0	0	0		828	4359	0		0	4335	738		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.14	0.14	0.00		0.00	0.16	0.16		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.48	0.48	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.28	0.28	0.00		0.00	0.39	0.39		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		8.7	8.7	0.0		0.0	11.7	11.7		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		8.7	8.7	0.0		0.0	11.7	11.7		0.0	0.0	0.0	
HCM2k95th:	0	0	0		5	5	0		0	6	6		0	0	0	

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Intersection #38 15th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.349
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		27	27	0		0	23	23		0	0	0	
Lanes:	0 0	0	0	0	0 1	2	0	0	0 0	2	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	0	0		112	590	0		0	687	117		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		112	590	0		0	687	117		0	0	0	
Added Vol:	0	0	0		6	75	0		0	9	1		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		118	665	0		0	696	118		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		118	665	0		0	696	118		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		118	665	0		0	696	118		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		118	665	0		0	696	118		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	0.89	0.89		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.45	2.55	0.00		0.00	2.57	0.43		0.00	0.00	0.00	
Final Sat.:	0	0	0		782	4405	0		0	4338	735		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.15	0.15	0.00		0.00	0.16	0.16		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.48	0.48	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.31	0.31	0.00		0.00	0.39	0.39		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		8.9	8.9	0.0		0.0	11.7	11.7		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		8.9	8.9	0.0		0.0	11.7	11.7		0.0	0.0	0.0	
HCM2k95th:	0	0	0		5	5	0		0	6	6		0	0	0	

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Intersection #39 15th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.230
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 76 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	32	32			0	0	0	0	38	38		0
Lanes:	0 0	0	0	0	0 0	3	1	0	0 0	0	0	0	1 1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	617	24			0	0	0	0	205	957		0
Growth Adj:	1.00	1.00	1.00	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	617	24			0	0	0	0	205	957		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	617	24			0	0	0	0	205	957		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	617	24			0	0	0	0	205	957		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	617	24			0	0	0	0	205	957		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900			1900	1900	1900	1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.90	0.90			1.00	1.00	1.00	0.91	0.91	1.91		1.00
Lanes:	0.00	0.00	0.00	0.00	3.85	0.15			0.00	0.00	0.00	1.00	3.00	0.00		
Final Sat.:	0	0	0	0	6617	257			0	0	0	1729	5187			0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.09	0.09			0.00	0.00	0.00	0.12	0.18	0.00		
Crit Moves:					****							****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.42	0.42			0.00	0.00	0.00	0.50	0.50	0.00		
Volume/Cap:	0.00	0.00	0.00	0.00	0.22	0.22			0.00	0.00	0.00	0.24	0.37	0.00		
Delay/Veh:	0.0	0.0	0.0	0.0	14.1	14.1			0.0	0.0	0.0	10.8	11.7	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	0.0	14.1	14.1			0.0	0.0	0.0	10.8	11.7	0.0		
HCM2k95th:	0	0	0	0	5	5			0	0	0	6	9	0		

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Intersection #39 15th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.240
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 76 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	32	32			0	0	0	0	38	38		0
Lanes:	0 0	0	0	0	0 0	3	1	0	0 0	0	0	0	1 1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	617	24			0	0	0	0	205	957		0
Growth Adj:	1.00	1.00	1.00	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	617	24			0	0	0	0	205	957		0
Added Vol:	0	0	0	0	64	0			0	0	0	0	0	0		0
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Initial Fut:	0	0	0	0	681	24			0	0	0	0	205	957		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	681	24			0	0	0	0	205	957		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	681	24			0	0	0	0	205	957		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	681	24			0	0	0	0	205	957		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900			1900	1900	1900	1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.91	0.91			1.00	1.00	1.00	0.91	0.91	1.00		
Lanes:	0.00	0.00	0.00	0.00	3.86	0.14			0.00	0.00	0.00	1.00	3.00	0.00		
Final Sat.:	0	0	0	0	6647	234			0	0	0	1729	5187			0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.10	0.10			0.00	0.00	0.00	0.12	0.18	0.00		
Crit Moves:					****							****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.42	0.42			0.00	0.00	0.00	0.50	0.50	0.00		
Volume/Cap:	0.00	0.00	0.00	0.00	0.24	0.24			0.00	0.00	0.00	0.24	0.37	0.00		
Delay/Veh:	0.0	0.0	0.0	0.0	14.2	14.2			0.0	0.0	0.0	10.8	11.7	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	0.0	14.2	14.2			0.0	0.0	0.0	10.8	11.7	0.0		
HCM2k95th:	0	0	0	0	5	5			0	0	0	6	9	0		

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Intersection #40 15th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.463
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	14	14		24	24	0		0	32	32		0	0	0	
Lanes:	0 0	2	1	0	1 1	2	0	0	0 0	1	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	550	26		349	369	0		0	589	91		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	550	26		349	369	0		0	589	91		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	550	26		349	369	0		0	589	91		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	550	26		349	369	0		0	589	91		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	550	26		349	369	0		0	589	91		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		0.89	0.89	1.00		1.00	0.93	0.93		1.00	1.00	1.00	
Lanes:	0.00	2.86	0.14		1.94	2.06	0.00		0.00	1.73	0.27		0.00	0.00	0.00	
Final Sat.:	0	4918	232		3281	3469	0		0	3064	473		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.11		0.11	0.11	0.00		0.00	0.19	0.19		0.00	0.00	0.00	
Crit Moves:		****				****				****						
Green/Cycle:	0.00	0.18	0.18		0.30	0.30	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.00	0.63	0.63		0.35	0.35	0.00		0.00	0.47	0.47		0.00	0.00	0.00	
Delay/Veh:	0.0	31.5	31.5		21.5	21.5	0.0		0.0	17.6	17.6		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	31.5	31.5		21.5	21.5	0.0		0.0	17.6	17.6		0.0	0.0	0.0	
HCM2k95th:	0	11	11		7	7	0		0	12	12		0	0	0	

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Intersection #40 15th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.482
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	14	14		24	24	0		0	32	32		0	0	0	
Lanes:	0 0	2	1	0	1 1	2	0	0	0 0	1	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	550	26		349	369	0		0	589	91		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	550	26		349	369	0		0	589	91		0	0	0	
Added Vol:	0	0	0		64	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	550	26		413	369	0		0	589	91		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	550	26		413	369	0		0	589	91		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	550	26		413	369	0		0	589	91		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	550	26		413	369	0		0	589	91		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		0.89	0.89	1.00		1.00	0.93	0.93		1.00	1.00	1.00	
Lanes:	0.00	2.86	0.14		2.00	2.00	0.00		0.00	1.73	0.27		0.00	0.00	0.00	
Final Sat.:	0	4918	232		3368	3368	0		0	3064	473		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.11		0.12	0.11	0.00		0.00	0.19	0.19		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green/Cycle:	0.00	0.18	0.18		0.30	0.30	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.00	0.63	0.63		0.40	0.36	0.00		0.00	0.47	0.47		0.00	0.00	0.00	
Delay/Veh:	0.0	31.5	31.5		22.0	21.6	0.0		0.0	17.6	17.6		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	31.5	31.5		22.0	21.6	0.0		0.0	17.6	17.6		0.0	0.0	0.0	
HCM2k95th:	0	11	11		8	7	0		0	12	12		0	0	0	

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Intersection #41 16th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.397
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		16	25	0		0	0	9	
Lanes:	0 0	2	1	0	0 0	0	0	0	2 1	0	0	0	0 0	0	0	1
Volume Module:																
Base Vol:	0	1058	22		0	0	0		182	271	0		0	0	39	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1058	22		0	0	0		182	271	0		0	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:	1.00	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	1058	22		0	0	0		182	271	0		0	0	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1058	22		0	0	0		182	271	0		0	0	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1058	22		0	0	0		182	271	0		0	0	39	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		0.95	0.98	1.00		1.00	1.00	0.87	
Lanes:	0.00	2.94	0.06		0.00	0.00	0.00		2.00	1.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	5066	105		0	0	0		3612	1862	0		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.21		0.00	0.00	0.00		0.05	0.15	0.00		0.00	0.00	0.02	
Crit Moves:		****								****			****			
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.29	0.45	0.00		0.00	0.00	0.16	
Volume/Cap:	0.00	0.47	0.47		0.00	0.00	0.00		0.18	0.33	0.00		0.00	0.00	0.15	
Delay/Veh:	0.0	11.0	11.0		0.0	0.0	0.0		15.1	10.2	0.0		0.0	0.0	20.5	
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	11.0	11.0		0.0	0.0	0.0		15.1	10.2	0.0		0.0	0.0	20.5	
HCM2k95th:	0	8	8		0	0	0		2	6	0		0	0	1	

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Intersection #41 16th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.407
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		16	25	0		0	0	9	
Lanes:	0 0	2	1	0	0 0	0	0	0	2 1	0	0	0	0 0	0	0	1
Volume Module:																
Base Vol:	0	1058	22		0	0	0		182	271	0		0	0	39	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1058	22		0	0	0		182	271	0		0	0	39	
Added Vol:	0	46	0		0	0	0		20	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1104	22		0	0	0		202	271	0		0	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:	1.00	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	1104	22		0	0	0		202	271	0		0	0	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1104	22		0	0	0		202	271	0		0	0	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1104	22		0	0	0		202	271	0		0	0	39	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		0.95	0.98	1.00		1.00	1.00	0.87	
Lanes:	0.00	2.94	0.06		0.00	0.00	0.00		2.00	1.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	5070	101		0	0	0		3609	1860	0		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.22		0.00	0.00	0.00		0.06	0.15	0.00		0.00	0.00	0.02	
Crit Moves:		****								****			****			
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.29	0.45	0.00		0.00	0.00	0.16	
Volume/Cap:	0.00	0.49	0.49		0.00	0.00	0.00		0.20	0.33	0.00		0.00	0.00	0.15	
Delay/Veh:	0.0	11.1	11.1		0.0	0.0	0.0		15.2	10.2	0.0		0.0	0.0	20.5	
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	11.1	11.1		0.0	0.0	0.0		15.2	10.2	0.0		0.0	0.0	20.5	
HCM2k95th:	0	9	9		0	0	0		3	6	0		0	0	1	

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Intersection #42 16th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.414
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	321	891	0		0	0	0		0	0	0		0	796	186	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	321	891	0		0	0	0		0	0	0		0	796	186	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	321	891	0		0	0	0		0	0	0		0	796	186	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	321	891	0		0	0	0		0	0	0		0	796	186	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	321	891	0		0	0	0		0	0	0		0	796	186	
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	0.88	0.88	
Lanes:	1.06	2.94	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.43	0.57	
Final Sat.:	1832	5084	0		0	0	0		0	0	0		0	4087	955	
Capacity Analysis Module:																	
Vol/Sat:	0.18	0.18	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.19	0.19	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.39	0.39	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.44	0.44	
Delay/Veh:	10.5	10.5	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.8	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:	10.5	10.5	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.8	10.8	
HCM2k95th:	7	7	0		0	0	0		0	0	0		0	8	8	

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Intersection #42 16th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.427
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	321	891	0		0	0	0		0	0	0		0	796	186	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	321	891	0		0	0	0		0	0	0		0	796	186	
Added Vol:	33	46	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:	354	937	0		0	0	0		0	0	0		0	796	186	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	354	937	0		0	0	0		0	0	0		0	796	186	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	354	937	0		0	0	0		0	0	0		0	796	186	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	354	937	0		0	0	0		0	0	0		0	796	186	
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	0.88	0.88	
Lanes:	1.10	2.90	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.43	0.57	
Final Sat.:	1896	5020	0		0	0	0		0	0	0		0	4087	955	
Capacity Analysis Module:																	
Vol/Sat:	0.19	0.19	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.19	0.19	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.42	0.42	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.44	0.44	
Delay/Veh:	10.6	10.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.8	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:	10.6	10.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.8	10.8	
HCM2k95th:	7	7	0		0	0	0		0	0	0		0	8	8	

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Intersection #43 16th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1365	146		0	0	0		251	1104	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	1365	146		0	0	0		251	1104	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1365	146		0	0	0		251	1104	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1365	146		0	0	0		251	1104	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1365	146		0	0	0		251	1104	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		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.71	0.29		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	4616	494		0	0	0		1729	5187	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.30		0.00	0.00	0.00		0.15	0.21	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.66	0.66		0.00	0.00	0.00		0.33	0.48	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	12.9	12.9		0.0	0.0	0.0		10.1	11.0	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	12.9	12.9		0.0	0.0	0.0		10.1	11.0	0.0		0.0	0.0	0.0	
HCM2k95th:	0	15	15		0	0	0		5	9	0		0	0	0	

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Intersection #43 16th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1365	146		0	0	0		251	1104	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	1365	146		0	0	0		251	1104	0		0	0	0	
Added Vol:	0	33	0		0	0	0		46	63	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1398	146		0	0	0		297	1167	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1398	146		0	0	0		297	1167	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1398	146		0	0	0		297	1167	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1398	146		0	0	0		297	1167	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		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.72	0.28		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	4631	484		0	0	0		1729	5187	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.30		0.00	0.00	0.00		0.17	0.22	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.68	0.68		0.00	0.00	0.00		0.38	0.50	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	13.1	13.1		0.0	0.0	0.0		10.4	11.2	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	13.1	13.1		0.0	0.0	0.0		10.4	11.2	0.0		0.0	0.0	0.0	
HCM2k95th:	0	16	16		0	0	0		7	9	0		0	0	0	

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

Intersection #44 16th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.462
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	1	0 2	1	0	0	0 0	0	0	0	0 0	0	0	0	1 1	0	
Volume Module:																
Base Vol:	334	1278	0		0	0	0		0	0	0		0	701	133	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	334	1278	0		0	0	0		0	0	0		0	701	133	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	334	1278	0		0	0	0		0	0	0		0	701	133	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	334	1278	0		0	0	0		0	0	0		0	701	133	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	334	1278	0		0	0	0		0	0	0		0	701	133	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.93	0.93	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	1.68	0.32	
Final Sat.:	1900	5187	0		0	0	0		0	0	0		0	2961	562	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.25	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.24	0.24	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.39	0.55	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.53	0.53	
Delay/Veh:	10.7	11.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	11.6	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:	10.7	11.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	11.6	11.6	
HCM2k95th:	8	12	0		0	0	0		0	0	0		0	11	11	

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Intersection #44 16th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.589
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	1	0 2	1	0	0	0 0	0	0	0	0 0	0	0	0	1 1	0	
Volume Module:																
Base Vol:	334	1278	0		0	0	0		0	0	0		0	701	133	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	334	1278	0		0	0	0		0	0	0		0	701	133	
Added Vol:	135	23	0		0	0	0		0	0	0		0	140	11	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	469	1301	0		0	0	0		0	0	0		0	841	144	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	469	1301	0		0	0	0		0	0	0		0	841	144	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	469	1301	0		0	0	0		0	0	0		0	841	144	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	469	1301	0		0	0	0		0	0	0		0	841	144	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.93	0.93	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	1.71	0.29	
Final Sat.:	1900	5187	0		0	0	0		0	0	0		0	3014	516	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.25	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.28	0.28	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.55	0.56	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.62	0.62	
Delay/Veh:	12.2	11.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	12.7	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:	12.2	11.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	12.7	12.7	
HCM2k95th:	13	12	0		0	0	0		0	0	0		0	14	14	

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Intersection #45 16th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.718
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0		0	0	0		0	0	0		0	21	21	
Lanes:	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0
Volume Module:																	
Base Vol:	244	1448	0		0	0	0		0	0	0		0	944	167	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	244	1448	0		0	0	0		0	0	0		0	944	167	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	244	1448	0		0	0	0		0	0	0		0	944	167	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	244	1448	0		0	0	0		0	0	0		0	944	167	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	244	1448	0		0	0	0		0	0	0		0	944	167	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	0.91	0.91		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.93	0.93	
Lanes:	0.43	2.57	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	1.70	0.30	
Final Sat.:	748	4439	0		0	0	0		0	0	0		0	3000	531	
Capacity Analysis Module:																
Vol/Sat:	0.33	0.33	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.31	0.31	
Crit Moves:	****													****		
Green/Cycle:	0.52	0.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.63	0.63	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.84	0.84	
Delay/Veh:	10.1	10.1	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	20.9	20.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.1	10.1	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	20.9	20.9	
HCM2k95th:	13	13	0		0	0	0		0	0	0		0	22	22	

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Intersection #45 16th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.759
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0		0	0	0		0	0	0		0	21	21	
Lanes:	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0
Volume Module:																	
Base Vol:	244	1448	0		0	0	0		0	0	0		0	944	167	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	244	1448	0		0	0	0		0	0	0		0	944	167	
Added Vol:	-9	155	0		0	0	0		0	0	0		0	30	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	235	1603	0		0	0	0		0	0	0		0	974	169	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	235	1603	0		0	0	0		0	0	0		0	974	169	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	235	1603	0		0	0	0		0	0	0		0	974	169	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	235	1603	0		0	0	0		0	0	0		0	974	169	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	0.91	0.91		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.93	0.93	
Lanes:	0.38	2.62	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	1.70	0.30	
Final Sat.:	663	4524	0		0	0	0		0	0	0		0	3009	522	
Capacity Analysis Module:																
Vol/Sat:	0.35	0.35	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.32	0.32	
Crit Moves:	****													****		
Green/Cycle:	0.52	0.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.68	0.68	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.86	0.86	
Delay/Veh:	10.8	10.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	22.3	22.3	
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:	10.8	10.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	22.3	22.3	
HCM2k95th:	15	15	0		0	0	0		0	0	0		0	23	23	

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Intersection #46 16th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.640
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0	1	1	0	0	0 0	0	1
Volume Module:																
Base Vol:	0	1534	43		0	0	0		385	575	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	1534	43		0	0	0		385	575	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1534	43		0	0	0		385	575	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1534	43		0	0	0		385	575	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1534	43		0	0	0		385	575	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		0.95	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.92	0.08		0.00	0.00	0.00		0.80	1.20	0.00		0.00	0.00	1.00	
Final Sat.:	0	5025	141		0	0	0		1448	2162	0		0	0	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.31		0.00	0.00	0.00		0.27	0.27	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.68	0.68		0.00	0.00	0.00		0.60	0.60	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	13.2	13.2		0.0	0.0	0.0		12.3	12.3	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	13.2	13.2		0.0	0.0	0.0		12.3	12.3	0.0		0.0	0.0	0.0	
HCM2k95th:	0	16	16		0	0	0		12	12	0		0	0	0	

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Intersection #46 16th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0	1	1	0	0	0 0	0	1
Volume Module:																
Base Vol:	0	1534	43		0	0	0		385	575	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	1534	43		0	0	0		385	575	0		0	0	0	
Added Vol:	0	146	0		0	0	0		0	15	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1680	43		0	0	0		385	590	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1680	43		0	0	0		385	590	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1680	43		0	0	0		385	590	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1680	43		0	0	0		385	590	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		0.95	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.93	0.07		0.00	0.00	0.00		0.79	1.21	0.00		0.00	0.00	1.00	
Final Sat.:	0	5037	129		0	0	0		1425	2185	0		0	0	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.33	0.33		0.00	0.00	0.00		0.27	0.27	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.75	0.75		0.00	0.00	0.00		0.60	0.60	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	14.3	14.3		0.0	0.0	0.0		12.4	12.4	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	14.3	14.3		0.0	0.0	0.0		12.4	12.4	0.0		0.0	0.0	0.0	
HCM2k95th:	0	19	19		0	0	0		12	12	0		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 16th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.450
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	0		0	16	16		0	24	24	
Lanes:	1	1 2	0	0	0	0 0	0	0	0	0 2	1	0	0	0 1	1	1
Volume Module:																
Base Vol:	116	1316	0		0	0	0		0	580	190		0	286	686	
Growth Adj:	1.00	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	1316	0		0	0	0		0	580	190		0	286	686	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	116	1316	0		0	0	0		0	580	190		0	286	686	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	116	1316	0		0	0	0		0	580	190		0	286	686	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	116	1316	0		0	0	0		0	580	190		0	286	686	
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	0.88	0.88		1.00	0.85	0.85	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	2.26	0.74		0.00	1.00	2.00	
Final Sat.:	1729	5187	0		0	0	0		0	3763	1233		0	1614	3227	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.25	0.00		0.00	0.00	0.00		0.00	0.15	0.15		0.00	0.18	0.21	
Crit Moves:	****									****				****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.20	0.20		0.00	0.30	0.30	
Volume/Cap:	0.18	0.67	0.00		0.00	0.00	0.00		0.00	0.76	0.76		0.00	0.58	0.70	
Delay/Veh:	16.3	21.2	0.0		0.0	0.0	0.0		0.0	33.1	33.1		0.0	23.8	25.9	
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:	16.3	21.2	0.0		0.0	0.0	0.0		0.0	33.1	33.1		0.0	23.8	25.9	
HCM2k95th:	4	17	0		0	0	0		0	15	15		0	13	16	

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

Intersection #47 16th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.451
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	0		0	16	16		0	24	24	
Lanes:	1	1 2	0	0	0	0 0	0	0	0	0 2	1	0	0	0 1	1	1
Volume Module:																
Base Vol:	116	1316	0		0	0	0		0	580	190		0	286	686	
Growth Adj:	1.00	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	1316	0		0	0	0		0	580	190		0	286	686	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	146	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	116	1316	0		0	0	0		0	580	190		0	286	832	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	116	1316	0		0	0	0		0	580	190		0	286	832	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	116	1316	0		0	0	0		0	580	190		0	286	832	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	116	1316	0		0	0	0		0	580	190		0	286	832	
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	0.88	0.88		1.00	0.84	0.84	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	2.26	0.74		0.00	1.00	2.00	
Final Sat.:	1729	5187	0		0	0	0		0	3763	1233		0	1603	3206	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.25	0.00		0.00	0.00	0.00		0.00	0.15	0.15		0.00	0.18	0.26	
Crit Moves:	****									****				****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.20	0.20		0.00	0.30	0.30	
Volume/Cap:	0.18	0.67	0.00		0.00	0.00	0.00		0.00	0.76	0.76		0.00	0.59	0.85	
Delay/Veh:	16.3	21.2	0.0		0.0	0.0	0.0		0.0	33.1	33.1		0.0	23.8	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:	16.3	21.2	0.0		0.0	0.0	0.0		0.0	33.1	33.1		0.0	23.8	31.5	
HCM2k95th:	4	17	0		0	0	0		0	15	15		0	13	23	

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Intersection #48 16th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 76 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	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0 0	3	1	0	0 0	0	0	0	2 0	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1367	139		0	0	0		673	764	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	1367	139		0	0	0		673	764	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1367	139		0	0	0		673	764	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1367	139		0	0	0		673	764	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1367	139		0	0	0		673	764	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		0.97	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.63	0.37		0.00	0.00	0.00		2.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	6190	629		0	0	0		3686	3610	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.22		0.00	0.00	0.00		0.18	0.21	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.48	0.48		0.00	0.00	0.00		0.40	0.46	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	14.3	14.3		0.0	0.0	0.0		13.7	14.2	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	14.3	14.3		0.0	0.0	0.0		13.7	14.2	0.0		0.0	0.0	0.0	
HCM2k95th:	0	12	12		0	0	0		10	11	0		0	0	0	

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Intersection #48 16th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 76 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	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0 0	3	1	0	0 0	0	0	0	2 0	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1367	139		0	0	0		673	764	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	1367	139		0	0	0		673	764	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	64	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1367	139		0	0	0		673	828	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1367	139		0	0	0		673	828	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1367	139		0	0	0		673	828	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1367	139		0	0	0		673	828	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		0.97	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.63	0.37		0.00	0.00	0.00		2.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	6190	629		0	0	0		3686	3610	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.22		0.00	0.00	0.00		0.18	0.23	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.48	0.48		0.00	0.00	0.00		0.40	0.50	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	14.3	14.3		0.0	0.0	0.0		13.7	14.6	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:	0.0	14.3	14.3		0.0	0.0	0.0		13.7	14.6	0.0		0.0	0.0	0.0	
HCM2k95th:	0	12	12		0	0	0		10	13	0		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 29th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 39.7
Optimal Cycle: 82 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	18	18	0		26	26	0		0	26	26		0	0	0	
Lanes:	0	1	2	0	0	0	1	1	0	0	0	0	2	1	0	1	0	0	0	0
Volume Module:																
Base Vol:	47	287	0		426	699	0		0	624	297		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:	47	287	0		426	699	0		0	624	297		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:	47	287	0		426	699	0		0	624	297		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	47	287	0		426	699	0		0	624	297		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	47	287	0		426	699	0		0	624	297		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	1.00		0.93	0.93	1.00		1.00	0.87	0.87		1.00	1.00	1.00	
Lanes:	0.42	2.58	0.00		0.76	1.24	0.00		0.00	2.03	0.97		1.00	0.00	0.00	
Final Sat.:	725	4426	0		1341	2200	0		0	3346	1592		1900	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.00		0.32	0.32	0.00		0.00	0.19	0.19		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green/Cycle:	0.22	0.22	0.00		0.32	0.32	0.00		0.00	0.32	0.32		0.00	0.00	0.00	
Volume/Cap:	0.30	0.30	0.00		1.00	1.00	0.00		0.00	0.59	0.59		0.00	0.00	0.00	
Delay/Veh:	27.4	27.4	0.0		55.3	55.3	0.0		0.0	25.1	25.1		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:	27.4	27.4	0.0		55.3	55.3	0.0		0.0	25.1	25.1		0.0	0.0	0.0	
HCM2k95th:	6	6	0		35	35	0		0	13	13		0	0	0	

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Intersection #49 29th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.669
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 39.7
Optimal Cycle: 82 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	18	18	0		26	26	0		0	26	26		0	0	0	
Lanes:	0	1	2	0	0	0	1	1	0	0	0	0	2	1	0	1	0	0	0	0
Volume Module:																
Base Vol:	47	287	0		426	699	0		0	624	297		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:	47	287	0		426	699	0		0	624	297		0	0	0	
Added Vol:	0	0	0		0	0	0		0	11	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	47	287	0		426	699	0		0	635	297		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:	47	287	0		426	699	0		0	635	297		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	47	287	0		426	699	0		0	635	297		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	47	287	0		426	699	0		0	635	297		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	1.00		0.93	0.93	1.00		1.00	0.87	0.87		1.00	1.00	1.00	
Lanes:	0.42	2.58	0.00		0.76	1.24	0.00		0.00	2.04	0.96		1.00	0.00	0.00	
Final Sat.:	725	4426	0		1341	2200	0		0	3364	1574		1900	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.00		0.32	0.32	0.00		0.00	0.19	0.19		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green/Cycle:	0.22	0.22	0.00		0.32	0.32	0.00		0.00	0.32	0.32		0.00	0.00	0.00	
Volume/Cap:	0.30	0.30	0.00		1.00	1.00	0.00		0.00	0.60	0.60		0.00	0.00	0.00	
Delay/Veh:	27.4	27.4	0.0		55.3	55.3	0.0		0.0	25.2	25.2		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:	27.4	27.4	0.0		55.3	55.3	0.0		0.0	25.2	25.2		0.0	0.0	0.0	
HCM2k95th:	6	6	0		35	35	0		0	13	13		0	0	0	

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

Intersection #50 30th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.347
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 79 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	31	31		0	0	0		39	39	0		0	0	0	
Lanes:	0 1	1	1	0	0 0	0	0	0	1 0	2	0	0	0 0	0	1	0
Volume Module:																
Base Vol:	0	462	294		0	0	0		242	854	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	462	294		0	0	0		242	854	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	462	294		0	0	0		242	854	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	462	294		0	0	0		242	854	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	462	294		0	0	0		242	854	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	0.86	0.86		1.00	1.00	1.00		1.00	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		0.00	0.00	0.00		1.00	2.00	0.00		0.00	1.00	0.00	
Final Sat.:	0	3257	1629		0	0	0		1900	3610	0		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.18		0.00	0.00	0.00		0.13	0.24	0.00		0.00	0.00	0.00	
Crit Moves:			****						****							
Green/Cycle:	0.00	0.39	0.39		0.00	0.00	0.00		0.49	0.49	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.36	0.46		0.00	0.00	0.00		0.26	0.48	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	17.1	18.0		0.0	0.0	0.0		11.8	13.5	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:	0.0	17.1	18.0		0.0	0.0	0.0		11.8	13.5	0.0		0.0	0.0	0.0	
HCM2k95th:	0	8	11		0	0	0		6	13	0		0	0	0	

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

Intersection #50 30th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.347
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 79 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	31	31		0	0	0		39	39	0		0	0	0	
Lanes:	0 1	1	1	0	0 0	0	0	0	1 0	2	0	0	0 0	0	1	0
Volume Module:																
Base Vol:	0	462	294		0	0	0		242	854	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	462	294		0	0	0		242	854	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	11	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	462	294		0	0	0		242	865	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	462	294		0	0	0		242	865	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	462	294		0	0	0		242	865	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	462	294		0	0	0		242	865	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	0.86	0.86		1.00	1.00	1.00		1.00	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		0.00	0.00	0.00		1.00	2.00	0.00		0.00	1.00	0.00	
Final Sat.:	0	3257	1629		0	0	0		1900	3610	0		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.18		0.00	0.00	0.00		0.13	0.24	0.00		0.00	0.00	0.00	
Crit Moves:			****						****							
Green/Cycle:	0.00	0.39	0.39		0.00	0.00	0.00		0.49	0.49	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.36	0.46		0.00	0.00	0.00		0.26	0.49	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	17.1	18.0		0.0	0.0	0.0		11.8	13.5	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:	0.0	17.1	18.0		0.0	0.0	0.0		11.8	13.5	0.0		0.0	0.0	0.0	
HCM2k95th:	0	8	11		0	0	0		6	13	0		0	0	0	

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Scenario Report

Scenario:	2013 PM Project
Command:	2013 PM PROJ
Volume:	2013 PM NO Project
Geometry:	Cumulative PM
Impact Fee:	Default Impact Fee
Trip Generation:	PM Add Projects
Trip Distribution:	Project
Paths:	Project
Routes:	Default Routes
Configuration:	Default Configuration

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

Intersection #1 3rd St/J St

Cycle (sec): 0 Critical Vol./Cap. (X): 0.785
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 22.0
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:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	4		4	4	0		4	4	4		4	4	4	
Lanes:	0 0	0	0	2	2 0	1	0	0	0 1	2	1	0	0 1	1	1	0
Volume Module:																
Base Vol:	0	0	302	421	375	0	2	472	186	10	968	407				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	302	421	375	0	2	472	186	10	968	407				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	302	421	375	0	2	472	186	10	968	407				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	302	421	375	0	2	472	186	10	968	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				
Final Vol.:	0	0	302	421	375	0	2	472	186	10	968	407				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	0.67	0.55	0.90	1.00	0.78	0.78	0.78	0.78	0.78	0.78				
Lanes:	0.00	0.00	2.00	2.00	1.00	0.00	0.01	2.99	1.00	0.02	2.10	0.88				
Final Sat.:	0	0	2558	2093	1710	0	19	4453	1491	32	3119	1311				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.12	0.20	0.22	0.00	0.11	0.11	0.12	0.31	0.31	0.31				
Crit Moves:					****				****			****				
Green/Cycle:	0.00	0.00	0.28	0.28	0.28	0.00	0.16	0.16	0.16	0.40	0.40	0.40				
Volume/Cap:	0.00	0.00	0.42	0.72	0.79	0.00	0.67	0.67	0.79	0.79	0.79	0.79				
Delay/Veh:	0.0	0.0	17.7	25.0	30.2	0.0	24.9	24.9	29.1	17.9	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:	0.0	0.0	17.7	25.0	30.2	0.0	24.9	24.9	29.1	17.9	17.9	17.9				
HCM2k95th:	0	0	6	13	15	0	8	8	10	16	16	16				

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 3rd St/J St

Cycle (sec): 0 Critical Vol./Cap. (X): 0.826
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 26.5
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:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	4		4	4	0		4	4	4		4	4	4	
Lanes:	0 0	0	0	2	2 0	1	0	0	0 1	2	1	0	0 1	1	1	0
Volume Module:																
Base Vol:	0	0	302	421	375	0	2	472	186	10	968	407				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	302	421	375	0	2	472	186	10	968	407				
Added Vol:	0	0	0	0	8	0	0	149	35	0	129	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	302	421	383	0	2	621	221	10	1097	407				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	302	421	383	0	2	621	221	10	1097	407				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	302	421	383	0	2	621	221	10	1097	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				
Final Vol.:	0	0	302	421	383	0	2	621	221	10	1097	407				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	0.67	0.55	0.90	1.00	0.79	0.79	0.79	0.79	0.79	0.79				
Lanes:	0.00	0.00	2.00	2.00	1.00	0.00	0.01	2.99	1.00	0.02	2.17	0.81				
Final Sat.:	0	0	2558	2077	1710	0	14	4472	1495	30	3247	1205				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.12	0.20	0.22	0.00	0.14	0.14	0.15	0.34	0.34	0.34				
Crit Moves:					****				****			****				
Green/Cycle:	0.00	0.00	0.27	0.27	0.27	0.00	0.18	0.18	0.18	0.41	0.41	0.41				
Volume/Cap:	0.00	0.00	0.44	0.75	0.83	0.00	0.78	0.78	0.83	0.83	0.83	0.83				
Delay/Veh:	0.0	0.0	21.3	30.1	37.3	0.0	30.5	30.5	32.9	21.3	21.3	21.3				
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	21.3	30.1	37.3	0.0	30.5	30.5	32.9	21.3	21.3	21.3				
HCM2k95th:	0	0	6	14	17	0	12	12	13	20	20	20				

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

Intersection #2 3rd St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 1.005
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 55.3
Optimal Cycle: 85 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:	10	30	0		0	20	20		0	0	0		40	40	0	
Lanes:	1 0	2 0	0		0 0	2 1	0		0 0	0 0	0		1 1	1 0	1	
Volume Module:																
Base Vol:	82	70	0		0	599	437		0	0	0		443	1492	81	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	82	70	0		0	599	437		0	0	0		443	1492	81	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	82	70	0		0	599	437		0	0	0		443	1492	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	82	70	0		0	599	437		0	0	0		443	1492	81	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	82	70	0		0	599	437		0	0	0		443	1492	81	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	1.00		1.00	0.77	0.77		1.00	1.00	1.00		0.73	0.73	0.77	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	2.00	1.00	
Final Sat.:	1625	3249	0		0	2916	1458		0	0	0		1381	2762	1454	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.02	0.00		0.00	0.21	0.30		0.00	0.00	0.00		0.32	0.54	0.06	
Crit Moves:	****						****							****		
Green/Cycle:	0.13	0.38	0.00		0.00	0.25	0.25		0.00	0.00	0.00		0.51	0.51	0.51	
Volume/Cap:	0.40	0.06	0.00		0.00	0.81	1.18		0.00	0.00	0.00		0.63	1.07	0.11	
Delay/Veh:	37.4	15.6	0.0		0.0	33.4	123.9		0.0	0.0	0.0		15.2	61.1	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:	37.4	15.6	0.0		0.0	33.4	123.9		0.0	0.0	0.0		15.2	61.1	10.5	
HCM2k95th:	5	1	0		0	16	36		0	0	0		17	54	3	

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

Intersection #2 3rd St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 1.124
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 99.2
Optimal Cycle: 85 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:	10	30	0		0	20	20		0	0	0		40	40	0	
Lanes:	1 0	2 0	0		0 0	2 1	0		0 0	0 0	0		1 1	1 0	1	
Volume Module:																
Base Vol:	82	70	0		0	599	437		0	0	0		443	1492	81	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	82	70	0		0	599	437		0	0	0		443	1492	81	
Added Vol:	0	0	0		0	42	0		0	0	0		36	293	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	82	70	0		0	641	437		0	0	0		479	1785	81	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	82	70	0		0	641	437		0	0	0		479	1785	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	82	70	0		0	641	437		0	0	0		479	1785	81	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	82	70	0		0	641	437		0	0	0		479	1785	81	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	1.00		1.00	0.77	0.77		1.00	1.00	1.00		0.73	0.73	0.77	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	2.00	1.00	
Final Sat.:	1625	3249	0		0	2922	1461		0	0	0		1381	2762	1454	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.02	0.00		0.00	0.22	0.30		0.00	0.00	0.00		0.35	0.65	0.06	
Crit Moves:	****						****							****		
Green/Cycle:	0.13	0.38	0.00		0.00	0.25	0.25		0.00	0.00	0.00		0.51	0.51	0.51	
Volume/Cap:	0.40	0.06	0.00		0.00	0.87	1.18		0.00	0.00	0.00		0.69	1.28	0.11	
Delay/Veh:	37.4	15.6	0.0		0.0	36.5	122.4		0.0	0.0	0.0		15.9	148	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:	37.4	15.6	0.0		0.0	36.5	122.4		0.0	0.0	0.0		15.9	148	10.5	
HCM2k95th:	5	1	0		0	18	36		0	0	0		19	89	3	

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

Intersection #3 3rd St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.640
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		29	29	0		14	21	0		20	27	0	
Lanes:	0 0	0	0	0	0 1	1	1	1	1 0	3	0	0	1 0	1	1	0
Volume Module:																
Base Vol:	0	0	0		138	892	128		176	462	0		361	637	98	
Growth Adj:	1.00	1.00	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		138	892	128		176	462	0		361	637	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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		138	892	128		176	462	0		361	637	98	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		138	892	128		176	462	0		361	637	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	
Final Vol.:	0	0	0		138	892	128		176	462	0		361	637	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		0.79	0.79	0.79		0.86	0.82	1.00		0.86	0.84	0.84	
Lanes:	0.00	0.00	0.00		0.40	2.60	1.00		1.00	3.00	0.00		1.00	1.73	0.27	
Final Sat.:	0	0	0		604	3907	1504		1625	4668	0		1625	2759	425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.23	0.23	0.09		0.11	0.10	0.00		0.22	0.23	0.23	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.37	0.37	0.37		0.18	0.27	0.00		0.56	0.34	0.34	
Volume/Cap:	0.00	0.00	0.00		0.62	0.62	0.23		0.61	0.37	0.00		0.60	0.68	0.68	
Delay/Veh:	0.0	0.0	0.0		22.1	22.1	17.4		39.3	24.5	0.0		14.7	25.6	25.6	
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		22.1	22.1	17.4		39.3	24.5	0.0		14.7	25.6	25.6	
HCM2k95th:	0	0	0		14	14	5		10	7	0		13	16	16	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 3rd St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		29	29	0		14	21	0		20	27	0	
Lanes:	0 0	0	0	0	0 1	1	1	1	1 0	3	0	0	1 0	1	1	0
Volume Module:																
Base Vol:	0	0	0		138	892	128		176	462	0		361	637	98	
Growth Adj:	1.00	1.00	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		138	892	128		176	462	0		361	637	98	
Added Vol:	0	0	0		0	78	0		0	105	0		150	56	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		138	970	128		176	567	0		511	693	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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		138	970	128		176	567	0		511	693	98	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		138	970	128		176	567	0		511	693	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	
Final Vol.:	0	0	0		138	970	128		176	567	0		511	693	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		0.79	0.79	0.79		0.86	0.82	1.00		0.61	0.84	0.84	
Lanes:	0.00	0.00	0.00		0.37	2.63	1.00		1.00	3.00	0.00		1.00	1.75	0.25	
Final Sat.:	0	0	0		563	3957	1507		1625	4668	0		1150	2792	395	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.25	0.25	0.08		0.11	0.12	0.00		0.44	0.25	0.25	
Crit Moves:					****								****			
Green/Cycle:	0.00	0.00	0.00		0.37	0.37	0.37		0.18	0.27	0.00		0.57	0.34	0.34	
Volume/Cap:	0.00	0.00	0.00		0.67	0.67	0.23		0.61	0.46	0.00		0.89	0.73	0.73	
Delay/Veh:	0.0	0.0	0.0		22.9	22.9	17.4		39.3	25.4	0.0		30.4	27.0	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:	0.0	0.0	0.0		22.9	22.9	17.4		39.3	25.4	0.0		30.4	27.0	27.0	
HCM2k95th:	0	0	0		16	16	5		10	9	0		25	17	17	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 3rd St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.511
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	16	16		36	36	0		0	18	18		0	0	0	
Lanes:	0 0	0	1	0	0	1 2	0	0	0	0 1	1	0	0	0 0	0	0
Volume Module:																
Base Vol:	0	91	25		169	1183	0		0	173	212		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	91	25		169	1183	0		0	173	212		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	91	25		169	1183	0		0	173	212		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	91	25		169	1183	0		0	173	212		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	91	25		169	1183	0		0	173	212		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.97	0.97		0.90	0.90	1.00		1.00	0.87	0.87		1.00	1.00	1.00	
Lanes:	0.00	0.78	0.22		0.37	2.63	0.00		0.00	1.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	1447	398		644	4511	0		0	1655	1655		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.06	0.06		0.26	0.26	0.00		0.00	0.10	0.13		0.00	0.00	0.00	
Crit Moves:		****				****					****					
Green/Cycle:	0.00	0.20	0.20		0.46	0.46	0.00		0.00	0.23	0.23		0.00	0.00	0.00	
Volume/Cap:	0.00	0.31	0.31		0.58	0.58	0.00		0.00	0.46	0.56		0.00	0.00	0.00	
Delay/Veh:	0.0	29.0	29.0		16.9	16.9	0.0		0.0	28.1	30.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	29.0	29.0		16.9	16.9	0.0		0.0	28.1	30.3		0.0	0.0	0.0	
HCM2k95th:	0	6	6		15	15	0		0	8	10		0	0	0	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 3rd St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	16	16		36	36	0		0	18	18		0	0	0	
Lanes:	0 0	0	1	0	0	1 2	0	0	0	0 1	1	0	0	0 0	0	0
Volume Module:																
Base Vol:	0	91	25		169	1183	0		0	173	212		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	91	25		169	1183	0		0	173	212		0	0	0	
Added Vol:	0	0	0		35	193	0		0	23	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	91	25		204	1376	0		0	196	212		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	91	25		204	1376	0		0	196	212		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	91	25		204	1376	0		0	196	212		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	91	25		204	1376	0		0	196	212		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.97	0.97		0.90	0.90	1.00		1.00	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.78	0.22		0.39	2.61	0.00		0.00	1.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	1447	398		666	4490	0		0	1664	1664		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.06	0.06		0.31	0.31	0.00		0.00	0.12	0.13		0.00	0.00	0.00	
Crit Moves:		****				****					****					
Green/Cycle:	0.00	0.20	0.20		0.46	0.46	0.00		0.00	0.23	0.23		0.00	0.00	0.00	
Volume/Cap:	0.00	0.31	0.31		0.67	0.67	0.00		0.00	0.52	0.56		0.00	0.00	0.00	
Delay/Veh:	0.0	29.0	29.0		18.4	18.4	0.0		0.0	29.1	30.1		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	29.0	29.0		18.4	18.4	0.0		0.0	29.1	30.1		0.0	0.0	0.0	
HCM2k95th:	0	6	6		18	18	0		0	9	10		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 3rd St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.879
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: 67 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	19	19		0	0	0		31	31	0	
Lanes:	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	2
Volume Module:																
Base Vol:	0	0	0		0	522	833		0	0	0		157	2753	0	
Growth Adj:	1.00	1.00	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	522	833		0	0	0		157	2753	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	522	833		0	0	0		157	2753	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	522	833		0	0	0		157	2753	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	522	833		0	0	0		157	2753	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	0.86	0.76		1.00	1.00	1.00		0.91	0.91	1.00	
Lanes:	0.00	0.00	0.00		0.00	1.42	2.58		0.00	0.00	0.00		0.16	2.84	0.00	
Final Sat.:	0	0	0		0	2330	3718		0	0	0		280	4907	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.22	0.22		0.00	0.00	0.00		0.56	0.56	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.34	0.34		0.00	0.00	0.00		0.55	0.55	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.66	0.66		0.00	0.00	0.00		1.01	1.01	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	17.4	17.4		0.0	0.0	0.0		32.7	32.7	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		0.0	17.4	17.4		0.0	0.0	0.0		32.7	32.7	0.0	
HCM2k95th:	0	0	0		0	12	12		0	0	0		35	35	0	

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

Intersection #5 3rd St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.947
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 38.0
Optimal Cycle: 85 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	19	19		0	0	0		31	31	0	
Lanes:	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	2
Volume Module:																
Base Vol:	0	0	0		0	522	833		0	0	0		157	2753	0	
Growth Adj:	1.00	1.00	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	522	833		0	0	0		157	2753	0	
Added Vol:	0	0	0		0	0	193		0	0	0		0	130	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	522	1026		0	0	0		157	2883	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	522	1026		0	0	0		157	2883	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	522	1026		0	0	0		157	2883	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	522	1026		0	0	0		157	2883	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	0.86	0.75		1.00	1.00	1.00		0.91	0.91	1.00	
Lanes:	0.00	0.00	0.00		0.00	1.24	2.76		0.00	0.00	0.00		0.15	2.85	0.00	
Final Sat.:	0	0	0		0	2012	3954		0	0	0		268	4919	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.26	0.26		0.00	0.00	0.00		0.59	0.59	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.34	0.34		0.00	0.00	0.00		0.55	0.55	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.76	0.76		0.00	0.00	0.00		1.06	1.06	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	19.3	19.3		0.0	0.0	0.0		47.5	47.5	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	19.3	19.3		0.0	0.0	0.0		47.5	47.5	0.0	
HCM2k95th:	0	0	0		0	15	14		0	0	0		40	40	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 3rd St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.330
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		19	19	0		0	31	31		0	0	0	
Lanes:	0 0	0	0	0	0 1	2	0	0	0 0	3	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	0	0		194	519	0		0	839	216		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		194	519	0		0	839	216		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		194	519	0		0	839	216		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		194	519	0		0	839	216		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		194	519	0		0	839	216		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.82	2.18	0.00		0.00	3.18	0.82		0.00	0.00	0.00	
Final Sat.:	0	0	0		1411	3776	0		0	5330	1372		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.14	0.14	0.00		0.00	0.16	0.16		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.34	0.34	0.00		0.00	0.55	0.55		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.28	0.28		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		14.9	14.9	0.0		0.0	6.8	6.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		14.9	14.9	0.0		0.0	6.8	6.8		0.0	0.0	0.0	
HCM2k95th:	0	0	0		7	7	0		0	6	6		0	0	0	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 3rd St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.348
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 56 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		19	19	0		0	31	31		0	0	0	
Lanes:	0 0	0	0	0	0 1	2	0	0	0 0	3	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	0	0		194	519	0		0	839	216		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		194	519	0		0	839	216		0	0	0	
Added Vol:	0	0	0		0	0	0		0	107	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		194	519	0		0	946	216		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		194	519	0		0	946	216		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		194	519	0		0	946	216		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		194	519	0		0	946	216		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.82	2.18	0.00		0.00	3.26	0.74		0.00	0.00	0.00	
Final Sat.:	0	0	0		1411	3776	0		0	5473	1250		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.14	0.14	0.00		0.00	0.17	0.17		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.34	0.34	0.00		0.00	0.55	0.55		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.31	0.31		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		14.9	14.9	0.0		0.0	7.0	7.0		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		14.9	14.9	0.0		0.0	7.0	7.0		0.0	0.0	0.0	
HCM2k95th:	0	0	0		7	7	0		0	6	6		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 5th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.656
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 106 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0	0	0	0	21	0	0	0	0	0	79	79		
Lanes:	2	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	1	0
Volume Module:																
Base Vol:	419	536	0	0	0	46	0	0	0	0	2743	70				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	419	536	0	0	0	46	0	0	0	0	2743	70				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	419	536	0	0	0	46	0	0	0	0	2743	70				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	419	536	0	0	0	46	0	0	0	0	2743	70				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	419	536	0	0	0	46	0	0	0	0	2743	70				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.54	0.86	1.00	1.00	1.00	0.67	1.00	1.00	1.00	1.00	0.82	0.82				
Lanes:	2.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	3.90	0.10				
Final Sat.:	2063	3249	0	0	0	2558	0	0	0	0	6045	154				
Capacity Analysis Module:																
Vol/Sat:	0.20	0.16	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.45	0.45				
Crit Moves:		****		****							****					
Green/Cycle:	0.20	0.20	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.75	0.75				
Volume/Cap:	1.03	0.83	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.61	0.61				
Delay/Veh:	93.6	52.8	0.0	0.0	0.0	35.1	0.0	0.0	0.0	0.0	6.9	6.9				
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:	93.6	52.8	0.0	0.0	0.0	35.1	0.0	0.0	0.0	0.0	6.9	6.9				
HCM2k95th:	18	17	0	0	0	2	0	0	0	0	19	19				

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

Intersection #7 5th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.755
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 106 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0	0	0	0	21	0	0	0	0	0	79	79		
Lanes:	2	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	1	0
Volume Module:																
Base Vol:	419	536	0	0	0	46	0	0	0	0	2743	70				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	419	536	0	0	0	46	0	0	0	0	2743	70				
Added Vol:	64	11	0	0	0	0	0	0	0	0	151	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	483	547	0	0	0	46	0	0	0	0	2894	70				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	483	547	0	0	0	46	0	0	0	0	2894	70				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	483	547	0	0	0	46	0	0	0	0	2894	70				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	483	547	0	0	0	46	0	0	0	0	2894	70				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.54	0.86	1.00	1.00	1.00	0.67	1.00	1.00	1.00	1.00	0.82	0.82				
Lanes:	2.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	3.91	0.09				
Final Sat.:	2063	3249	0	0	0	2558	0	0	0	0	6053	146				
Capacity Analysis Module:																
Vol/Sat:	0.23	0.17	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.48	0.48				
Crit Moves:	****			****							****					
Green/Cycle:	0.20	0.20	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.75	0.75				
Volume/Cap:	1.18	0.85	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.64	0.64				
Delay/Veh:	146.7	54.2	0.0	0.0	0.0	35.1	0.0	0.0	0.0	0.0	7.3	7.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	146.7	54.2	0.0	0.0	0.0	35.1	0.0	0.0	0.0	0.0	7.3	7.3				
HCM2k95th:	23	17	0	0	0	2	0	0	0	0	21	21				

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Intersection #8 5th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	25		0	0	0	
Lanes:	0 0	1	1	1	0 0	0	0	0	1	1	3	0 1	0 0	0	0	0
Volume Module:																
Base Vol:	0	460	407		0	0	0		432	1190	243		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	460	407		0	0	0		432	1190	243		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	460	407		0	0	0		432	1190	243		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	460	407		0	0	0		432	1190	243		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	460	407		0	0	0		432	1190	243		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.80	0.80		1.00	1.00	1.00		0.70	0.70	0.77		1.00	1.00	1.00	
Lanes:	0.00	1.59	1.41		0.00	0.00	0.00		1.33	3.67	1.00		0.00	0.00	0.00	
Final Sat.:	0	2405	2128		0	0	0		1761	4852	1454		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.19		0.00	0.00	0.00		0.25	0.25	0.17		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.43	0.43		0.00	0.00	0.00		0.55	0.55	0.37		0.00	0.00	0.00	
Delay/Veh:	0.0	11.3	11.3		0.0	0.0	0.0		12.1	12.1	12.0		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	11.3	11.3		0.0	0.0	0.0		12.1	12.1	12.0		0.0	0.0	0.0	
HCM2k95th:	0	7	7		0	0	0		11	11	7		0	0	0	

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

Intersection #8 5th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.576
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	25		0	0	0	
Lanes:	0 0	1	1	1	0 0	0	0	0	1	1	3	0 1	0 0	0	0	0
Volume Module:																
Base Vol:	0	460	407		0	0	0		432	1190	243		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	460	407		0	0	0		432	1190	243		0	0	0	
Added Vol:	0	75	83		0	0	0		0	278	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	535	490		0	0	0		432	1468	243		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	535	490		0	0	0		432	1468	243		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	535	490		0	0	0		432	1468	243		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	535	490		0	0	0		432	1468	243		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.79	0.79		1.00	1.00	1.00		0.70	0.70	0.77		1.00	1.00	1.00	
Lanes:	0.00	1.57	1.43		0.00	0.00	0.00		1.14	3.86	1.00		0.00	0.00	0.00	
Final Sat.:	0	2361	2162		0	0	0		1504	5110	1454		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.23		0.00	0.00	0.00		0.29	0.29	0.17		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.51	0.51		0.00	0.00	0.00		0.64	0.64	0.37		0.00	0.00	0.00	
Delay/Veh:	0.0	12.0	12.0		0.0	0.0	0.0		13.1	13.1	12.0		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	12.0	12.0		0.0	0.0	0.0		13.1	13.1	12.0		0.0	0.0	0.0	
HCM2k95th:	0	9	9		0	0	0		13	13	7		0	0	0	

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

Intersection #9 5th St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	45	45	0		0	0	45		0	0	0		0	25	25	
Lanes:	1	0	3	0	0	0	0	0	2	0	0	0	0	0	0	3	1	0
Volume Module:																
Base Vol:	482	730	0		0	0	172		0	0	0		0	1631	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:	482	730	0		0	0	172		0	0	0		0	1631	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	482	730	0		0	0	172		0	0	0		0	1631	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	482	730	0		0	0	172		0	0	0		0	1631	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	482	730	0		0	0	172		0	0	0		0	1631	140	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.69	0.82	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.81	0.81	
Lanes:	1.00	3.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.68	0.32	
Final Sat.:	1315	4668	0		0	0	2558		0	0	0		0	5664	486	
Capacity Analysis Module:																
Vol/Sat:	0.37	0.16	0.00		0.00	0.00	0.07		0.00	0.00	0.00		0.00	0.29	0.29	
Crit Moves:	****													****		
Green/Cycle:	0.57	0.57	0.00		0.00	0.00	0.57		0.00	0.00	0.00		0.00	0.32	0.32	
Volume/Cap:	0.64	0.27	0.00		0.00	0.00	0.12		0.00	0.00	0.00		0.00	0.91	0.91	
Delay/Veh:	15.8	8.9	0.0		0.0	0.0	8.0		0.0	0.0	0.0		0.0	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:	15.8	8.9	0.0		0.0	0.0	8.0		0.0	0.0	0.0		0.0	33.8	33.8	
HCM2k95th:	19	7	0		0	0	2		0	0	0		0	24	24	

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Intersection #9 5th St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.833
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 58.5
Optimal Cycle: 79 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	45	45	0		0	0	45		0	0	0		0	25	25	
Lanes:	1	0	3	0	0	0	0	0	2	0	0	0	0	0	0	3	1	0
Volume Module:																
Base Vol:	482	730	0		0	0	172		0	0	0		0	1631	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:	482	730	0		0	0	172		0	0	0		0	1631	140	
Added Vol:	21	94	0		0	0	0		0	0	0		0	350	64	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	503	824	0		0	0	172		0	0	0		0	1981	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	503	824	0		0	0	172		0	0	0		0	1981	204	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	503	824	0		0	0	172		0	0	0		0	1981	204	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	503	824	0		0	0	172		0	0	0		0	1981	204	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.69	0.82	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.81	0.81	
Lanes:	1.00	3.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.63	0.37	
Final Sat.:	1315	4668	0		0	0	2558		0	0	0		0	5564	573	
Capacity Analysis Module:																
Vol/Sat:	0.38	0.18	0.00		0.00	0.00	0.07		0.00	0.00	0.00		0.00	0.36	0.36	
Crit Moves:	****													****		
Green/Cycle:	0.57	0.57	0.00		0.00	0.00	0.57		0.00	0.00	0.00		0.00	0.32	0.32	
Volume/Cap:	0.67	0.31	0.00		0.00	0.00	0.12		0.00	0.00	0.00		0.00	1.13	1.13	
Delay/Veh:	16.6	9.2	0.0		0.0	0.0	8.0		0.0	0.0	0.0		0.0	90.6	90.6	
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:	16.6	9.2	0.0		0.0	0.0	8.0		0.0	0.0	0.0		0.0	90.6	90.6	
HCM2k95th:	20	7	0		0	0	2		0	0	0		0	40	40	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 5th St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.276
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 76 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:	35	35	0		0	0	0		17	35	0		0	18	18	
Lanes:	2	0 2	1	0	0	0 0	0	0	2	0 2	0	0	0	0 2	1	0
Volume Module:																
Base Vol:	410	662	64		0	0	0		334	420	0		0	625	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	410	662	64		0	0	0		334	420	0		0	625	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	410	662	64		0	0	0		334	420	0		0	625	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	410	662	64		0	0	0		334	420	0		0	625	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	410	662	64		0	0	0		334	420	0		0	625	60	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.81	0.81		1.00	1.00	1.00		0.83	0.86	1.00		1.00	0.81	0.81	
Lanes:	2.00	2.74	0.26		0.00	0.00	0.00		2.00	2.00	0.00		0.00	2.74	0.26	
Final Sat.:	3274	4201	406		0	0	0		3152	3249	0		0	4204	404	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.16	0.16		0.00	0.00	0.00		0.11	0.13	0.00		0.00	0.15	0.15	
Crit Moves:	****									****			****			
Green/Cycle:	0.46	0.46	0.46		0.00	0.00	0.00		0.22	0.46	0.00		0.00	0.24	0.24	
Volume/Cap:	0.27	0.34	0.34		0.00	0.00	0.00		0.47	0.28	0.00		0.00	0.63	0.63	
Delay/Veh:	13.1	13.6	13.6		0.0	0.0	0.0		27.9	13.2	0.0		0.0	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:	13.1	13.6	13.6		0.0	0.0	0.0		27.9	13.2	0.0		0.0	28.7	28.7	
HCM2k95th:	7	8	8		0	0	0		8	7	0		0	11	11	

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Intersection #10 5th St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.317
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	35	35	0		0	0	0		17	35	0		0	18	18	
Lanes:	2	0 2	1	0	0	0 0	0	0	2	0 2	0	0	0	0 2	1	0
Volume Module:																
Base Vol:	410	662	64		0	0	0		334	420	0		0	625	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	410	662	64		0	0	0		334	420	0		0	625	60	
Added Vol:	61	70	31		0	0	0		45	60	0		0	159	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	471	732	95		0	0	0		379	480	0		0	784	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	471	732	95		0	0	0		379	480	0		0	784	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	471	732	95		0	0	0		379	480	0		0	784	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	471	732	95		0	0	0		379	480	0		0	784	60	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.81	0.81		1.00	1.00	1.00		0.83	0.86	1.00		1.00	0.81	0.81	
Lanes:	2.00	2.66	0.34		0.00	0.00	0.00		2.00	2.00	0.00		0.00	2.79	0.21	
Final Sat.:	3261	4062	527		0	0	0		3152	3249	0		0	4289	328	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.18	0.18		0.00	0.00	0.00		0.12	0.15	0.00		0.00	0.18	0.18	
Crit Moves:	****									****			****			
Green/Cycle:	0.46	0.46	0.46		0.00	0.00	0.00		0.22	0.46	0.00		0.00	0.24	0.24	
Volume/Cap:	0.31	0.39	0.39		0.00	0.00	0.00		0.54	0.32	0.00		0.00	0.77	0.77	
Delay/Veh:	13.5	14.0	14.0		0.0	0.0	0.0		29.0	13.5	0.0		0.0	32.4	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:	13.5	14.0	14.0		0.0	0.0	0.0		29.0	13.5	0.0		0.0	32.4	32.4	
HCM2k95th:	8	9	9		0	0	0		10	8	0		0	15	15	

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

Intersection #11 5th St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.363
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 76 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	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	905	124		0	0	0		72	613	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	905	124		0	0	0		72	613	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	905	124		0	0	0		72	613	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	905	124		0	0	0		72	613	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	905	124		0	0	0		72	613	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.64	0.36		0.00	0.00	0.00		0.32	2.68	0.00		0.00	0.00	0.00	
Final Sat.:	0	4480	614		0	0	0		545	4642	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.20		0.00	0.00	0.00		0.13	0.13	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.44	0.44		0.00	0.00	0.00		0.29	0.29	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	14.5	14.5		0.0	0.0	0.0		13.0	13.0	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	14.5	14.5		0.0	0.0	0.0		13.0	13.0	0.0		0.0	0.0	0.0	
HCM2k95th:	0	11	11		0	0	0		7	7	0		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 5th St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.418
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 76 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	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	905	124		0	0	0		72	613	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	905	124		0	0	0		72	613	0		0	0	0	
Added Vol:	0	111	34		0	0	0		70	45	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1016	158		0	0	0		142	658	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1016	158		0	0	0		142	658	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1016	158		0	0	0		142	658	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1016	158		0	0	0		142	658	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.60	0.40		0.00	0.00	0.00		0.53	2.47	0.00		0.00	0.00	0.00	
Final Sat.:	0	4399	684		0	0	0		921	4266	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.23		0.00	0.00	0.00		0.15	0.15	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.50	0.50		0.00	0.00	0.00		0.33	0.33	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	15.2	15.2		0.0	0.0	0.0		13.5	13.5	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:	0.0	15.2	15.2		0.0	0.0	0.0		13.5	13.5	0.0		0.0	0.0	0.0	
HCM2k95th:	0	12	12		0	0	0		8	8	0		0	0	0	

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

Intersection #12 5th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.856
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0		0	0	0		0	0	0		0	29	29	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	531	714	0		0	0	0		0	0	0		0	2001	321	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	531	714	0		0	0	0		0	0	0		0	2001	321	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	531	714	0		0	0	0		0	0	0		0	2001	321	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	531	714	0		0	0	0		0	0	0		0	2001	321	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	531	714	0		0	0	0		0	0	0		0	2001	321	
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	0.89	0.89	
Lanes:	1.00	2.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.59	0.41	
Final Sat.:	1729	3458	0		0	0	0		0	0	0		0	4376	702	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.21	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.46	0.46	
Crit Moves:	****													****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.52	0.52	
Volume/Cap:	0.82	0.55	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.88	0.88	
Delay/Veh:	20.8	14.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	16.7	16.7	
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:	20.8	14.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	16.7	16.7	
HCM2k95th:	16	10	0		0	0	0		0	0	0		0	26	26	

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

Intersection #12 5th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.897
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 72 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:	21	21	0		0	0	0		0	0	0		0	29	29	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	531	714	0		0	0	0		0	0	0		0	2001	321	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	531	714	0		0	0	0		0	0	0		0	2001	321	
Added Vol:	0	93	0		0	0	0		0	0	0		0	130	52	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	531	807	0		0	0	0		0	0	0		0	2131	373	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	531	807	0		0	0	0		0	0	0		0	2131	373	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	531	807	0		0	0	0		0	0	0		0	2131	373	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	531	807	0		0	0	0		0	0	0		0	2131	373	
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	0.89	0.89	
Lanes:	1.00	2.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.55	0.45	
Final Sat.:	1729	3458	0		0	0	0		0	0	0		0	4317	756	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.23	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.49	0.49	
Crit Moves:	****													****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.52	0.52	
Volume/Cap:	0.82	0.62	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.95	0.95	
Delay/Veh:	20.5	15.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	22.4	22.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	20.5	15.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	22.4	22.4	
HCM2k95th:	16	11	0		0	0	0		0	0	0		0	33	33	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 5th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.462
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	21	21		0	0	0		29	29	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1112	122		0	0	0		437	744	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	1112	122		0	0	0		437	744	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1112	122		0	0	0		437	744	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1112	122		0	0	0		437	744	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1112	122		0	0	0		437	744	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		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.70	0.30		0.00	0.00	0.00		1.48	2.52	0.00		0.00	0.00	0.00	
Final Sat.:	0	4604	505		0	0	0		2559	4357	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.24		0.00	0.00	0.00		0.17	0.17	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.38	0.38		0.00	0.00	0.00		0.52	0.52	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.64	0.64		0.00	0.00	0.00		0.33	0.33	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	16.1	16.1		0.0	0.0	0.0		8.1	8.1	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	16.1	16.1		0.0	0.0	0.0		8.1	8.1	0.0		0.0	0.0	0.0	
HCM2k95th:	0	13	13		0	0	0		7	7	0		0	0	0	

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

Intersection #13 5th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	21	21		0	0	0		29	29	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1112	122		0	0	0		437	744	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	1112	122		0	0	0		437	744	0		0	0	0	
Added Vol:	0	0	0		0	0	0		93	14	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1112	122		0	0	0		530	758	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1112	122		0	0	0		530	758	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1112	122		0	0	0		530	758	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1112	122		0	0	0		530	758	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		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.70	0.30		0.00	0.00	0.00		1.65	2.35	0.00		0.00	0.00	0.00	
Final Sat.:	0	4604	505		0	0	0		2846	4070	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.24		0.00	0.00	0.00		0.19	0.19	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.38	0.38		0.00	0.00	0.00		0.52	0.52	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.64	0.64		0.00	0.00	0.00		0.36	0.36	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	16.1	16.1		0.0	0.0	0.0		8.3	8.3	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	16.1	16.1		0.0	0.0	0.0		8.3	8.3	0.0		0.0	0.0	0.0	
HCM2k95th:	0	13	13		0	0	0		7	7	0		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 7th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.339
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: 106 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	34	34		0	0	0		66	66	0	
Lanes:	0	0	0	0	0	0	2	0	2	0	0	0	0	1	1	2	0	0
Volume Module:																		
Base Vol:	0	0	0		0	473	505		0	0	0		191	1712	0	
Growth Adj:	1.00	1.00	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	473	505		0	0	0		191	1712	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	473	505		0	0	0		191	1712	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	473	505		0	0	0		191	1712	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	473	505		0	0	0		191	1712	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	0.86	0.67		1.00	1.00	1.00		0.82	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	3249	2558		0	0	0		1556	4668	0	
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00		0.00	0.15	0.20		0.00	0.00	0.00		0.12	0.37	0.00	
Crit Moves:							****						****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.32	0.32		0.00	0.00	0.00		0.62	0.62	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.45	0.62		0.00	0.00	0.00		0.20	0.59	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	30.0	33.9		0.0	0.0	0.0		8.6	12.7	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		0.0	30.0	33.9		0.0	0.0	0.0		8.6	12.7	0.0	
HCM2k95th:	0	0	0		0	12	14		0	0	0		6	19	0	

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

Intersection #14 7th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.403
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: 106 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	34	34		0	0	0		66	66	0	
Lanes:	0	0	0	0	0	0	2	0	2	0	0	0	0	1	1	2	0	0
Volume Module:																		
Base Vol:	0	0	0		0	473	505		0	0	0		191	1712	0	
Growth Adj:	1.00	1.00	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	473	505		0	0	0		191	1712	0	
Added Vol:	0	0	0		0	107	0		0	0	0		94	151	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	580	505		0	0	0		285	1863	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	580	505		0	0	0		285	1863	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	580	505		0	0	0		285	1863	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	580	505		0	0	0		285	1863	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	0.86	0.67		1.00	1.00	1.00		0.82	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	3249	2558		0	0	0		1556	4668	0	
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00		0.00	0.18	0.20		0.00	0.00	0.00		0.18	0.40	0.00	
Crit Moves:							****						****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.32	0.32		0.00	0.00	0.00		0.62	0.62	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.56	0.62		0.00	0.00	0.00		0.29	0.64	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	31.9	33.9		0.0	0.0	0.0		9.3	13.5	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	31.9	33.9		0.0	0.0	0.0		9.3	13.5	0.0	
HCM2k95th:	0	0	0		0	15	14		0	0	0		9	22	0	

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

Intersection #15 7th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		22	22	0		0	28	28		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		90	553	0		0	1439	392		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		90	553	0		0	1439	392		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		90	553	0		0	1439	392		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		90	553	0		0	1439	392		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		90	553	0		0	1439	392		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		0.82	0.82	1.00		1.00	0.79	0.79		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.42	2.58	0.00		0.00	2.36	0.64		0.00	0.00	0.00	
Final Sat.:	0	0	0		653	4015	0		0	3551	967		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.14	0.14	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.39	0.39	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.35	0.35	0.00		0.00	0.81	0.81		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		12.5	12.5	0.0		0.0	15.0	15.0		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		12.5	12.5	0.0		0.0	15.0	15.0		0.0	0.0	0.0	
HCM2k95th:	0	0	0		6	6	0		0	20	20		0	0	0	

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

Intersection #15 7th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.752
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 24.6
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:	0	0	0		22	22	0		0	28	28		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		90	553	0		0	1439	392		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		90	553	0		0	1439	392		0	0	0	
Added Vol:	0	0	0		91	109	0		0	397	2		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		181	662	0		0	1836	394		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		181	662	0		0	1836	394		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		181	662	0		0	1836	394		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		181	662	0		0	1836	394		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		0.82	0.82	1.00		1.00	0.80	0.80		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.64	2.36	0.00		0.00	2.47	0.53		0.00	0.00	0.00	
Final Sat.:	0	0	0		1002	3666	0		0	3740	803		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.18	0.18	0.00		0.00	0.49	0.49		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.39	0.39	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.98	0.98		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		13.4	13.4	0.0		0.0	28.8	28.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		13.4	13.4	0.0		0.0	28.8	28.8		0.0	0.0	0.0	
HCM2k95th:	0	0	0		8	8	0		0	33	33		0	0	0	

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

Intersection #16 7th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.315
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	29	29			0	0	0	0	21	21		0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	0	0	0	584	256			0	0	0	0	158	1398		0
Growth Adj:	1.00	1.00	1.00	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	584	256			0	0	0	0	158	1398		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	584	256			0	0	0	0	158	1398		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	584	256			0	0	0	0	158	1398		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	584	256			0	0	0	0	158	1398		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900			1900	1900	1900	1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.78	0.78			1.00	1.00	1.00	1.00	0.90	0.82		1.00
Lanes:	0.00	0.00	0.00	0.00	2.09	0.91			0.00	0.00	0.00	0.00	1.00	3.00		0.00
Final Sat.:	0	0	0	0	3096	1357			0	0	0	0	1710	4668		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.19	0.19			0.00	0.00	0.00	0.00	0.09	0.30		0.00
Crit Moves:					****								****			
Green/Cycle:	0.00	0.00	0.00	0.00	0.52	0.52			0.00	0.00	0.00	0.00	0.38	0.38		0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.36	0.36			0.00	0.00	0.00	0.00	0.25	0.80		0.00
Delay/Veh:	0.0	0.0	0.0	0.0	8.5	8.5			0.0	0.0	0.0	0.0	13.0	19.5		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		1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	8.5	8.5			0.0	0.0	0.0	0.0	13.0	19.5		0.0
HCM2k95th:	0	0	0	0	7	7			0	0	0	0	5	17		0

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

Intersection #16 7th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.698
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 38.3
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:	0	0	0	0	29	29			0	0	0	0	21	21		0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	0	0	0	584	256			0	0	0	0	158	1398		0
Growth Adj:	1.00	1.00	1.00	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	584	256			0	0	0	0	158	1398		0
Added Vol:	0	0	0	0	35	76			0	0	0	0	270	461		0
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Initial Fut:	0	0	0	0	619	332			0	0	0	0	428	1859		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	619	332			0	0	0	0	428	1859		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	619	332			0	0	0	0	428	1859		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	619	332			0	0	0	0	428	1859		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900			1900	1900	1900	1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.78	0.78			1.00	1.00	1.00	1.00	0.90	0.82		1.00
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00			0.00	0.00	0.00	0.00	1.00	3.00		0.00
Final Sat.:	0	0	0	0	2950	1475			0	0	0	0	1710	4668		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.21	0.23			0.00	0.00	0.00	0.00	0.25	0.40		0.00
Crit Moves:						****								****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.52	0.52			0.00	0.00	0.00	0.00	0.38	0.38		0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.41	0.43			0.00	0.00	0.00	0.00	0.67	1.06		0.00
Delay/Veh:	0.0	0.0	0.0	0.0	8.8	9.0			0.0	0.0	0.0	0.0	20.0	57.6		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		1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	8.8	9.0			0.0	0.0	0.0	0.0	20.0	57.6		0.0
HCM2k95th:	0	0	0	0	8	8			0	0	0	0	14	34		0

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 8th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: 106 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:	34	34	0	0	0	0	0	0	0	0	0	0	66	66		
Lanes:	1	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	452	637	0	0	0	0	0	0	0	0	1920	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:	452	637	0	0	0	0	0	0	0	0	1920	100				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	452	637	0	0	0	0	0	0	0	0	1920	100				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	452	637	0	0	0	0	0	0	0	0	1920	100				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	452	637	0	0	0	0	0	0	0	0	1920	100				
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	0.90	0.90				
Lanes:	1.66	2.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.85	0.15				
Final Sat.:	2871	4045	0	0	0	0	0	0	0	0	4896	255				
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.39				
Crit Moves:	****										****					
Green/Cycle:	0.32	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.62	0.62				
Volume/Cap:	0.49	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.63				
Delay/Veh:	29.2	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.8	12.8				
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:	29.2	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.8	12.8				
HCM2k95th:	14	14	0	0	0	0	0	0	0	0	24	24				

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

Intersection #17 8th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.642
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 106 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:	34	34	0	0	0	0	0	0	0	0	0	0	66	66		
Lanes:	1	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	452	637	0	0	0	0	0	0	0	0	1920	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:	452	637	0	0	0	0	0	0	0	0	1920	100				
Added Vol:	164	99	0	0	0	0	0	0	0	0	80	9				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	616	736	0	0	0	0	0	0	0	0	2000	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	616	736	0	0	0	0	0	0	0	0	2000	109				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	616	736	0	0	0	0	0	0	0	0	2000	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				
Final Vol.:	616	736	0	0	0	0	0	0	0	0	2000	109				
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	0.90	0.90				
Lanes:	1.82	2.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.84	0.16				
Final Sat.:	3151	3765	0	0	0	0	0	0	0	0	4880	266				
Capacity Analysis Module:																
Vol/Sat:	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.41				
Crit Moves:	****										****					
Green/Cycle:	0.32	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.62	0.62				
Volume/Cap:	0.61	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.66	0.66				
Delay/Veh:	30.9	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	13.3				
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:	30.9	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	13.3				
HCM2k95th:	18	18	0	0	0	0	0	0	0	0	25	25				

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 8th S/tJ St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	660	546		0	0	0		123	1440	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	546		0	0	0		123	1440	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	660	546		0	0	0		123	1440	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	660	546		0	0	0		123	1440	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	660	546		0	0	0		123	1440	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.76	0.76		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	2901	1450		0	0	0		1556	4668	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.38		0.00	0.00	0.00		0.08	0.31	0.00		0.00	0.00	0.00	
Crit Moves:			****						****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.51	0.84		0.00	0.00	0.00		0.18	0.69	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	11.9	20.0		0.0	0.0	0.0		9.4	14.2	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	11.9	20.0		0.0	0.0	0.0		9.4	14.2	0.0		0.0	0.0	0.0	
HCM2k95th:	0	9	20		0	0	0		3	12	0		0	0	0	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 8th S/tJ St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.712
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 31.0
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:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	660	546		0	0	0		123	1440	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	546		0	0	0		123	1440	0		0	0	0	
Added Vol:	0	137	184		0	0	0		80	409	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	797	730		0	0	0		203	1849	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	797	730		0	0	0		203	1849	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	797	730		0	0	0		203	1849	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	797	730		0	0	0		203	1849	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.76	0.76		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	2888	1444		0	0	0		1556	4668	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.51		0.00	0.00	0.00		0.13	0.40	0.00		0.00	0.00	0.00	
Crit Moves:			****						****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.62	1.13		0.00	0.00	0.00		0.29	0.89	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	13.0	84.9		0.0	0.0	0.0		10.0	19.7	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:	0.0	13.0	84.9		0.0	0.0	0.0		10.0	19.7	0.0		0.0	0.0	0.0	
HCM2k95th:	0	12	44		0	0	0		5	16	0		0	0	0	

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

Intersection #19 8th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.456
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0		0	0	0		0	0	0		0	21	21	
Lanes:	1	0 2	0	0	0	0 0	0	0	0	0 0	0	0	0	0 2	1	1
Volume Module:																
Base Vol:	158	510	0		0	0	0		0	0	0		0	1448	158	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	158	510	0		0	0	0		0	0	0		0	1448	158	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	158	510	0		0	0	0		0	0	0		0	1448	158	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	158	510	0		0	0	0		0	0	0		0	1448	158	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	158	510	0		0	0	0		0	0	0		0	1448	158	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.86	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.81	0.81	
Lanes:	1.00	2.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	3.00	1.00	
Final Sat.:	1710	3249	0		0	0	0		0	0	0		0	4598	1533	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.16	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.31	0.10	
Crit Moves:	****													****		
Green/Cycle:	0.52	0.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.18	0.30	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.84	0.27	
Delay/Veh:	7.6	8.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	20.6	12.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	7.6	8.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	20.6	12.3	
HCM2k95th:	4	6	0		0	0	0		0	0	0		0	18	5	

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

Intersection #19 8th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.625
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 48.3
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:	29	29	0		0	0	0		0	0	0		0	21	21	
Lanes:	1	0 2	0	0	0	0 0	0	0	0	0 0	0	0	0	0 2	1	1
Volume Module:																
Base Vol:	158	510	0		0	0	0		0	0	0		0	1448	158	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	158	510	0		0	0	0		0	0	0		0	1448	158	
Added Vol:	89	113	0		0	0	0		0	0	0		0	442	169	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	247	623	0		0	0	0		0	0	0		0	1890	327	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	247	623	0		0	0	0		0	0	0		0	1890	327	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	247	623	0		0	0	0		0	0	0		0	1890	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	
Final Vol.:	247	623	0		0	0	0		0	0	0		0	1890	327	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.86	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	1.00	2.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	3.00	1.00	
Final Sat.:	1710	3249	0		0	0	0		0	0	0		0	4566	1522	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.19	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.41	0.21	
Crit Moves:	****													****		
Green/Cycle:	0.52	0.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.28	0.37	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	1.10	0.57	
Delay/Veh:	8.4	8.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	72.4	14.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.4	8.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	72.4	14.6	
HCM2k95th:	6	7	0		0	0	0		0	0	0		0	37	10	

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

Intersection #20 9th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.432
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	35	35			0	0	0	0	65	65		0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	0	0	0	565	341			0	0	0	0	262	1523		0
Growth Adj:	1.00	1.00	1.00	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	565	341			0	0	0	0	262	1523		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	565	341			0	0	0	0	262	1523		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	565	341			0	0	0	0	262	1523		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	565	341			0	0	0	0	262	1523		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900			1900	1900	1900	1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.77	0.77			1.00	1.00	1.00	1.00	0.90	0.82		1.00
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00			0.00	0.00	0.00	0.00	1.00	3.00		0.00
Final Sat.:	0	0	0	0	2938	1469			0	0	0	0	1710	4668		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.19	0.23			0.00	0.00	0.00	0.00	0.15	0.33		0.00
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00	0.00	0.31	0.31			0.00	0.00	0.00	0.00	0.58	0.58		0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.62	0.74			0.00	0.00	0.00	0.00	0.26	0.56		0.00
Delay/Veh:	0.0	0.0	0.0	0.0	34.7	38.6			0.0	0.0	0.0	0.0	12.3	15.5		0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	34.7	38.6			0.0	0.0	0.0	0.0	12.3	15.5		0.0
HCM2k95th:	0	0	0	0	16	20			0	0	0	0	9	19		0

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

Intersection #20 9th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.462
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	35	35			0	0	0	0	65	65		0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	0	0	0	565	341			0	0	0	0	262	1523		0
Growth Adj:	1.00	1.00	1.00	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	565	341			0	0	0	0	262	1523		0
Added Vol:	0	0	0	0	7	0			0	0	0	0	47	89		0
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Initial Fut:	0	0	0	0	572	341			0	0	0	0	309	1612		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	572	341			0	0	0	0	309	1612		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	572	341			0	0	0	0	309	1612		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	572	341			0	0	0	0	309	1612		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900			1900	1900	1900	1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.77	0.77			1.00	1.00	1.00	1.00	0.90	0.82		1.00
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00			0.00	0.00	0.00	0.00	1.00	3.00		0.00
Final Sat.:	0	0	0	0	2938	1469			0	0	0	0	1710	4668		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.19	0.23			0.00	0.00	0.00	0.00	0.18	0.35		0.00
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00	0.00	0.31	0.31			0.00	0.00	0.00	0.00	0.58	0.58		0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.62	0.74			0.00	0.00	0.00	0.00	0.31	0.59		0.00
Delay/Veh:	0.0	0.0	0.0	0.0	34.9	38.6			0.0	0.0	0.0	0.0	12.9	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		1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	34.9	38.6			0.0	0.0	0.0	0.0	12.9	16.0		0.0
HCM2k95th:	0	0	0	0	16	20			0	0	0	0	10	20		0

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

Intersection #21 9th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.678
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		108	904	0		0	1475	294		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		108	904	0		0	1475	294		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		108	904	0		0	1475	294		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		108	904	0		0	1475	294		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		108	904	0		0	1475	294		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		0.82	0.82	1.00		1.00	0.80	0.80		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.32	2.68	0.00		0.00	2.50	0.50		0.00	0.00	0.00	
Final Sat.:	0	0	0		498	4170	0		0	3795	756		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.22	0.22	0.00		0.00	0.39	0.39		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.49	0.49	0.00		0.00	0.87	0.87		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		11.8	11.8	0.0		0.0	19.5	19.5		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:	0.0	0.0	0.0		11.8	11.8	0.0		0.0	19.5	19.5		0.0	0.0	0.0	
HCM2k95th:	0	0	0		8	8	0		0	18	18		0	0	0	

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

Intersection #21 9th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.837
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 68.6
Optimal Cycle: 57 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		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		108	904	0		0	1475	294		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		108	904	0		0	1475	294		0	0	0	
Added Vol:	0	0	0		0	54	0		0	511	83		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		108	958	0		0	1986	377		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		108	958	0		0	1986	377		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		108	958	0		0	1986	377		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		108	958	0		0	1986	377		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		0.82	0.82	1.00		1.00	0.80	0.80		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.30	2.70	0.00		0.00	2.52	0.48		0.00	0.00	0.00	
Final Sat.:	0	0	0		473	4195	0		0	3829	727		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.23	0.23	0.00		0.00	0.52	0.52		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.51	0.51	0.00		0.00	1.16	1.16		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		12.0	12.0	0.0		0.0	94.2	94.2		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:	0.0	0.0	0.0		12.0	12.0	0.0		0.0	94.2	94.2		0.0	0.0	0.0	
HCM2k95th:	0	0	0		9	9	0		0	44	44		0	0	0	

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

Intersection #22 9th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.767
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	21	21		0	0	0		29	29	0	
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	3	0	0
Volume Module:																
Base Vol:	0	0	0		0	997	159		0	0	0		738	1296	0	
Growth Adj:	1.00	1.00	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	997	159		0	0	0		738	1296	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	997	159		0	0	0		738	1296	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	997	159		0	0	0		738	1296	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	997	159		0	0	0		738	1296	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	0.80	0.80		1.00	1.00	1.00		0.90	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.59	0.41		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	3942	629		0	0	0		1710	4668	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.25	0.25		0.00	0.00	0.00		0.43	0.28	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.38	0.38		0.00	0.00	0.00		0.52	0.52	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.67	0.67		0.00	0.00	0.00		0.83	0.54	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	16.8	16.8		0.0	0.0	0.0		20.5	9.9	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		0.0	16.8	16.8		0.0	0.0	0.0		20.5	9.9	0.0	
HCM2k95th:	0	0	0		0	13	13		0	0	0		19	10	0	

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

Intersection #22 9th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.865
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 63 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	21	21		0	0	0		29	29	0	
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	3	0	0
Volume Module:																
Base Vol:	0	0	0		0	997	159		0	0	0		738	1296	0	
Growth Adj:	1.00	1.00	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	997	159		0	0	0		738	1296	0	
Added Vol:	0	0	0		0	108	249		0	0	0		5	279	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	1105	408		0	0	0		743	1575	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	1105	408		0	0	0		743	1575	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	1105	408		0	0	0		743	1575	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	1105	408		0	0	0		743	1575	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	0.79	0.79		1.00	1.00	1.00		0.90	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.19	0.81		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	3273	1209		0	0	0		1710	4668	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.34	0.34		0.00	0.00	0.00		0.43	0.34	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.38	0.38		0.00	0.00	0.00		0.52	0.52	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.90	0.90		0.00	0.00	0.00		0.84	0.65	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	24.7	24.7		0.0	0.0	0.0		20.9	11.2	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		0.0	24.7	24.7		0.0	0.0	0.0		20.9	11.2	0.0	
HCM2k95th:	0	0	0		0	21	21		0	0	0		19	12	0	

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

Intersection #23 9th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.7
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:	0	0	0	0	10		0	0	0	0	0	0	10		0	
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	1197	287	0	0	0	249	1189	0
Growth Adj:	1.00	1.00	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	1197	287	0	0	0	249	1189	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1197	287	0	0	0	249	1189	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1197	287	0	0	0	249	1189	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	1197	287	0	0	0	249	1189	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	0.88	0.88	1.00	1.00	1.00	0.91	0.91	1.00
Lanes:	0.00	0.00	0.00	0.00	2.42	0.58	0.00	0.00	0.00	0.52	2.48	0.00
Final Sat.:	0	0	0	0	4063	974	0	0	0	898	4289	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.28	0.28	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.43	0.43	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.65	0.65	0.00	0.00	0.00	0.65	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	11.3	11.3	0.0	0.0	0.0	12.1	12.1	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	11.3	11.3	0.0	0.0	0.0	12.1	12.1	0.0
HCM2k95th:	0	0	0	0	13	13	0	0	0	11	11	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 9th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.714
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.4
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:	0	0	0	0	10		0	0	0	0	0	0	10		0	
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	1197	287	0	0	0	249	1189	0
Growth Adj:	1.00	1.00	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	1197	287	0	0	0	249	1189	0
Added Vol:	0	0	0	0	262	3	0	0	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	1459	290	0	0	0	249	1214	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1459	290	0	0	0	249	1214	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1459	290	0	0	0	249	1214	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	1459	290	0	0	0	249	1214	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	0.89	0.89	1.00	1.00	1.00	0.91	0.91	1.00
Lanes:	0.00	0.00	0.00	0.00	2.50	0.50	0.00	0.00	0.00	0.51	2.49	0.00
Final Sat.:	0	0	0	0	4219	839	0	0	0	883	4304	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.28	0.28	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.40	0.40	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.71	0.71	0.00	0.00	0.00	0.71	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	11.2	11.2	0.0	0.0	0.0	13.9	13.9	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	0.0	11.2	11.2	0.0	0.0	0.0	13.9	13.9	0.0
HCM2k95th:	0	0	0	0	16	16	0	0	0	12	12	0

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Intersection #24 9th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.476
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	3	1	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	0	0		188	1281	0		0	761	193		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		188	1281	0		0	761	193		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		188	1281	0		0	761	193		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		188	1281	0		0	761	193		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		188	1281	0		0	761	193		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.38	2.62	0.00		0.00	3.19	0.81		0.00	0.00	0.00	
Final Sat.:	0	0	0		664	4523	0		0	5351	1357		0	0	0	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00		0.28	0.28	0.00		0.00	0.14	0.14		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.63	0.63	0.00		0.00	0.32	0.32		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		12.6	12.6	0.0		0.0	10.1	10.1		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		12.6	12.6	0.0		0.0	10.1	10.1		0.0	0.0	0.0	
HCM2k95th:	0	0	0		12	12	0		0	6	6		0	0	0	

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Intersection #24 9th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	3	1	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	0	0		188	1281	0		0	761	193		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		188	1281	0		0	761	193		0	0	0	
Added Vol:	0	0	0		30	232	0		0	21	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		218	1513	0		0	782	193		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		218	1513	0		0	782	193		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		218	1513	0		0	782	193		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		218	1513	0		0	782	193		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.38	2.62	0.00		0.00	3.21	0.79		0.00	0.00	0.00	
Final Sat.:	0	0	0		653	4534	0		0	5381	1328		0	0	0	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00		0.33	0.33	0.00		0.00	0.15	0.15		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.75	0.75	0.00		0.00	0.33	0.33		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		14.3	14.3	0.0		0.0	10.1	10.1		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		14.3	14.3	0.0		0.0	10.1	10.1		0.0	0.0	0.0	
HCM2k95th:	0	0	0		16	16	0		0	6	6		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 10th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.678
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	35	35	0	0	0	0	0	0	0	0	0	0	65	65		
Lanes:	0	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	279	581	0	0	0	0	0	0	0	0	1592	325				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	279	581	0	0	0	0	0	0	0	0	1592	325				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	279	581	0	0	0	0	0	0	0	0	1592	325				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	279	581	0	0	0	0	0	0	0	0	1592	325				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	279	581	0	0	0	0	0	0	0	0	1592	325				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80				
Lanes:	0.97	2.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.49	0.51				
Final Sat.:	1514	3154	0	0	0	0	0	0	0	0	3780	772				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.42				
Crit Moves:	****										****					
Green/Cycle:	0.31	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.58				
Volume/Cap:	0.59	0.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.73	0.73				
Delay/Veh:	34.2	34.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.8	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:	34.2	34.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.8	18.8				
HCM2k95th:	16	16	0	0	0	0	0	0	0	0	28	28				

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

Intersection #25 10th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	35	35	0	0	0	0	0	0	0	0	0	0	65	65		
Lanes:	0	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	279	581	0	0	0	0	0	0	0	0	1592	325				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	279	581	0	0	0	0	0	0	0	0	1592	325				
Added Vol:	10	59	0	0	0	0	0	0	0	0	127	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	289	640	0	0	0	0	0	0	0	0	1719	325				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	289	640	0	0	0	0	0	0	0	0	1719	325				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	289	640	0	0	0	0	0	0	0	0	1719	325				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	289	640	0	0	0	0	0	0	0	0	1719	325				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80				
Lanes:	0.93	2.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.52	0.48				
Final Sat.:	1452	3216	0	0	0	0	0	0	0	0	3832	724				
Capacity Analysis Module:																
Vol/Sat:	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45				
Crit Moves:	****										****					
Green/Cycle:	0.31	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.58				
Volume/Cap:	0.64	0.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.77	0.77				
Delay/Veh:	35.2	35.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.2	20.2				
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:	35.2	35.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.2	20.2				
HCM2k95th:	17	17	0	0	0	0	0	0	0	0	31	31				

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

Intersection #26 10th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	26	26		0	0	0		24	24	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	940	161		0	0	0		132	1479	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	940	161		0	0	0		132	1479	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	940	161		0	0	0		132	1479	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	940	161		0	0	0		132	1479	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	940	161		0	0	0		132	1479	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.80	0.80		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.56	0.44		0.00	0.00	0.00		0.25	2.75	0.00		0.00	0.00	0.00	
Final Sat.:	0	3898	668		0	0	0		383	4286	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.24		0.00	0.00	0.00		0.35	0.35	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.42	0.42		0.00	0.00	0.00		0.39	0.39	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.58	0.58		0.00	0.00	0.00		0.89	0.89	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	15.0	15.0		0.0	0.0	0.0		24.9	24.9	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	15.0	15.0		0.0	0.0	0.0		24.9	24.9	0.0		0.0	0.0	0.0	
HCM2k95th:	0	12	12		0	0	0		18	18	0		0	0	0	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 10th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.876
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 72.6
Optimal Cycle: 78 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	26	26		0	0	0		24	24	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	940	161		0	0	0		132	1479	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	940	161		0	0	0		132	1479	0		0	0	0	
Added Vol:	0	52	0		0	0	0		95	416	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	992	161		0	0	0		227	1895	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	992	161		0	0	0		227	1895	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	992	161		0	0	0		227	1895	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	992	161		0	0	0		227	1895	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.80	0.80		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.58	0.42		0.00	0.00	0.00		0.32	2.68	0.00		0.00	0.00	0.00	
Final Sat.:	0	3932	638		0	0	0		499	4169	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.25		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.42	0.42		0.00	0.00	0.00		0.39	0.39	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.60	0.60		0.00	0.00	0.00		1.17	1.17	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	15.4	15.4		0.0	0.0	0.0		103.6	104	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	15.4	15.4		0.0	0.0	0.0		103.6	104	0.0		0.0	0.0	0.0	
HCM2k95th:	0	12	12		0	0	0		41	41	0		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 10th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.763
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0		0	0	0		0	0	0		0	29	29	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	202	967	0		0	0	0		0	0	0		0	1642	320	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	202	967	0		0	0	0		0	0	0		0	1642	320	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	202	967	0		0	0	0		0	0	0		0	1642	320	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	202	967	0		0	0	0		0	0	0		0	1642	320	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	202	967	0		0	0	0		0	0	0		0	1642	320	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	0.52	2.48	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.51	0.49	
Final Sat.:	807	3862	0		0	0	0		0	0	0		0	3813	743	
Capacity Analysis Module:																	
Vol/Sat:	0.25	0.25	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.43	0.43	
Crit Moves:	****													****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.52	0.52	
Volume/Cap:	0.67	0.67	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.83	0.83	
Delay/Veh:	16.6	16.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	15.0	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:	16.6	16.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	15.0	15.0	
HCM2k95th:	13	13	0		0	0	0		0	0	0		0	21	21	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 10th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.851
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.1
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:	21	21	0		0	0	0		0	0	0		0	29	29	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	202	967	0		0	0	0		0	0	0		0	1642	320	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	202	967	0		0	0	0		0	0	0		0	1642	320	
Added Vol:	92	68	0		0	0	0		0	0	0		0	192	14	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	294	1035	0		0	0	0		0	0	0		0	1834	334	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	294	1035	0		0	0	0		0	0	0		0	1834	334	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	294	1035	0		0	0	0		0	0	0		0	1834	334	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	294	1035	0		0	0	0		0	0	0		0	1834	334	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	0.66	2.34	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.54	0.46	
Final Sat.:	1033	3636	0		0	0	0		0	0	0		0	3858	703	
Capacity Analysis Module:																	
Vol/Sat:	0.28	0.28	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.48	0.48	
Crit Moves:	****													****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.52	0.52	
Volume/Cap:	0.76	0.76	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.92	0.92	
Delay/Veh:	18.4	18.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	19.5	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:	18.4	18.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	19.5	19.5	
HCM2k95th:	16	16	0		0	0	0		0	0	0		0	27	27	

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

Intersection #28 10th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	0		0	0	0		0	0	0		0	10	0	
Lanes:	0	1 2	0	0	0	0	0	0	0	0	0	0	0	0	2 1	0
Volume Module:																
Base Vol:	188	495	0		0	0	0		0	0	0		0	1248	220	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	188	495	0		0	0	0		0	0	0		0	1248	220	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	188	495	0		0	0	0		0	0	0		0	1248	220	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	188	495	0		0	0	0		0	0	0		0	1248	220	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	188	495	0		0	0	0		0	0	0		0	1248	220	
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	0.89	0.89	
Lanes:	0.83	2.17	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.55	0.45	
Final Sat.:	1428	3759	0		0	0	0		0	0	0		0	4313	760	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.13	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.29	0.29	
Crit Moves:		****												****		
Green/Cycle:	0.28	0.28	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.60	0.60	
Volume/Cap:	0.48	0.48	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.48	0.48	
Delay/Veh:	15.4	15.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	5.6	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:	15.4	15.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	5.6	5.6	
HCM2k95th:	6	6	0		0	0	0		0	0	0		0	8	8	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 10th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.3
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				Include				Include			
Min. Green:	0	10	0		0	0	0		0	0	0		0	10	0	
Lanes:	0	1 2	0	0	0	0	0	0	0	0	0	0	0	0	2 1	0
Volume Module:																
Base Vol:	188	495	0		0	0	0		0	0	0		0	1248	220	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	188	495	0		0	0	0		0	0	0		0	1248	220	
Added Vol:	21	91	0		0	0	0		0	0	0		0	5	39	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	209	586	0		0	0	0		0	0	0		0	1253	259	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	209	586	0		0	0	0		0	0	0		0	1253	259	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	209	586	0		0	0	0		0	0	0		0	1253	259	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	209	586	0		0	0	0		0	0	0		0	1253	259	
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	0.89	0.89	
Lanes:	0.79	2.21	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.49	0.51	
Final Sat.:	1364	3823	0		0	0	0		0	0	0		0	4187	865	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.30	0.30	
Crit Moves:		****												****		
Green/Cycle:	0.30	0.30	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.58	0.58	
Volume/Cap:	0.51	0.51	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.51	0.51	
Delay/Veh:	14.8	14.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	6.4	6.4	
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:	14.8	14.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	6.4	6.4	
HCM2k95th:	7	7	0		0	0	0		0	0	0		0	9	9	

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Intersection #29 10th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.332
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.2
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				Include				Include			
Min. Green:	0	10	0		0	0	0		0	10	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	675	144		0	0	0		55	619	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	675	144		0	0	0		55	619	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	675	144		0	0	0		55	619	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	675	144		0	0	0		55	619	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	675	144		0	0	0		55	619	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.47	0.53		0.00	0.00	0.00		0.24	2.76	0.00		0.00	0.00	0.00	
Final Sat.:	0	4164	888		0	0	0		423	4764	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.16		0.00	0.00	0.00		0.13	0.13	0.00		0.00	0.00	0.00	
Crit Moves:		****								****						
Green/Cycle:	0.00	0.49	0.49		0.00	0.00	0.00		0.39	0.39	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.33	0.33		0.00	0.00	0.00		0.33	0.33	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	7.9	7.9		0.0	0.0	0.0		10.7	10.7	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:	0.0	7.9	7.9		0.0	0.0	0.0		10.7	10.7	0.0		0.0	0.0	0.0	
HCM2k95th:	0	6	6		0	0	0		5	5	0		0	0	0	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 10th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.367
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.3
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				Include				Include			
Min. Green:	0	10	0		0	0	0		0	10	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	675	144		0	0	0		55	619	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	675	144		0	0	0		55	619	0		0	0	0	
Added Vol:	0	109	0		0	0	0		3	49	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	784	144		0	0	0		58	668	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	784	144		0	0	0		58	668	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	784	144		0	0	0		58	668	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	784	144		0	0	0		58	668	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.53	0.47		0.00	0.00	0.00		0.24	2.76	0.00		0.00	0.00	0.00	
Final Sat.:	0	4281	786		0	0	0		414	4773	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.18		0.00	0.00	0.00		0.14	0.14	0.00		0.00	0.00	0.00	
Crit Moves:		****								****						
Green/Cycle:	0.00	0.50	0.50		0.00	0.00	0.00		0.38	0.38	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.37	0.37		0.00	0.00	0.00		0.37	0.37	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	7.8	7.8		0.0	0.0	0.0		11.2	11.2	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	7.8	7.8		0.0	0.0	0.0		11.2	11.2	0.0		0.0	0.0	0.0	
HCM2k95th:	0	6	6		0	0	0		5	5	0		0	0	0	

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

Intersection #30 12th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 66 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		27	27	0		0	33	33		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		231	984	0		0	1095	51		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		231	984	0		0	1095	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:	1.00	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		231	984	0		0	1095	51		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		231	984	0		0	1095	51		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		231	984	0		0	1095	51		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	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.57	2.43	0.00		0.00	2.87	0.13		0.00	0.00	0.00	
Final Sat.:	0	0	0		986	4201	0		0	4921	229		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.23	0.23	0.00		0.00	0.22	0.22		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.57	0.57	0.00		0.00	0.44	0.44		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		16.2	16.2	0.0		0.0	11.2	11.2		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:	0.0	0.0	0.0		16.2	16.2	0.0		0.0	11.2	11.2		0.0	0.0	0.0	
HCM2k95th:	0	0	0		13	13	0		0	10	10		0	0	0	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 12th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 66 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		27	27	0		0	33	33		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		231	984	0		0	1095	51		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		231	984	0		0	1095	51		0	0	0	
Added Vol:	0	0	0		0	73	0		0	18	12		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		231	1057	0		0	1113	63		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		231	1057	0		0	1113	63		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		231	1057	0		0	1113	63		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		231	1057	0		0	1113	63		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	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.54	2.46	0.00		0.00	2.84	0.16		0.00	0.00	0.00	
Final Sat.:	0	0	0		930	4257	0		0	4870	276		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.25	0.25	0.00		0.00	0.23	0.23		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.61	0.61	0.00		0.00	0.46	0.46		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		16.6	16.6	0.0		0.0	11.3	11.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		16.6	16.6	0.0		0.0	11.3	11.3		0.0	0.0	0.0	
HCM2k95th:	0	0	0		14	14	0		0	11	11		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 12th St/I St

Cycle (sec): 0 Critical Vol./Cap. (X): 0.595
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.9
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:	0	0	0	0	7	7			0	0	0	0	3	7	0	
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0	0	822	307			0	0	0	0	66	1156	0	
Growth Adj:	1.00	1.00	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	822	307			0	0	0	0	66	1156	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0	0	822	307			0	0	0	0	66	1156	0	
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	822	307			0	0	0	0	66	1156	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	0	0	0	0	822	307			0	0	0	0	66	1156	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	0.87	0.87			1.00	1.00	1.00	0.91	0.91	1.00		
Lanes:	0.00	0.00	0.00	0.00	2.18	0.82			0.00	0.00	0.00	0.16	2.84	0.00		
Final Sat.:	0	0	0	0	3622	1353			0	0	0	280	4907	0		
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.23	0.23			0.00	0.00	0.00	0.24	0.24	0.00		
Crit Moves:					****								****			
Green/Cycle:	0.00	0.00	0.00	0.00	0.38	0.38			0.00	0.00	0.00	0.40	0.40	0.00		
Volume/Cap:	0.00	0.00	0.00	0.00	0.59	0.59			0.00	0.00	0.00	0.59	0.59	0.00		
Delay/Veh:	0.0	0.0	0.0	0.0	8.1	8.1			0.0	0.0	0.0	7.7	7.7	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	0.0	8.1	8.1			0.0	0.0	0.0	7.7	7.7	0.0		
HCM2k95th:	0	0	0	0	8	8			0	0	0	8	8	0		

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

Intersection #31 12th St/I St

Cycle (sec): 0 Critical Vol./Cap. (X): 0.629
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
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	7	7			0	0	0	0	3	7	0	
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0	0	822	307			0	0	0	0	66	1156	0	
Growth Adj:	1.00	1.00	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	822	307			0	0	0	0	66	1156	0	
Added Vol:	0	0	0	0	50	7			0	0	0	0	6	99	0	
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	872	314			0	0	0	0	72	1255	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0	0	872	314			0	0	0	0	72	1255	0	
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	872	314			0	0	0	0	72	1255	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	0	0	0	0	872	314			0	0	0	0	72	1255	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	0.87	0.87			1.00	1.00	1.00	0.91	0.91	1.00		
Lanes:	0.00	0.00	0.00	0.00	2.21	0.79			0.00	0.00	0.00	0.16	2.84	0.00		
Final Sat.:	0	0	0	0	3661	1318			0	0	0	281	4906	0		
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.24	0.24			0.00	0.00	0.00	0.26	0.26	0.00		
Crit Moves:					****								****			
Green/Cycle:	0.00	0.00	0.00	0.00	0.38	0.38			0.00	0.00	0.00	0.41	0.41	0.00		
Volume/Cap:	0.00	0.00	0.00	0.00	0.63	0.63			0.00	0.00	0.00	0.63	0.63	0.00		
Delay/Veh:	0.0	0.0	0.0	0.0	8.7	8.7			0.0	0.0	0.0	8.0	8.0	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	8.7	8.7			0.0	0.0	0.0	8.0	8.0	0.0		
HCM2k95th:	0	0	0	0	8	8			0	0	0	9	9	0		

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Intersection #32 12th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 21.7
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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	31		31	31	31		0	19	19		0	0	0	
Lanes:	0 0	0 0	1		1 0	2 0	0		0 0	2 1	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	0	249		373	556	0		0	1519	143		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	249		373	556	0		0	1519	143		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	249		373	556	0		0	1519	143		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	249		373	556	0		0	1519	143		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	249		373	556	0		0	1519	143		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	0.87		0.77	0.95	1.00		1.00	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		1.00	2.00	0.00		0.00	2.74	0.26		0.00	0.00	0.00	
Final Sat.:	0	0	1644		1461	3610	0		0	4679	440		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.15		0.26	0.15	0.00		0.00	0.32	0.32		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.55		0.55	0.55	0.00		0.00	0.34	0.34		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.27		0.46	0.28	0.00		0.00	0.96	0.96		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	7.3		9.4	6.9	0.0		0.0	31.6	31.6		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	7.3		9.4	6.9	0.0		0.0	31.6	31.6		0.0	0.0	0.0	
HCM2k95th:	0	0	5		10	6	0		0	25	25		0	0	0	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 12th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.740
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 73.0
Optimal Cycle: 56 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	31		31	31	31		0	19	19		0	0	0	
Lanes:	0 0	0 0	1		1 0	2 0	0		0 0	2 1	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	0	249		373	556	0		0	1519	143		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	249		373	556	0		0	1519	143		0	0	0	
Added Vol:	0	0	0		0	55	0		0	417	1		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	249		373	611	0		0	1936	144		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	249		373	611	0		0	1936	144		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	249		373	611	0		0	1936	144		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	249		373	611	0		0	1936	144		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	0.87		0.77	0.95	1.00		1.00	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		1.00	2.00	0.00		0.00	2.79	0.21		0.00	0.00	0.00	
Final Sat.:	0	0	1644		1461	3610	0		0	4780	356		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.15		0.26	0.17	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.55		0.55	0.55	0.00		0.00	0.34	0.34		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.27		0.46	0.31	0.00		0.00	1.19	1.19		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	7.3		9.4	7.1	0.0		0.0	112	111.7		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	7.3		9.4	7.1	0.0		0.0	112	111.7		0.0	0.0	0.0	
HCM2k95th:	0	0	5		10	6	0		0	47	47		0	0	0	

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Intersection #33 12th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.590
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0	0	25	25	0	0	0	25	25	25				
Lanes:	1 0	0 0	0	0	0	1 1	0	0	0 0	0	1 1	1 0				
Volume Module:																
Base Vol:	5	0	0	0	0	752	0	0	0	1	1193	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:	5	0	0	0	0	752	0	0	0	1	1193	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	5	0	0	0	0	752	0	0	0	1	1193	146				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	5	0	0	0	0	752	0	0	0	1	1193	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				
Final Vol.:	5	0	0	0	0	752	0	0	0	1	1193	146				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.88	0.88	0.88				
Lanes:	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.01	2.67	0.32				
Final Sat.:	1758	0	0	0	0	3230	0	0	0	4	4471	547				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.00	0.27	0.27	0.27				
Crit Moves:						****				****						
Green/Cycle:	0.42	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.42	0.42	0.42				
Volume/Cap:	0.01	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.00	0.63	0.63	0.63				
Delay/Veh:	9.8	0.0	0.0	0.0	0.0	14.4	0.0	0.0	0.0	14.8	14.8	14.8				
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:	9.8	0.0	0.0	0.0	0.0	14.4	0.0	0.0	0.0	14.8	14.8	14.8				
HCM2k95th:	0	0	0	0	0	10	0	0	0	13	13	13				

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Intersection #33 12th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0	0	25	25	0	0	0	25	25	25				
Lanes:	1 0	0 0	0	0	0	1 1	0	0	0 0	0	1 1	1 0				
Volume Module:																
Base Vol:	5	0	0	0	0	752	0	0	0	1	1193	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:	5	0	0	0	0	752	0	0	0	1	1193	146				
Added Vol:	0	0	0	0	0	56	0	0	0	0	150	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	5	0	0	0	0	808	0	0	0	1	1343	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	5	0	0	0	0	808	0	0	0	1	1343	146				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	5	0	0	0	0	808	0	0	0	1	1343	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				
Final Vol.:	5	0	0	0	0	808	0	0	0	1	1343	146				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.88	0.88	0.88				
Lanes:	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.01	2.70	0.29				
Final Sat.:	1758	0	0	0	0	3230	0	0	0	3	4536	493				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.30	0.30	0.30				
Crit Moves:						****				****						
Green/Cycle:	0.42	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.42	0.42	0.42				
Volume/Cap:	0.01	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.70	0.70	0.70				
Delay/Veh:	9.8	0.0	0.0	0.0	0.0	14.9	0.0	0.0	0.0	15.8	15.8	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:	9.8	0.0	0.0	0.0	0.0	14.9	0.0	0.0	0.0	15.8	15.8	15.8				
HCM2k95th:	0	0	0	0	0	11	0	0	0	14	14	14				

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

Intersection #34 15th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		165	877	0		0	1201	404		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		165	877	0		0	1201	404		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		165	877	0		0	1201	404		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		165	877	0		0	1201	404		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		165	877	0		0	1201	404		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.48	2.52	0.00		0.00	2.24	0.76		0.00	0.00	0.00	
Final Sat.:	0	0	0		821	4366	0		0	3734	1256		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.20	0.20	0.00		0.00	0.32	0.32		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.72	0.72		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.9	10.9	0.0		0.0	13.8	13.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		10.9	10.9	0.0		0.0	13.8	13.8		0.0	0.0	0.0	
HCM2k95th:	0	0	0		9	9	0		0	17	17		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 15th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.595
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		165	877	0		0	1201	404		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		165	877	0		0	1201	404		0	0	0	
Added Vol:	0	0	0		0	0	0		0	43	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		165	877	0		0	1244	404		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		165	877	0		0	1244	404		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		165	877	0		0	1244	404		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		165	877	0		0	1244	404		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.48	2.52	0.00		0.00	2.26	0.74		0.00	0.00	0.00	
Final Sat.:	0	0	0		821	4366	0		0	3771	1225		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.20	0.20	0.00		0.00	0.33	0.33		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.74	0.74		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.9	10.9	0.0		0.0	14.1	14.1		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		10.9	10.9	0.0		0.0	14.1	14.1		0.0	0.0	0.0	
HCM2k95th:	0	0	0		9	9	0		0	18	18		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 15th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.837
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 46.0
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:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		286	1062	0		0	1832	603		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		286	1062	0		0	1832	603		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		286	1062	0		0	1832	603		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		286	1062	0		0	1832	603		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		286	1062	0		0	1832	603		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.64	2.36	0.00		0.00	2.26	0.74		0.00	0.00	0.00	
Final Sat.:	0	0	0		1101	4086	0		0	3758	1237		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.26	0.26	0.00		0.00	0.49	0.49		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.58	0.58	0.00		0.00	1.09	1.09		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		12.0	12.0	0.0		0.0	64.9	64.9		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:	0.0	0.0	0.0		12.0	12.0	0.0		0.0	64.9	64.9		0.0	0.0	0.0	
HCM2k95th:	0	0	0		13	13	0		0	45	45		0	0	0	

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

Intersection #35 15th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.928
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 100.4
Optimal Cycle: 84 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		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		286	1062	0		0	1832	603		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		286	1062	0		0	1832	603		0	0	0	
Added Vol:	0	0	0		0	0	0		0	333	75		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		286	1062	0		0	2165	678		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		286	1062	0		0	2165	678		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		286	1062	0		0	2165	678		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		286	1062	0		0	2165	678		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.64	2.36	0.00		0.00	2.28	0.72		0.00	0.00	0.00	
Final Sat.:	0	0	0		1101	4086	0		0	3808	1192		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.26	0.26	0.00		0.00	0.57	0.57		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.58	0.58	0.00		0.00	1.27	1.27		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		12.0	12.0	0.0		0.0	142	142.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		12.0	12.0	0.0		0.0	142	142.3		0.0	0.0	0.0	
HCM2k95th:	0	0	0		13	13	0		0	69	69		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 15th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.632
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	30	30		0	0	0		0	20	20		0
Lanes:	0 0	0	0	0	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	1386	403		0	0	0		0	161	913		0
Growth Adj:	1.00	1.00	1.00	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	1386	403		0	0	0		0	161	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		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	1386	403		0	0	0		0	161	913		0
Reduct Vol:	0	0	0	0	0	0		0	0	0		0	0	0		0
Reduced Vol:	0	0	0	0	1386	403		0	0	0		0	161	913		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	1386	403		0	0	0		0	161	913		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.88	0.88		1.00	1.00	1.00		0.91	0.91	1.00		
Lanes:	0.00	0.00	0.00	0.00	2.32	0.68		0.00	0.00	0.00		0.45	2.55	0.00		
Final Sat.:	0	0	0	0	3882	1129		0	0	0		778	4409	0		
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.36	0.36		0.00	0.00	0.00		0.21	0.21	0.00		
Crit Moves:					****							****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.54	0.54		0.00	0.00	0.00		0.36	0.36	0.00		
Volume/Cap:	0.00	0.00	0.00	0.00	0.67	0.67		0.00	0.00	0.00		0.58	0.58	0.00		
Delay/Veh:	0.0	0.0	0.0	0.0	10.0	10.0		0.0	0.0	0.0		15.1	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:	0.0	0.0	0.0	0.0	10.0	10.0		0.0	0.0	0.0		15.1	15.1	0.0		
HCM2k95th:	0	0	0	0	16	16		0	0	0		10	10	0		

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

Intersection #36 15th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.680
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	30	30		0	0	0		0	20	20		0
Lanes:	0 0	0	0	0	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	1386	403		0	0	0		0	161	913		0
Growth Adj:	1.00	1.00	1.00	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	1386	403		0	0	0		0	161	913		0
Added Vol:	0	0	0	0	75	0		0	0	0		0	0	150		0
PasserByVol:	0	0	0	0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	0	0	0	1461	403		0	0	0		0	161	1063		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	1461	403		0	0	0		0	161	1063		0
Reduct Vol:	0	0	0	0	0	0		0	0	0		0	0	0		0
Reduced Vol:	0	0	0	0	1461	403		0	0	0		0	161	1063		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	1461	403		0	0	0		0	161	1063		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.88	0.88		1.00	1.00	1.00		0.91	0.91	1.00		
Lanes:	0.00	0.00	0.00	0.00	2.35	0.65		0.00	0.00	0.00		0.39	2.61	0.00		
Final Sat.:	0	0	0	0	3935	1086		0	0	0		682	4505	0		
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.37	0.37		0.00	0.00	0.00		0.24	0.24	0.00		
Crit Moves:					****							****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.54	0.54		0.00	0.00	0.00		0.36	0.36	0.00		
Volume/Cap:	0.00	0.00	0.00	0.00	0.69	0.69		0.00	0.00	0.00		0.66	0.66	0.00		
Delay/Veh:	0.0	0.0	0.0	0.0	10.4	10.4		0.0	0.0	0.0		16.0	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	0.0	10.4	10.4		0.0	0.0	0.0		16.0	16.0	0.0		
HCM2k95th:	0	0	0	0	17	17		0	0	0		11	11	0		

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

Intersection #37 15th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	28	28			0	0	0	0	22	22		0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0	0	1287	246			0	0	0	0	163	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	1.00	1.00		1.00
Initial Bse:	0	0	0	0	1287	246			0	0	0	0	163	985		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	1287	246			0	0	0	0	163	985		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	1287	246			0	0	0	0	163	985		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	1287	246			0	0	0	0	163	985		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.52	0.48	0.00	0.00	0.00	0.43	2.57	0.00				
Final Sat.:	0	0	0	0	4250	812			0	0	0	0	736	4451		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.22	0.22	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.39	0.39	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.61	0.61	0.00	0.00	0.00	0.56	0.56	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	10.5	10.5	0.0	0.0	0.0	13.6	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	0.0	10.5	10.5	0.0	0.0	0.0	13.6	13.6	0.0				
HCM2k95th:	0	0	0	0	14	14	0	0	0	10	10	0				

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

Intersection #37 15th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.636
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	28	28			0	0	0	0	22	22		0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0	0	1287	246			0	0	0	0	163	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	1.00	1.00		1.00
Initial Bse:	0	0	0	0	1287	246			0	0	0	0	163	985		0
Added Vol:	0	0	0	0	186	0			0	0	0	0	0	43		0
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Initial Fut:	0	0	0	0	1473	246			0	0	0	0	163	1028		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	1473	246			0	0	0	0	163	1028		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	1473	246			0	0	0	0	163	1028		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	1473	246			0	0	0	0	163	1028		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.57	0.43	0.00	0.00	0.00	0.41	2.59	0.00				
Final Sat.:	0	0	0	0	4351	727			0	0	0	0	710	4477		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.23	0.23	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.39	0.39	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.68	0.68	0.00	0.00	0.00	0.58	0.58	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	11.3	11.3	0.0	0.0	0.0	13.8	13.8	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	0.0	11.3	11.3	0.0	0.0	0.0	13.8	13.8	0.0				
HCM2k95th:	0	0	0	0	16	16	0	0	0	10	10	0				

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

Intersection #38 15th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.562
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		27	27	0		0	23	23		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	2	1	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		148	1297	0		0	982	152		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		148	1297	0		0	982	152		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		148	1297	0		0	982	152		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		148	1297	0		0	982	152		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		148	1297	0		0	982	152		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	0.89	0.89		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.31	2.69	0.00		0.00	2.60	0.40		0.00	0.00	0.00	
Final Sat.:	0	0	0		531	4656	0		0	4402	681		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.28	0.28	0.00		0.00	0.22	0.22		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.48	0.48	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.58	0.58	0.00		0.00	0.54	0.54		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.7	10.7	0.0		0.0	12.8	12.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		10.7	10.7	0.0		0.0	12.8	12.8		0.0	0.0	0.0	
HCM2k95th:	0	0	0		11	11	0		0	10	10		0	0	0	

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

Intersection #38 15th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.613
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		27	27	0		0	23	23		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	2	1	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		148	1297	0		0	982	152		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		148	1297	0		0	982	152		0	0	0	
Added Vol:	0	0	0		4	182	0		0	36	13		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		152	1479	0		0	1018	165		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		152	1479	0		0	1018	165		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		152	1479	0		0	1018	165		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		152	1479	0		0	1018	165		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	0.89	0.89		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.28	2.72	0.00		0.00	2.58	0.42		0.00	0.00	0.00	
Final Sat.:	0	0	0		483	4704	0		0	4370	708		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.31	0.31	0.00		0.00	0.23	0.23		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.48	0.48	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.65	0.65	0.00		0.00	0.57	0.57		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		11.6	11.6	0.0		0.0	13.0	13.0		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		11.6	11.6	0.0		0.0	13.0	13.0		0.0	0.0	0.0	
HCM2k95th:	0	0	0		13	13	0		0	10	10		0	0	0	

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

Intersection #39 15th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 76 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	38	38			0	0	0	0	32	32		0
Lanes:	0	0	0	0	0	0	0	3	1	0	0	0	0	0	1	1	2	0	0	0
Volume Module:																				
Base Vol:	0	0	0	0	1691	155			0	0	0	0	426	1074		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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	1691	155			0	0	0	0	426	1074		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1691	155			0	0	0	0	426	1074		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	1691	155			0	0	0	0	426	1074		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	1691	155			0	0	0	0	426	1074		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	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	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	3.66	0.34	0.00	0.00	0.00	1.14	2.86	0.00				
Final Sat.:	0	0	0	0	6253	573			0	0	0	0	1964	4952		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.22	0.22	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.42	0.42	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.52	0.52	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	13.2	13.2	0.0	0.0	0.0	16.4	16.4	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	0.0	13.2	13.2	0.0	0.0	0.0	16.4	16.4	0.0				
HCM2k95th:	0	0	0	0	15	15	0	0	0	13	13	0				

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

Intersection #39 15th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 76 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	38	38			0	0	0	0	32	32		0
Lanes:	0	0	0	0	0	0	0	3	1	0	0	0	0	0	1	1	2	0	0	0
Volume Module:																				
Base Vol:	0	0	0	0	1691	155			0	0	0	0	426	1074		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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	1691	155			0	0	0	0	426	1074		0
Added Vol:	0	0	0	0	183	0			0	0	0	0	0	0		0
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Initial Fut:	0	0	0	0	1874	155			0	0	0	0	426	1074		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1874	155			0	0	0	0	426	1074		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	1874	155			0	0	0	0	426	1074		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	1874	155			0	0	0	0	426	1074		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	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	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	3.69	0.31	0.00	0.00	0.00	1.14	2.86	0.00				
Final Sat.:	0	0	0	0	6317	523			0	0	0	0	1964	4952		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.22	0.22	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.42	0.42	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.52	0.52	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	13.8	13.8	0.0	0.0	0.0	16.4	16.4	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	0.0	13.8	13.8	0.0	0.0	0.0	16.4	16.4	0.0				
HCM2k95th:	0	0	0	0	17	17	0	0	0	13	13	0				

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 15th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.846
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 59.8
Optimal Cycle: 82 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	17	17		24	24	0		0	32	32		0	0	0	
Lanes:	0 0	2	1	0	1 1	2	0	0	0 0	1	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1020	70		853	1270	0		0	527	255		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	1020	70		853	1270	0		0	527	255		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1020	70		853	1270	0		0	527	255		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1020	70		853	1270	0		0	527	255		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1020	70		853	1270	0		0	527	255		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		0.89	0.89	1.00		1.00	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	2.81	0.19		1.61	2.39	0.00		0.00	1.35	0.65		0.00	0.00	0.00	
Final Sat.:	0	4805	330		2723	4054	0		0	2314	1119		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.21		0.31	0.31	0.00		0.00	0.23	0.23		0.00	0.00	0.00	
Crit Moves:			****		****					****						
Green/Cycle:	0.00	0.21	0.21		0.29	0.29	0.00		0.00	0.39	0.39		0.00	0.00	0.00	
Volume/Cap:	0.00	1.02	1.02		1.07	1.07	0.00		0.00	0.58	0.58		0.00	0.00	0.00	
Delay/Veh:	0.0	66.3	66.3		71.0	71.0	0.0		0.0	20.4	20.4		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:	0.0	66.3	66.3		71.0	71.0	0.0		0.0	20.4	20.4		0.0	0.0	0.0	
HCM2k95th:	0	27	27		34	34	0		0	16	16		0	0	0	

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

Intersection #40 15th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.877
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 81.3
Optimal Cycle: 85 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:	0	17	17		24	24	0		0	32	32		0	0	0	
Lanes:	0 0	2	1	0	1 1	2	0	0	0 0	1	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1020	70		853	1270	0		0	527	255		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	1020	70		853	1270	0		0	527	255		0	0	0	
Added Vol:	0	0	0		183	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1020	70		1036	1270	0		0	527	255		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1020	70		1036	1270	0		0	527	255		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1020	70		1036	1270	0		0	527	255		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1020	70		1036	1270	0		0	527	255		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		0.89	0.89	1.00		1.00	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	2.81	0.19		1.80	2.20	0.00		0.00	1.35	0.65		0.00	0.00	0.00	
Final Sat.:	0	4805	330		3039	3725	0		0	2314	1119		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.21		0.34	0.34	0.00		0.00	0.23	0.23		0.00	0.00	0.00	
Crit Moves:			****		****					****						
Green/Cycle:	0.00	0.21	0.21		0.29	0.29	0.00		0.00	0.39	0.39		0.00	0.00	0.00	
Volume/Cap:	0.00	1.02	1.02		1.16	1.16	0.00		0.00	0.58	0.58		0.00	0.00	0.00	
Delay/Veh:	0.0	66.3	66.3		109.1	109	0.0		0.0	20.4	20.4		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:	0.0	66.3	66.3		109.1	109	0.0		0.0	20.4	20.4		0.0	0.0	0.0	
HCM2k95th:	0	27	27		42	42	0		0	16	16		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 16th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.759
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 21.5
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:	0	25	25		0	0	0		19	25	0		0	0	6	
Lanes:	0 0	2	1	0	0 0	0	0	0	2 1	0	0	0	0 0	0	0	1
Volume Module:																
Base Vol:	0	2191	20		0	0	0		798	521	0		0	0	46	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2191	20		0	0	0		798	521	0		0	0	46	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	2191	20		0	0	0		798	521	0		0	0	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2191	20		0	0	0		798	521	0		0	0	46	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2191	20		0	0	0		798	521	0		0	0	46	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		0.94	0.97	1.00		1.00	1.00	0.87	
Lanes:	0.00	2.97	0.03		0.00	0.00	0.00		2.00	1.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	5135	47		0	0	0		3579	1845	0		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.43		0.00	0.00	0.00		0.22	0.28	0.00		0.00	0.00	0.03	
Crit Moves:		****							****						****	
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.34	0.45	0.00		0.00	0.00	0.11	
Volume/Cap:	0.00	0.96	0.96		0.00	0.00	0.00		0.66	0.63	0.00		0.00	0.00	0.26	
Delay/Veh:	0.0	25.3	25.3		0.0	0.0	0.0		16.5	12.6	0.0		0.0	0.0	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:	0.0	25.3	25.3		0.0	0.0	0.0		16.5	12.6	0.0		0.0	0.0	23.8	
HCM2k95th:	0	26	26		0	0	0		11	13	0		0	0	2	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 16th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.821
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 37.2
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:	0	25	25		0	0	0		19	25	0		0	0	6	
Lanes:	0 0	2	1	0	0 0	0	0	0	2 1	0	0	0	0 0	0	0	1
Volume Module:																
Base Vol:	0	2191	20		0	0	0		798	521	0		0	0	46	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2191	20		0	0	0		798	521	0		0	0	46	
Added Vol:	0	223	0		0	0	0		43	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	2414	20		0	0	0		841	521	0		0	0	46	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	2414	20		0	0	0		841	521	0		0	0	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2414	20		0	0	0		841	521	0		0	0	46	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2414	20		0	0	0		841	521	0		0	0	46	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		0.94	0.97	1.00		1.00	1.00	0.87	
Lanes:	0.00	2.98	0.02		0.00	0.00	0.00		2.00	1.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	5139	43		0	0	0		3575	1843	0		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.47	0.47		0.00	0.00	0.00		0.24	0.28	0.00		0.00	0.00	0.03	
Crit Moves:		****							****						****	
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.34	0.45	0.00		0.00	0.00	0.11	
Volume/Cap:	0.00	1.05	1.05		0.00	0.00	0.00		0.69	0.63	0.00		0.00	0.00	0.26	
Delay/Veh:	0.0	49.7	49.7		0.0	0.0	0.0		17.1	12.6	0.0		0.0	0.0	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:	0.0	49.7	49.7		0.0	0.0	0.0		17.1	12.6	0.0		0.0	0.0	23.8	
HCM2k95th:	0	35	35		0	0	0		12	13	0		0	0	2	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 16th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.487
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	0		0	0	0		0	20	20	
Lanes:	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	205	1810	0		0	0	0		0	0	0		0	1162	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:	205	1810	0		0	0	0		0	0	0		0	1162	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	205	1810	0		0	0	0		0	0	0		0	1162	413	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	205	1810	0		0	0	0		0	0	0		0	1162	413	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	205	1810	0		0	0	0		0	0	0		0	1162	413	
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	0.87	0.87	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.21	0.79	
Final Sat.:	1729	5187	0		0	0	0		0	0	0		0	3678	1307	
Capacity Analysis Module:																	
Vol/Sat:	0.12	0.35	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.32	0.32	
Crit Moves:	****													****		
Green/Cycle:	0.54	0.54	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.36	0.36	
Volume/Cap:	0.22	0.65	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.88	0.88	
Delay/Veh:	6.9	9.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	22.6	22.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	6.9	9.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	22.6	22.6	
HCM2k95th:	4	14	0		0	0	0		0	0	0		0	23	23	

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

Intersection #42 16th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	0		0	0	0		0	20	20	
Lanes:	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	205	1810	0		0	0	0		0	0	0		0	1162	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:	205	1810	0		0	0	0		0	0	0		0	1162	413	
Added Vol:	43	223	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:	248	2033	0		0	0	0		0	0	0		0	1162	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	248	2033	0		0	0	0		0	0	0		0	1162	413	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	248	2033	0		0	0	0		0	0	0		0	1162	413	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	248	2033	0		0	0	0		0	0	0		0	1162	413	
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	0.87	0.87	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.21	0.79	
Final Sat.:	1729	5187	0		0	0	0		0	0	0		0	3678	1307	
Capacity Analysis Module:																	
Vol/Sat:	0.14	0.39	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.32	0.32	
Crit Moves:	****													****		
Green/Cycle:	0.54	0.54	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.36	0.36	
Volume/Cap:	0.27	0.73	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.88	0.88	
Delay/Veh:	7.1	10.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	22.6	22.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	7.1	10.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	22.6	22.6	
HCM2k95th:	4	16	0		0	0	0		0	0	0		0	23	23	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 16th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1682	144		0	0	0		535	1419	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	1682	144		0	0	0		535	1419	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1682	144		0	0	0		535	1419	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1682	144		0	0	0		535	1419	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1682	144		0	0	0		535	1419	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		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.76	0.24		0.00	0.00	0.00		1.10	2.90	0.00		0.00	0.00	0.00	
Final Sat.:	0	4721	404		0	0	0		1894	5022	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.36	0.36		0.00	0.00	0.00		0.28	0.28	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.80	0.80		0.00	0.00	0.00		0.63	0.63	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	15.4	15.4		0.0	0.0	0.0		12.4	12.4	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	15.4	15.4		0.0	0.0	0.0		12.4	12.4	0.0		0.0	0.0	0.0	
HCM2k95th:	0	21	21		0	0	0		11	11	0		0	0	0	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 16th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.779
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1682	144		0	0	0		535	1419	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	1682	144		0	0	0		535	1419	0		0	0	0	
Added Vol:	0	43	0		0	0	0		223	111	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1725	144		0	0	0		758	1530	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1725	144		0	0	0		758	1530	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1725	144		0	0	0		758	1530	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1725	144		0	0	0		758	1530	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		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.77	0.23		0.00	0.00	0.00		1.33	2.67	0.00		0.00	0.00	0.00	
Final Sat.:	0	4730	395		0	0	0		2291	4625	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.36	0.36		0.00	0.00	0.00		0.33	0.33	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.82	0.82		0.00	0.00	0.00		0.74	0.74	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	15.9	15.9		0.0	0.0	0.0		13.8	13.8	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	15.9	15.9		0.0	0.0	0.0		13.8	13.8	0.0		0.0	0.0	0.0	
HCM2k95th:	0	22	22		0	0	0		14	14	0		0	0	0	

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

Intersection #44 16th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.476
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	1	0 2	1	0	0	0 0	0	0	0	0 0	0	0	0	1 1	0	
Volume Module:																
Base Vol:	296	1556	0		0	0	0		0	0	0		0	714	224	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	296	1556	0		0	0	0		0	0	0		0	714	224	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	296	1556	0		0	0	0		0	0	0		0	714	224	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	296	1556	0		0	0	0		0	0	0		0	714	224	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	296	1556	0		0	0	0		0	0	0		0	714	224	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.92	0.92	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	1.52	0.48	
Final Sat.:	1900	5187	0		0	0	0		0	0	0		0	2649	831	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.30	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.27	0.27	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.35	0.67	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.60	0.60	
Delay/Veh:	10.4	13.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	12.4	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:	10.4	13.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	12.4	12.4	
HCM2k95th:	7	16	0		0	0	0		0	0	0		0	13	13	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 16th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	1	0 2	1	0	0	0 0	0	0	0	0 0	0	0	0	1 1	0	
Volume Module:																
Base Vol:	296	1556	0		0	0	0		0	0	0		0	714	224	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	296	1556	0		0	0	0		0	0	0		0	714	224	
Added Vol:	53	28	0		0	0	0		0	0	0		0	97	15	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	349	1584	0		0	0	0		0	0	0		0	811	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	349	1584	0		0	0	0		0	0	0		0	811	239	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	349	1584	0		0	0	0		0	0	0		0	811	239	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	349	1584	0		0	0	0		0	0	0		0	811	239	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.92	0.92	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	1.54	0.46	
Final Sat.:	1900	5187	0		0	0	0		0	0	0		0	2693	794	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.31	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.30	0.30	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.41	0.68	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.67	0.67	
Delay/Veh:	10.8	13.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	13.5	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:	10.8	13.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	13.5	13.5	
HCM2k95th:	9	16	0		0	0	0		0	0	0		0	16	16	

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

Intersection #45 16th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0		0	0	0		0	0	0		0	21	21	
Lanes:	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0
Volume Module:																	
Base Vol:	209	1147	0		0	0	0		0	0	0		0	827	169	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	209	1147	0		0	0	0		0	0	0		0	827	169	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	209	1147	0		0	0	0		0	0	0		0	827	169	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	209	1147	0		0	0	0		0	0	0		0	827	169	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	209	1147	0		0	0	0		0	0	0		0	827	169	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	0.91	0.91		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.93	0.93	
Lanes:	0.46	2.54	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	1.66	0.34	
Final Sat.:	799	4388	0		0	0	0		0	0	0		0	2923	597	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.26	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.28	0.28	
Crit Moves:	****													****		
Green/Cycle:	0.52	0.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.50	0.50	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.75	0.75	
Delay/Veh:	9.0	9.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	17.8	17.8	
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:	9.0	9.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	17.8	17.8	
HCM2k95th:	10	10	0		0	0	0		0	0	0		0	18	18	

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

Intersection #45 16th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.639
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0		0	0	0		0	0	0		0	21	21	
Lanes:	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0
Volume Module:																	
Base Vol:	209	1147	0		0	0	0		0	0	0		0	827	169	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	209	1147	0		0	0	0		0	0	0		0	827	169	
Added Vol:	26	75	0		0	0	0		0	0	0		0	17	6	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	235	1222	0		0	0	0		0	0	0		0	844	175	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	235	1222	0		0	0	0		0	0	0		0	844	175	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	235	1222	0		0	0	0		0	0	0		0	844	175	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	235	1222	0		0	0	0		0	0	0		0	844	175	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	0.91	0.91		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.93	0.93	
Lanes:	0.48	2.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	1.66	0.34	
Final Sat.:	837	4350	0		0	0	0		0	0	0		0	2912	604	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.28	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.29	0.29	
Crit Moves:	****													****		
Green/Cycle:	0.52	0.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.54	0.54	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.77	0.77	
Delay/Veh:	9.3	9.3	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	18.3	18.3	
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:	9.3	9.3	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	18.3	18.3	
HCM2k95th:	11	11	0		0	0	0		0	0	0		0	18	18	

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

Intersection #46 16th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
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:	0	10	0		0	0	0		0	10	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	1	0	0	0 0	0	0	1
Volume Module:																
Base Vol:	0	1069	63		0	0	0		347	869	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	1069	63		0	0	0		347	869	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1069	63		0	0	0		347	869	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1069	63		0	0	0		347	869	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1069	63		0	0	0		347	869	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		0.95	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.83	0.17		0.00	0.00	0.00		1.00	2.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	4859	286		0	0	0		1805	3610	0		0	0	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.22		0.00	0.00	0.00		0.19	0.24	0.00		0.00	0.00	0.00	
Crit Moves:		****								****						
Green/Cycle:	0.00	0.42	0.42		0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.52	0.52		0.00	0.00	0.00		0.42	0.52	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	11.0	11.0		0.0	0.0	0.0		9.1	9.8	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	11.0	11.0		0.0	0.0	0.0		9.1	9.8	0.0		0.0	0.0	0.0	
HCM2k95th:	0	10	10		0	0	0		7	9	0		0	0	0	

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

Intersection #46 16th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 28 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	10	0		0	0	0		0	10	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	1	0	0	0 0	0	0	1
Volume Module:																
Base Vol:	0	1069	63		0	0	0		347	869	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	1069	63		0	0	0		347	869	0		0	0	0	
Added Vol:	0	102	0		0	0	0		0	40	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1171	63		0	0	0		347	909	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1171	63		0	0	0		347	909	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1171	63		0	0	0		347	909	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1171	63		0	0	0		347	909	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		0.95	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.85	0.15		0.00	0.00	0.00		1.00	2.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	4883	263		0	0	0		1805	3610	0		0	0	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.24		0.00	0.00	0.00		0.19	0.25	0.00		0.00	0.00	0.00	
Crit Moves:		****								****						
Green/Cycle:	0.00	0.43	0.43		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.56	0.56		0.00	0.00	0.00		0.43	0.56	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	11.0	11.0		0.0	0.0	0.0		9.4	10.4	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	11.0	11.0		0.0	0.0	0.0		9.4	10.4	0.0		0.0	0.0	0.0	
HCM2k95th:	0	11	11		0	0	0		7	10	0		0	0	0	

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

Intersection #47 16th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	31	31	0		0	0	0		0	23	23		0	16	16	
Lanes:	1	1 2	0	0	0	0 0	0	0	0	0 2	1	0	0	0 1	1	1
Volume Module:																
Base Vol:	173	675	0		0	0	0		0	786	269		0	336	421	
Growth Adj:	1.00	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	675	0		0	0	0		0	786	269		0	336	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	173	675	0		0	0	0		0	786	269		0	336	421	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	173	675	0		0	0	0		0	786	269		0	336	421	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	173	675	0		0	0	0		0	786	269		0	336	421	
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	0.88	0.88		1.00	0.87	0.87	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	2.24	0.76		0.00	1.33	1.67	
Final Sat.:	1729	5187	0		0	0	0		0	3718	1272		0	2204	2762	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.13	0.00		0.00	0.00	0.00		0.00	0.21	0.21		0.00	0.15	0.15	
Crit Moves:	****								****				****			
Green/Cycle:	0.39	0.39	0.00		0.00	0.00	0.00		0.00	0.29	0.29		0.00	0.20	0.20	
Volume/Cap:	0.25	0.33	0.00		0.00	0.00	0.00		0.00	0.73	0.73		0.00	0.75	0.75	
Delay/Veh:	16.2	16.8	0.0		0.0	0.0	0.0		0.0	27.0	27.0		0.0	32.9	32.9	
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:	16.2	16.8	0.0		0.0	0.0	0.0		0.0	27.0	27.0		0.0	32.9	32.9	
HCM2k95th:	6	7	0		0	0	0		0	17	17		0	15	15	

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

Intersection #47 16th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.548
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	31	31	0		0	0	0		0	23	23		0	16	16	
Lanes:	1	1 2	0	0	0	0 0	0	0	0	0 2	1	0	0	0 1	1	1
Volume Module:																
Base Vol:	173	675	0		0	0	0		0	786	269		0	336	421	
Growth Adj:	1.00	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	675	0		0	0	0		0	786	269		0	336	421	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	102	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	173	675	0		0	0	0		0	786	269		0	336	523	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	173	675	0		0	0	0		0	786	269		0	336	523	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	173	675	0		0	0	0		0	786	269		0	336	523	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	173	675	0		0	0	0		0	786	269		0	336	523	
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	0.88	0.88		1.00	0.86	0.86	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	2.24	0.76		0.00	1.17	1.83	
Final Sat.:	1729	5187	0		0	0	0		0	3718	1272		0	1925	2997	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.13	0.00		0.00	0.00	0.00		0.00	0.21	0.21		0.00	0.17	0.17	
Crit Moves:	****								****				****			
Green/Cycle:	0.39	0.39	0.00		0.00	0.00	0.00		0.00	0.29	0.29		0.00	0.20	0.20	
Volume/Cap:	0.25	0.33	0.00		0.00	0.00	0.00		0.00	0.73	0.73		0.00	0.86	0.86	
Delay/Veh:	16.2	16.8	0.0		0.0	0.0	0.0		0.0	27.0	27.0		0.0	38.2	38.2	
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:	16.2	16.8	0.0		0.0	0.0	0.0		0.0	27.0	27.0		0.0	38.2	38.2	
HCM2k95th:	6	7	0		0	0	0		0	17	17		0	18	18	

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

Intersection #48 16th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 76 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	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0 0	3	1	0	0 0	0	0	0	1 0	2	0	1	0 0	0	0	0
Volume Module:																
Base Vol:	0	689	83		0	0	0		664	1153	265		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	689	83		0	0	0		664	1153	265		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	689	83		0	0	0		664	1153	265		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	689	83		0	0	0		664	1153	265		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	689	83		0	0	0		664	1153	265		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		0.85	0.95	0.85		1.00	1.00	1.00	
Lanes:	0.00	3.57	0.43		0.00	0.00	0.00		1.00	2.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	6074	732		0	0	0		1615	3610	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.11		0.00	0.00	0.00		0.41	0.32	0.16		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.46		0.00	0.00	0.00	
Volume/Cap:	0.00	0.25	0.25		0.00	0.00	0.00		0.89	0.69	0.36		0.00	0.00	0.00	
Delay/Veh:	0.0	12.5	12.5		0.0	0.0	0.0		31.9	17.5	13.5		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:	0.0	12.5	12.5		0.0	0.0	0.0		31.9	17.5	13.5		0.0	0.0	0.0	
HCM2k95th:	0	6	6		0	0	0		31	19	8		0	0	0	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #48 16th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0 0	3	1	0	0 0	0	0	0	1 0	2	0	1	0 0	0	0	0
Volume Module:																
Base Vol:	0	689	83		0	0	0		664	1153	265		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	689	83		0	0	0		664	1153	265		0	0	0	
Added Vol:	0	0	0		0	0	0		0	183	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	689	83		0	0	0		664	1336	265		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	689	83		0	0	0		664	1336	265		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	689	83		0	0	0		664	1336	265		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	689	83		0	0	0		664	1336	265		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		0.85	0.95	0.85		1.00	1.00	1.00	
Lanes:	0.00	3.57	0.43		0.00	0.00	0.00		1.00	2.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	6074	732		0	0	0		1615	3610	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.11		0.00	0.00	0.00		0.41	0.37	0.16		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.46		0.00	0.00	0.00	
Volume/Cap:	0.00	0.25	0.25		0.00	0.00	0.00		0.89	0.80	0.36		0.00	0.00	0.00	
Delay/Veh:	0.0	12.5	12.5		0.0	0.0	0.0		31.9	20.5	13.5		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:	0.0	12.5	12.5		0.0	0.0	0.0		31.9	20.5	13.5		0.0	0.0	0.0	
HCM2k95th:	0	6	6		0	0	0		31	24	8		0	0	0	

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

Intersection #49 29th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.765
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.1
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	18	18	0		18	18	0		0	34	34		0	0	0	
Lanes:	0 1	2	0	0	0 1	1	0	0	0 0	2	1	0	1 0	0	0	0
Volume Module:																
Base Vol:	56	317	0		222	333	0		0	1200	693		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:	56	317	0		222	333	0		0	1200	693		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:	56	317	0		222	333	0		0	1200	693		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	56	317	0		222	333	0		0	1200	693		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	56	317	0		222	333	0		0	1200	693		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	1.00		0.93	0.93	1.00		1.00	0.86	0.86		1.00	1.00	1.00	
Lanes:	0.45	2.55	0.00		0.80	1.20	0.00		0.00	2.00	1.00		1.00	0.00	0.00	
Final Sat.:	773	4377	0		1415	2123	0		0	3268	1634		1900	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.00		0.16	0.16	0.00		0.00	0.37	0.42		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.22	0.22	0.00		0.22	0.22	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.33	0.33	0.00		0.71	0.71	0.00		0.00	0.89	1.02		0.00	0.00	0.00	
Delay/Veh:	27.1	27.1	0.0		32.8	32.8	0.0		0.0	27.1	50.9		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:	27.1	27.1	0.0		32.8	32.8	0.0		0.0	27.1	50.9		0.0	0.0	0.0	
HCM2k95th:	6	6	0		15	15	0		0	31	43		0	0	0	

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

Intersection #49 29th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.765
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.7
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	18	18	0		18	18	0		0	34	34		0	0	0	
Lanes:	0 1	2	0	0	0 1	1	0	0	0 0	2	1	0	1 0	0	0	0
Volume Module:																
Base Vol:	56	317	0		222	333	0		0	1200	693		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:	56	317	0		222	333	0		0	1200	693		0	0	0	
Added Vol:	0	0	0		0	0	0		0	38	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	56	317	0		222	333	0		0	1238	693		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:	56	317	0		222	333	0		0	1238	693		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	56	317	0		222	333	0		0	1238	693		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	56	317	0		222	333	0		0	1238	693		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	1.00		0.93	0.93	1.00		1.00	0.86	0.86		1.00	1.00	1.00	
Lanes:	0.45	2.55	0.00		0.80	1.20	0.00		0.00	2.00	1.00		1.00	0.00	0.00	
Final Sat.:	773	4377	0		1415	2123	0		0	3271	1636		1900	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.00		0.16	0.16	0.00		0.00	0.38	0.42		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.22	0.22	0.00		0.22	0.22	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.33	0.33	0.00		0.71	0.71	0.00		0.00	0.91	1.02		0.00	0.00	0.00	
Delay/Veh:	27.1	27.1	0.0		32.8	32.8	0.0		0.0	29.2	50.4		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:	27.1	27.1	0.0		32.8	32.8	0.0		0.0	29.2	50.4		0.0	0.0	0.0	
HCM2k95th:	6	6	0		15	15	0		0	33	43		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 30th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 79 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	31	31		0	0	0		39	39	0		0	0	0	
Lanes:	0 1	1	1	0	0 0	0	0	0	1 0	2	0	0	0 0	0	1	0
Volume Module:																
Base Vol:	0	1055	316		0	0	0		422	1052	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	1055	316		0	0	0		422	1052	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1055	316		0	0	0		422	1052	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1055	316		0	0	0		422	1052	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1055	316		0	0	0		422	1052	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	0.88	0.88		1.00	1.00	1.00		1.00	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.31	0.69		0.00	0.00	0.00		1.00	2.00	0.00		0.00	1.00	0.00	
Final Sat.:	0	3856	1155		0	0	0		1900	3610	0		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.27		0.00	0.00	0.00		0.22	0.29	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.39	0.39		0.00	0.00	0.00		0.49	0.49	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.70	0.70		0.00	0.00	0.00		0.45	0.59	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	21.2	21.2		0.0	0.0	0.0		13.4	14.8	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	21.2	21.2		0.0	0.0	0.0		13.4	14.8	0.0		0.0	0.0	0.0	
HCM2k95th:	0	19	19		0	0	0		12	16	0		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #50 30th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 79 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	31	31		0	0	0		39	39	0		0	0	0	
Lanes:	0 1	1	1	0	0 0	0	0	0	1 0	2	0	0	0 0	0	1	0
Volume Module:																
Base Vol:	0	1055	316		0	0	0		422	1052	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	1055	316		0	0	0		422	1052	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	38	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1055	316		0	0	0		422	1090	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1055	316		0	0	0		422	1090	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1055	316		0	0	0		422	1090	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1055	316		0	0	0		422	1090	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	0.88	0.88		1.00	1.00	1.00		1.00	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.31	0.69		0.00	0.00	0.00		1.00	2.00	0.00		0.00	1.00	0.00	
Final Sat.:	0	3856	1155		0	0	0		1900	3610	0		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.27		0.00	0.00	0.00		0.22	0.30	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.39	0.39		0.00	0.00	0.00		0.49	0.49	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.70	0.70		0.00	0.00	0.00		0.45	0.61	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	21.2	21.2		0.0	0.0	0.0		13.4	15.1	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	21.2	21.2		0.0	0.0	0.0		13.4	15.1	0.0		0.0	0.0	0.0	
HCM2k95th:	0	19	19		0	0	0		12	17	0		0	0	0	

Downtown Sacramento Traffic Study
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Scenario Report

Scenario:	2030 AM Project
Command:	2030 AM PROJ
Volume:	2030 AM NO Project
Geometry:	Cumulative AM
Impact Fee:	Default Impact Fee
Trip Generation:	AM Add Projects
Trip Distribution:	Project
Paths:	Project
Routes:	Default Routes
Configuration:	Default Configuration

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

Intersection #1 3rd St/J St

Cycle (sec):	100	Critical Vol./Cap. (X):	1.111
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	104.0
Optimal Cycle:	109	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:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	15		15	15	0		35	35	35		50	50	50	
Lanes:	0 0	0	0	2	2	0	1	0 0	0	1	2	1 0	0	1	1	1 0
Volume Module:																
Base Vol:	0	0	117		181	200	0		4	1747	635		13	1698	449	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	117		181	200	0		4	1747	635		13	1698	449	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	117		181	200	0		4	1747	635		13	1698	449	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	117		181	200	0		4	1747	635		13	1698	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	
Final Vol.:	0	0	117		181	200	0		4	1747	635		13	1698	449	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.67		0.55	0.90	1.00		0.79	0.79	0.79		0.79	0.79	0.79	
Lanes:	0.00	0.00	2.00		2.00	1.00	0.00		0.01	2.99	1.00		0.02	2.36	0.62	
Final Sat.:	0	0	2558		2093	1710	0		10	4471	1494		27	3556	940	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.05		0.09	0.12	0.00		0.39	0.39	0.43		0.48	0.48	0.48	
Crit Moves:						****					****				****	
Green/Cycle:	0.00	0.00	0.14		0.14	0.14	0.00		0.32	0.32	0.32		0.46	0.46	0.46	
Volume/Cap:	0.00	0.00	0.33		0.63	0.85	0.00		1.22	1.22	1.32		1.04	1.04	1.04	
Delay/Veh:	0.0	0.0	45.0		54.3	75.9	0.0		139.5	139	186.7		60.9	60.9	60.9	
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	45.0		54.3	75.9	0.0		139.5	139	186.7		60.9	60.9	60.9	
HCM2k95th:	0	0	5		11	16	0		56	56	67		53	53	53	

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

Intersection #1 3rd St/J St

Cycle (sec):	100	Critical Vol./Cap. (X):	1.194
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	138.2
Optimal Cycle:	109	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:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	15		15	15	0		35	35	35		50	50	50	
Lanes:	0 0	0	0	2	2	0	1	0 0	0	1	2	1 0	0	1	1	1 0
Volume Module:																
Base Vol:	0	0	117		181	200	0		4	1747	635		13	1698	449	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	117		181	200	0		4	1747	635		13	1698	449	
Added Vol:	0	0	0		0	7	0		0	157	93		0	41	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	117		181	207	0		4	1904	728		13	1739	449	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	117		181	207	0		4	1904	728		13	1739	449	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	117		181	207	0		4	1904	728		13	1739	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	
Final Vol.:	0	0	117		181	207	0		4	1904	728		13	1739	449	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.67		0.55	0.90	1.00		0.79	0.79	0.79		0.79	0.79	0.79	
Lanes:	0.00	0.00	2.00		2.00	1.00	0.00		0.01	2.99	1.00		0.02	2.37	0.61	
Final Sat.:	0	0	2558		2093	1710	0		9	4468	1492		27	3574	923	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.05		0.09	0.12	0.00		0.43	0.43	0.49		0.49	0.49	0.49	
Crit Moves:						****					****			****		
Green/Cycle:	0.00	0.00	0.14		0.14	0.14	0.00		0.32	0.32	0.32		0.46	0.46	0.46	
Volume/Cap:	0.00	0.00	0.33		0.63	0.88	0.00		1.33	1.33	1.52		1.06	1.06	1.06	
Delay/Veh:	0.0	0.0	45.0		54.3	80.4	0.0		187.9	188	273.7		67.7	67.7	67.7	
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	45.0		54.3	80.4	0.0		187.9	188	273.7		67.7	67.7	67.7	
HCM2k95th:	0	0	5		11	17	0		68	68	89		56	56	56	

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

Intersection #2 3rd St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 79 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:	10	44	0	0	34	34	0	0	0	26	26	26				
Lanes:	1 0	2 0	0	0 0	2 1	0	0 0	0 0	0	1 1	1 0	1				
Volume Module:																
Base Vol:	43	30	0	0	845	312	0	0	0	191	381	45				
Growth Adj:	1.00	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	30	0	0	845	312	0	0	0	191	381	45				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	43	30	0	0	845	312	0	0	0	191	381	45				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	43	30	0	0	845	312	0	0	0	191	381	45				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	43	30	0	0	845	312	0	0	0	191	381	45				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.86	0.86	1.00	1.00	0.79	0.79	1.00	1.00	1.00	0.73	0.73	0.77				
Lanes:	1.00	2.00	0.00	0.00	2.19	0.81	0.00	0.00	0.00	1.00	2.00	1.00				
Final Sat.:	1625	3249	0	0	3273	1209	0	0	0	1383	2759	1454				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.01	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.14	0.14	0.03				
Crit Moves:	****				****					****						
Green/Cycle:	0.13	0.56	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.33	0.33	0.33				
Volume/Cap:	0.21	0.02	0.00	0.00	0.60	0.60	0.00	0.00	0.00	0.42	0.42	0.09				
Delay/Veh:	33.3	7.8	0.0	0.0	18.7	18.7	0.0	0.0	0.0	21.6	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:	33.3	7.8	0.0	0.0	18.7	18.7	0.0	0.0	0.0	21.6	21.6	18.7				
HCM2k95th:	3	0	0	0	14	14	0	0	0	9	9	2				

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 3rd St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.503
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	44	0	0	34	34	0	0	0	26	26	26				
Lanes:	1 0	2 0	0	0 0	2 1	0	0 0	0 0	0	1 1	1 0	1				
Volume Module:																
Base Vol:	43	30	0	0	845	312	0	0	0	191	381	45				
Growth Adj:	1.00	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	30	0	0	845	312	0	0	0	191	381	45				
Added Vol:	0	0	0	0	99	0	0	0	0	2	109	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	43	30	0	0	944	312	0	0	0	193	490	45				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	43	30	0	0	944	312	0	0	0	193	490	45				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	43	30	0	0	944	312	0	0	0	193	490	45				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	43	30	0	0	944	312	0	0	0	193	490	45				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.86	0.86	1.00	1.00	0.79	0.79	1.00	1.00	1.00	0.73	0.73	0.77				
Lanes:	1.00	2.00	0.00	0.00	2.25	0.75	0.00	0.00	0.00	1.00	2.00	1.00				
Final Sat.:	1625	3249	0	0	3379	1117	0	0	0	1381	2762	1454				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.01	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.14	0.18	0.03				
Crit Moves:	****				****					****						
Green/Cycle:	0.13	0.56	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.33	0.33	0.33				
Volume/Cap:	0.21	0.02	0.00	0.00	0.65	0.65	0.00	0.00	0.00	0.42	0.54	0.09				
Delay/Veh:	33.3	7.8	0.0	0.0	19.5	19.5	0.0	0.0	0.0	21.5	23.3	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:	33.3	7.8	0.0	0.0	19.5	19.5	0.0	0.0	0.0	21.5	23.3	18.7				
HCM2k95th:	3	0	0	0	16	16	0	0	0	9	12	2				

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Intersection #3 3rd St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		29	29	0		14	25	0		16	27	0	
Lanes:	0	0	0	0 0	0	1	1	1 1	1	0	3	0 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		320	714	262		66	809	0		124	189	33	
Growth Adj:	1.00	1.00	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		320	714	262		66	809	0		124	189	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:	1.00	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		320	714	262		66	809	0		124	189	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		320	714	262		66	809	0		124	189	33	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		320	714	262		66	809	0		124	189	33	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.77	0.77	0.77		0.86	0.82	1.00		0.85	0.84	0.84	
Lanes:	0.00	0.00	0.00		0.93	2.07	1.00		1.00	3.00	0.00		1.00	1.70	0.30	
Final Sat.:	0	0	0		1359	3033	1464		1625	4668	0		1624	2705	472	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.24	0.24	0.18		0.04	0.17	0.00		0.08	0.07	0.07	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.37	0.37	0.37		0.18	0.32	0.00		0.56	0.34	0.34	
Volume/Cap:	0.00	0.00	0.00		0.64	0.64	0.49		0.23	0.55	0.00		0.27	0.20	0.20	
Delay/Veh:	0.0	0.0	0.0		22.3	22.3	19.9		29.7	23.8	0.0		10.6	18.8	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:	0.0	0.0	0.0		22.3	22.3	19.9		29.7	23.8	0.0		10.6	18.8	18.8	
HCM2k95th:	0	0	0		15	15	11		4	11	0		4	4	4	

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Intersection #3 3rd St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.637
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		29	29	0		14	25	0		16	27	0	
Lanes:	0	0	0	0 0	0	1	1	1 1	1	0	3	0 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		320	714	262		66	809	0		124	189	33	
Growth Adj:	1.00	1.00	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		320	714	262		66	809	0		124	189	33	
Added Vol:	0	0	0		0	102	0		0	106	0		56	16	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		320	816	262		66	915	0		180	205	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:	1.00	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		320	816	262		66	915	0		180	205	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		320	816	262		66	915	0		180	205	33	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		320	816	262		66	915	0		180	205	33	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.77	0.77	0.77		0.86	0.82	1.00		0.86	0.84	0.84	
Lanes:	0.00	0.00	0.00		0.85	2.15	1.00		1.00	3.00	0.00		1.00	1.72	0.28	
Final Sat.:	0	0	0		1242	3168	1470		1625	4668	0		1625	2740	441	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.26	0.26	0.18		0.04	0.20	0.00		0.11	0.07	0.07	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.37	0.37	0.37		0.18	0.32	0.00		0.56	0.34	0.34	
Volume/Cap:	0.00	0.00	0.00		0.70	0.70	0.49		0.23	0.62	0.00		0.41	0.22	0.22	
Delay/Veh:	0.0	0.0	0.0		23.4	23.4	19.8		29.7	24.9	0.0		12.9	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:	0.0	0.0	0.0		23.4	23.4	19.8		29.7	24.9	0.0		12.9	19.0	19.0	
HCM2k95th:	0	0	0		17	17	11		4	13	0		7	5	5	

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Intersection #4 3rd St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.660
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	16	16		33	33	0		0	21	21		0	0	0	
Lanes:	0 0	0	1	0	0	1	2	0 0	0	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	74	4		630	358	0		0	418	160		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	74	4		630	358	0		0	418	160		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	74	4		630	358	0		0	418	160		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	74	4		630	358	0		0	418	160		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	74	4		630	358	0		0	418	160		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.99	0.99		0.88	0.88	1.00		1.00	0.91	0.91		1.00	1.00	1.00	
Lanes:	0.00	0.95	0.05		1.00	2.00	0.00		0.00	1.45	0.55		0.00	0.00	0.00	
Final Sat.:	0	1790	97		1675	3351	0		0	2501	957		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.04	0.04		0.38	0.11	0.00		0.00	0.17	0.17		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green/Cycle:	0.00	0.20	0.20		0.42	0.42	0.00		0.00	0.27	0.27		0.00	0.00	0.00	
Volume/Cap:	0.00	0.20	0.20		0.90	0.26	0.00		0.00	0.63	0.63		0.00	0.00	0.00	
Delay/Veh:	0.0	27.4	27.4		33.2	15.2	0.0		0.0	28.8	28.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	27.4	27.4		33.2	15.2	0.0		0.0	28.8	28.8		0.0	0.0	0.0	
HCM2k95th:	0	4	4		28	6	0		0	13	13		0	0	0	

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Intersection #4 3rd St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 37.9
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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	16	16		33	33	0		0	21	21		0	0	0	
Lanes:	0 0	0	1	0	0	1	2	0 0	0	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	74	4		630	358	0		0	418	160		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	74	4		630	358	0		0	418	160		0	0	0	
Added Vol:	0	0	0		93	65	0		0	62	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	74	4		723	423	0		0	480	160		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	74	4		723	423	0		0	480	160		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	74	4		723	423	0		0	480	160		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	74	4		723	423	0		0	480	160		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.99	0.99		0.88	0.88	1.00		1.00	0.91	0.91		1.00	1.00	1.00	
Lanes:	0.00	0.95	0.05		1.00	2.00	0.00		0.00	1.50	0.50		0.00	0.00	0.00	
Final Sat.:	0	1790	97		1675	3351	0		0	2607	869		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.04	0.04		0.43	0.13	0.00		0.00	0.18	0.18		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green/Cycle:	0.00	0.20	0.20		0.42	0.42	0.00		0.00	0.27	0.27		0.00	0.00	0.00	
Volume/Cap:	0.00	0.20	0.20		1.03	0.30	0.00		0.00	0.69	0.69		0.00	0.00	0.00	
Delay/Veh:	0.0	27.4	27.4		58.9	15.5	0.0		0.0	30.4	30.4		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:	0.0	27.4	27.4		58.9	15.5	0.0		0.0	30.4	30.4		0.0	0.0	0.0	
HCM2k95th:	0	4	4		40	7	0		0	15	15		0	0	0	

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Intersection #5 3rd St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.354
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 56 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	19	19		0	0	0		31	31	0	
Lanes:	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	2	0	0
Volume Module:																			
Base Vol:	0	0	0		0	381	220		0	0	0		188	844	0	
Growth Adj:	1.00	1.00	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	381	220		0	0	0		188	844	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	381	220		0	0	0		188	844	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	381	220		0	0	0		188	844	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	381	220		0	0	0		188	844	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		0.91	0.91	1.00	
Lanes:	0.00	0.00	0.00		0.00	1.90	1.10		0.00	0.00	0.00		0.55	2.45	0.00	
Final Sat.:	0	0	0		0	3244	1873		0	0	0		945	4242	0	
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.00		0.00	0.12	0.12		0.00	0.00	0.00		0.20	0.20	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.34	0.34		0.00	0.00	0.00		0.55	0.55	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.35	0.35		0.00	0.00	0.00		0.36	0.36	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	14.4	14.4		0.0	0.0	0.0		7.3	7.3	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	14.4	14.4		0.0	0.0	0.0		7.3	7.3	0.0	
HCM2k95th:	0	0	0		0	6	6		0	0	0		7	7	0	

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Intersection #5 3rd St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.375
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	19	19		0	0	0		31	31	0	
Lanes:	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	2	0	0
Volume Module:																			
Base Vol:	0	0	0		0	381	220		0	0	0		188	844	0	
Growth Adj:	1.00	1.00	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	381	220		0	0	0		188	844	0	
Added Vol:	0	0	0		0	0	65		0	0	0		0	25	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	381	285		0	0	0		188	869	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	381	285		0	0	0		188	869	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	381	285		0	0	0		188	869	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	381	285		0	0	0		188	869	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	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00	
Lanes:	0.00	0.00	0.00		0.00	1.72	1.28		0.00	0.00	0.00		0.53	2.47	0.00	
Final Sat.:	0	0	0		0	2900	2169		0	0	0		923	4264	0	
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.00		0.00	0.13	0.13		0.00	0.00	0.00		0.20	0.20	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.34	0.34		0.00	0.00	0.00		0.55	0.55	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.39	0.39		0.00	0.00	0.00		0.37	0.37	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	14.7	14.7		0.0	0.0	0.0		7.4	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:	0.0	0.0	0.0		0.0	14.7	14.7		0.0	0.0	0.0		7.4	7.4	0.0	
HCM2k95th:	0	0	0		0	7	7		0	0	0		7	7	0	

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Intersection #6 3rd St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.776
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		19	19	0		0	31	31		0	0	0	
Lanes:	0 0	0	0	0	0 1	2	0	0	0 0	3	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	0	0		271	290	0		0	2608	891		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		271	290	0		0	2608	891		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		271	290	0		0	2608	891		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		271	290	0		0	2608	891		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		271	290	0		0	2608	891		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	2.00	0.00		0.00	3.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		1729	3458	0		0	4990	1663		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.16	0.08	0.00		0.00	0.52	0.54		0.00	0.00	0.00	
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00		0.34	0.34	0.00		0.00	0.55	0.55		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.46	0.25	0.00		0.00	0.94	0.97		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		15.8	13.6	0.0		0.0	18.2	21.2		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:	0.0	0.0	0.0		15.8	13.6	0.0		0.0	18.2	21.2		0.0	0.0	0.0	
HCM2k95th:	0	0	0		8	4	0		0	33	36		0	0	0	

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Intersection #6 3rd St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.804
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 28.6
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:	0	0	0		19	19	0		0	31	31		0	0	0	
Lanes:	0 0	0	0	0	0 1	2	0	0	0 0	3	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	0	0		271	290	0		0	2608	891		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		271	290	0		0	2608	891		0	0	0	
Added Vol:	0	0	0		0	0	0		0	240	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		271	290	0		0	2848	891		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		271	290	0		0	2848	891		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		271	290	0		0	2848	891		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		271	290	0		0	2848	891		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	2.00	0.00		0.00	3.05	0.95		0.00	0.00	0.00	
Final Sat.:	0	0	0		1729	3458	0		0	5078	1589		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.16	0.08	0.00		0.00	0.56	0.56		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.34	0.34	0.00		0.00	0.55	0.55		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.46	0.25	0.00		0.00	1.01	1.01		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		15.8	13.6	0.0		0.0	30.6	30.6		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		15.8	13.6	0.0		0.0	30.6	30.6		0.0	0.0	0.0	
HCM2k95th:	0	0	0		8	4	0		0	42	42		0	0	0	

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Intersection #7 5th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	30		0	0	0		0	20	20	
Lanes:	2	0 2	0	0	0	0 0	0	2	0	0 0	0	0	0	0 3	1	0
Volume Module:																
Base Vol:	148	1123	0		0	0	12		0	0	0		0	1180	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:	148	1123	0		0	0	12		0	0	0		0	1180	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	148	1123	0		0	0	12		0	0	0		0	1180	97	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	148	1123	0		0	0	12		0	0	0		0	1180	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	
Final Vol.:	148	1123	0		0	0	12		0	0	0		0	1180	97	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.54	0.86	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.81	0.81	
Lanes:	2.00	2.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.70	0.30	
Final Sat.:	2034	3249	0		0	0	2558		0	0	0		0	5688	468	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.35	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.21	0.21	
Crit Moves:		****			****									****		
Green/Cycle:	0.54	0.54	0.00		0.00	0.00	0.54		0.00	0.00	0.00		0.00	0.36	0.36	
Volume/Cap:	0.14	0.65	0.00		0.00	0.00	0.01		0.00	0.00	0.00		0.00	0.58	0.58	
Delay/Veh:	6.8	11.1	0.0		0.0	0.0	6.1		0.0	0.0	0.0		0.0	15.7	15.7	
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:	6.8	11.1	0.0		0.0	0.0	6.1		0.0	0.0	0.0		0.0	15.7	15.7	
HCM2k95th:	2	13	0		0	0	0		0	0	0		0	9	9	

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Intersection #7 5th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.648
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	30		0	0	0		0	20	20	
Lanes:	2	0 2	0	0	0	0 0	0	2	0	0 0	0	0	0	0 3	1	0
Volume Module:																
Base Vol:	148	1123	0		0	0	12		0	0	0		0	1180	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:	148	1123	0		0	0	12		0	0	0		0	1180	97	
Added Vol:	8	8	0		0	0	0		0	0	0		0	144	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	156	1131	0		0	0	12		0	0	0		0	1324	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	156	1131	0		0	0	12		0	0	0		0	1324	97	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	156	1131	0		0	0	12		0	0	0		0	1324	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	
Final Vol.:	156	1131	0		0	0	12		0	0	0		0	1324	97	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.54	0.86	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.81	0.81	
Lanes:	2.00	2.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.73	0.27	
Final Sat.:	2034	3249	0		0	0	2558		0	0	0		0	5742	421	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.35	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.23	0.23	
Crit Moves:		****			****									****		
Green/Cycle:	0.54	0.54	0.00		0.00	0.00	0.54		0.00	0.00	0.00		0.00	0.36	0.36	
Volume/Cap:	0.14	0.65	0.00		0.00	0.00	0.01		0.00	0.00	0.00		0.00	0.65	0.65	
Delay/Veh:	6.8	11.2	0.0		0.0	0.0	6.1		0.0	0.0	0.0		0.0	16.5	16.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	6.8	11.2	0.0		0.0	0.0	6.1		0.0	0.0	0.0		0.0	16.5	16.5	
HCM2k95th:	2	14	0		0	0	0		0	0	0		0	10	10	

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Intersection #8 5th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 106 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	40	40		0	0	0		60	60	60		0	0	0	
Lanes:	0 0	1	1	1	0 0	0	0	0	1 1	3	0	1	0 0	0	0	0
Volume Module:																
Base Vol:	0	500	274		0	0	0		865	2495	135		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	500	274		0	0	0		865	2495	135		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	500	274		0	0	0		865	2495	135		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	500	274		0	0	0		865	2495	135		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	500	274		0	0	0		865	2495	135		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.81	0.81		1.00	1.00	1.00		0.70	0.70	0.77		1.00	1.00	1.00	
Lanes:	0.00	1.94	1.06		0.00	0.00	0.00		1.29	3.71	1.00		0.00	0.00	0.00	
Final Sat.:	0	2981	1634		0	0	0		1703	4911	1454		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.17		0.00	0.00	0.00		0.51	0.51	0.09		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.38	0.38		0.00	0.00	0.00		0.57	0.57	0.57		0.00	0.00	0.00	
Volume/Cap:	0.00	0.44	0.44		0.00	0.00	0.00		0.90	0.90	0.16		0.00	0.00	0.00	
Delay/Veh:	0.0	25.5	25.5		0.0	0.0	0.0		24.2	24.2	11.4		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:	0.0	25.5	25.5		0.0	0.0	0.0		24.2	24.2	11.4		0.0	0.0	0.0	
HCM2k95th:	0	12	12		0	0	0		42	42	5		0	0	0	

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Intersection #8 5th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 106 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	40	40		0	0	0		60	60	60		0	0	0	
Lanes:	0 0	1	1	1	0 0	0	0	0	1 1	3	0	1	0 0	0	0	0
Volume Module:																
Base Vol:	0	500	274		0	0	0		865	2495	135		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	500	274		0	0	0		865	2495	135		0	0	0	
Added Vol:	0	16	77		0	0	0		0	198	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	516	351		0	0	0		865	2693	135		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	516	351		0	0	0		865	2693	135		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	516	351		0	0	0		865	2693	135		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	516	351		0	0	0		865	2693	135		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.80	0.80		1.00	1.00	1.00		0.70	0.70	0.77		1.00	1.00	1.00	
Lanes:	0.00	1.79	1.21		0.00	0.00	0.00		1.22	3.78	1.00		0.00	0.00	0.00	
Final Sat.:	0	2724	1853		0	0	0		1608	5006	1454		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.19		0.00	0.00	0.00		0.54	0.54	0.09		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.38	0.38		0.00	0.00	0.00		0.57	0.57	0.57		0.00	0.00	0.00	
Volume/Cap:	0.00	0.50	0.50		0.00	0.00	0.00		0.95	0.95	0.16		0.00	0.00	0.00	
Delay/Veh:	0.0	26.4	26.4		0.0	0.0	0.0		28.6	28.6	11.4		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:	0.0	26.4	26.4		0.0	0.0	0.0		28.6	28.6	11.4		0.0	0.0	0.0	
HCM2k95th:	0	13	13		0	0	0		50	50	5		0	0	0	

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Intersection #9 5th St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.317
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	40	40	0		0	0	40		0	0	0		0	30	30	
Lanes:	1	0	3	0	0	0	0	0	2	0	0	0	0	0	3	1	0
Volume Module:																	
Base Vol:	124	806	0		0	0	137		0	0	0		0	568	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:	124	806	0		0	0	137		0	0	0		0	568	93	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	124	806	0		0	0	137		0	0	0		0	568	93	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	124	806	0		0	0	137		0	0	0		0	568	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	
Final Vol.:	124	806	0		0	0	137		0	0	0		0	568	93	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.69	0.82	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	1.00	3.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.44	0.56	
Final Sat.:	1315	4668	0		0	0	2558		0	0	0		0	5236	857	
Capacity Analysis Module:																	
Vol/Sat:	0.09	0.17	0.00		0.00	0.00	0.05		0.00	0.00	0.00		0.00	0.11	0.11	
Crit Moves:		****												****		
Green/Cycle:	0.51	0.51	0.00		0.00	0.00	0.51		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.19	0.34	0.00		0.00	0.00	0.11		0.00	0.00	0.00		0.00	0.29	0.29	
Delay/Veh:	11.2	12.0	0.0		0.0	0.0	10.3		0.0	0.0	0.0		0.0	17.4	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:	11.2	12.0	0.0		0.0	0.0	10.3		0.0	0.0	0.0		0.0	17.4	17.4	
HCM2k95th:	5	8	0		0	0	2		0	0	0		0	6	6	

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Intersection #9 5th St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.388
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	40	40	0		0	0	40		0	0	0		0	30	30	
Lanes:	1	0	3	0	0	0	0	0	2	0	0	0	0	0	3	1	0
Volume Module:																	
Base Vol:	124	806	0		0	0	137		0	0	0		0	568	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:	124	806	0		0	0	137		0	0	0		0	568	93	
Added Vol:	14	84	0		0	0	0		0	0	0		0	271	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	138	890	0		0	0	137		0	0	0		0	839	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	138	890	0		0	0	137		0	0	0		0	839	101	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	138	890	0		0	0	137		0	0	0		0	839	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	
Final Vol.:	138	890	0		0	0	137		0	0	0		0	839	101	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.69	0.82	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.81	0.81	
Lanes:	1.00	3.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.57	0.43	
Final Sat.:	1315	4668	0		0	0	2558		0	0	0		0	5467	658	
Capacity Analysis Module:																	
Vol/Sat:	0.10	0.19	0.00		0.00	0.00	0.05		0.00	0.00	0.00		0.00	0.15	0.15	
Crit Moves:		****												****		
Green/Cycle:	0.51	0.51	0.00		0.00	0.00	0.51		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.21	0.38	0.00		0.00	0.00	0.11		0.00	0.00	0.00		0.00	0.40	0.40	
Delay/Veh:	11.5	12.4	0.0		0.0	0.0	10.3		0.0	0.0	0.0		0.0	18.5	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:	11.5	12.4	0.0		0.0	0.0	10.3		0.0	0.0	0.0		0.0	18.5	18.5	
HCM2k95th:	5	9	0		0	0	2		0	0	0		0	9	9	

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Intersection #10 5th St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.285
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 28.7
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	35	35	0		0	0	0		17	35	0		0	18	18	
Lanes:	2	0 2	1	0	0	0 0	0	0	2	0 2	0	0	0	0 2	1	0
Volume Module:																
Base Vol:	168	427	102		0	0	0		695	684	0		0	172	39	
Growth Adj:	1.00	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	427	102		0	0	0		695	684	0		0	172	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	168	427	102		0	0	0		695	684	0		0	172	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	168	427	102		0	0	0		695	684	0		0	172	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	168	427	102		0	0	0		695	684	0		0	172	39	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.85	0.80	0.80		1.00	1.00	1.00		0.83	0.86	1.00		1.00	0.80	0.80	
Lanes:	2.00	2.42	0.58		0.00	0.00	0.00		2.00	2.00	0.00		0.00	2.45	0.55	
Final Sat.:	3221	3659	874		0	0	0		3152	3249	0		0	3699	839	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.12	0.12		0.00	0.00	0.00		0.22	0.21	0.00		0.00	0.05	0.05	
Crit Moves:	****									****			****			
Green/Cycle:	0.46	0.46	0.46		0.00	0.00	0.00		0.22	0.46	0.00		0.00	0.24	0.24	
Volume/Cap:	0.11	0.25	0.25		0.00	0.00	0.00		0.99	0.46	0.00		0.00	0.20	0.20	
Delay/Veh:	11.8	12.8	12.8		0.0	0.0	0.0		60.0	15.0	0.0		0.0	23.6	23.6	
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:	11.8	12.8	12.8		0.0	0.0	0.0		60.0	15.0	0.0		0.0	23.6	23.6	
HCM2k95th:	3	6	6		0	0	0		23	11	0		0	3	3	

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Intersection #10 5th St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.379
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	35	35	0		0	0	0		17	35	0		0	18	18	
Lanes:	2	0 2	1	0	0	0 0	0	0	2	0 2	0	0	0	0 2	1	0
Volume Module:																
Base Vol:	168	427	102		0	0	0		695	684	0		0	172	39	
Growth Adj:	1.00	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	427	102		0	0	0		695	684	0		0	172	39	
Added Vol:	42	67	17		0	0	0		31	75	0		0	33	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	210	494	119		0	0	0		726	759	0		0	205	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	210	494	119		0	0	0		726	759	0		0	205	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	494	119		0	0	0		726	759	0		0	205	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	210	494	119		0	0	0		726	759	0		0	205	39	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.85	0.80	0.80		1.00	1.00	1.00		0.83	0.86	1.00		1.00	0.80	0.80	
Lanes:	2.00	2.42	0.58		0.00	0.00	0.00		2.00	2.00	0.00		0.00	2.52	0.48	
Final Sat.:	3221	3653	880		0	0	0		3152	3249	0		0	3828	728	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.14	0.14		0.00	0.00	0.00		0.23	0.23	0.00		0.00	0.05	0.05	
Crit Moves:	****									****				****		
Green/Cycle:	0.46	0.46	0.46		0.00	0.00	0.00		0.22	0.46	0.00		0.00	0.24	0.24	
Volume/Cap:	0.14	0.29	0.29		0.00	0.00	0.00		1.03	0.51	0.00		0.00	0.23	0.23	
Delay/Veh:	12.0	13.1	13.1		0.0	0.0	0.0		71.3	15.7	0.0		0.0	23.9	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:	12.0	13.1	13.1		0.0	0.0	0.0		71.3	15.7	0.0		0.0	23.9	23.9	
HCM2k95th:	3	7	7		0	0	0		26	12	0		0	4	4	

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Intersection #11 5th St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.413
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 76 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	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	795	193		0	0	0		63	894	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	795	193		0	0	0		63	894	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	795	193		0	0	0		63	894	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	795	193		0	0	0		63	894	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	795	193		0	0	0		63	894	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.88	0.88		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.41	0.59		0.00	0.00	0.00		0.20	2.80	0.00		0.00	0.00	0.00	
Final Sat.:	0	4053	984		0	0	0		341	4846	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.20		0.00	0.00	0.00		0.18	0.18	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.43	0.43		0.00	0.00	0.00		0.40	0.40	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	14.3	14.3		0.0	0.0	0.0		14.1	14.1	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	14.3	14.3		0.0	0.0	0.0		14.1	14.1	0.0		0.0	0.0	0.0	
HCM2k95th:	0	10	10		0	0	0		10	10	0		0	0	0	

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Intersection #11 5th St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 76 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	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	795	193		0	0	0		63	894	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	795	193		0	0	0		63	894	0		0	0	0	
Added Vol:	0	100	228		0	0	0		55	279	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	895	421		0	0	0		118	1173	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	895	421		0	0	0		118	1173	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	895	421		0	0	0		118	1173	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	895	421		0	0	0		118	1173	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.87	0.87		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.04	0.96		0.00	0.00	0.00		0.27	2.73	0.00		0.00	0.00	0.00	
Final Sat.:	0	3358	1580		0	0	0		474	4713	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.27		0.00	0.00	0.00		0.25	0.25	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.58	0.58		0.00	0.00	0.00		0.54	0.54	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	16.2	16.2		0.0	0.0	0.0		15.6	15.6	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:	0.0	16.2	16.2		0.0	0.0	0.0		15.6	15.6	0.0		0.0	0.0	0.0	
HCM2k95th:	0	14	14		0	0	0		14	14	0		0	0	0	

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Intersection #12 5th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	0		0	0	0		0	20	20	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	292	763	0		0	0	0		0	0	0		0	657	246	
Growth Adj:	1.00	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	763	0		0	0	0		0	0	0		0	657	246	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	292	763	0		0	0	0		0	0	0		0	657	246	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	292	763	0		0	0	0		0	0	0		0	657	246	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	292	763	0		0	0	0		0	0	0		0	657	246	
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	0.87	0.87	
Lanes:	0.83	2.17	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.18	0.82	
Final Sat.:	1436	3751	0		0	0	0		0	0	0		0	3619	1355	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.20	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.18	0.18	
Crit Moves:	****													****		
Green/Cycle:	0.54	0.54	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.36	0.36	
Volume/Cap:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.51	0.51	
Delay/Veh:	8.0	8.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	15.2	15.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.0	8.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	15.2	15.2	
HCM2k95th:	7	7	0		0	0	0		0	0	0		0	9	9	

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Intersection #12 5th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	0		0	0	0		0	20	20	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	292	763	0		0	0	0		0	0	0		0	657	246	
Growth Adj:	1.00	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	763	0		0	0	0		0	0	0		0	657	246	
Added Vol:	0	204	0		0	0	0		0	0	0		0	25	124	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	292	967	0		0	0	0		0	0	0		0	682	370	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	292	967	0		0	0	0		0	0	0		0	682	370	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	292	967	0		0	0	0		0	0	0		0	682	370	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	292	967	0		0	0	0		0	0	0		0	682	370	
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	0.86	0.86	
Lanes:	0.70	2.30	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.00	1.00	
Final Sat.:	1203	3984	0		0	0	0		0	0	0		0	3275	1637	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.24	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.21	0.23	
Crit Moves:	****														****	
Green/Cycle:	0.54	0.54	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.36	0.36	
Volume/Cap:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.58	0.63	
Delay/Veh:	8.5	8.5	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	16.0	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:	8.5	8.5	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	16.0	16.8	
HCM2k95th:	9	9	0		0	0	0		0	0	0		0	11	12	

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Intersection #13 5th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	19	19		0	0	0		31	31	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	810	87		0	0	0		620	2184	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	810	87		0	0	0		620	2184	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	810	87		0	0	0		620	2184	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	810	87		0	0	0		620	2184	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	810	87		0	0	0		620	2184	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		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.71	0.29		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	4614	496		0	0	0		1729	5187	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.18		0.00	0.00	0.00		0.36	0.42	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.34	0.34		0.00	0.00	0.00		0.55	0.55	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.52	0.52		0.00	0.00	0.00		0.65	0.76	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	15.9	15.9		0.0	0.0	0.0		9.5	11.2	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	15.9	15.9		0.0	0.0	0.0		9.5	11.2	0.0		0.0	0.0	0.0	
HCM2k95th:	0	9	9		0	0	0		13	16	0		0	0	0	

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Intersection #13 5th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.690
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	19	19		0	0	0		31	31	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	810	87		0	0	0		620	2184	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	810	87		0	0	0		620	2184	0		0	0	0	
Added Vol:	0	0	0		0	0	0		204	36	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	810	87		0	0	0		824	2220	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	810	87		0	0	0		824	2220	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	810	87		0	0	0		824	2220	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	810	87		0	0	0		824	2220	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		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.71	0.29		0.00	0.00	0.00		1.08	2.92	0.00		0.00	0.00	0.00	
Final Sat.:	0	4614	496		0	0	0		1872	5044	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.18		0.00	0.00	0.00		0.44	0.44	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.34	0.34		0.00	0.00	0.00		0.55	0.55	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.52	0.52		0.00	0.00	0.00		0.80	0.80	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	15.9	15.9		0.0	0.0	0.0		11.8	11.8	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	15.9	15.9		0.0	0.0	0.0		11.8	11.8	0.0		0.0	0.0	0.0	
HCM2k95th:	0	9	9		0	0	0		17	17	0		0	0	0	

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Intersection #14 7th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.395
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	23	23		0	0	0		27	27	0	
Lanes:	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	0	0
Volume Module:																			
Base Vol:	0	0	0		0	619	225		0	0	0		253	1176	0	
Growth Adj:	1.00	1.00	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	619	225		0	0	0		253	1176	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	619	225		0	0	0		253	1176	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	619	225		0	0	0		253	1176	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	619	225		0	0	0		253	1176	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	0.86	0.67		1.00	1.00	1.00		0.82	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	3249	2558		0	0	0		1556	4668	0	
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.00		0.00	0.19	0.09		0.00	0.00	0.00		0.16	0.25	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.41	0.41		0.00	0.00	0.00		0.48	0.48	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.46	0.21		0.00	0.00	0.00		0.34	0.52	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	13.2	11.1		0.0	0.0	0.0		9.2	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:	0.0	0.0	0.0		0.0	13.2	11.1		0.0	0.0	0.0		9.2	10.8	0.0	
HCM2k95th:	0	0	0		0	9	3		0	0	0		6	10	0	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 7th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	23	23		0	0	0		27	27	0	
Lanes:	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	0	0
Volume Module:																			
Base Vol:	0	0	0		0	619	225		0	0	0		253	1176	0	
Growth Adj:	1.00	1.00	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	619	225		0	0	0		253	1176	0	
Added Vol:	0	0	0		0	161	0		0	0	0		90	144	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	780	225		0	0	0		343	1320	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	780	225		0	0	0		343	1320	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	780	225		0	0	0		343	1320	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	780	225		0	0	0		343	1320	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	0.86	0.67		1.00	1.00	1.00		0.82	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	3249	2558		0	0	0		1556	4668	0	
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.00		0.00	0.24	0.09		0.00	0.00	0.00		0.22	0.28	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.41	0.41		0.00	0.00	0.00		0.48	0.48	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.58	0.21		0.00	0.00	0.00		0.46	0.59	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	14.7	11.1		0.0	0.0	0.0		10.0	11.4	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		0.0	14.7	11.1		0.0	0.0	0.0		10.0	11.4	0.0	
HCM2k95th:	0	0	0		0	11	3		0	0	0		8	11	0	

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Intersection #15 7th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 106 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		35	35	0		0	65	65		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	2	1	1	0	0
Volume Module:																
Base Vol:	0	0	0		174	540	0		0	2144	322		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		174	540	0		0	2144	322		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		174	540	0		0	2144	322		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		174	540	0		0	2144	322		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		174	540	0		0	2144	322		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		0.82	0.82	1.00		1.00	0.80	0.80		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.73	2.27	0.00		0.00	3.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		1138	3531	0		0	4575	1525		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.15	0.15	0.00		0.00	0.47	0.21		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.33	0.33	0.00		0.00	0.61	0.61		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.76	0.34		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		29.1	29.1	0.0		0.0	16.7	10.2		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:	0.0	0.0	0.0		29.1	29.1	0.0		0.0	16.7	10.2		0.0	0.0	0.0	
HCM2k95th:	0	0	0		12	12	0		0	30	10		0	0	0	

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Intersection #15 7th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.781
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 106 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		35	35	0		0	65	65		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	2	1	1	0	0
Volume Module:																
Base Vol:	0	0	0		174	540	0		0	2144	322		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		174	540	0		0	2144	322		0	0	0	
Added Vol:	0	0	0		82	169	0		0	287	1		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		256	709	0		0	2431	323		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		256	709	0		0	2431	323		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		256	709	0		0	2431	323		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		256	709	0		0	2431	323		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		0.82	0.82	1.00		1.00	0.80	0.80		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.80	2.20	0.00		0.00	3.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		1238	3430	0		0	4584	1528		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.21	0.21	0.00		0.00	0.53	0.21		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.33	0.33	0.00		0.00	0.61	0.61		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.63	0.63	0.00		0.00	0.86	0.34		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		31.9	31.9	0.0		0.0	20.3	10.2		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:	0.0	0.0	0.0		31.9	31.9	0.0		0.0	20.3	10.2		0.0	0.0	0.0	
HCM2k95th:	0	0	0		16	16	0		0	39	10		0	0	0	

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Intersection #16 7th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.464
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	29	29		0	0	0		21	21	0	
Lanes:	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	3	0	0
Volume Module:																		
Base Vol:	0	0	0		0	451	378		0	0	0		262	863	0	
Growth Adj:	1.00	1.00	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	451	378		0	0	0		262	863	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	451	378		0	0	0		262	863	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	451	378		0	0	0		262	863	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	451	378		0	0	0		262	863	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	0.76	0.76		1.00	1.00	1.00		0.90	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	2901	1450		0	0	0		1710	4668	0	
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00		0.00	0.16	0.26		0.00	0.00	0.00		0.15	0.18	0.00	
Crit Moves:							****						****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.52	0.52		0.00	0.00	0.00		0.38	0.38	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.30	0.50		0.00	0.00	0.00		0.41	0.49	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	8.0	9.9		0.0	0.0	0.0		14.8	14.4	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		0.0	8.0	9.9		0.0	0.0	0.0		14.8	14.4	0.0	
HCM2k95th:	0	0	0		0	5	10		0	0	0		8	9	0	

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Intersection #16 7th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	29	29		0	0	0		21	21	0	
Lanes:	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	3	0	0
Volume Module:																		
Base Vol:	0	0	0		0	451	378		0	0	0		262	863	0	
Growth Adj:	1.00	1.00	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	451	378		0	0	0		262	863	0	
Added Vol:	0	0	0		0	30	145		0	0	0		58	145	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	481	523		0	0	0		320	1008	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	481	523		0	0	0		320	1008	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	481	523		0	0	0		320	1008	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	481	523		0	0	0		320	1008	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	0.76	0.76		1.00	1.00	1.00		0.90	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	2869	1435		0	0	0		1710	4668	0	
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00		0.00	0.17	0.36		0.00	0.00	0.00		0.19	0.22	0.00	
Crit Moves:							****						****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.52	0.52		0.00	0.00	0.00		0.38	0.38	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.32	0.70		0.00	0.00	0.00		0.50	0.58	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	8.1	13.2		0.0	0.0	0.0		16.2	15.3	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	8.1	13.2		0.0	0.0	0.0		16.2	15.3	0.0	
HCM2k95th:	0	0	0		0	6	15		0	0	0		10	11	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 8th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.390
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	153	527	0		0	0	0		0	0	0		0	1146	175	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	153	527	0		0	0	0		0	0	0		0	1146	175	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	153	527	0		0	0	0		0	0	0		0	1146	175	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	153	527	0		0	0	0		0	0	0		0	1146	175	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	153	527	0		0	0	0		0	0	0		0	1146	175	
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	0.89	0.89	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.60	0.40	
Final Sat.:	1729	5187	0		0	0	0		0	0	0		0	4410	673	
Capacity Analysis Module:																	
Vol/Sat:	0.09	0.10	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.26	0.26	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.20	0.23	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.58	0.58	
Delay/Veh:	9.4	9.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	12.0	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:	9.4	9.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	12.0	12.0	
HCM2k95th:	3	4	0		0	0	0		0	0	0		0	11	11	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 8th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	153	527	0		0	0	0		0	0	0		0	1146	175	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	153	527	0		0	0	0		0	0	0		0	1146	175	
Added Vol:	103	32	0		0	0	0		0	0	0		0	131	13	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	256	559	0		0	0	0		0	0	0		0	1277	188	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	256	559	0		0	0	0		0	0	0		0	1277	188	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	256	559	0		0	0	0		0	0	0		0	1277	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	
Final Vol.:	256	559	0		0	0	0		0	0	0		0	1277	188	
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	0.89	0.89	
Lanes:	1.26	2.74	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.62	0.38	
Final Sat.:	2172	4744	0		0	0	0		0	0	0		0	4435	653	
Capacity Analysis Module:																	
Vol/Sat:	0.12	0.12	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.29	0.29	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.26	0.26	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.64	0.64	
Delay/Veh:	9.8	9.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	12.7	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:	9.8	9.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	12.7	12.7	
HCM2k95th:	5	5	0		0	0	0		0	0	0		0	12	12	

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Intersection #18 8th S/tJ St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.377
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 106 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	35	35		0	0	0		65	65	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	567	270		0	0	0		261	2051	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	567	270		0	0	0		261	2051	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	567	270		0	0	0		261	2051	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	567	270		0	0	0		261	2051	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	567	270		0	0	0		261	2051	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.78	0.78		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.03	0.97		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	3011	1434		0	0	0		1556	4668	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.19		0.00	0.00	0.00		0.17	0.44	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.33	0.33		0.00	0.00	0.00		0.61	0.61	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.57	0.57		0.00	0.00	0.00		0.27	0.72	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	30.9	30.9		0.0	0.0	0.0		9.6	15.5	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:	0.0	30.9	30.9		0.0	0.0	0.0		9.6	15.5	0.0		0.0	0.0	0.0	
HCM2k95th:	0	14	14		0	0	0		8	26	0		0	0	0	

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Intersection #18 8th S/tJ St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.440
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 106 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	35	35		0	0	0		65	65	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	567	270		0	0	0		261	2051	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	567	270		0	0	0		261	2051	0		0	0	0	
Added Vol:	0	77	43		0	0	0		49	320	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	644	313		0	0	0		310	2371	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	644	313		0	0	0		310	2371	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	644	313		0	0	0		310	2371	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	644	313		0	0	0		310	2371	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.78	0.78		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.02	0.98		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	2988	1452		0	0	0		1556	4668	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.22		0.00	0.00	0.00		0.20	0.51	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.33	0.33		0.00	0.00	0.00		0.61	0.61	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.65	0.65		0.00	0.00	0.00		0.32	0.83	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	32.6	32.6		0.0	0.0	0.0		10.0	18.7	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:	0.0	32.6	32.6		0.0	0.0	0.0		10.0	18.7	0.0		0.0	0.0	0.0	
HCM2k95th:	0	17	17		0	0	0		9	33	0		0	0	0	

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Intersection #19 8th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.368
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0		0	0	0		0	0	0		0	21	21	
Lanes:	1	0 2	0	0	0	0 0	0	0	0	0 0	0	0	0	2 1	1	
Volume Module:																
Base Vol:	222	425	0		0	0	0		0	0	0		0	850	335	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	222	425	0		0	0	0		0	0	0		0	850	335	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	222	425	0		0	0	0		0	0	0		0	850	335	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	222	425	0		0	0	0		0	0	0		0	850	335	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	222	425	0		0	0	0		0	0	0		0	850	335	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.86	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.78	0.78	
Lanes:	1.00	2.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.87	1.13	
Final Sat.:	1710	3249	0		0	0	0		0	0	0		0	4277	1686	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.13	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.20	0.20	
Crit Moves:	****													****		
Green/Cycle:	0.52	0.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.25	0.25	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.53	0.53	
Delay/Veh:	8.2	7.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	14.6	14.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.2	7.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	14.6	14.6	
HCM2k95th:	5	5	0		0	0	0		0	0	0		0	9	9	

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Intersection #19 8th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0		0	0	0		0	0	0		0	21	21	
Lanes:	1	0 2	0	0	0	0 0	0	0	0	0 0	0	0	0	2 1	1	
Volume Module:																
Base Vol:	222	425	0		0	0	0		0	0	0		0	850	335	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	222	425	0		0	0	0		0	0	0		0	850	335	
Added Vol:	80	68	0		0	0	0		0	0	0		0	374	249	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	302	493	0		0	0	0		0	0	0		0	1224	584	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	302	493	0		0	0	0		0	0	0		0	1224	584	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	302	493	0		0	0	0		0	0	0		0	1224	584	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	302	493	0		0	0	0		0	0	0		0	1224	584	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.86	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.78	0.78	
Lanes:	1.00	2.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.71	1.29	
Final Sat.:	1710	3249	0		0	0	0		0	0	0		0	4012	1914	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.15	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.31	0.31	
Crit Moves:	****													****		
Green/Cycle:	0.52	0.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.34	0.29	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.81	0.81	
Delay/Veh:	9.0	8.1	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	19.1	19.1	
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:	9.0	8.1	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	19.1	19.1	
HCM2k95th:	7	6	0		0	0	0		0	0	0		0	17	17	

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Intersection #20 9th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.383
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
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	22	22		0	0	0		28	28	0	
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	3	0	0	0
Volume Module:																
Base Vol:	0	0	0		0	523	234		0	0	0		238	1205	0	
Growth Adj:	1.00	1.00	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	523	234		0	0	0		238	1205	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	523	234		0	0	0		238	1205	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	523	234		0	0	0		238	1205	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	523	234		0	0	0		238	1205	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	0.78	0.78		1.00	1.00	1.00		0.90	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.07	0.93		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	3077	1377		0	0	0		1710	4668	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.17	0.17		0.00	0.00	0.00		0.14	0.26	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.35	0.35		0.00	0.00	0.00		0.45	0.45	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.48	0.48		0.00	0.00	0.00		0.31	0.57	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	16.6	16.6		0.0	0.0	0.0		11.9	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:	0.0	0.0	0.0		0.0	16.6	16.6		0.0	0.0	0.0		11.9	13.7	0.0	
HCM2k95th:	0	0	0		0	9	9		0	0	0		6	11	0	

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Intersection #20 9th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.430
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.0
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	22	22		0	0	0		28	28	0	
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	3	0	0	0
Volume Module:																
Base Vol:	0	0	0		0	523	234		0	0	0		238	1205	0	
Growth Adj:	1.00	1.00	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	523	234		0	0	0		238	1205	0	
Added Vol:	0	0	0		0	5	0		0	0	0		63	144	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	528	234		0	0	0		301	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	528	234		0	0	0		301	1349	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	528	234		0	0	0		301	1349	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	528	234		0	0	0		301	1349	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	0.78	0.78		1.00	1.00	1.00		0.90	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.08	0.92		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	3086	1368		0	0	0		1710	4668	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.17	0.17		0.00	0.00	0.00		0.18	0.29	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.35	0.35		0.00	0.00	0.00		0.45	0.45	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.48	0.48		0.00	0.00	0.00		0.39	0.64	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	16.6	16.6		0.0	0.0	0.0		12.8	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		0.0	16.6	16.6		0.0	0.0	0.0		12.8	14.6	0.0	
HCM2k95th:	0	0	0		0	9	9		0	0	0		8	12	0	

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Intersection #21 9th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 106 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		40	40	0		0	60	60		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		81	511	0		0	1659	337		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		81	511	0		0	1659	337		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		81	511	0		0	1659	337		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		81	511	0		0	1659	337		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		81	511	0		0	1659	337		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		0.82	0.82	1.00		1.00	0.80	0.80		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.41	2.59	0.00		0.00	2.49	0.51		0.00	0.00	0.00	
Final Sat.:	0	0	0		639	4030	0		0	3783	768		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.13	0.13	0.00		0.00	0.44	0.44		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.38	0.38	0.00		0.00	0.57	0.57		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.34	0.34	0.00		0.00	0.77	0.77		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		24.0	24.0	0.0		0.0	20.1	20.1		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		24.0	24.0	0.0		0.0	20.1	20.1		0.0	0.0	0.0	
HCM2k95th:	0	0	0		9	9	0		0	28	28		0	0	0	

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Intersection #21 9th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.705
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 106 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		40	40	0		0	60	60		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		81	511	0		0	1659	337		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		81	511	0		0	1659	337		0	0	0	
Added Vol:	0	0	0		0	68	0		0	131	231		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		81	579	0		0	1790	568		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		81	579	0		0	1790	568		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		81	579	0		0	1790	568		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		81	579	0		0	1790	568		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		0.82	0.82	1.00		1.00	0.79	0.79		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.37	2.63	0.00		0.00	2.28	0.72		0.00	0.00	0.00	
Final Sat.:	0	0	0		573	4095	0		0	3416	1084		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.14	0.14	0.00		0.00	0.52	0.52		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.38	0.38	0.00		0.00	0.57	0.57		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.37	0.37	0.00		0.00	0.93	0.93		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		24.5	24.5	0.0		0.0	28.2	28.2		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:	0.0	0.0	0.0		24.5	24.5	0.0		0.0	28.2	28.2		0.0	0.0	0.0	
HCM2k95th:	0	0	0		10	10	0		0	41	41		0	0	0	

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Intersection #22 9th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.316
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	21	21		0	0	0		29	29	0	
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	3	0	0
Volume Module:																
Base Vol:	0	0	0		0	406	156		0	0	0		267	1239	0	
Growth Adj:	1.00	1.00	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	406	156		0	0	0		267	1239	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	406	156		0	0	0		267	1239	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	406	156		0	0	0		267	1239	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	406	156		0	0	0		267	1239	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	0.78	0.78		1.00	1.00	1.00		0.90	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.17	0.83		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	3231	1241		0	0	0		1710	4668	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.13	0.13		0.00	0.00	0.00		0.16	0.27	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.38	0.38		0.00	0.00	0.00		0.52	0.52	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.34	0.34		0.00	0.00	0.00		0.30	0.51	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	13.0	13.0		0.0	0.0	0.0		8.6	9.6	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		0.0	13.0	13.0		0.0	0.0	0.0		8.6	9.6	0.0	
HCM2k95th:	0	0	0		0	6	6		0	0	0		6	9	0	

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Intersection #22 9th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	21	21		0	0	0		29	29	0	
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	3	0	0
Volume Module:																
Base Vol:	0	0	0		0	406	156		0	0	0		267	1239	0	
Growth Adj:	1.00	1.00	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	406	156		0	0	0		267	1239	0	
Added Vol:	0	0	0		0	48	222		0	0	0		4	577	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	454	378		0	0	0		271	1816	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	454	378		0	0	0		271	1816	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	454	378		0	0	0		271	1816	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	454	378		0	0	0		271	1816	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	0.76	0.76		1.00	1.00	1.00		0.90	0.82	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	2901	1450		0	0	0		1710	4668	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.16	0.26		0.00	0.00	0.00		0.16	0.39	0.00	
Crit Moves:							****						****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.38	0.38		0.00	0.00	0.00		0.52	0.52	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.42	0.70		0.00	0.00	0.00		0.31	0.75	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	13.6	18.1		0.0	0.0	0.0		8.6	12.9	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		0.0	13.6	18.1		0.0	0.0	0.0		8.6	12.9	0.0	
HCM2k95th:	0	0	0		0	7	13		0	0	0		6	15	0	

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Intersection #23 9th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.407
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	10	0	0	0	0	0	10	0				
Lanes:	0 0	0	0	0	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	720	199	0	0	0	153	753	0				
Growth Adj:	1.00	1.00	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	720	199	0	0	0	153	753	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	720	199	0	0	0	153	753	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	720	199	0	0	0	153	753	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	720	199	0	0	0	153	753	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	0.88	0.88	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.35	0.65	0.00	0.00	0.00	0.51	2.49	0.00				
Final Sat.:	0	0	0	0	3930	1086	0	0	0	876	4311	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.17	0.17	0.00				
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.43	0.43	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.41	0.41	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	9.4	9.4	0.0	0.0	0.0	10.0	10.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	0.0	9.4	9.4	0.0	0.0	0.0	10.0	10.0	0.0				
HCM2k95th:	0	0	0	0	7	7	0	0	0	6	6	0				

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Intersection #23 9th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.446
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.9
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				Include				Include			
Min. Green:	0	0	0	0	10	0	0	0	0	0	10	0				
Lanes:	0 0	0	0	0	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	720	199	0	0	0	153	753	0				
Growth Adj:	1.00	1.00	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	720	199	0	0	0	153	753	0				
Added Vol:	0	0	0	0	74	2	0	0	0	0	103	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	794	201	0	0	0	153	856	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	794	201	0	0	0	153	856	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	794	201	0	0	0	153	856	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	794	201	0	0	0	153	856	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	0.88	0.88	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.39	0.61	0.00	0.00	0.00	0.45	2.55	0.00				
Final Sat.:	0	0	0	0	4015	1016	0	0	0	787	4400	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.19	0.19	0.00				
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.44	0.44	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.45	0.45	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	9.8	9.8	0.0	0.0	0.0	10.0	10.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	0.0	9.8	9.8	0.0	0.0	0.0	10.0	10.0	0.0				
HCM2k95th:	0	0	0	0	8	8	0	0	0	7	7	0				

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Intersection #24 9th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	3	1	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	0	0		194	685	0		0	1528	479		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		194	685	0		0	1528	479		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		194	685	0		0	1528	479		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		194	685	0		0	1528	479		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		194	685	0		0	1528	479		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.66	2.34	0.00		0.00	3.05	0.95		0.00	0.00	0.00	
Final Sat.:	0	0	0		1145	4042	0		0	5076	1591		0	0	0	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00		0.17	0.17	0.00		0.00	0.30	0.30		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.38	0.38	0.00		0.00	0.67	0.67		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.4	10.4	0.0		0.0	12.9	12.9		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:	0.0	0.0	0.0		10.4	10.4	0.0		0.0	12.9	12.9		0.0	0.0	0.0	
HCM2k95th:	0	0	0		7	7	0		0	15	15		0	0	0	

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Intersection #24 9th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	3	1	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	0	0		194	685	0		0	1528	479		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		194	685	0		0	1528	479		0	0	0	
Added Vol:	0	0	0		9	65	0		0	2	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		203	750	0		0	1530	479		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		203	750	0		0	1530	479		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		203	750	0		0	1530	479		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		203	750	0		0	1530	479		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.64	2.36	0.00		0.00	3.05	0.95		0.00	0.00	0.00	
Final Sat.:	0	0	0		1105	4082	0		0	5077	1590		0	0	0	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00		0.18	0.18	0.00		0.00	0.30	0.30		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.67	0.67		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.6	10.6	0.0		0.0	12.9	12.9		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:	0.0	0.0	0.0		10.6	10.6	0.0		0.0	12.9	12.9		0.0	0.0	0.0	
HCM2k95th:	0	0	0		7	7	0		0	15	15		0	0	0	

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Intersection #25 10th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.2
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:	26	26	0		0	0	0		0	0	0		0	24	24	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	262	630	0		0	0	0		0	0	0		0	1012	196	
Growth Adj:	1.00	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	630	0		0	0	0		0	0	0		0	1012	196	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	262	630	0		0	0	0		0	0	0		0	1012	196	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	262	630	0		0	0	0		0	0	0		0	1012	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	
Final Vol.:	262	630	0		0	0	0		0	0	0		0	1012	196	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	0.88	2.12	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.51	0.49	
Final Sat.:	1371	3297	0		0	0	0		0	0	0		0	3817	739	
Capacity Analysis Module:																	
Vol/Sat:	0.19	0.19	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.27	0.27	
Crit Moves:	****													****		
Green/Cycle:	0.42	0.42	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.39	0.39	
Volume/Cap:	0.46	0.46	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.68	0.68	
Delay/Veh:	13.7	13.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	18.0	18.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	13.7	13.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	18.0	18.0	
HCM2k95th:	9	9	0		0	0	0		0	0	0		0	14	14	

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Intersection #25 10th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.626
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.4
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:	26	26	0		0	0	0		0	0	0		0	24	24	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	262	630	0		0	0	0		0	0	0		0	1012	196	
Growth Adj:	1.00	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	630	0		0	0	0		0	0	0		0	1012	196	
Added Vol:	62	10	0		0	0	0		0	0	0		0	146	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	324	640	0		0	0	0		0	0	0		0	1158	196	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	324	640	0		0	0	0		0	0	0		0	1158	196	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	324	640	0		0	0	0		0	0	0		0	1158	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	
Final Vol.:	324	640	0		0	0	0		0	0	0		0	1158	196	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	1.00	2.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.57	0.43	
Final Sat.:	1556	3112	0		0	0	0		0	0	0		0	3905	661	
Capacity Analysis Module:																	
Vol/Sat:	0.21	0.21	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.30	0.30	
Crit Moves:	****													****		
Green/Cycle:	0.42	0.42	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.39	0.39	
Volume/Cap:	0.50	0.49	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.77	0.77	
Delay/Veh:	14.1	14.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	19.8	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:	14.1	14.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	19.8	19.8	
HCM2k95th:	10	10	0		0	0	0		0	0	0		0	17	17	

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Intersection #26 10th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.629
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	40	40		0	0	0		60	60	0		0	0	0	
Lanes:	0 0	2	1	1	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	801	294		0	0	0		382	1386	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	801	294		0	0	0		382	1386	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	801	294		0	0	0		382	1386	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	801	294		0	0	0		382	1386	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	801	294		0	0	0		382	1386	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.79	0.79		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.93	1.07		0.00	0.00	0.00		0.65	2.35	0.00		0.00	0.00	0.00	
Final Sat.:	0	4371	1604		0	0	0		1009	3660	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.18		0.00	0.00	0.00		0.38	0.38	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.36	0.36		0.00	0.00	0.00		0.54	0.54	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.51	0.51		0.00	0.00	0.00		0.71	0.71	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	29.2	29.2		0.0	0.0	0.0		21.1	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	29.2	29.2		0.0	0.0	0.0		21.1	21.1	0.0		0.0	0.0	0.0	
HCM2k95th:	0	14	14		0	0	0		25	25	0		0	0	0	

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Intersection #26 10th St/J St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	40	40		0	0	0		60	60	0		0	0	0	
Lanes:	0 0	2	1	1	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	801	294		0	0	0		382	1386	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	801	294		0	0	0		382	1386	0		0	0	0	
Added Vol:	0	-11	0		0	0	0		-3	135	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	790	294		0	0	0		379	1521	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	790	294		0	0	0		379	1521	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	790	294		0	0	0		379	1521	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	790	294		0	0	0		379	1521	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.79	0.79		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.92	1.08		0.00	0.00	0.00		0.60	2.40	0.00		0.00	0.00	0.00	
Final Sat.:	0	4350	1619		0	0	0		931	3737	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.18		0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.36	0.36		0.00	0.00	0.00		0.54	0.54	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.51	0.51		0.00	0.00	0.00		0.76	0.76	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	29.1	29.1		0.0	0.0	0.0		22.6	22.6	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:	0.0	29.1	29.1		0.0	0.0	0.0		22.6	22.6	0.0		0.0	0.0	0.0	
HCM2k95th:	0	14	14		0	0	0		27	27	0		0	0	0	

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Intersection #27 10th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.717
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0	0	0	0	0	0	0	0	0	0	29	29		
Lanes:	0	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	298	1114	0	0	0	0	0	0	0	0	1236	296				
Growth Adj:	1.00	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	1114	0	0	0	0	0	0	0	0	1236	296				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	298	1114	0	0	0	0	0	0	0	0	1236	296				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	298	1114	0	0	0	0	0	0	0	0	1236	296				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	298	1114	0	0	0	0	0	0	0	0	1236	296				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80				
Lanes:	0.63	2.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.42	0.58				
Final Sat.:	985	3683	0	0	0	0	0	0	0	0	3657	876				
Capacity Analysis Module:																
Vol/Sat:	0.30	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.34				
Crit Moves:	****										****					
Green/Cycle:	0.38	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.52				
Volume/Cap:	0.81	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.65	0.65				
Delay/Veh:	19.8	19.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.3	11.3				
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:	19.8	19.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.3	11.3				
HCM2k95th:	17	17	0	0	0	0	0	0	0	0	14	14				

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Intersection #27 10th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.856
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0	0	0	0	0	0	0	0	0	0	29	29		
Lanes:	0	1	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	298	1114	0	0	0	0	0	0	0	0	1236	296				
Growth Adj:	1.00	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	1114	0	0	0	0	0	0	0	0	1236	296				
Added Vol:	166	1	0	0	0	0	0	0	0	0	414	-2				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	464	1115	0	0	0	0	0	0	0	0	1650	294				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	464	1115	0	0	0	0	0	0	0	0	1650	294				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	464	1115	0	0	0	0	0	0	0	0	1650	294				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	464	1115	0	0	0	0	0	0	0	0	1650	294				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80				
Lanes:	0.88	2.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.55	0.45				
Final Sat.:	1372	3296	0	0	0	0	0	0	0	0	3871	690				
Capacity Analysis Module:																
Vol/Sat:	0.34	0.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.43				
Crit Moves:	****										****					
Green/Cycle:	0.38	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.52				
Volume/Cap:	0.90	0.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.82				
Delay/Veh:	24.5	24.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.7	14.7				
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:	24.5	24.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.7	14.7				
HCM2k95th:	22	22	0	0	0	0	0	0	0	0	21	21				

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Intersection #28 10th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.590
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	168	1545	0		0	0	0		0	0	0		0	737	246	
Growth Adj:	1.00	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	1545	0		0	0	0		0	0	0		0	737	246	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	168	1545	0		0	0	0		0	0	0		0	737	246	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	168	1545	0		0	0	0		0	0	0		0	737	246	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	168	1545	0		0	0	0		0	0	0		0	737	246	
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	0.88	0.88	
Lanes:	0.29	2.71	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.25	0.75	
Final Sat.:	509	4678	0		0	0	0		0	0	0		0	3745	1250	
Capacity Analysis Module:																	
Vol/Sat:	0.33	0.33	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.20	0.20	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.74	0.74	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.44	0.44	
Delay/Veh:	14.1	14.1	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.8	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:	14.1	14.1	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.8	10.8	
HCM2k95th:	16	16	0		0	0	0		0	0	0		0	8	8	

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Intersection #28 10th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.643
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	168	1545	0		0	0	0		0	0	0		0	737	246	
Growth Adj:	1.00	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	1545	0		0	0	0		0	0	0		0	737	246	
Added Vol:	90	131	0		0	0	0		0	0	0		0	12	9	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	258	1676	0		0	0	0		0	0	0		0	749	255	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	258	1676	0		0	0	0		0	0	0		0	749	255	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	258	1676	0		0	0	0		0	0	0		0	749	255	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	258	1676	0		0	0	0		0	0	0		0	749	255	
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	0.88	0.88	
Lanes:	0.40	2.60	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.24	0.76	
Final Sat.:	692	4495	0		0	0	0		0	0	0		0	3723	1267	
Capacity Analysis Module:																	
Vol/Sat:	0.37	0.37	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.20	0.20	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.84	0.84	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Delay/Veh:	16.5	16.5	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.9	10.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	16.5	16.5	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	10.9	10.9	
HCM2k95th:	19	19	0		0	0	0		0	0	0		0	8	8	

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Intersection #29 10th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1103	178		0	0	0		401	1322	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	1103	178		0	0	0		401	1322	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1103	178		0	0	0		401	1322	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1103	178		0	0	0		401	1322	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1103	178		0	0	0		401	1322	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.58	0.42		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	4372	706		0	0	0		1729	5187	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.25		0.00	0.00	0.00		0.23	0.25	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.57	0.57		0.00	0.00	0.00		0.52	0.57	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	11.8	11.8		0.0	0.0	0.0		11.3	11.8	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	11.8	11.8		0.0	0.0	0.0		11.3	11.8	0.0		0.0	0.0	0.0	
HCM2k95th:	0	12	12		0	0	0		9	11	0		0	0	0	

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Intersection #29 10th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.590
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1103	178		0	0	0		401	1322	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	1103	178		0	0	0		401	1322	0		0	0	0	
Added Vol:	0	221	0		0	0	0		0	10	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1324	178		0	0	0		401	1332	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1324	178		0	0	0		401	1332	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1324	178		0	0	0		401	1332	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1324	178		0	0	0		401	1332	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.64	0.36		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	4490	604		0	0	0		1729	5187	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.29		0.00	0.00	0.00		0.23	0.26	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.66	0.66		0.00	0.00	0.00		0.52	0.58	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	12.9	12.9		0.0	0.0	0.0		11.3	11.8	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	12.9	12.9		0.0	0.0	0.0		11.3	11.8	0.0		0.0	0.0	0.0	
HCM2k95th:	0	15	15		0	0	0		9	11	0		0	0	0	

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Intersection #30 12th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 66 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		27	27	0		0	33	33		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		288	1415	0		0	914	119		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		288	1415	0		0	914	119		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		288	1415	0		0	914	119		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		288	1415	0		0	914	119		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		288	1415	0		0	914	119		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	0.89	0.89		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.51	2.49	0.00		0.00	2.65	0.35		0.00	0.00	0.00	
Final Sat.:	0	0	0		877	4310	0		0	4511	587		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.33	0.33	0.00		0.00	0.20	0.20		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.80	0.80	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		20.5	20.5	0.0		0.0	10.8	10.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		20.5	20.5	0.0		0.0	10.8	10.8		0.0	0.0	0.0	
HCM2k95th:	0	0	0		21	21	0		0	9	9		0	0	0	

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Intersection #30 12th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.615
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: 66 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		27	27	0		0	33	33		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		288	1415	0		0	914	119		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		288	1415	0		0	914	119		0	0	0	
Added Vol:	0	0	0		0	123	0		0	12	9		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		288	1538	0		0	926	128		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		288	1538	0		0	926	128		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		288	1538	0		0	926	128		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		288	1538	0		0	926	128		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	0.89	0.89		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.47	2.53	0.00		0.00	2.64	0.36		0.00	0.00	0.00	
Final Sat.:	0	0	0		818	4369	0		0	4475	619		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.35	0.35	0.00		0.00	0.21	0.21		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.86	0.86	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		22.6	22.6	0.0		0.0	10.9	10.9		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:	0.0	0.0	0.0		22.6	22.6	0.0		0.0	10.9	10.9		0.0	0.0	0.0	
HCM2k95th:	0	0	0		24	24	0		0	9	9		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 12th St/I St

Cycle (sec): 0 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.3
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	7	7	0	0	0	3	7	0				
Lanes:	0 0	0	0	0	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	859	464	0	0	0	64	1034	0				
Growth Adj:	1.00	1.00	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	859	464	0	0	0	64	1034	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	859	464	0	0	0	64	1034	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	859	464	0	0	0	64	1034	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	859	464	0	0	0	64	1034	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	0.86	0.86	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.17	2.83	0.00				
Final Sat.:	0	0	0	0	3275	1637	0	0	0	302	4885	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.26	0.28	0.00	0.00	0.00	0.21	0.21	0.00				
Crit Moves:						****					****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.34	0.34	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.58	0.62	0.00	0.00	0.00	0.62	0.62	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	6.9	7.4	0.0	0.0	0.0	9.7	9.7	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	0.0	6.9	7.4	0.0	0.0	0.0	9.7	9.7	0.0				
HCM2k95th:	0	0	0	0	8	9	0	0	0	8	8	0				

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 12th St/I St

Cycle (sec): 0 Critical Vol./Cap. (X): 0.644
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.8
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				Include				Include			
Min. Green:	0	0	0	0	7	7	0	0	0	3	7	0				
Lanes:	0 0	0	0	0	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	859	464	0	0	0	64	1034	0				
Growth Adj:	1.00	1.00	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	859	464	0	0	0	64	1034	0				
Added Vol:	0	0	0	0	116	-7	0	0	0	3	68	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	975	457	0	0	0	67	1102	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	975	457	0	0	0	67	1102	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	975	457	0	0	0	67	1102	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	975	457	0	0	0	67	1102	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	0.87	0.87	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.04	0.96	0.00	0.00	0.00	0.17	2.83	0.00				
Final Sat.:	0	0	0	0	3362	1576	0	0	0	297	4890	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.23	0.23	0.00				
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.35	0.35	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.64	0.64	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	7.8	7.8	0.0	0.0	0.0	10.0	10.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	0.0	7.8	7.8	0.0	0.0	0.0	10.0	10.0	0.0				
HCM2k95th:	0	0	0	0	10	10	0	0	0	9	9	0				

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Intersection #32 12th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.632
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	31		31	31	31		0	19	19		0	0	0	
Lanes:	0 0	0 0	1		1 0	2 0	0		0 0	2 1	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	0	114		375	549	0		0	1424	149		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	114		375	549	0		0	1424	149		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	114		375	549	0		0	1424	149		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	114		375	549	0		0	1424	149		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	114		375	549	0		0	1424	149		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	0.87		0.77	0.95	1.00		1.00	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		1.00	2.00	0.00		0.00	2.72	0.28		0.00	0.00	0.00	
Final Sat.:	0	0	1644		1461	3610	0		0	4630	484		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.07		0.26	0.15	0.00		0.00	0.31	0.31		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.55		0.55	0.55	0.00		0.00	0.34	0.34		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.13		0.46	0.27	0.00		0.00	0.91	0.91		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	6.3		9.4	6.9	0.0		0.0	26.0	26.0		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	6.3		9.4	6.9	0.0		0.0	26.0	26.0		0.0	0.0	0.0	
HCM2k95th:	0	0	2		10	6	0		0	22	22		0	0	0	

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Intersection #32 12th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.677
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 31.3
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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	31		31	31	31		0	19	19		0	0	0	
Lanes:	0 0	0 0	1		1 0	2 0	0		0 0	2 1	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	0	114		375	549	0		0	1424	149		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	114		375	549	0		0	1424	149		0	0	0	
Added Vol:	0	0	0		0	119	0		0	186	19		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	114		375	668	0		0	1610	168		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	114		375	668	0		0	1610	168		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	114		375	668	0		0	1610	168		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	114		375	668	0		0	1610	168		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	0.87		0.77	0.95	1.00		1.00	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		1.00	2.00	0.00		0.00	2.72	0.28		0.00	0.00	0.00	
Final Sat.:	0	0	1644		1461	3610	0		0	4631	483		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.07		0.26	0.19	0.00		0.00	0.35	0.35		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.55		0.55	0.55	0.00		0.00	0.34	0.34		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.13		0.46	0.33	0.00		0.00	1.02	1.02		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	6.3		9.4	7.3	0.0		0.0	46.6	46.6		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	6.3		9.4	7.3	0.0		0.0	46.6	46.6		0.0	0.0	0.0	
HCM2k95th:	0	0	2		10	7	0		0	30	30		0	0	0	

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Intersection #33 12th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.474
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0	0	25	25	0	0	0	25	25	25				
Lanes:	0 1	0 0	0	0 0	1 1	0 0	0 0	0	0 1	1 1	0					
Volume Module:																
Base Vol:	5	1	0	0	1	595	0	0	0	3	913	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:	5	1	0	0	1	595	0	0	0	3	913	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	5	1	0	0	1	595	0	0	0	3	913	162				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	5	1	0	0	1	595	0	0	0	3	913	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				
Final Vol.:	5	1	0	0	1	595	0	0	0	3	913	162				
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	0.85	0.85	1.00	1.00	1.00	0.87	0.87	0.87				
Lanes:	0.83	0.17	0.00	0.00	0.01	1.99	0.00	0.00	0.00	0.01	2.54	0.45				
Final Sat.:	1454	291	0	0	5	3225	0	0	0	14	4202	746				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.22	0.22	0.22				
Crit Moves:					****					****						
Green/Cycle:	0.42	0.42	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.42	0.42	0.42				
Volume/Cap:	0.01	0.01	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.51	0.51	0.51				
Delay/Veh:	9.9	9.9	0.0	0.0	13.0	13.0	0.0	0.0	0.0	13.4	13.4	13.4				
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:	9.9	9.9	0.0	0.0	13.0	13.0	0.0	0.0	0.0	13.4	13.4	13.4				
HCM2k95th:	0	0	0	0	8	8	0	0	0	10	10	10				

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 12th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0	0	25	25	0	0	0	25	25	25				
Lanes:	0 1	0 0	0	0 0	1 1	0 0	0 0	0	0 1	1 1	0					
Volume Module:																
Base Vol:	5	1	0	0	1	595	0	0	0	3	913	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:	5	1	0	0	1	595	0	0	0	3	913	162				
Added Vol:	0	0	0	0	0	138	0	0	0	0	275	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	5	1	0	0	1	733	0	0	0	3	1188	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	5	1	0	0	1	733	0	0	0	3	1188	162				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	5	1	0	0	1	733	0	0	0	3	1188	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				
Final Vol.:	5	1	0	0	1	733	0	0	0	3	1188	162				
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	0.85	0.85	1.00	1.00	1.00	0.88	0.88	0.88				
Lanes:	0.83	0.17	0.00	0.00	0.01	1.99	0.00	0.00	0.00	0.01	2.63	0.36				
Final Sat.:	1454	291	0	0	4	3226	0	0	0	11	4392	599				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.27	0.27	0.27				
Crit Moves:					****					****						
Green/Cycle:	0.42	0.42	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.42	0.42	0.42				
Volume/Cap:	0.01	0.01	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.64	0.64	0.64				
Delay/Veh:	9.9	9.9	0.0	0.0	14.2	14.2	0.0	0.0	0.0	14.9	14.9	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:	9.9	9.9	0.0	0.0	14.2	14.2	0.0	0.0	0.0	14.9	14.9	14.9				
HCM2k95th:	0	0	0	0	10	10	0	0	0	12	12	12				

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 15th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.388
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		39	766	0		0	544	312		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		39	766	0		0	544	312		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		39	766	0		0	544	312		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		39	766	0		0	544	312		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		39	766	0		0	544	312		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	0.86	0.86		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.15	2.85	0.00		0.00	2.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		251	4936	0		0	3268	1634		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.16	0.16	0.00		0.00	0.17	0.19		0.00	0.00	0.00	
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.35	0.35	0.00		0.00	0.37	0.43		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.2	10.2	0.0		0.0	10.4	10.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		10.2	10.2	0.0		0.0	10.4	10.8		0.0	0.0	0.0	
HCM2k95th:	0	0	0		7	7	0		0	7	8		0	0	0	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 15th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.387
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		39	766	0		0	544	312		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		39	766	0		0	544	312		0	0	0	
Added Vol:	0	0	0		0	0	0		0	20	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		39	766	0		0	564	312		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		39	766	0		0	564	312		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		39	766	0		0	564	312		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		39	766	0		0	564	312		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	0.86	0.86		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.15	2.85	0.00		0.00	2.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		251	4936	0		0	3275	1637		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.16	0.16	0.00		0.00	0.17	0.19		0.00	0.00	0.00	
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.35	0.35	0.00		0.00	0.39	0.43		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.2	10.2	0.0		0.0	10.5	10.7		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		10.2	10.2	0.0		0.0	10.5	10.7		0.0	0.0	0.0	
HCM2k95th:	0	0	0		7	7	0		0	7	8		0	0	0	

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Intersection #35 15th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		318	709	0		0	990	375		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		318	709	0		0	990	375		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		318	709	0		0	990	375		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		318	709	0		0	990	375		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		318	709	0		0	990	375		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	0.87	0.87		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.93	2.07	0.00		0.00	2.18	0.82		0.00	0.00	0.00	
Final Sat.:	0	0	0		1606	3581	0		0	3608	1367		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.20	0.20	0.00		0.00	0.27	0.27		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.44	0.44	0.00		0.00	0.61	0.61		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.8	10.8	0.0		0.0	12.3	12.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		10.8	10.8	0.0		0.0	12.3	12.3		0.0	0.0	0.0	
HCM2k95th:	0	0	0		9	9	0		0	13	13		0	0	0	

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Intersection #35 15th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.567
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		318	709	0		0	990	375		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		318	709	0		0	990	375		0	0	0	
Added Vol:	0	0	0		0	0	0		0	109	59		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		318	709	0		0	1099	434		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		318	709	0		0	1099	434		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		318	709	0		0	1099	434		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		318	709	0		0	1099	434		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	0.87	0.87		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.93	2.07	0.00		0.00	2.15	0.85		0.00	0.00	0.00	
Final Sat.:	0	0	0		1606	3581	0		0	3562	1407		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.20	0.20	0.00		0.00	0.31	0.31		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.44	0.44	0.00		0.00	0.69	0.69		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.8	10.8	0.0		0.0	13.4	13.4		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:	0.0	0.0	0.0		10.8	10.8	0.0		0.0	13.4	13.4		0.0	0.0	0.0	
HCM2k95th:	0	0	0		9	9	0		0	16	16		0	0	0	

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Intersection #36 15th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.435
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	30	30			0	0	0	0	20	20		0
Lanes:	0 0	0	0	0	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	677	243			0	0	0		59	999		0
Growth Adj:	1.00	1.00	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	677	243			0	0	0		59	999		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	0	0	0	0	677	243			0	0	0		59	999		0
Reduct Vol:	0	0	0	0	0	0			0	0	0		0	0		0
Reduced Vol:	0	0	0	0	677	243			0	0	0		59	999		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	0	0	0	0	677	243			0	0	0		59	999		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	0.87	0.87			1.00	1.00	1.00		0.91	0.91		1.00
Lanes:	0.00	0.00	0.00	0.00	2.21	0.79			0.00	0.00	0.00		0.17	2.83		0.00
Final Sat.:	0	0	0	0	3664	1315			0	0	0		289	4898		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.18	0.18			0.00	0.00	0.00		0.20	0.20		0.00
Crit Moves:					****								****			
Green/Cycle:	0.00	0.00	0.00	0.00	0.54	0.54			0.00	0.00	0.00		0.36	0.36		0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.34	0.34			0.00	0.00	0.00		0.57	0.57		0.00
Delay/Veh:	0.0	0.0	0.0	0.0	7.5	7.5			0.0	0.0	0.0		15.0	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	0.0	7.5	7.5			0.0	0.0	0.0		15.0	15.0		0.0
HCM2k95th:	0	0	0	0	6	6			0	0	0		10	10		0

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Intersection #36 15th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	30	30			0	0	0	0	20	20		0
Lanes:	0 0	0	0	0	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	677	243			0	0	0		59	999		0
Growth Adj:	1.00	1.00	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	677	243			0	0	0		59	999		0
Added Vol:	0	0	0	0	59	0			0	0	0		0	275		0
PasserByVol:	0	0	0	0	0	0			0	0	0		0	0		0
Initial Fut:	0	0	0	0	736	243			0	0	0		59	1274		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	0	0	0	0	736	243			0	0	0		59	1274		0
Reduct Vol:	0	0	0	0	0	0			0	0	0		0	0		0
Reduced Vol:	0	0	0	0	736	243			0	0	0		59	1274		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	0	0	0	0	736	243			0	0	0		59	1274		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	0.88	0.88			1.00	1.00	1.00		0.91	0.91		1.00
Lanes:	0.00	0.00	0.00	0.00	2.26	0.74			0.00	0.00	0.00		0.13	2.87		0.00
Final Sat.:	0	0	0	0	3755	1240			0	0	0		230	4957		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.20	0.20			0.00	0.00	0.00		0.26	0.26		0.00
Crit Moves:					****								****			
Green/Cycle:	0.00	0.00	0.00	0.00	0.54	0.54			0.00	0.00	0.00		0.36	0.36		0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.37	0.37			0.00	0.00	0.00		0.72	0.72		0.00
Delay/Veh:	0.0	0.0	0.0	0.0	7.6	7.6			0.0	0.0	0.0		17.0	17.0		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	7.6	7.6			0.0	0.0	0.0		17.0	17.0		0.0
HCM2k95th:	0	0	0	0	7	7			0	0	0		13	13		0

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Intersection #37 15th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.437
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	28	28			0	0	0	0	22	22		0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0	0	571	217			0	0	0	0	107	1096		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	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	571	217			0	0	0	0	107	1096		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	571	217			0	0	0	0	107	1096		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	571	217			0	0	0	0	107	1096		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	571	217			0	0	0	0	107	1096		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.87	0.87	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.17	0.83	0.00	0.00	0.00	0.27	2.73	0.00				
Final Sat.:	0	0	0	0	3604	1370			0	0	0	0	461	4726		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.23	0.23	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.39	0.39	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.59	0.59	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	8.4	8.4	0.0	0.0	0.0	13.9	13.9	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	0.0	8.4	8.4	0.0	0.0	0.0	13.9	13.9	0.0				
HCM2k95th:	0	0	0	0	6	6	0	0	0	10	10	0				

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 15th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.459
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	28	28			0	0	0	0	22	22		0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0	0	571	217			0	0	0	0	107	1096		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	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	571	217			0	0	0	0	107	1096		0
Added Vol:	0	0	0	0	81	0			0	0	0	0	0	22		0
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Initial Fut:	0	0	0	0	652	217			0	0	0	0	107	1118		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	652	217			0	0	0	0	107	1118		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	652	217			0	0	0	0	107	1118		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	652	217			0	0	0	0	107	1118		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.88	0.88	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.25	0.75	0.00	0.00	0.00	0.26	2.74	0.00				
Final Sat.:	0	0	0	0	3748	1247			0	0	0	0	453	4734		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.24	0.24	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.39	0.39	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.60	0.60	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	8.6	8.6	0.0	0.0	0.0	14.0	14.0	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	8.6	8.6	0.0	0.0	0.0	14.0	14.0	0.0				
HCM2k95th:	0	0	0	0	7	7	0	0	0	10	10	0				

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Intersection #38 15th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.376
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		27	27	0		0	23	23		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	2	1	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		112	590	0		0	903	117		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		112	590	0		0	903	117		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		112	590	0		0	903	117		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		112	590	0		0	903	117		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		112	590	0		0	903	117		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	0.89	0.89		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.48	2.52	0.00		0.00	2.66	0.34		0.00	0.00	0.00	
Final Sat.:	0	0	0		828	4359	0		0	4514	585		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.14	0.14	0.00		0.00	0.20	0.20		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.48	0.48	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.28	0.28	0.00		0.00	0.49	0.49		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		8.7	8.7	0.0		0.0	12.3	12.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		8.7	8.7	0.0		0.0	12.3	12.3		0.0	0.0	0.0	
HCM2k95th:	0	0	0		5	5	0		0	8	8		0	0	0	

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Intersection #38 15th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.395
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		27	27	0		0	23	23		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	2	1	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		112	590	0		0	903	117		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		112	590	0		0	903	117		0	0	0	
Added Vol:	0	0	0		6	75	0		0	9	1		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		118	665	0		0	912	118		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		118	665	0		0	912	118		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		118	665	0		0	912	118		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		118	665	0		0	912	118		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	0.89	0.89		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.45	2.55	0.00		0.00	2.66	0.34		0.00	0.00	0.00	
Final Sat.:	0	0	0		782	4405	0		0	4515	584		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.15	0.15	0.00		0.00	0.20	0.20		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.48	0.48	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.31	0.31	0.00		0.00	0.49	0.49		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		8.9	8.9	0.0		0.0	12.4	12.4		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:	0.0	0.0	0.0		8.9	8.9	0.0		0.0	12.4	12.4		0.0	0.0	0.0	
HCM2k95th:	0	0	0		5	5	0		0	8	8		0	0	0	

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Intersection #39 15th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.230
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 76 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	32	32		0	0	0		38	38	0	
Lanes:	0	0	0	0	0	0	0	3	1	0	0	0	0	0	1	1	2	0	0
Volume Module:																			
Base Vol:	0	0	0		0	617	24		0	0	0		205	1141	0	
Growth Adj:	1.00	1.00	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	617	24		0	0	0		205	1141	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	617	24		0	0	0		205	1141	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	617	24		0	0	0		205	1141	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	617	24		0	0	0		205	1141	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		0.91	0.91	1.00	
Lanes:	0.00	0.00	0.00		0.00	3.85	0.15		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	6617	257		0	0	0		1729	5187	0	
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.00		0.00	0.09	0.09		0.00	0.00	0.00		0.12	0.22	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.42	0.42		0.00	0.00	0.00		0.50	0.50	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.22	0.22		0.00	0.00	0.00		0.24	0.44	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	14.1	14.1		0.0	0.0	0.0		10.8	12.3	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	14.1	14.1		0.0	0.0	0.0		10.8	12.3	0.0	
HCM2k95th:	0	0	0		0	5	5		0	0	0		6	11	0	

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Intersection #39 15th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.240
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 76 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	32	32		0	0	0		38	38	0	
Lanes:	0	0	0	0	0	0	0	3	1	0	0	0	0	0	1	1	2	0	0
Volume Module:																			
Base Vol:	0	0	0		0	617	24		0	0	0		205	1141	0	
Growth Adj:	1.00	1.00	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	617	24		0	0	0		205	1141	0	
Added Vol:	0	0	0		0	64	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	681	24		0	0	0		205	1141	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	681	24		0	0	0		205	1141	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	681	24		0	0	0		205	1141	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	681	24		0	0	0		205	1141	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	0.91	0.91		1.00	1.00	1.00		0.91	0.91	1.00	
Lanes:	0.00	0.00	0.00		0.00	3.86	0.14		0.00	0.00	0.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		0	6647	234		0	0	0		1729	5187	0	
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.00		0.00	0.10	0.10		0.00	0.00	0.00		0.12	0.22	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.42	0.42		0.00	0.00	0.00		0.50	0.50	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.24	0.24		0.00	0.00	0.00		0.24	0.44	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	14.2	14.2		0.0	0.0	0.0		10.8	12.3	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	14.2	14.2		0.0	0.0	0.0		10.8	12.3	0.0	
HCM2k95th:	0	0	0		0	5	5		0	0	0		6	11	0	

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Intersection #40 15th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	14	14		24	24	0		0	32	32		0	0	0	
Lanes:	0 0	2	1	0	1 1	2	0	0	0 0	1	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	693	26		349	370	0		0	656	91		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	693	26		349	370	0		0	656	91		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	693	26		349	370	0		0	656	91		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	693	26		349	370	0		0	656	91		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	693	26		349	370	0		0	656	91		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		0.89	0.89	1.00		1.00	0.93	0.93		1.00	1.00	1.00	
Lanes:	0.00	2.89	0.11		1.94	2.06	0.00		0.00	1.76	0.24		0.00	0.00	0.00	
Final Sat.:	0	4974	187		3276	3474	0		0	3113	432		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.14		0.11	0.11	0.00		0.00	0.21	0.21		0.00	0.00	0.00	
Crit Moves:		****				****				****						
Green/Cycle:	0.00	0.18	0.18		0.30	0.30	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.00	0.79	0.79		0.35	0.35	0.00		0.00	0.52	0.52		0.00	0.00	0.00	
Delay/Veh:	0.0	35.6	35.6		21.5	21.5	0.0		0.0	18.1	18.1		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	35.6	35.6		21.5	21.5	0.0		0.0	18.1	18.1		0.0	0.0	0.0	
HCM2k95th:	0	15	15		7	7	0		0	14	14		0	0	0	

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Intersection #40 15th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	14	14		24	24	0		0	32	32		0	0	0	
Lanes:	0 0	2	1	0	1 1	2	0	0	0 0	1	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	693	26		349	370	0		0	656	91		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	693	26		349	370	0		0	656	91		0	0	0	
Added Vol:	0	0	0		64	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	693	26		413	370	0		0	656	91		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	693	26		413	370	0		0	656	91		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	693	26		413	370	0		0	656	91		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	693	26		413	370	0		0	656	91		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		0.89	0.89	1.00		1.00	0.93	0.93		1.00	1.00	1.00	
Lanes:	0.00	2.89	0.11		2.00	2.00	0.00		0.00	1.76	0.24		0.00	0.00	0.00	
Final Sat.:	0	4974	187		3368	3368	0		0	3113	432		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.14		0.12	0.11	0.00		0.00	0.21	0.21		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green/Cycle:	0.00	0.18	0.18		0.30	0.30	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.00	0.79	0.79		0.40	0.36	0.00		0.00	0.52	0.52		0.00	0.00	0.00	
Delay/Veh:	0.0	35.6	35.6		22.0	21.6	0.0		0.0	18.1	18.1		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	35.6	35.6		22.0	21.6	0.0		0.0	18.1	18.1		0.0	0.0	0.0	
HCM2k95th:	0	15	15		8	7	0		0	14	14		0	0	0	

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Intersection #41 16th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.419
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		16	25	0		0	0	9	
Lanes:	0 0	2	1	0	0 0	0	0	0	2 1	0	0	0	0 0	0	0	1
Volume Module:																
Base Vol:	0	1058	23		0	0	0		304	306	0		0	0	39	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1058	23		0	0	0		304	306	0		0	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:	1.00	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	1058	23		0	0	0		304	306	0		0	0	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1058	23		0	0	0		304	306	0		0	0	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1058	23		0	0	0		304	306	0		0	0	39	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		0.95	0.98	1.00		1.00	1.00	0.87	
Lanes:	0.00	2.94	0.06		0.00	0.00	0.00		2.00	1.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	5061	110		0	0	0		3598	1854	0		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.21		0.00	0.00	0.00		0.08	0.17	0.00		0.00	0.00	0.02	
Crit Moves:		****								****			****			
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.29	0.45	0.00		0.00	0.00	0.16	
Volume/Cap:	0.00	0.47	0.47		0.00	0.00	0.00		0.30	0.37	0.00		0.00	0.00	0.15	
Delay/Veh:	0.0	11.0	11.0		0.0	0.0	0.0		15.7	10.4	0.0		0.0	0.0	20.5	
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	11.0	11.0		0.0	0.0	0.0		15.7	10.4	0.0		0.0	0.0	20.5	
HCM2k95th:	0	8	8		0	0	0		4	7	0		0	0	1	

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Intersection #41 16th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.429
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		16	25	0		0	0	9	
Lanes:	0 0	2	1	0	0 0	0	0	0	2 1	0	0	0	0 0	0	0	1
Volume Module:																
Base Vol:	0	1058	23		0	0	0		304	306	0		0	0	39	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1058	23		0	0	0		304	306	0		0	0	39	
Added Vol:	0	46	0		0	0	0		20	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1104	23		0	0	0		324	306	0		0	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:	1.00	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	1104	23		0	0	0		324	306	0		0	0	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1104	23		0	0	0		324	306	0		0	0	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1104	23		0	0	0		324	306	0		0	0	39	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		0.95	0.98	1.00		1.00	1.00	0.87	
Lanes:	0.00	2.94	0.06		0.00	0.00	0.00		2.00	1.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	5066	106		0	0	0		3594	1853	0		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.22		0.00	0.00	0.00		0.09	0.17	0.00		0.00	0.00	0.02	
Crit Moves:		****								****			****			
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.29	0.45	0.00		0.00	0.00	0.16	
Volume/Cap:	0.00	0.49	0.49		0.00	0.00	0.00		0.32	0.37	0.00		0.00	0.00	0.15	
Delay/Veh:	0.0	11.1	11.1		0.0	0.0	0.0		15.8	10.4	0.0		0.0	0.0	20.5	
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	11.1	11.1		0.0	0.0	0.0		15.8	10.4	0.0		0.0	0.0	20.5	
HCM2k95th:	0	9	9		0	0	0		4	7	0		0	0	1	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 16th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	403	891	0		0	0	0		0	0	0		0	1135	223	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	403	891	0		0	0	0		0	0	0		0	1135	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	403	891	0		0	0	0		0	0	0		0	1135	223	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	403	891	0		0	0	0		0	0	0		0	1135	223	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	403	891	0		0	0	0		0	0	0		0	1135	223	
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	0.89	0.89	
Lanes:	1.25	2.75	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.51	0.49	
Final Sat.:	2154	4762	0		0	0	0		0	0	0		0	4227	830	
Capacity Analysis Module:																	
Vol/Sat:	0.19	0.19	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.27	0.27	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.42	0.42	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.60	0.60	
Delay/Veh:	10.6	10.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	12.2	12.2	
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:	10.6	10.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	12.2	12.2	
HCM2k95th:	7	7	0		0	0	0		0	0	0		0	13	13	

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Intersection #42 16th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.523
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	403	891	0		0	0	0		0	0	0		0	1135	223	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	403	891	0		0	0	0		0	0	0		0	1135	223	
Added Vol:	33	46	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:	436	937	0		0	0	0		0	0	0		0	1135	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	436	937	0		0	0	0		0	0	0		0	1135	223	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	436	937	0		0	0	0		0	0	0		0	1135	223	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	436	937	0		0	0	0		0	0	0		0	1135	223	
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	0.89	0.89	
Lanes:	1.27	2.73	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.51	0.49	
Final Sat.:	2196	4720	0		0	0	0		0	0	0		0	4227	830	
Capacity Analysis Module:																	
Vol/Sat:	0.20	0.20	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.27	0.27	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.44	0.44	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.60	0.60	
Delay/Veh:	10.8	10.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	12.2	12.2	
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:	10.8	10.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	12.2	12.2	
HCM2k95th:	8	8	0		0	0	0		0	0	0		0	13	13	

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Intersection #43 16th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1562	160		0	0	0		251	1373	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	1562	160		0	0	0		251	1373	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1562	160		0	0	0		251	1373	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1562	160		0	0	0		251	1373	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1562	160		0	0	0		251	1373	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		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.72	0.28		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	4639	475		0	0	0		1729	5187	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.34	0.34		0.00	0.00	0.00		0.15	0.26	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.75	0.75		0.00	0.00	0.00		0.33	0.59	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	14.4	14.4		0.0	0.0	0.0		10.1	12.0	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	14.4	14.4		0.0	0.0	0.0		10.1	12.0	0.0		0.0	0.0	0.0	
HCM2k95th:	0	19	19		0	0	0		5	11	0		0	0	0	

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Intersection #43 16th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1562	160		0	0	0		251	1373	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	1562	160		0	0	0		251	1373	0		0	0	0	
Added Vol:	0	33	0		0	0	0		46	63	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1595	160		0	0	0		297	1436	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1595	160		0	0	0		297	1436	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1595	160		0	0	0		297	1436	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1595	160		0	0	0		297	1436	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		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.73	0.27		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	4648	466		0	0	0		1729	5187	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.34	0.34		0.00	0.00	0.00		0.17	0.28	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.77	0.77		0.00	0.00	0.00		0.38	0.62	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	14.7	14.7		0.0	0.0	0.0		10.4	12.3	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	14.7	14.7		0.0	0.0	0.0		10.4	12.3	0.0		0.0	0.0	0.0	
HCM2k95th:	0	19	19		0	0	0		7	12	0		0	0	0	

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Intersection #44 16th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.465
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	1	0 2	1	0	0	0 0	0	0	0	0 0	0	0	0	1 1	0	
Volume Module:																
Base Vol:	334	1411	0		0	0	0		0	0	0		0	701	143	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	334	1411	0		0	0	0		0	0	0		0	701	143	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	334	1411	0		0	0	0		0	0	0		0	701	143	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	334	1411	0		0	0	0		0	0	0		0	701	143	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	334	1411	0		0	0	0		0	0	0		0	701	143	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.93	0.93	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	1.66	0.34	
Final Sat.:	1900	5187	0		0	0	0		0	0	0		0	2923	596	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.27	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.24	0.24	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.39	0.61	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.54	0.54	
Delay/Veh:	10.7	12.3	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	11.7	11.7	
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:	10.7	12.3	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	11.7	11.7	
HCM2k95th:	8	13	0		0	0	0		0	0	0		0	11	11	

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Intersection #44 16th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0		0	0	0		0	0	0		0	25	25	
Lanes:	1	0 2	1	0	0	0 0	0	0	0	0 0	0	0	0	1 1	0	
Volume Module:																
Base Vol:	334	1411	0		0	0	0		0	0	0		0	701	143	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	334	1411	0		0	0	0		0	0	0		0	701	143	
Added Vol:	135	23	0		0	0	0		0	0	0		0	140	11	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	469	1434	0		0	0	0		0	0	0		0	841	154	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	469	1434	0		0	0	0		0	0	0		0	841	154	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	469	1434	0		0	0	0		0	0	0		0	841	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	
Final Vol.:	469	1434	0		0	0	0		0	0	0		0	841	154	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.93	0.93	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	1.69	0.31	
Final Sat.:	1900	5187	0		0	0	0		0	0	0		0	2981	546	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.28	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.28	0.28	
Crit Moves:	****													****		
Green/Cycle:	0.45	0.45	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.45	0.45	
Volume/Cap:	0.55	0.62	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.63	0.63	
Delay/Veh:	12.2	12.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	12.8	12.8	
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:	12.2	12.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	12.8	12.8	
HCM2k95th:	13	14	0		0	0	0		0	0	0		0	14	14	

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Intersection #45 16th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.773
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0		0	0	0		0	0	0		0	21	21	
Lanes:	0	1 1	1	0	0	0 0	0	0	0	0 0	0	0	0	1 1	0	
Volume Module:																
Base Vol:	244	1677	0		0	0	0		0	0	0		0	961	167	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	244	1677	0		0	0	0		0	0	0		0	961	167	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	244	1677	0		0	0	0		0	0	0		0	961	167	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	244	1677	0		0	0	0		0	0	0		0	961	167	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	244	1677	0		0	0	0		0	0	0		0	961	167	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	0.91	0.91		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.93	0.93	
Lanes:	0.38	2.62	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	1.70	0.30	
Final Sat.:	659	4528	0		0	0	0		0	0	0		0	3008	523	
Capacity Analysis Module:																
Vol/Sat:	0.37	0.37	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.32	0.32	
Crit Moves:	****													****		
Green/Cycle:	0.52	0.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.72	0.72	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.85	0.85	
Delay/Veh:	11.3	11.3	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	21.6	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:	11.3	11.3	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	21.6	21.6	
HCM2k95th:	16	16	0		0	0	0		0	0	0		0	22	22	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 16th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.814
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0		0	0	0		0	0	0		0	21	21	
Lanes:	0	1 1	1	0	0	0 0	0	0	0	0 0	0	0	0	1 1	0	
Volume Module:																
Base Vol:	244	1677	0		0	0	0		0	0	0		0	961	167	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	244	1677	0		0	0	0		0	0	0		0	961	167	
Added Vol:	-9	155	0		0	0	0		0	0	0		0	30	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	235	1832	0		0	0	0		0	0	0		0	991	169	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	235	1832	0		0	0	0		0	0	0		0	991	169	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	235	1832	0		0	0	0		0	0	0		0	991	169	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	235	1832	0		0	0	0		0	0	0		0	991	169	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	0.91	0.91		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.93	0.93	
Lanes:	0.34	2.66	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	1.71	0.29	
Final Sat.:	590	4597	0		0	0	0		0	0	0		0	3016	514	
Capacity Analysis Module:																
Vol/Sat:	0.40	0.40	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.33	0.33	
Crit Moves:	****													****		
Green/Cycle:	0.52	0.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.77	0.77	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.88	0.88	
Delay/Veh:	12.2	12.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	23.2	23.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	12.2	12.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	23.2	23.2	
HCM2k95th:	18	18	0		0	0	0		0	0	0		0	24	24	

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Intersection #46 16th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.679
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	1	0	0	0 0	0	0	1
Volume Module:																
Base Vol:	0	1534	45		0	0	0		385	701	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	1534	45		0	0	0		385	701	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1534	45		0	0	0		385	701	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1534	45		0	0	0		385	701	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1534	45		0	0	0		385	701	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		0.95	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.91	0.09		0.00	0.00	0.00		0.71	1.29	0.00		0.00	0.00	1.00	
Final Sat.:	0	5019	147		0	0	0		1280	2330	0		0	0	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.31		0.00	0.00	0.00		0.30	0.30	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.68	0.68		0.00	0.00	0.00		0.67	0.67	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	13.2	13.2		0.0	0.0	0.0		13.4	13.4	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	13.2	13.2		0.0	0.0	0.0		13.4	13.4	0.0		0.0	0.0	0.0	
HCM2k95th:	0	16	16		0	0	0		14	14	0		0	0	0	

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Intersection #46 16th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	1	0	0	0 0	0	0	1
Volume Module:																
Base Vol:	0	1534	45		0	0	0		385	701	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	1534	45		0	0	0		385	701	0		0	0	0	
Added Vol:	0	146	0		0	0	0		0	15	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1680	45		0	0	0		385	716	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1680	45		0	0	0		385	716	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1680	45		0	0	0		385	716	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1680	45		0	0	0		385	716	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		0.95	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.92	0.08		0.00	0.00	0.00		0.70	1.30	0.00		0.00	0.00	1.00	
Final Sat.:	0	5031	135		0	0	0		1262	2348	0		0	0	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.33	0.33		0.00	0.00	0.00		0.30	0.30	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.75	0.75		0.00	0.00	0.00		0.68	0.68	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	14.3	14.3		0.0	0.0	0.0		13.6	13.6	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:	0.0	14.3	14.3		0.0	0.0	0.0		13.6	13.6	0.0		0.0	0.0	0.0	
HCM2k95th:	0	19	19		0	0	0		14	14	0		0	0	0	

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Intersection #47 16th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.506
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	0		0	16	16		0	24	24	
Lanes:	1	1	2	0	0	0	0	0	0	0	2	1	0	0	1	1
Volume Module:																
Base Vol:	156	1316	0		0	0	0		0	718	190		0	286	686	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	156	1316	0		0	0	0		0	718	190		0	286	686	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	156	1316	0		0	0	0		0	718	190		0	286	686	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	156	1316	0		0	0	0		0	718	190		0	286	686	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	156	1316	0		0	0	0		0	718	190		0	286	686	
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	0.88	0.88		1.00	0.85	0.85	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	2.37	0.63		0.00	1.00	2.00	
Final Sat.:	1729	5187	0		0	0	0		0	3974	1052		0	1614	3227	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.25	0.00		0.00	0.00	0.00		0.00	0.18	0.18		0.00	0.18	0.21	
Crit Moves:	****									****				****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.20	0.20		0.00	0.30	0.30	
Volume/Cap:	0.24	0.67	0.00		0.00	0.00	0.00		0.00	0.89	0.89		0.00	0.58	0.70	
Delay/Veh:	16.7	21.2	0.0		0.0	0.0	0.0		0.0	40.7	40.7		0.0	23.8	25.9	
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:	16.7	21.2	0.0		0.0	0.0	0.0		0.0	40.7	40.7		0.0	23.8	25.9	
HCM2k95th:	5	16	0		0	0	0		0	20	20		0	13	16	

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Intersection #47 16th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 28.7
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	0		0	16	16		0	24	24	
Lanes:	1	1	2	0	0	0	0	0	0	0	2	1	0	0	1	1
Volume Module:																
Base Vol:	156	1316	0		0	0	0		0	718	190		0	286	686	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	156	1316	0		0	0	0		0	718	190		0	286	686	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	146	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	156	1316	0		0	0	0		0	718	190		0	286	832	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	156	1316	0		0	0	0		0	718	190		0	286	832	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	156	1316	0		0	0	0		0	718	190		0	286	832	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	156	1316	0		0	0	0		0	718	190		0	286	832	
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	0.88	0.88		1.00	0.84	0.84	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	2.37	0.63		0.00	1.00	2.00	
Final Sat.:	1729	5187	0		0	0	0		0	3974	1052		0	1603	3206	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.25	0.00		0.00	0.00	0.00		0.00	0.18	0.18		0.00	0.18	0.26	
Crit Moves:	****									****				****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.20	0.20		0.00	0.30	0.30	
Volume/Cap:	0.24	0.67	0.00		0.00	0.00	0.00		0.00	0.89	0.89		0.00	0.59	0.85	
Delay/Veh:	16.7	21.2	0.0		0.0	0.0	0.0		0.0	40.7	40.7		0.0	23.8	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:	16.7	21.2	0.0		0.0	0.0	0.0		0.0	40.7	40.7		0.0	23.8	31.5	
HCM2k95th:	5	16	0		0	0	0		0	20	20		0	13	23	

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

Intersection #48 16th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.522
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 76 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	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0 0	3	1	0	0 0	0	0	0	2 0	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1631	139		0	0	0		816	777	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	1631	139		0	0	0		816	777	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1631	139		0	0	0		816	777	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1631	139		0	0	0		816	777	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1631	139		0	0	0		816	777	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		0.97	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.69	0.31		0.00	0.00	0.00		2.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	6296	537		0	0	0		3686	3610	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.26		0.00	0.00	0.00		0.22	0.22	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.56	0.56		0.00	0.00	0.00		0.48	0.47	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	15.2	15.2		0.0	0.0	0.0		14.4	14.3	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	15.2	15.2		0.0	0.0	0.0		14.4	14.3	0.0		0.0	0.0	0.0	
HCM2k95th:	0	15	15		0	0	0		12	12	0		0	0	0	

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

Intersection #48 16th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.522
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 76 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	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0 0	3	1	0	0 0	0	0	0	2 0	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1631	139		0	0	0		816	777	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	1631	139		0	0	0		816	777	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	64	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1631	139		0	0	0		816	841	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1631	139		0	0	0		816	841	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1631	139		0	0	0		816	841	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1631	139		0	0	0		816	841	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		0.97	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.69	0.31		0.00	0.00	0.00		2.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	6296	537		0	0	0		3686	3610	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.26		0.00	0.00	0.00		0.22	0.23	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.56	0.56		0.00	0.00	0.00		0.48	0.51	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	15.2	15.2		0.0	0.0	0.0		14.4	14.7	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:	0.0	15.2	15.2		0.0	0.0	0.0		14.4	14.7	0.0		0.0	0.0	0.0	
HCM2k95th:	0	15	15		0	0	0		12	13	0		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 29th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.700
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 39.7
Optimal Cycle: 82 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	18	18	0		26	26	0		0	26	26		0	0	0	
Lanes:	0 1	2	0	0	0 1	1	0	0	0 0	2	1	0	1 0	0	0	0
Volume Module:																
Base Vol:	47	287	0		426	699	0		0	703	396		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:	47	287	0		426	699	0		0	703	396		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:	47	287	0		426	699	0		0	703	396		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	47	287	0		426	699	0		0	703	396		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	47	287	0		426	699	0		0	703	396		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	1.00		0.93	0.93	1.00		1.00	0.86	0.86		1.00	1.00	1.00	
Lanes:	0.42	2.58	0.00		0.76	1.24	0.00		0.00	2.00	1.00		1.00	0.00	0.00	
Final Sat.:	725	4426	0		1341	2200	0		0	3271	1636		1900	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.00		0.32	0.32	0.00		0.00	0.21	0.24		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green/Cycle:	0.22	0.22	0.00		0.32	0.32	0.00		0.00	0.32	0.32		0.00	0.00	0.00	
Volume/Cap:	0.30	0.30	0.00		1.00	1.00	0.00		0.00	0.68	0.76		0.00	0.00	0.00	
Delay/Veh:	27.4	27.4	0.0		55.3	55.3	0.0		0.0	26.7	29.1		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:	27.4	27.4	0.0		55.3	55.3	0.0		0.0	26.7	29.1		0.0	0.0	0.0	
HCM2k95th:	6	6	0		35	35	0		0	16	19		0	0	0	

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Intersection #49 29th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 39.7
Optimal Cycle: 82 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	18	18	0		26	26	0		0	26	26		0	0	0	
Lanes:	0 1	2	0	0	0 1	1	0	0	0 0	2	1	0	1 0	0	0	0
Volume Module:																
Base Vol:	47	287	0		426	699	0		0	703	396		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:	47	287	0		426	699	0		0	703	396		0	0	0	
Added Vol:	0	0	0		0	0	0		0	11	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	47	287	0		426	699	0		0	714	396		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:	47	287	0		426	699	0		0	714	396		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	47	287	0		426	699	0		0	714	396		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	47	287	0		426	699	0		0	714	396		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	1.00		0.93	0.93	1.00		1.00	0.86	0.86		1.00	1.00	1.00	
Lanes:	0.42	2.58	0.00		0.76	1.24	0.00		0.00	2.00	1.00		1.00	0.00	0.00	
Final Sat.:	725	4426	0		1341	2200	0		0	3271	1636		1900	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.00		0.32	0.32	0.00		0.00	0.22	0.24		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green/Cycle:	0.22	0.22	0.00		0.32	0.32	0.00		0.00	0.32	0.32		0.00	0.00	0.00	
Volume/Cap:	0.30	0.30	0.00		1.00	1.00	0.00		0.00	0.69	0.76		0.00	0.00	0.00	
Delay/Veh:	27.4	27.4	0.0		55.3	55.3	0.0		0.0	26.9	29.1		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:	27.4	27.4	0.0		55.3	55.3	0.0		0.0	26.9	29.1		0.0	0.0	0.0	
HCM2k95th:	6	6	0		35	35	0		0	16	19		0	0	0	

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Intersection #50 30th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.485
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 79 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	31	31		0	0	0		39	39	0		0	0	0	
Lanes:	0 1	1	1	0	0 0	0	0	0	1 0	2	0	0	0 0	0	1	0
Volume Module:																
Base Vol:	0	462	483		0	0	0		242	904	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	462	483		0	0	0		242	904	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	462	483		0	0	0		242	904	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	462	483		0	0	0		242	904	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	462	483		0	0	0		242	904	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	0.84	0.84		1.00	1.00	1.00		1.00	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		0.00	0.00	0.00		1.00	2.00	0.00		0.00	1.00	0.00	
Final Sat.:	0	3192	1596		0	0	0		1900	3610	0		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.30		0.00	0.00	0.00		0.13	0.25	0.00		0.00	0.00	0.00	
Crit Moves:			****						****							
Green/Cycle:	0.00	0.39	0.39		0.00	0.00	0.00		0.49	0.49	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.37	0.77		0.00	0.00	0.00		0.26	0.51	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	17.1	24.0		0.0	0.0	0.0		11.8	13.8	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	17.1	24.0		0.0	0.0	0.0		11.8	13.8	0.0		0.0	0.0	0.0	
HCM2k95th:	0	8	22		0	0	0		6	14	0		0	0	0	

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Intersection #50 30th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.485
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 79 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	31	31		0	0	0		39	39	0		0	0	0	
Lanes:	0 1	1	1	0	0 0	0	0	0	1 0	2	0	0	0 0	0	1	0
Volume Module:																
Base Vol:	0	462	483		0	0	0		242	904	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	462	483		0	0	0		242	904	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	11	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	462	483		0	0	0		242	915	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	462	483		0	0	0		242	915	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	462	483		0	0	0		242	915	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	462	483		0	0	0		242	915	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	0.84	0.84		1.00	1.00	1.00		1.00	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		0.00	0.00	0.00		1.00	2.00	0.00		0.00	1.00	0.00	
Final Sat.:	0	3192	1596		0	0	0		1900	3610	0		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.30		0.00	0.00	0.00		0.13	0.25	0.00		0.00	0.00	0.00	
Crit Moves:			****						****							
Green/Cycle:	0.00	0.39	0.39		0.00	0.00	0.00		0.49	0.49	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.37	0.77		0.00	0.00	0.00		0.26	0.51	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	17.1	24.0		0.0	0.0	0.0		11.8	13.8	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	17.1	24.0		0.0	0.0	0.0		11.8	13.8	0.0		0.0	0.0	0.0	
HCM2k95th:	0	8	22		0	0	0		6	14	0		0	0	0	

Downtown Sacramento Traffic Study
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Scenario Report

Scenario:	2030 PM Project
Command:	2030 PM PROJ
Volume:	2030 PM NO Project
Geometry:	Cumulative PM
Impact Fee:	Default Impact Fee
Trip Generation:	PM Add Projects
Trip Distribution:	Project
Paths:	Project
Routes:	Default Routes
Configuration:	Default Configuration

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Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 3rd St/J St

Cycle (sec): 0 Critical Vol./Cap. (X): 0.930
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 40.4
Optimal Cycle: 85 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	4	4	4	0	4	4	4	4	4	4	4	4	4
Lanes:	0	0	0	0 2	2	0	1	0 0	0	1	2	1 0	0	1	1	1 0
Volume Module:																
Base Vol:	0	0	315	421	375	0	2	472	436	10	968	407				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	315	421	375	0	2	472	436	10	968	407				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	315	421	375	0	2	472	436	10	968	407				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	315	421	375	0	2	472	436	10	968	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				
Final Vol.:	0	0	315	421	375	0	2	472	436	10	968	407				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	0.67	0.54	0.90	1.00	0.76	0.76	0.76	0.78	0.78	0.78				
Lanes:	0.00	0.00	2.00	2.00	1.00	0.00	0.01	2.99	1.00	0.02	2.10	0.88				
Final Sat.:	0	0	2558	2067	1710	0	18	4314	1444	32	3119	1311				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.12	0.20	0.22	0.00	0.11	0.11	0.30	0.31	0.31	0.31				
Crit Moves:					****				****			****				
Green/Cycle:	0.00	0.00	0.24	0.24	0.24	0.00	0.32	0.32	0.32	0.33	0.33	0.33				
Volume/Cap:	0.00	0.00	0.52	0.86	0.93	0.00	0.34	0.34	0.93	0.93	0.93	0.93				
Delay/Veh:	0.0	0.0	31.5	49.3	62.1	0.0	22.1	22.1	43.9	39.1	39.1	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:	0.0	0.0	31.5	49.3	62.1	0.0	22.1	22.1	43.9	39.1	39.1	39.1				
HCM2k95th:	0	0	9	20	23	0	7	7	26	27	27	27				

Downtown Sacramento Traffic Study
2030 Cumulative Conditions
PM Peak Hour

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

Intersection #1 3rd St/J St

Cycle (sec): 0 Critical Vol./Cap. (X): 0.990
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 47.2
Optimal Cycle: 85 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	4	4	4	0	4	4	4	4	4	4	4	4	4
Lanes:	0	0	0	0 2	2	0	1	0 0	0	1	2	1 0	0	1	1	1 0
Volume Module:																
Base Vol:	0	0	315	421	375	0	2	472	436	10	968	407				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	315	421	375	0	2	472	436	10	968	407				
Added Vol:	0	0	0	0	8	0	0	149	35	0	129	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	315	421	383	0	2	621	471	10	1097	407				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	315	421	383	0	2	621	471	10	1097	407				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	315	421	383	0	2	621	471	10	1097	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				
Final Vol.:	0	0	315	421	383	0	2	621	471	10	1097	407				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	0.67	0.54	0.90	1.00	0.77	0.77	0.77	0.79	0.79	0.79				
Lanes:	0.00	0.00	2.00	2.00	1.00	0.00	0.01	2.99	1.00	0.02	2.17	0.81				
Final Sat.:	0	0	2558	2070	1710	0	14	4351	1455	30	3247	1205				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.12	0.20	0.22	0.00	0.14	0.14	0.32	0.34	0.34	0.34				
Crit Moves:					****				****			****				
Green/Cycle:	0.00	0.00	0.23	0.23	0.23	0.00	0.33	0.33	0.33	0.34	0.34	0.34				
Volume/Cap:	0.00	0.00	0.54	0.90	0.99	0.00	0.44	0.44	0.99	0.99	0.99	0.99				
Delay/Veh:	0.0	0.0	32.7	54.8	76.2	0.0	23.0	23.0	53.3	48.7	48.7	48.7				
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	32.7	54.8	76.2	0.0	23.0	23.0	53.3	48.7	48.7	48.7				
HCM2k95th:	0	0	9	21	26	0	9	9	30	32	32	32				

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 3rd St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 1.001
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 64.5
Optimal Cycle: 85 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:	10	30	0		0	20	20		0	0	0		40	40	0	
Lanes:	1 0	2 0	0		0 0	2 1	0		0 0	0 0	0		1 1	1 0	1	
Volume Module:																
Base Vol:	82	70	0		0	824	437		0	0	0		447	1492	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:	82	70	0		0	824	437		0	0	0		447	1492	190	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	82	70	0		0	824	437		0	0	0		447	1492	190	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	82	70	0		0	824	437		0	0	0		447	1492	190	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	82	70	0		0	824	437		0	0	0		447	1492	190	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	1.00		1.00	0.78	0.78		1.00	1.00	1.00		0.73	0.73	0.77	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	2.00	1.00	
Final Sat.:	1625	3249	0		0	2950	1475		0	0	0		1381	2762	1454	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.02	0.00		0.00	0.28	0.30		0.00	0.00	0.00		0.32	0.54	0.13	
Crit Moves:	****						****							****		
Green/Cycle:	0.13	0.38	0.00		0.00	0.25	0.25		0.00	0.00	0.00		0.51	0.51	0.51	
Volume/Cap:	0.40	0.06	0.00		0.00	1.10	1.17		0.00	0.00	0.00		0.64	1.07	0.26	
Delay/Veh:	37.4	15.6	0.0		0.0	89.1	116.2		0.0	0.0	0.0		15.3	61.1	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:	37.4	15.6	0.0		0.0	89.1	116.2		0.0	0.0	0.0		15.3	61.1	11.9	
HCM2k95th:	5	1	0		0	31	35		0	0	0		18	54	6	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 3rd St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 1.120
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 108.6
Optimal Cycle: 85 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:	10	30	0		0	20	20		0	0	0		40	40	0	
Lanes:	1 0	2 0	0		0 0	2 1	0		0 0	0 0	0		1 1	1 0	1	
Volume Module:																
Base Vol:	82	70	0		0	824	437		0	0	0		447	1492	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:	82	70	0		0	824	437		0	0	0		447	1492	190	
Added Vol:	0	0	0		0	42	0		0	0	0		36	293	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	82	70	0		0	866	437		0	0	0		483	1785	190	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	82	70	0		0	866	437		0	0	0		483	1785	190	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	82	70	0		0	866	437		0	0	0		483	1785	190	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	82	70	0		0	866	437		0	0	0		483	1785	190	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	1.00		1.00	0.78	0.78		1.00	1.00	1.00		0.73	0.73	0.77	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	2.00	1.00	
Final Sat.:	1625	3249	0		0	2957	1478		0	0	0		1381	2762	1454	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.02	0.00		0.00	0.29	0.30		0.00	0.00	0.00		0.35	0.65	0.13	
Crit Moves:	****						****							****		
Green/Cycle:	0.13	0.38	0.00		0.00	0.25	0.25		0.00	0.00	0.00		0.51	0.51	0.51	
Volume/Cap:	0.40	0.06	0.00		0.00	1.16	1.17		0.00	0.00	0.00		0.69	1.28	0.26	
Delay/Veh:	37.4	15.6	0.0		0.0	110	114.9		0.0	0.0	0.0		16.0	148	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:	37.4	15.6	0.0		0.0	110	114.9		0.0	0.0	0.0		16.0	148	11.9	
HCM2k95th:	5	1	0		0	35	35		0	0	0		20	89	6	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 3rd St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		29	29	0		14	21	0		20	27	0	
Lanes:	0	0	0	0 0	0	1	1	1 1	1	0	3	0 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		138	1114	210		176	521	0		361	637	98	
Growth Adj:	1.00	1.00	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		138	1114	210		176	521	0		361	637	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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		138	1114	210		176	521	0		361	637	98	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		138	1114	210		176	521	0		361	637	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	
Final Vol.:	0	0	0		138	1114	210		176	521	0		361	637	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		0.78	0.78	0.78		0.86	0.82	1.00		0.86	0.84	0.84	
Lanes:	0.00	0.00	0.00		0.33	2.67	1.00		1.00	3.00	0.00		1.00	1.73	0.27	
Final Sat.:	0	0	0		492	3973	1488		1625	4668	0		1625	2759	425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.28	0.28	0.14		0.11	0.11	0.00		0.22	0.23	0.23	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.37	0.37	0.37		0.18	0.27	0.00		0.56	0.34	0.34	
Volume/Cap:	0.00	0.00	0.00		0.76	0.76	0.38		0.61	0.42	0.00		0.62	0.68	0.68	
Delay/Veh:	0.0	0.0	0.0		24.9	24.9	18.7		39.3	25.0	0.0		15.4	25.6	25.6	
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		24.9	24.9	18.7		39.3	25.0	0.0		15.4	25.6	25.6	
HCM2k95th:	0	0	0		19	19	8		10	8	0		13	16	16	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 3rd St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.863
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		29	29	0		14	21	0		20	27	0	
Lanes:	0	0	0	0 0	0	1	1	1 1	1	0	3	0 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		138	1114	210		176	521	0		361	637	98	
Growth Adj:	1.00	1.00	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		138	1114	210		176	521	0		361	637	98	
Added Vol:	0	0	0		0	78	0		0	105	0		150	56	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		138	1192	210		176	626	0		511	693	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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		138	1192	210		176	626	0		511	693	98	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		138	1192	210		176	626	0		511	693	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	
Final Vol.:	0	0	0		138	1192	210		176	626	0		511	693	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		0.79	0.79	0.79		0.86	0.82	1.00		0.57	0.84	0.84	
Lanes:	0.00	0.00	0.00		0.31	2.69	1.00		1.00	3.00	0.00		1.00	1.75	0.25	
Final Sat.:	0	0	0		465	4018	1494		1625	4668	0		1092	2792	395	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.30	0.30	0.14		0.11	0.13	0.00		0.47	0.25	0.25	
Crit Moves:					****								****			
Green/Cycle:	0.00	0.00	0.00		0.37	0.37	0.37		0.18	0.27	0.00		0.57	0.34	0.34	
Volume/Cap:	0.00	0.00	0.00		0.81	0.81	0.38		0.61	0.50	0.00		0.92	0.73	0.73	
Delay/Veh:	0.0	0.0	0.0		26.3	26.3	18.7		39.3	26.1	0.0		36.3	27.0	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:	0.0	0.0	0.0		26.3	26.3	18.7		39.3	26.1	0.0		36.3	27.0	27.0	
HCM2k95th:	0	0	0		21	21	8		10	10	0		27	17	17	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 3rd St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 22.6
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	16	16		36	36	0		0	18	18		0	0	0	
Lanes:	0 0	0	1	0	0	1 2	0	0	0	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	117	25		303	1183	0		0	296	253		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	117	25		303	1183	0		0	296	253		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	117	25		303	1183	0		0	296	253		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	117	25		303	1183	0		0	296	253		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	117	25		303	1183	0		0	296	253		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.98	0.98		0.90	0.90	1.00		1.00	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.82	0.18		0.61	2.39	0.00		0.00	1.08	0.92		0.00	0.00	0.00	
Final Sat.:	0	1528	326		1047	4088	0		0	1812	1549		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08	0.08		0.29	0.29	0.00		0.00	0.16	0.16		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green/Cycle:	0.00	0.20	0.20		0.46	0.46	0.00		0.00	0.23	0.23		0.00	0.00	0.00	
Volume/Cap:	0.00	0.38	0.38		0.64	0.64	0.00		0.00	0.72	0.72		0.00	0.00	0.00	
Delay/Veh:	0.0	30.1	30.1		17.8	17.8	0.0		0.0	33.8	33.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	30.1	30.1		17.8	17.8	0.0		0.0	33.8	33.8		0.0	0.0	0.0	
HCM2k95th:	0	7	7		16	16	0		0	14	14		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 3rd St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.655
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	16	16		36	36	0		0	18	18		0	0	0	
Lanes:	0 0	0	1	0	0	1 2	0	0	0	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	117	25		303	1183	0		0	296	253		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	117	25		303	1183	0		0	296	253		0	0	0	
Added Vol:	0	0	0		35	193	0		0	23	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	117	25		338	1376	0		0	319	253		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	117	25		338	1376	0		0	319	253		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	117	25		338	1376	0		0	319	253		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	117	25		338	1376	0		0	319	253		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.98	0.98		0.90	0.90	1.00		1.00	0.89	0.89		1.00	1.00	1.00	
Lanes:	0.00	0.82	0.18		0.59	2.41	0.00		0.00	1.12	0.88		0.00	0.00	0.00	
Final Sat.:	0	1528	326		1013	4122	0		0	1880	1491		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08	0.08		0.33	0.33	0.00		0.00	0.17	0.17		0.00	0.00	0.00	
Crit Moves:		****				****				****						
Green/Cycle:	0.00	0.20	0.20		0.46	0.46	0.00		0.00	0.23	0.23		0.00	0.00	0.00	
Volume/Cap:	0.00	0.38	0.38		0.73	0.73	0.00		0.00	0.74	0.74		0.00	0.00	0.00	
Delay/Veh:	0.0	30.1	30.1		19.6	19.6	0.0		0.0	34.8	34.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	30.1	30.1		19.6	19.6	0.0		0.0	34.8	34.8		0.0	0.0	0.0	
HCM2k95th:	0	7	7		20	20	0		0	15	15		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 3rd St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.916
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 28.7
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	19	19		0	0	0		31	31	0	
Lanes:	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	2	0	0
Volume Module:																			
Base Vol:	0	0	0		0	744	833		0	0	0		170	2753	0	
Growth Adj:	1.00	1.00	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	744	833		0	0	0		170	2753	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	744	833		0	0	0		170	2753	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	744	833		0	0	0		170	2753	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	744	833		0	0	0		170	2753	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	0.87	0.77		1.00	1.00	1.00		0.91	0.91	1.00	
Lanes:	0.00	0.00	0.00		0.00	1.76	2.24		0.00	0.00	0.00		0.17	2.83	0.00	
Final Sat.:	0	0	0		0	2926	3276		0	0	0		302	4885	0	
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.00		0.00	0.25	0.25		0.00	0.00	0.00		0.56	0.56	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.34	0.34		0.00	0.00	0.00		0.55	0.55	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.75	0.75		0.00	0.00	0.00		1.02	1.02	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	18.9	18.9		0.0	0.0	0.0		34.0	34.0	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	18.9	18.9		0.0	0.0	0.0		34.0	34.0	0.0	
HCM2k95th:	0	0	0		0	15	14		0	0	0		35	35	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 3rd St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.984
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 39.2
Optimal Cycle: 85 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	19	19		0	0	0		31	31	0	
Lanes:	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	2	0	0
Volume Module:																			
Base Vol:	0	0	0		0	744	833		0	0	0		170	2753	0	
Growth Adj:	1.00	1.00	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	744	833		0	0	0		170	2753	0	
Added Vol:	0	0	0		0	0	193		0	0	0		0	130	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	744	1026		0	0	0		170	2883	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	744	1026		0	0	0		170	2883	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	744	1026		0	0	0		170	2883	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	744	1026		0	0	0		170	2883	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	0.87	0.76		1.00	1.00	1.00		0.91	0.91	1.00	
Lanes:	0.00	0.00	0.00		0.00	1.56	2.44		0.00	0.00	0.00		0.17	2.83	0.00	
Final Sat.:	0	0	0		0	2568	3541		0	0	0		289	4898	0	
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.00		0.00	0.29	0.29		0.00	0.00	0.00		0.59	0.59	0.00	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.00	0.00		0.00	0.34	0.34		0.00	0.00	0.00		0.55	0.55	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.85	0.85		0.00	0.00	0.00		1.06	1.06	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	21.9	21.9		0.0	0.0	0.0		49.1	49.1	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	21.9	21.9		0.0	0.0	0.0		49.1	49.1	0.0	
HCM2k95th:	0	0	0		0	19	18		0	0	0		40	40	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 3rd St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.565
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		19	19	0		0	31	31		0	0	0	
Lanes:	0 0	0	0	0	0 1	2	0	0	0 0	3	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	0	0		267	683	0		0	839	523		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	683	0		0	839	523		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		267	683	0		0	839	523		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		267	683	0		0	839	523		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		267	683	0		0	839	523		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	0.86	0.86		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.84	2.16	0.00		0.00	3.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		1458	3729	0		0	4886	1629		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.18	0.18	0.00		0.00	0.17	0.32		0.00	0.00	0.00	
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00		0.34	0.34	0.00		0.00	0.55	0.55		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.54	0.54	0.00		0.00	0.31	0.58		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		16.2	16.2	0.0		0.0	6.9	9.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		16.2	16.2	0.0		0.0	6.9	9.3		0.0	0.0	0.0	
HCM2k95th:	0	0	0		9	9	0		0	6	12		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 3rd St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		19	19	0		0	31	31		0	0	0	
Lanes:	0 0	0	0	0	0 1	2	0	0	0 0	3	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	0	0		267	683	0		0	839	523		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	683	0		0	839	523		0	0	0	
Added Vol:	0	0	0		0	0	0		0	107	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		267	683	0		0	946	523		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		267	683	0		0	946	523		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		267	683	0		0	946	523		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		267	683	0		0	946	523		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	0.86	0.86		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.84	2.16	0.00		0.00	3.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		1458	3729	0		0	4912	1637		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.18	0.18	0.00		0.00	0.19	0.32		0.00	0.00	0.00	
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00		0.34	0.34	0.00		0.00	0.55	0.55		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.54	0.54	0.00		0.00	0.35	0.58		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		16.2	16.2	0.0		0.0	7.1	9.2		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:	0.0	0.0	0.0		16.2	16.2	0.0		0.0	7.1	9.2		0.0	0.0	0.0	
HCM2k95th:	0	0	0		9	9	0		0	7	12		0	0	0	

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

Intersection #7 5th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.815
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 72.7
Optimal Cycle: 106 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0		0	0	21		0	0	0		0	79	79	
Lanes:	2	0 2	0	0	0	0 0	0	2	0	0 0	0	0	0	0 3	1	0
Volume Module:																
Base Vol:	419	954	0		0	0	46		0	0	0		0	2877	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	419	954	0		0	0	46		0	0	0		0	2877	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	419	954	0		0	0	46		0	0	0		0	2877	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	419	954	0		0	0	46		0	0	0		0	2877	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	419	954	0		0	0	46		0	0	0		0	2877	70	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.54	0.86	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.82	0.82	
Lanes:	2.00	2.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.90	0.10	
Final Sat.:	2063	3249	0		0	0	2558		0	0	0		0	6052	147	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.29	0.00		0.00	0.00	0.02		0.00	0.00	0.00		0.00	0.48	0.48	
Crit Moves:		****			****									****		
Green/Cycle:	0.20	0.20	0.00		0.00	0.00	0.20		0.00	0.00	0.00		0.00	0.75	0.75	
Volume/Cap:	1.03	1.48	0.00		0.00	0.00	0.09		0.00	0.00	0.00		0.00	0.64	0.64	
Delay/Veh:	93.6	268	0.0		0.0	0.0	35.1		0.0	0.0	0.0		0.0	7.2	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:	93.6	268	0.0		0.0	0.0	35.1		0.0	0.0	0.0		0.0	7.2	7.2	
HCM2k95th:	17	56	0		0	0	2		0	0	0		0	20	20	

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

Intersection #7 5th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.844
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 78.8
Optimal Cycle: 106 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0		0	0	21		0	0	0		0	79	79	
Lanes:	2	0 2	0	0	0	0 0	0	2	0	0 0	0	0	0	0 3	1	0
Volume Module:																
Base Vol:	419	954	0		0	0	46		0	0	0		0	2877	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	419	954	0		0	0	46		0	0	0		0	2877	70	
Added Vol:	64	11	0		0	0	0		0	0	0		0	151	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	483	965	0		0	0	46		0	0	0		0	3028	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	483	965	0		0	0	46		0	0	0		0	3028	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	483	965	0		0	0	46		0	0	0		0	3028	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	483	965	0		0	0	46		0	0	0		0	3028	70	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.54	0.86	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.82	0.82	
Lanes:	2.00	2.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.91	0.09	
Final Sat.:	2063	3249	0		0	0	2558		0	0	0		0	6066	140	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.30	0.00		0.00	0.00	0.02		0.00	0.00	0.00		0.00	0.50	0.50	
Crit Moves:		****			****									****		
Green/Cycle:	0.20	0.20	0.00		0.00	0.00	0.20		0.00	0.00	0.00		0.00	0.75	0.75	
Volume/Cap:	1.18	1.50	0.00		0.00	0.00	0.09		0.00	0.00	0.00		0.00	0.67	0.67	
Delay/Veh:	146.7	275	0.0		0.0	0.0	35.1		0.0	0.0	0.0		0.0	7.7	7.7	
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:	146.7	275	0.0		0.0	0.0	35.1		0.0	0.0	0.0		0.0	7.7	7.7	
HCM2k95th:	23	57	0		0	0	2		0	0	0		0	22	22	

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

Intersection #8 5th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.602
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	25	25	0	0	0	25	25	25	0	0	0
Lanes:	0 0	1	1 1	0 0	0	0 0	1 1	3	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	635	434	0	0	0	662	1349	243	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	635	434	0	0	0	662	1349	243	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	635	434	0	0	0	662	1349	243	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	635	434	0	0	0	662	1349	243	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	635	434	0	0	0	662	1349	243	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.80	0.80	1.00	1.00	1.00	0.70	0.70	0.77	1.00	1.00	1.00
Lanes:	0.00	1.78	1.22	0.00	0.00	0.00	1.65	3.35	1.00	0.00	0.00	0.00
Final Sat.:	0	2718	1858	0	0	0	2177	4436	1454	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.00	0.00	0.00	0.30	0.30	0.17	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.00	0.45	0.45	0.00	0.00	0.00	0.45	0.45	0.45	0.00	0.00	0.00
Volume/Cap:	0.00	0.52	0.52	0.00	0.00	0.00	0.68	0.68	0.37	0.00	0.00	0.00
Delay/Veh:	0.0	12.2	12.2	0.0	0.0	0.0	13.6	13.6	12.0	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	12.2	12.2	0.0	0.0	0.0	13.6	13.6	12.0	0.0	0.0	0.0
HCM2k95th:	0	9	9	0	0	0	14	14	7	0	0	0

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

Intersection #8 5th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.689
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	25	25	0	0	0	25	25	25	0	0	0
Lanes:	0 0	1	1 1	0 0	0	0 0	1 1	3	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	635	434	0	0	0	662	1349	243	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	635	434	0	0	0	662	1349	243	0	0	0
Added Vol:	0	75	83	0	0	0	0	278	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	710	517	0	0	0	662	1627	243	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	710	517	0	0	0	662	1627	243	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	710	517	0	0	0	662	1627	243	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	710	517	0	0	0	662	1627	243	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.80	0.80	1.00	1.00	1.00	0.70	0.70	0.77	1.00	1.00	1.00
Lanes:	0.00	1.74	1.26	0.00	0.00	0.00	1.45	3.55	1.00	0.00	0.00	0.00
Final Sat.:	0	2642	1924	0	0	0	1913	4701	1454	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.00	0.00	0.00	0.35	0.35	0.17	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.00	0.45	0.45	0.00	0.00	0.00	0.45	0.45	0.45	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.60	0.00	0.00	0.00	0.78	0.78	0.37	0.00	0.00	0.00
Delay/Veh:	0.0	13.1	13.1	0.0	0.0	0.0	15.2	15.2	12.0	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	13.1	13.1	0.0	0.0	0.0	15.2	15.2	12.0	0.0	0.0	0.0
HCM2k95th:	0	11	11	0	0	0	17	17	7	0	0	0

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 5th St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	45	45	0		0	0	45		0	0	0		0	25	25	
Lanes:	1	0	3	0	0	0	0	0	2	0	0	0	0	0	0	3	1	0
Volume Module:																		
Base Vol:	482	1065	0		0	0	172		0	0	0		0	1631	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:	482	1065	0		0	0	172		0	0	0		0	1631	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	482	1065	0		0	0	172		0	0	0		0	1631	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	482	1065	0		0	0	172		0	0	0		0	1631	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	482	1065	0		0	0	172		0	0	0		0	1631	140	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.69	0.82	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.81	0.81	
Lanes:	1.00	3.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.68	0.32	
Final Sat.:	1315	4668	0		0	0	2558		0	0	0		0	5664	486	
Capacity Analysis Module:																		
Vol/Sat:	0.37	0.23	0.00		0.00	0.00	0.07		0.00	0.00	0.00		0.00	0.29	0.29	
Crit Moves:	****													****		
Green/Cycle:	0.57	0.57	0.00		0.00	0.00	0.57		0.00	0.00	0.00		0.00	0.32	0.32	
Volume/Cap:	0.64	0.40	0.00		0.00	0.00	0.12		0.00	0.00	0.00		0.00	0.91	0.91	
Delay/Veh:	15.8	9.9	0.0		0.0	0.0	8.0		0.0	0.0	0.0		0.0	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:	15.8	9.9	0.0		0.0	0.0	8.0		0.0	0.0	0.0		0.0	33.8	33.8	
HCM2k95th:	19	10	0		0	0	2		0	0	0		0	24	24	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 5th St/L St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.833
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 54.7
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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	45	45	0		0	0	45		0	0	0		0	25	25	
Lanes:	1	0	3	0	0	0	0	0	2	0	0	0	0	0	0	3	1	0
Volume Module:																		
Base Vol:	482	1065	0		0	0	172		0	0	0		0	1631	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:	482	1065	0		0	0	172		0	0	0		0	1631	140	
Added Vol:	21	94	0		0	0	0		0	0	0		0	350	64	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	503	1159	0		0	0	172		0	0	0		0	1981	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	503	1159	0		0	0	172		0	0	0		0	1981	204	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	503	1159	0		0	0	172		0	0	0		0	1981	204	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	503	1159	0		0	0	172		0	0	0		0	1981	204	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.69	0.82	1.00		1.00	1.00	0.67		1.00	1.00	1.00		1.00	0.81	0.81	
Lanes:	1.00	3.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	3.63	0.37	
Final Sat.:	1315	4668	0		0	0	2558		0	0	0		0	5564	573	
Capacity Analysis Module:																		
Vol/Sat:	0.38	0.25	0.00		0.00	0.00	0.07		0.00	0.00	0.00		0.00	0.36	0.36	
Crit Moves:	****													****		
Green/Cycle:	0.57	0.57	0.00		0.00	0.00	0.57		0.00	0.00	0.00		0.00	0.32	0.32	
Volume/Cap:	0.67	0.44	0.00		0.00	0.00	0.12		0.00	0.00	0.00		0.00	1.13	1.13	
Delay/Veh:	16.6	10.3	0.0		0.0	0.0	8.0		0.0	0.0	0.0		0.0	90.6	90.6	
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:	16.6	10.3	0.0		0.0	0.0	8.0		0.0	0.0	0.0		0.0	90.6	90.6	
HCM2k95th:	20	11	0		0	0	2		0	0	0		0	40	40	

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

Intersection #10 5th St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.276
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	35	35	0		0	0	0		17	35	0		0	18	18	
Lanes:	2	0	2	1	0	0	0	0	0	2	0	2	0	0	0	2	1	0
Volume Module:																
Base Vol:	410	867	64		0	0	0		558	420	0		0	625	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	410	867	64		0	0	0		558	420	0		0	625	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	410	867	64		0	0	0		558	420	0		0	625	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	410	867	64		0	0	0		558	420	0		0	625	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	410	867	64		0	0	0		558	420	0		0	625	60	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.81	0.81		1.00	1.00	1.00		0.83	0.86	1.00		1.00	0.81	0.81	
Lanes:	2.00	2.79	0.21		0.00	0.00	0.00		2.00	2.00	0.00		0.00	2.74	0.26	
Final Sat.:	3284	4304	318		0	0	0		3152	3249	0		0	4204	404	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.20	0.20		0.00	0.00	0.00		0.18	0.13	0.00		0.00	0.15	0.15	
Crit Moves:	****									****			****			
Green/Cycle:	0.46	0.46	0.46		0.00	0.00	0.00		0.22	0.46	0.00		0.00	0.24	0.24	
Volume/Cap:	0.27	0.44	0.44		0.00	0.00	0.00		0.79	0.28	0.00		0.00	0.63	0.63	
Delay/Veh:	13.1	14.5	14.5		0.0	0.0	0.0		36.7	13.2	0.0		0.0	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:	13.1	14.5	14.5		0.0	0.0	0.0		36.7	13.2	0.0		0.0	28.7	28.7	
HCM2k95th:	7	10	10		0	0	0		16	7	0		0	11	11	

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

Intersection #10 5th St/Capitol Mall

Cycle (sec): 70 Critical Vol./Cap. (X): 0.317
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	35	35	0		0	0	0		17	35	0		0	18	18	
Lanes:	2	0	2	1	0	0	0	0	0	2	0	2	0	0	0	2	1	0
Volume Module:																
Base Vol:	410	867	64		0	0	0		558	420	0		0	625	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	410	867	64		0	0	0		558	420	0		0	625	60	
Added Vol:	61	70	31		0	0	0		45	60	0		0	159	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	471	937	95		0	0	0		603	480	0		0	784	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	471	937	95		0	0	0		603	480	0		0	784	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	471	937	95		0	0	0		603	480	0		0	784	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	471	937	95		0	0	0		603	480	0		0	784	60	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.81	0.81		1.00	1.00	1.00		0.83	0.86	1.00		1.00	0.81	0.81	
Lanes:	2.00	2.72	0.28		0.00	0.00	0.00		2.00	2.00	0.00		0.00	2.79	0.21	
Final Sat.:	3271	4179	424		0	0	0		3152	3249	0		0	4289	328	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.22	0.22		0.00	0.00	0.00		0.19	0.15	0.00		0.00	0.18	0.18	
Crit Moves:	****									****			****			
Green/Cycle:	0.46	0.46	0.46		0.00	0.00	0.00		0.22	0.46	0.00		0.00	0.24	0.24	
Volume/Cap:	0.31	0.49	0.49		0.00	0.00	0.00		0.86	0.32	0.00		0.00	0.77	0.77	
Delay/Veh:	13.5	15.1	15.1		0.0	0.0	0.0		41.0	13.5	0.0		0.0	32.4	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:	13.5	15.1	15.1		0.0	0.0	0.0		41.0	13.5	0.0		0.0	32.4	32.4	
HCM2k95th:	8	11	11		0	0	0		18	8	0		0	15	15	

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

Intersection #11 5th St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.473
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 76 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	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0	0	2	1 0	0	0	0	0 0	0	1	2	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	988	124		0	0	0		72	1057	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	988	124		0	0	0		72	1057	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	988	124		0	0	0		72	1057	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	988	124		0	0	0		72	1057	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	988	124		0	0	0		72	1057	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.67	0.33		0.00	0.00	0.00		0.19	2.81	0.00		0.00	0.00	0.00	
Final Sat.:	0	4530	569		0	0	0		331	4856	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.22		0.00	0.00	0.00		0.22	0.22	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.47	0.47		0.00	0.00	0.00		0.47	0.47	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	14.8	14.8		0.0	0.0	0.0		14.8	14.8	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	14.8	14.8		0.0	0.0	0.0		14.8	14.8	0.0		0.0	0.0	0.0	
HCM2k95th:	0	11	11		0	0	0		12	12	0		0	0	0	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 5th St/N St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 76 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	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0	0	2	1 0	0	0	0	0 0	0	1	2	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	988	124		0	0	0		72	1057	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	988	124		0	0	0		72	1057	0		0	0	0	
Added Vol:	0	111	34		0	0	0		70	45	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1099	158		0	0	0		142	1102	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1099	158		0	0	0		142	1102	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1099	158		0	0	0		142	1102	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1099	158		0	0	0		142	1102	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.62	0.38		0.00	0.00	0.00		0.34	2.66	0.00		0.00	0.00	0.00	
Final Sat.:	0	4449	640		0	0	0		592	4595	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.25		0.00	0.00	0.00		0.24	0.24	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.54	0.54		0.00	0.00	0.00		0.52	0.52	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	15.6	15.6		0.0	0.0	0.0		15.4	15.4	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	15.6	15.6		0.0	0.0	0.0		15.4	15.4	0.0		0.0	0.0	0.0	
HCM2k95th:	0	13	13		0	0	0		13	13	0		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 5th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.876
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 66 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:	21	21	0		0	0	0		0	0	0		0	29	29	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	531	714	0		0	0	0		0	0	0		0	2001	402	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	531	714	0		0	0	0		0	0	0		0	2001	402	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	531	714	0		0	0	0		0	0	0		0	2001	402	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	531	714	0		0	0	0		0	0	0		0	2001	402	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	531	714	0		0	0	0		0	0	0		0	2001	402	
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	0.89	0.89	
Lanes:	1.00	2.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.50	0.50	
Final Sat.:	1729	3458	0		0	0	0		0	0	0		0	4211	846	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.21	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.48	0.48	
Crit Moves:	****													****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.52	0.52	
Volume/Cap:	0.82	0.55	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.92	0.92	
Delay/Veh:	20.8	14.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	18.9	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:	20.8	14.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	18.9	18.9	
HCM2k95th:	16	10	0		0	0	0		0	0	0		0	29	29	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 5th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.917
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0		0	0	0		0	0	0		0	29	29	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	531	714	0		0	0	0		0	0	0		0	2001	402	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	531	714	0		0	0	0		0	0	0		0	2001	402	
Added Vol:	0	93	0		0	0	0		0	0	0		0	130	52	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	531	807	0		0	0	0		0	0	0		0	2131	454	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	531	807	0		0	0	0		0	0	0		0	2131	454	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	531	807	0		0	0	0		0	0	0		0	2131	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	
Final Vol.:	531	807	0		0	0	0		0	0	0		0	2131	454	
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	0.89	0.89	
Lanes:	1.00	2.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.47	0.53	
Final Sat.:	1729	3458	0		0	0	0		0	0	0		0	4165	887	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.23	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.51	0.51	
Crit Moves:	****													****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.52	0.52	
Volume/Cap:	0.82	0.62	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.99	0.99	
Delay/Veh:	20.5	15.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	28.3	28.3	
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:	20.5	15.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	28.3	28.3	
HCM2k95th:	16	11	0		0	0	0		0	0	0		0	37	37	

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

Intersection #13 5th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	21	21		0	0	0		29	29	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1112	122		0	0	0		437	1036	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	1112	122		0	0	0		437	1036	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1112	122		0	0	0		437	1036	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1112	122		0	0	0		437	1036	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1112	122		0	0	0		437	1036	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		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.70	0.30		0.00	0.00	0.00		1.19	2.81	0.00		0.00	0.00	0.00	
Final Sat.:	0	4604	505		0	0	0		2052	4864	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.24		0.00	0.00	0.00		0.21	0.21	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.38	0.38		0.00	0.00	0.00		0.52	0.52	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.64	0.64		0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	16.1	16.1		0.0	0.0	0.0		8.6	8.6	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:	0.0	16.1	16.1		0.0	0.0	0.0		8.6	8.6	0.0		0.0	0.0	0.0	
HCM2k95th:	0	13	13		0	0	0		8	8	0		0	0	0	

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

Intersection #13 5th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.526
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	21	21		0	0	0		29	29	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1112	122		0	0	0		437	1036	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	1112	122		0	0	0		437	1036	0		0	0	0	
Added Vol:	0	0	0		0	0	0		93	14	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1112	122		0	0	0		530	1050	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1112	122		0	0	0		530	1050	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1112	122		0	0	0		530	1050	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1112	122		0	0	0		530	1050	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		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.70	0.30		0.00	0.00	0.00		1.34	2.66	0.00		0.00	0.00	0.00	
Final Sat.:	0	4604	505		0	0	0		2320	4596	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.24		0.00	0.00	0.00		0.23	0.23	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.38	0.38		0.00	0.00	0.00		0.52	0.52	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.64	0.64		0.00	0.00	0.00		0.44	0.44	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	16.1	16.1		0.0	0.0	0.0		8.8	8.8	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	16.1	16.1		0.0	0.0	0.0		8.8	8.8	0.0		0.0	0.0	0.0	
HCM2k95th:	0	13	13		0	0	0		9	9	0		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 7th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.404
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 106 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	34	34			0	0	0	0	66	66		0
Lanes:	0 0	0 0	0	0 0	2 0	2			0 0	0 0	0	0	1 1	2 0		0
Volume Module:																
Base Vol:	0	0	0	0	840	505			0	0	0	0	191	2018		0
Growth Adj:	1.00	1.00	1.00	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	840	505			0	0	0	0	191	2018		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	840	505			0	0	0	0	191	2018		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	840	505			0	0	0	0	191	2018		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	840	505			0	0	0	0	191	2018		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900			1900	1900	1900	1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.86	0.67			1.00	1.00	1.00	0.82	0.82	1.00		
Lanes:	0.00	0.00	0.00	0.00	2.00	2.00			0.00	0.00	0.00	1.00	3.00	0.00		
Final Sat.:	0	0	0	0	3249	2558			0	0	0	1556	4668			0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.26	0.20			0.00	0.00	0.00	0.12	0.43	0.00		
Crit Moves:					****							****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.32	0.32			0.00	0.00	0.00	0.62	0.62	0.00		
Volume/Cap:	0.00	0.00	0.00	0.00	0.81	0.62			0.00	0.00	0.00	0.20	0.69	0.00		
Delay/Veh:	0.0	0.0	0.0	0.0	39.6	33.9			0.0	0.0	0.0	8.6	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	0.0	39.6	33.9			0.0	0.0	0.0	8.6	14.6	0.0		
HCM2k95th:	0	0	0	0	24	14			0	0	0	6	25	0		

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

Intersection #14 7th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.503
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: 106 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	34	34			0	0	0	0	66	66		0
Lanes:	0 0	0 0	0	0 0	2 0	2			0 0	0 0	0	0	1 1	2 0		0
Volume Module:																
Base Vol:	0	0	0	0	840	505			0	0	0	0	191	2018		0
Growth Adj:	1.00	1.00	1.00	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	840	505			0	0	0	0	191	2018		0
Added Vol:	0	0	0	0	107	0			0	0	0	0	94	151		0
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Initial Fut:	0	0	0	0	947	505			0	0	0	0	285	2169		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	947	505			0	0	0	0	285	2169		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	947	505			0	0	0	0	285	2169		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	947	505			0	0	0	0	285	2169		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900			1900	1900	1900	1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.86	0.67			1.00	1.00	1.00	0.82	0.82	1.00		
Lanes:	0.00	0.00	0.00	0.00	2.00	2.00			0.00	0.00	0.00	1.00	3.00	0.00		
Final Sat.:	0	0	0	0	3249	2558			0	0	0	1556	4668			0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.29	0.20			0.00	0.00	0.00	0.18	0.46	0.00		
Crit Moves:					****							****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.32	0.32			0.00	0.00	0.00	0.62	0.62	0.00		
Volume/Cap:	0.00	0.00	0.00	0.00	0.91	0.62			0.00	0.00	0.00	0.29	0.75	0.00		
Delay/Veh:	0.0	0.0	0.0	0.0	47.6	33.9			0.0	0.0	0.0	9.3	15.7	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	0.0	47.6	33.9			0.0	0.0	0.0	9.3	15.7	0.0		
HCM2k95th:	0	0	0	0	30	14			0	0	0	9	28	0		

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

Intersection #15 7th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		22	22	0		0	28	28		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		90	886	0		0	1439	392		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		90	886	0		0	1439	392		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		90	886	0		0	1439	392		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		90	886	0		0	1439	392		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		90	886	0		0	1439	392		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		0.82	0.82	1.00		1.00	0.79	0.79		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.28	2.72	0.00		0.00	2.36	0.64		0.00	0.00	0.00	
Final Sat.:	0	0	0		430	4238	0		0	3551	967		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.21	0.21	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.39	0.39	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.53	0.53	0.00		0.00	0.81	0.81		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		14.2	14.2	0.0		0.0	15.0	15.0		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		14.2	14.2	0.0		0.0	15.0	15.0		0.0	0.0	0.0	
HCM2k95th:	0	0	0		9	9	0		0	20	20		0	0	0	

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

Intersection #15 7th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.832
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 24.2
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:	0	0	0		22	22	0		0	28	28		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		90	886	0		0	1439	392		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		90	886	0		0	1439	392		0	0	0	
Added Vol:	0	0	0		91	109	0		0	397	2		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		181	995	0		0	1836	394		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		181	995	0		0	1836	394		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		181	995	0		0	1836	394		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		181	995	0		0	1836	394		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		0.82	0.82	1.00		1.00	0.80	0.80		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.46	2.54	0.00		0.00	2.47	0.53		0.00	0.00	0.00	
Final Sat.:	0	0	0		719	3950	0		0	3740	803		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.25	0.25	0.00		0.00	0.49	0.49		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.39	0.39	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.64	0.64	0.00		0.00	0.98	0.98		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		15.5	15.5	0.0		0.0	28.8	28.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		15.5	15.5	0.0		0.0	28.8	28.8		0.0	0.0	0.0	
HCM2k95th:	0	0	0		10	10	0		0	33	33		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 7th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.468
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	29	29			0	0	0	21	21		0	
Lanes:	0 0	0 0	0	0 0	2 1	0			0 0	0 0	0	1 0	3 0		0	
Volume Module:																
Base Vol:	0	0	0	0	810	478	0	0	0	158	1398	0				
Growth Adj:	1.00	1.00	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	810	478	0	0	0	158	1398	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	810	478	0	0	0	158	1398	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	810	478	0	0	0	158	1398	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	810	478	0	0	0	158	1398	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	0.77	0.77	1.00	1.00	1.00	0.90	0.82	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00				
Final Sat.:	0	0	0	0	2938	1469	0	0	0	1710	4668	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.28	0.33	0.00	0.00	0.00	0.09	0.30	0.00				
Crit Moves:						****				****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.38	0.38	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.53	0.63	0.00	0.00	0.00	0.25	0.80	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	9.8	11.1	0.0	0.0	0.0	13.0	19.5	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	9.8	11.1	0.0	0.0	0.0	13.0	19.5	0.0				
HCM2k95th:	0	0	0	0	10	13	0	0	0	5	17	0				

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 7th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.870
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 35.6
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:	0	0	0	0	29	29			0	0	0	21	21		0	
Lanes:	0 0	0 0	0	0 0	2 1	0			0 0	0 0	0	1 0	3 0		0	
Volume Module:																
Base Vol:	0	0	0	0	810	478	0	0	0	158	1398	0				
Growth Adj:	1.00	1.00	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	810	478	0	0	0	158	1398	0				
Added Vol:	0	0	0	0	35	76	0	0	0	270	461	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	845	554	0	0	0	428	1859	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	845	554	0	0	0	428	1859	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	845	554	0	0	0	428	1859	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	845	554	0	0	0	428	1859	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	0.77	0.77	1.00	1.00	1.00	0.90	0.82	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00				
Final Sat.:	0	0	0	0	2929	1464	0	0	0	1710	4668	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.29	0.38	0.00	0.00	0.00	0.25	0.40	0.00				
Crit Moves:						****					****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.38	0.38	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.56	0.73	0.00	0.00	0.00	0.67	1.06	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	10.0	13.0	0.0	0.0	0.0	20.0	57.6	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	0.0	10.0	13.0	0.0	0.0	0.0	20.0	57.6	0.0				
HCM2k95th:	0	0	0	0	11	16	0	0	0	14	34	0				

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 8th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.613
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 106 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:	34	34	0		0	0	0		0	0	0		0	66	66	
Lanes:	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	452	750	0		0	0	0		0	0	0		0	1920	154	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	452	750	0		0	0	0		0	0	0		0	1920	154	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	452	750	0		0	0	0		0	0	0		0	1920	154	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	452	750	0		0	0	0		0	0	0		0	1920	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	
Final Vol.:	452	750	0		0	0	0		0	0	0		0	1920	154	
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	0.90	0.90	
Lanes:	1.50	2.50	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.78	0.22	
Final Sat.:	2601	4315	0		0	0	0		0	0	0		0	4749	381	
Capacity Analysis Module:																	
Vol/Sat:	0.17	0.17	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.40	0.40	
Crit Moves:	****													****		
Green/Cycle:	0.32	0.32	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.62	0.62	
Volume/Cap:	0.54	0.54	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.65	0.65	
Delay/Veh:	29.9	29.9	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	13.1	13.1	
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:	29.9	29.9	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	13.1	13.1	
HCM2k95th:	16	16	0		0	0	0		0	0	0		0	25	25	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 8th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.671
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 106 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:	34	34	0		0	0	0		0	0	0		0	66	66	
Lanes:	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	452	750	0		0	0	0		0	0	0		0	1920	154	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	452	750	0		0	0	0		0	0	0		0	1920	154	
Added Vol:	164	99	0		0	0	0		0	0	0		0	80	9	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	616	849	0		0	0	0		0	0	0		0	2000	163	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	616	849	0		0	0	0		0	0	0		0	2000	163	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	616	849	0		0	0	0		0	0	0		0	2000	163	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	616	849	0		0	0	0		0	0	0		0	2000	163	
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	0.90	0.90	
Lanes:	1.68	2.32	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.77	0.23	
Final Sat.:	2908	4008	0		0	0	0		0	0	0		0	4743	387	
Capacity Analysis Module:																	
Vol/Sat:	0.21	0.21	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.42	0.42	
Crit Moves:	****													****		
Green/Cycle:	0.32	0.32	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.62	0.62	
Volume/Cap:	0.66	0.66	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.68	0.68	
Delay/Veh:	31.8	31.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	13.6	13.6	
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:	31.8	31.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	13.6	13.6	
HCM2k95th:	20	20	0		0	0	0		0	0	0		0	26	26	

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

Intersection #18 8th S/tJ St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	660	546		0	0	0		123	1440	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	546		0	0	0		123	1440	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	660	546		0	0	0		123	1440	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	660	546		0	0	0		123	1440	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	660	546		0	0	0		123	1440	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.76	0.76		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	2901	1450		0	0	0		1556	4668	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.38		0.00	0.00	0.00		0.08	0.31	0.00		0.00	0.00	0.00	
Crit Moves:			****						****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.51	0.84		0.00	0.00	0.00		0.18	0.69	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	11.9	20.0		0.0	0.0	0.0		9.4	14.2	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	11.9	20.0		0.0	0.0	0.0		9.4	14.2	0.0		0.0	0.0	0.0	
HCM2k95th:	0	9	20		0	0	0		3	12	0		0	0	0	

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

Intersection #18 8th S/tJ St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.712
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 31.0
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:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	660	546		0	0	0		123	1440	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	546		0	0	0		123	1440	0		0	0	0	
Added Vol:	0	137	184		0	0	0		80	409	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	797	730		0	0	0		203	1849	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	797	730		0	0	0		203	1849	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	797	730		0	0	0		203	1849	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	797	730		0	0	0		203	1849	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.76	0.76		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	2888	1444		0	0	0		1556	4668	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.51		0.00	0.00	0.00		0.13	0.40	0.00		0.00	0.00	0.00	
Crit Moves:			****						****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.62	1.13		0.00	0.00	0.00		0.29	0.89	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	13.0	84.9		0.0	0.0	0.0		10.0	19.7	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:	0.0	13.0	84.9		0.0	0.0	0.0		10.0	19.7	0.0		0.0	0.0	0.0	
HCM2k95th:	0	12	44		0	0	0		5	16	0		0	0	0	

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

Intersection #19 8th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0	0	0	0	0	0	0	0	0	0	21	21		
Lanes:	1	0	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 1
Volume Module:																
Base Vol:	261	510	0	0	0	0	0	0	0	0	1448	158				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	261	510	0	0	0	0	0	0	0	0	1448	158				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	261	510	0	0	0	0	0	0	0	0	1448	158				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	261	510	0	0	0	0	0	0	0	0	1448	158				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	261	510	0	0	0	0	0	0	0	0	1448	158				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81				
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00				
Final Sat.:	1710	3249	0	0	0	0	0	0	0	0	4598	1533				
Capacity Analysis Module:																
Vol/Sat:	0.15	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.10				
Crit Moves:	****										****					
Green/Cycle:	0.52	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38				
Volume/Cap:	0.29	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.27				
Delay/Veh:	8.5	8.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.6	12.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	8.5	8.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.6	12.3				
HCM2k95th:	6	6	0	0	0	0	0	0	0	0	18	5				

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

Intersection #19 8th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.693
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 47.1
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:	29	29	0	0	0	0	0	0	0	0	0	0	21	21		
Lanes:	1	0	2	0 0	0	0	0	0 0	0	0	0	0 0	0	0	2	1 1
Volume Module:																
Base Vol:	261	510	0	0	0	0	0	0	0	0	1448	158				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	261	510	0	0	0	0	0	0	0	0	1448	158				
Added Vol:	89	113	0	0	0	0	0	0	0	0	442	169				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	350	623	0	0	0	0	0	0	0	0	1890	327				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	350	623	0	0	0	0	0	0	0	0	1890	327				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	350	623	0	0	0	0	0	0	0	0	1890	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				
Final Vol.:	350	623	0	0	0	0	0	0	0	0	1890	327				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80				
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00				
Final Sat.:	1710	3249	0	0	0	0	0	0	0	0	4566	1522				
Capacity Analysis Module:																
Vol/Sat:	0.20	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.21				
Crit Moves:	****										****					
Green/Cycle:	0.52	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38				
Volume/Cap:	0.40	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.10	0.57				
Delay/Veh:	9.5	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.4	14.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	9.5	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.4	14.6				
HCM2k95th:	8	7	0	0	0	0	0	0	0	0	37	10				

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 9th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.481
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	35	35			0	0	0	65	65		0	
Lanes:	0 0	0 0	0	0 0	2 1	0			0 0	0 0	0	1 0	3 0		0	
Volume Module:																
Base Vol:	0	0	0	0	896	341			0	0	0	262	1872		0	
Growth Adj:	1.00	1.00	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	896	341			0	0	0	262	1872		0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00		1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00		1.00	
PHF Volume:	0	0	0	0	896	341			0	0	0	262	1872		0	
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0		0	
Reduced Vol:	0	0	0	0	896	341			0	0	0	262	1872		0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00		1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00		1.00	
Final Vol.:	0	0	0	0	896	341			0	0	0	262	1872		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	0.79	0.79			1.00	1.00	1.00	0.90	0.82		1.00	
Lanes:	0.00	0.00	0.00	0.00	2.17	0.83			0.00	0.00	0.00	1.00	3.00		0.00	
Final Sat.:	0	0	0	0	3243	1234			0	0	0	1710	4668		0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.28	0.28			0.00	0.00	0.00	0.15	0.40		0.00	
Crit Moves:					****							****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.31	0.31			0.00	0.00	0.00	0.58	0.58		0.00	
Volume/Cap:	0.00	0.00	0.00	0.00	0.88	0.88			0.00	0.00	0.00	0.26	0.69		0.00	
Delay/Veh:	0.0	0.0	0.0	0.0	45.0	45.0			0.0	0.0	0.0	12.3	17.9		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	0.0	45.0	45.0			0.0	0.0	0.0	12.3	17.9		0.0	
HCM2k95th:	0	0	0	0	27	27			0	0	0	9	25		0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 9th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	35	35			0	0	0	65	65		0	
Lanes:	0 0	0 0	0	0 0	2 1	0			0 0	0 0	0	1 0	3 0		0	
Volume Module:																
Base Vol:	0	0	0	0	896	341			0	0	0	262	1872		0	
Growth Adj:	1.00	1.00	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	896	341			0	0	0	262	1872		0	
Added Vol:	0	0	0	0	7	0			0	0	0	47	89		0	
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0		0	
Initial Fut:	0	0	0	0	903	341			0	0	0	309	1961		0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00		1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00		1.00	
PHF Volume:	0	0	0	0	903	341			0	0	0	309	1961		0	
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0		0	
Reduced Vol:	0	0	0	0	903	341			0	0	0	309	1961		0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00		1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00		1.00	
Final Vol.:	0	0	0	0	903	341			0	0	0	309	1961		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	0.79	0.79			1.00	1.00	1.00	0.90	0.82		1.00	
Lanes:	0.00	0.00	0.00	0.00	2.18	0.82			0.00	0.00	0.00	1.00	3.00		0.00	
Final Sat.:	0	0	0	0	3250	1227			0	0	0	1710	4668		0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.28	0.28			0.00	0.00	0.00	0.18	0.42		0.00	
Crit Moves:					****							****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.31	0.31			0.00	0.00	0.00	0.58	0.58		0.00	
Volume/Cap:	0.00	0.00	0.00	0.00	0.89	0.89			0.00	0.00	0.00	0.31	0.72		0.00	
Delay/Veh:	0.0	0.0	0.0	0.0	45.4	45.4			0.0	0.0	0.0	12.9	18.7		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	0.0	45.4	45.4			0.0	0.0	0.0	12.9	18.7		0.0	
HCM2k95th:	0	0	0	0	28	28			0	0	0	10	26		0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 9th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.686
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		139	904	0		0	1475	294		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		139	904	0		0	1475	294		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		139	904	0		0	1475	294		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		139	904	0		0	1475	294		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		139	904	0		0	1475	294		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		0.82	0.82	1.00		1.00	0.80	0.80		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.40	2.60	0.00		0.00	2.50	0.50		0.00	0.00	0.00	
Final Sat.:	0	0	0		622	4046	0		0	3795	756		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.22	0.22	0.00		0.00	0.39	0.39		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.50	0.50	0.00		0.00	0.87	0.87		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		11.9	11.9	0.0		0.0	19.5	19.5		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:	0.0	0.0	0.0		11.9	11.9	0.0		0.0	19.5	19.5		0.0	0.0	0.0	
HCM2k95th:	0	0	0		8	8	0		0	18	18		0	0	0	

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

Intersection #21 9th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.844
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 68.2
Optimal Cycle: 58 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		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		139	904	0		0	1475	294		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		139	904	0		0	1475	294		0	0	0	
Added Vol:	0	0	0		0	54	0		0	511	83		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		139	958	0		0	1986	377		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		139	958	0		0	1986	377		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		139	958	0		0	1986	377		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		139	958	0		0	1986	377		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		0.82	0.82	1.00		1.00	0.80	0.80		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.38	2.62	0.00		0.00	2.52	0.48		0.00	0.00	0.00	
Final Sat.:	0	0	0		592	4077	0		0	3829	727		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.23	0.23	0.00		0.00	0.52	0.52		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.53	0.53	0.00		0.00	1.16	1.16		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		12.2	12.2	0.0		0.0	94.2	94.2		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:	0.0	0.0	0.0		12.2	12.2	0.0		0.0	94.2	94.2		0.0	0.0	0.0	
HCM2k95th:	0	0	0		9	9	0		0	44	44		0	0	0	

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

Intersection #22 9th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.767
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	21	21	0	0	0	29	29	0				
Lanes:	0 0	0	0	0	0 0	2	1	0	0 0	0	0	0	1 0	3	0	0
Volume Module:																
Base Vol:	0	0	0	0	997	159	0	0	0	738	1296	0				
Growth Adj:	1.00	1.00	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	997	159	0	0	0	738	1296	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	997	159	0	0	0	738	1296	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	997	159	0	0	0	738	1296	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	997	159	0	0	0	738	1296	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	0.80	0.80	1.00	1.00	1.00	0.90	0.82	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.59	0.41	0.00	0.00	0.00	1.00	3.00	0.00				
Final Sat.:	0	0	0	0	3942	629	0	0	0	1710	4668	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.43	0.28	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.52	0.52	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.83	0.54	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	16.8	16.8	0.0	0.0	0.0	20.5	9.9	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	0.0	16.8	16.8	0.0	0.0	0.0	20.5	9.9	0.0				
HCM2k95th:	0	0	0	0	13	13	0	0	0	19	9	0				

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

Intersection #22 9th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.865
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 63 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	21	21	0	0	0	29	29	0				
Lanes:	0 0	0	0	0	0 0	2	1	0	0 0	0	0	0	1 0	3	0	0
Volume Module:																
Base Vol:	0	0	0	0	997	159	0	0	0	738	1296	0				
Growth Adj:	1.00	1.00	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	997	159	0	0	0	738	1296	0				
Added Vol:	0	0	0	0	108	249	0	0	0	5	279	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	1105	408	0	0	0	743	1575	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	1105	408	0	0	0	743	1575	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	1105	408	0	0	0	743	1575	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	1105	408	0	0	0	743	1575	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	0.79	0.79	1.00	1.00	1.00	0.90	0.82	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.19	0.81	0.00	0.00	0.00	1.00	3.00	0.00				
Final Sat.:	0	0	0	0	3273	1209	0	0	0	1710	4668	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.43	0.34	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.52	0.52	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.90	0.90	0.00	0.00	0.00	0.84	0.65	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	24.7	24.7	0.0	0.0	0.0	20.9	11.2	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	0.0	24.7	24.7	0.0	0.0	0.0	20.9	11.2	0.0				
HCM2k95th:	0	0	0	0	21	21	0	0	0	18	12	0				

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 9th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.3
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:	0	0	0	0	10		0	0	0	0		0	10		0	
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	1215	287	0	0	0	329	1331	0
Growth Adj:	1.00	1.00	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	1215	287	0	0	0	329	1331	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1215	287	0	0	0	329	1331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1215	287	0	0	0	329	1331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	1215	287	0	0	0	329	1331	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	0.88	0.88	1.00	1.00	1.00	0.91	0.91	1.00
Lanes:	0.00	0.00	0.00	0.00	2.43	0.57	0.00	0.00	0.00	0.59	2.41	0.00
Final Sat.:	0	0	0	0	4074	962	0	0	0	1028	4159	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.32	0.32	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.46	0.46	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.70	0.70	0.00	0.00	0.00	0.70	0.70	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	12.9	12.9	0.0	0.0	0.0	11.9	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	0.0	12.9	12.9	0.0	0.0	0.0	11.9	11.9	0.0
HCM2k95th:	0	0	0	0	15	15	0	0	0	13	13	0

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

Intersection #23 9th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.766
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 44 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	10		0	0	0	0		0	10		0	
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	1215	287	0	0	0	329	1331	0
Growth Adj:	1.00	1.00	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	1215	287	0	0	0	329	1331	0
Added Vol:	0	0	0	0	262	3	0	0	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	1477	290	0	0	0	329	1356	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1477	290	0	0	0	329	1356	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1477	290	0	0	0	329	1356	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	1477	290	0	0	0	329	1356	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	0.89	0.89	1.00	1.00	1.00	0.91	0.91	1.00
Lanes:	0.00	0.00	0.00	0.00	2.51	0.49	0.00	0.00	0.00	0.59	2.41	0.00
Final Sat.:	0	0	0	0	4227	830	0	0	0	1013	4174	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.32	0.32	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.42	0.42	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.77	0.77	0.00	0.00	0.00	0.77	0.77	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	13.0	13.0	0.0	0.0	0.0	14.0	14.0	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	13.0	13.0	0.0	0.0	0.0	14.0	14.0	0.0
HCM2k95th:	0	0	0	0	18	18	0	0	0	14	14	0

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

Intersection #24 9th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	3	1	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	0	0		188	1423	0		0	1089	193		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		188	1423	0		0	1089	193		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		188	1423	0		0	1089	193		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		188	1423	0		0	1089	193		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		188	1423	0		0	1089	193		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	0.89	0.89		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.35	2.65	0.00		0.00	3.40	0.60		0.00	0.00	0.00	
Final Sat.:	0	0	0		605	4582	0		0	5740	1017		0	0	0	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00		0.31	0.31	0.00		0.00	0.19	0.19		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.70	0.70	0.00		0.00	0.42	0.42		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		13.4	13.4	0.0		0.0	10.7	10.7		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		13.4	13.4	0.0		0.0	10.7	10.7		0.0	0.0	0.0	
HCM2k95th:	0	0	0		14	14	0		0	8	8		0	0	0	

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

Intersection #24 9th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.620
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	3	1	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	0	0		188	1423	0		0	1089	193		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		188	1423	0		0	1089	193		0	0	0	
Added Vol:	0	0	0		30	232	0		0	21	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		218	1655	0		0	1110	193		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		218	1655	0		0	1110	193		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		218	1655	0		0	1110	193		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		218	1655	0		0	1110	193		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	0.89	0.89		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.35	2.65	0.00		0.00	3.41	0.59		0.00	0.00	0.00	
Final Sat.:	0	0	0		604	4583	0		0	5762	1002		0	0	0	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00		0.36	0.36	0.00		0.00	0.19	0.19		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.81	0.81	0.00		0.00	0.43	0.43		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		15.7	15.7	0.0		0.0	10.7	10.7		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		15.7	15.7	0.0		0.0	10.7	10.7		0.0	0.0	0.0	
HCM2k95th:	0	0	0		17	17	0		0	8	8		0	0	0	

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

Intersection #25 10th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.795
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	35	35	0		0	0	0		0	0	0		0	65	65	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	369	798	0		0	0	0		0	0	0		0	1773	325	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	369	798	0		0	0	0		0	0	0		0	1773	325	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	369	798	0		0	0	0		0	0	0		0	1773	325	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	369	798	0		0	0	0		0	0	0		0	1773	325	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	369	798	0		0	0	0		0	0	0		0	1773	325	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	0.95	2.05	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.54	0.46	
Final Sat.:	1476	3192	0		0	0	0		0	0	0		0	3854	707	
Capacity Analysis Module:																	
Vol/Sat:	0.25	0.25	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.46	0.46	
Crit Moves:	****													****		
Green/Cycle:	0.31	0.31	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.58	0.58	
Volume/Cap:	0.80	0.80	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.79	0.79	
Delay/Veh:	40.0	40.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	20.8	20.8	
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:	40.0	40.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	20.8	20.8	
HCM2k95th:	24	24	0		0	0	0		0	0	0		0	33	33	

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

Intersection #25 10th St/I St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.6
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	35	35	0		0	0	0		0	0	0		0	65	65	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	369	798	0		0	0	0		0	0	0		0	1773	325	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	369	798	0		0	0	0		0	0	0		0	1773	325	
Added Vol:	10	59	0		0	0	0		0	0	0		0	127	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	379	857	0		0	0	0		0	0	0		0	1900	325	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	379	857	0		0	0	0		0	0	0		0	1900	325	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	379	857	0		0	0	0		0	0	0		0	1900	325	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	379	857	0		0	0	0		0	0	0		0	1900	325	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	0.92	2.08	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.56	0.44	
Final Sat.:	1431	3237	0		0	0	0		0	0	0		0	3899	667	
Capacity Analysis Module:																	
Vol/Sat:	0.26	0.26	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.49	0.49	
Crit Moves:	****													****		
Green/Cycle:	0.31	0.31	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.58	0.58	
Volume/Cap:	0.85	0.85	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.84	0.84	
Delay/Veh:	42.3	42.3	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	22.6	22.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	42.3	42.3	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	22.6	22.6	
HCM2k95th:	26	26	0		0	0	0		0	0	0		0	37	37	

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

Intersection #26 10th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.733
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	26	26		0	0	0		24	24	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	940	181		0	0	0		132	1479	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	940	181		0	0	0		132	1479	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	940	181		0	0	0		132	1479	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	940	181		0	0	0		132	1479	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	940	181		0	0	0		132	1479	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.80	0.80		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.52	0.48		0.00	0.00	0.00		0.25	2.75	0.00		0.00	0.00	0.00	
Final Sat.:	0	3821	736		0	0	0		383	4286	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.25		0.00	0.00	0.00		0.35	0.35	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.42	0.42		0.00	0.00	0.00		0.39	0.39	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.59	0.59		0.00	0.00	0.00		0.89	0.89	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	15.2	15.2		0.0	0.0	0.0		24.9	24.9	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	15.2	15.2		0.0	0.0	0.0		24.9	24.9	0.0		0.0	0.0	0.0	
HCM2k95th:	0	12	12		0	0	0		18	18	0		0	0	0	

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

Intersection #26 10th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.883
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 72.3
Optimal Cycle: 79 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	26	26		0	0	0		24	24	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	940	181		0	0	0		132	1479	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	940	181		0	0	0		132	1479	0		0	0	0	
Added Vol:	0	52	0		0	0	0		95	416	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	992	181		0	0	0		227	1895	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	992	181		0	0	0		227	1895	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	992	181		0	0	0		227	1895	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	992	181		0	0	0		227	1895	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.80	0.80		1.00	1.00	1.00		0.82	0.82	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.54	0.46		0.00	0.00	0.00		0.32	2.68	0.00		0.00	0.00	0.00	
Final Sat.:	0	3857	704		0	0	0		499	4169	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.26		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.42	0.42		0.00	0.00	0.00		0.39	0.39	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.61	0.61		0.00	0.00	0.00		1.17	1.17	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	15.6	15.6		0.0	0.0	0.0		103.6	104	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	15.6	15.6		0.0	0.0	0.0		103.6	104	0.0		0.0	0.0	0.0	
HCM2k95th:	0	13	13		0	0	0		41	41	0		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 10th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.804
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0		0	0	0		0	0	0		0	29	29	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	202	967	0		0	0	0		0	0	0		0	1760	366	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	202	967	0		0	0	0		0	0	0		0	1760	366	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	202	967	0		0	0	0		0	0	0		0	1760	366	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	202	967	0		0	0	0		0	0	0		0	1760	366	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	202	967	0		0	0	0		0	0	0		0	1760	366	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	0.52	2.48	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.48	0.52	
Final Sat.:	807	3862	0		0	0	0		0	0	0		0	3764	783	
Capacity Analysis Module:																	
Vol/Sat:	0.25	0.25	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.47	0.47	
Crit Moves:	****													****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.52	0.52	
Volume/Cap:	0.67	0.67	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.90	0.90	
Delay/Veh:	16.6	16.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	18.4	18.4	
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:	16.6	16.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	18.4	18.4	
HCM2k95th:	13	13	0		0	0	0		0	0	0		0	26	26	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 10th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.892
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 71 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	0		0	0	0		0	0	0		0	29	29	
Lanes:	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	202	967	0		0	0	0		0	0	0		0	1760	366	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	202	967	0		0	0	0		0	0	0		0	1760	366	
Added Vol:	92	68	0		0	0	0		0	0	0		0	192	14	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	294	1035	0		0	0	0		0	0	0		0	1952	380	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	294	1035	0		0	0	0		0	0	0		0	1952	380	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	294	1035	0		0	0	0		0	0	0		0	1952	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	
Final Vol.:	294	1035	0		0	0	0		0	0	0		0	1952	380	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.80	0.80	
Lanes:	0.66	2.34	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.51	0.49	
Final Sat.:	1033	3636	0		0	0	0		0	0	0		0	3814	742	
Capacity Analysis Module:																	
Vol/Sat:	0.28	0.28	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.51	0.51	
Crit Moves:	****													****		
Green/Cycle:	0.38	0.38	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.52	0.52	
Volume/Cap:	0.76	0.76	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.99	0.99	
Delay/Veh:	18.4	18.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	29.3	29.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	18.4	18.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	29.3	29.3	
HCM2k95th:	16	16	0		0	0	0		0	0	0		0	34	34	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 10th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.554
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.5
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	10	0		0	0	0		0	0	0		0	10	0	
Lanes:	0	1 2	0	0	0	0	0	0	0	0	0	0	0	0	2 1	0
Volume Module:																
Base Vol:	188	658	0		0	0	0		0	0	0		0	1430	220	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	188	658	0		0	0	0		0	0	0		0	1430	220	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	188	658	0		0	0	0		0	0	0		0	1430	220	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	188	658	0		0	0	0		0	0	0		0	1430	220	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	188	658	0		0	0	0		0	0	0		0	1430	220	
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	0.89	0.89	
Lanes:	0.67	2.33	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.60	0.40	
Final Sat.:	1153	4034	0		0	0	0		0	0	0		0	4405	678	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.32	0.32	
Crit Moves:		****												****		
Green/Cycle:	0.29	0.29	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.59	0.59	
Volume/Cap:	0.55	0.55	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.55	0.55	
Delay/Veh:	15.3	15.3	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	6.6	6.6	
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:	15.3	15.3	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	6.6	6.6	
HCM2k95th:	7	7	0		0	0	0		0	0	0		0	10	10	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 10th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.590
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	0		0	0	0		0	0	0		0	10	0	
Lanes:	0	1 2	0	0	0	0	0	0	0	0	0	0	0	0	2 1	0
Volume Module:																
Base Vol:	188	658	0		0	0	0		0	0	0		0	1430	220	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	188	658	0		0	0	0		0	0	0		0	1430	220	
Added Vol:	21	91	0		0	0	0		0	0	0		0	5	39	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	209	749	0		0	0	0		0	0	0		0	1435	259	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	209	749	0		0	0	0		0	0	0		0	1435	259	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	209	749	0		0	0	0		0	0	0		0	1435	259	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	209	749	0		0	0	0		0	0	0		0	1435	259	
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	0.89	0.89	
Lanes:	0.65	2.35	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.54	0.46	
Final Sat.:	1132	4055	0		0	0	0		0	0	0		0	4293	775	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.33	0.33	
Crit Moves:		****												****		
Green/Cycle:	0.31	0.31	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.57	0.57	
Volume/Cap:	0.59	0.59	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.59	0.59	
Delay/Veh:	15.0	15.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	7.4	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:	15.0	15.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	7.4	7.4	
HCM2k95th:	8	8	0		0	0	0		0	0	0		0	11	11	

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

Intersection #29 10th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.430
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.8
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				Include				Include			
Min. Green:	0	10	0		0	0	0		0	10	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	780	144		0	0	0		93	925	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	780	144		0	0	0		93	925	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	780	144		0	0	0		93	925	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	780	144		0	0	0		93	925	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	780	144		0	0	0		93	925	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.53	0.47		0.00	0.00	0.00		0.27	2.73	0.00		0.00	0.00	0.00	
Final Sat.:	0	4278	790		0	0	0		474	4713	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.18		0.00	0.00	0.00		0.20	0.20	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.42	0.42		0.00	0.00	0.00		0.46	0.46	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.43	0.43		0.00	0.00	0.00		0.43	0.43	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	10.3	10.3		0.0	0.0	0.0		9.3	9.3	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	10.3	10.3		0.0	0.0	0.0		9.3	9.3	0.0		0.0	0.0	0.0	
HCM2k95th:	0	7	7		0	0	0		7	7	0		0	0	0	

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

Intersection #29 10th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.466
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.0
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:	0	10	0		0	0	0		0	10	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	0 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	780	144		0	0	0		93	925	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	780	144		0	0	0		93	925	0		0	0	0	
Added Vol:	0	109	0		0	0	0		3	49	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	889	144		0	0	0		96	974	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	889	144		0	0	0		96	974	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	889	144		0	0	0		96	974	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	889	144		0	0	0		96	974	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.58	0.42		0.00	0.00	0.00		0.27	2.73	0.00		0.00	0.00	0.00	
Final Sat.:	0	4370	708		0	0	0		465	4722	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.20		0.00	0.00	0.00		0.21	0.21	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.44	0.44		0.00	0.00	0.00		0.44	0.44	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.47	0.47		0.00	0.00	0.00		0.47	0.47	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	10.1	10.1		0.0	0.0	0.0		9.9	9.9	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	10.1	10.1		0.0	0.0	0.0		9.9	9.9	0.0		0.0	0.0	0.0	
HCM2k95th:	0	8	8		0	0	0		8	8	0		0	0	0	

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

Intersection #30 12th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 66 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		27	27	0		0	33	33		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		231	984	0		0	1398	128		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		231	984	0		0	1398	128		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		231	984	0		0	1398	128		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		231	984	0		0	1398	128		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		231	984	0		0	1398	128		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	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.57	2.43	0.00		0.00	2.75	0.25		0.00	0.00	0.00	
Final Sat.:	0	0	0		986	4201	0		0	4690	429		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.23	0.23	0.00		0.00	0.30	0.30		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.57	0.57	0.00		0.00	0.60	0.60		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		16.2	16.2	0.0		0.0	12.8	12.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		16.2	16.2	0.0		0.0	12.8	12.8		0.0	0.0	0.0	
HCM2k95th:	0	0	0		13	13	0		0	15	15		0	0	0	

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

Intersection #30 12th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.607
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 66 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		27	27	0		0	33	33		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		231	984	0		0	1398	128		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		231	984	0		0	1398	128		0	0	0	
Added Vol:	0	0	0		0	73	0		0	18	12		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		231	1057	0		0	1416	140		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		231	1057	0		0	1416	140		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		231	1057	0		0	1416	140		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		231	1057	0		0	1416	140		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	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.54	2.46	0.00		0.00	2.73	0.27		0.00	0.00	0.00	
Final Sat.:	0	0	0		930	4257	0		0	4659	461		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.25	0.25	0.00		0.00	0.30	0.30		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.50	0.50		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.61	0.61	0.00		0.00	0.61	0.61		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		16.6	16.6	0.0		0.0	12.9	12.9		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:	0.0	0.0	0.0		16.6	16.6	0.0		0.0	12.9	12.9		0.0	0.0	0.0	
HCM2k95th:	0	0	0		14	14	0		0	15	15		0	0	0	

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

Intersection #31 12th St/I St

Cycle (sec): 0 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 6 (Y+R = 4 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	7	7			0	0	0	0	3	7	0	
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	917	307			0	0	0	69	1527	0		
Growth Adj:	1.00	1.00	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	917	307			0	0	0	69	1527	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	917	307			0	0	0	69	1527	0		
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		
Reduced Vol:	0	0	0	0	917	307			0	0	0	69	1527	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	917	307			0	0	0	69	1527	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	0.88	0.88	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.25	0.75	0.00	0.00	0.00	0.13	2.87	0.00				
Final Sat.:	0	0	0	0	3738	1252			0	0	0	224	4963	0		
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.31	0.31	0.00				
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.45	0.45	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.68	0.68	0.00	0.00	0.00	0.68	0.68	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	10.8	10.8	0.0	0.0	0.0	8.6	8.6	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	0.0	10.8	10.8	0.0	0.0	0.0	8.6	8.6	0.0				
HCM2k95th:	0	0	0	0	10	10	0	0	0	11	11	0				

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

Intersection #31 12th St/I St

Cycle (sec): 0 Critical Vol./Cap. (X): 0.705
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
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:	0	0	0	0	7	7			0	0	0	0	3	7	0	
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	917	307			0	0	0	69	1527	0		
Growth Adj:	1.00	1.00	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	917	307			0	0	0	69	1527	0		
Added Vol:	0	0	0	0	50	7			0	0	0	6	99	0		
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0	0		
Initial Fut:	0	0	0	0	967	314			0	0	0	75	1626	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	967	314			0	0	0	75	1626	0		
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		
Reduced Vol:	0	0	0	0	967	314			0	0	0	75	1626	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	967	314			0	0	0	75	1626	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	0.88	0.88	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.26	0.74	0.00	0.00	0.00	0.13	2.87	0.00				
Final Sat.:	0	0	0	0	3771	1224			0	0	0	229	4958	0		
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.33	0.33	0.00				
Crit Moves:					****						****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.46	0.46	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.71	0.71	0.00	0.00	0.00	0.71	0.71	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	11.9	11.9	0.0	0.0	0.0	9.2	9.2	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	0.0	11.9	11.9	0.0	0.0	0.0	9.2	9.2	0.0				
HCM2k95th:	0	0	0	0	11	11	0	0	0	12	12	0				

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

Intersection #32 12th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.735
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 23.5
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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	31		31	31	31		0	19	19		0	0	0	
Lanes:	0 0	0 0	1		1 0	2 0	0		0 0	2 1	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	0	249		476	556	0		0	1519	171		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	249		476	556	0		0	1519	171		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	249		476	556	0		0	1519	171		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	249		476	556	0		0	1519	171		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	249		476	556	0		0	1519	171		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	0.87		0.77	0.95	1.00		1.00	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		1.00	2.00	0.00		0.00	2.70	0.30		0.00	0.00	0.00	
Final Sat.:	0	0	1644		1461	3610	0		0	4592	517		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.15		0.33	0.15	0.00		0.00	0.33	0.33		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.55		0.55	0.55	0.00		0.00	0.34	0.34		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.27		0.59	0.28	0.00		0.00	0.97	0.97		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	7.3		11.4	6.9	0.0		0.0	34.7	34.7		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	7.3		11.4	6.9	0.0		0.0	34.7	34.7		0.0	0.0	0.0	
HCM2k95th:	0	0	5		13	6	0		0	27	27		0	0	0	

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

Intersection #32 12th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.826
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 76.6
Optimal Cycle: 56 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	31		31	31	31		0	19	19		0	0	0	
Lanes:	0 0	0 0	1		1 0	2 0	0		0 0	2 1	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	0	249		476	556	0		0	1519	171		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	249		476	556	0		0	1519	171		0	0	0	
Added Vol:	0	0	0		0	55	0		0	417	1		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	249		476	611	0		0	1936	172		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	249		476	611	0		0	1936	172		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	249		476	611	0		0	1936	172		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	249		476	611	0		0	1936	172		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	0.87		0.77	0.95	1.00		1.00	0.90	0.90		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		1.00	2.00	0.00		0.00	2.76	0.24		0.00	0.00	0.00	
Final Sat.:	0	0	1644		1461	3610	0		0	4707	418		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.15		0.33	0.17	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.55		0.55	0.55	0.00		0.00	0.34	0.34		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.27		0.59	0.31	0.00		0.00	1.21	1.21		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	7.3		11.4	7.1	0.0		0.0	120	119.6		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	7.3		11.4	7.1	0.0		0.0	120	119.6		0.0	0.0	0.0	
HCM2k95th:	0	0	5		13	6	0		0	49	49		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 12th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.614
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0	0	25	25	0	0	0	25	25	25				
Lanes:	1 0	0 0	0	0	0 0	1 1	0	0	0 0	0	1 1	1 0				
Volume Module:																
Base Vol:	5	0	0	0	0	752	0	0	0	1	1301	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:	5	0	0	0	0	752	0	0	0	1	1301	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	5	0	0	0	0	752	0	0	0	1	1301	146				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	5	0	0	0	0	752	0	0	0	1	1301	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				
Final Vol.:	5	0	0	0	0	752	0	0	0	1	1301	146				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.88	0.88	0.88				
Lanes:	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.01	2.69	0.30				
Final Sat.:	1758	0	0	0	0	3230	0	0	0	3	4522	507				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.00	0.29	0.29	0.29				
Crit Moves:						****				****						
Green/Cycle:	0.42	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.42	0.42	0.42				
Volume/Cap:	0.01	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.00	0.68	0.68	0.68				
Delay/Veh:	9.8	0.0	0.0	0.0	0.0	14.4	0.0	0.0	0.0	15.5	15.5	15.5				
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:	9.8	0.0	0.0	0.0	0.0	14.4	0.0	0.0	0.0	15.5	15.5	15.5				
HCM2k95th:	0	0	0	0	0	10	0	0	0	14	14	14				

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 12th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.669
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0	0	25	25	0	0	0	25	25	25				
Lanes:	1 0	0 0	0	0	0 0	1 1	0	0	0 0	0	1 1	1 0				
Volume Module:																
Base Vol:	5	0	0	0	0	752	0	0	0	1	1301	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:	5	0	0	0	0	752	0	0	0	1	1301	146				
Added Vol:	0	0	0	0	0	56	0	0	0	0	150	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	5	0	0	0	0	808	0	0	0	1	1451	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	5	0	0	0	0	808	0	0	0	1	1451	146				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	5	0	0	0	0	808	0	0	0	1	1451	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				
Final Vol.:	5	0	0	0	0	808	0	0	0	1	1451	146				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.88	0.88	0.88				
Lanes:	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.01	2.72	0.27				
Final Sat.:	1758	0	0	0	0	3230	0	0	0	3	4579	461				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.32	0.32	0.32				
Crit Moves:						****				****						
Green/Cycle:	0.42	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.42	0.42	0.42				
Volume/Cap:	0.01	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.75	0.75	0.75				
Delay/Veh:	9.8	0.0	0.0	0.0	0.0	14.9	0.0	0.0	0.0	16.8	16.8	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:	9.8	0.0	0.0	0.0	0.0	14.9	0.0	0.0	0.0	16.8	16.8	16.8				
HCM2k95th:	0	0	0	0	0	11	0	0	0	15	15	15				

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

Intersection #34 15th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.627
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		165	877	0		0	1395	404		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		165	877	0		0	1395	404		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		165	877	0		0	1395	404		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		165	877	0		0	1395	404		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		165	877	0		0	1395	404		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.48	2.52	0.00		0.00	2.33	0.67		0.00	0.00	0.00	
Final Sat.:	0	0	0		821	4366	0		0	3885	1125		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.20	0.20	0.00		0.00	0.36	0.36		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.80	0.80		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.9	10.9	0.0		0.0	15.6	15.6		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		10.9	10.9	0.0		0.0	15.6	15.6		0.0	0.0	0.0	
HCM2k95th:	0	0	0		9	9	0		0	21	21		0	0	0	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 15th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.636
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		165	877	0		0	1395	404		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		165	877	0		0	1395	404		0	0	0	
Added Vol:	0	0	0		0	0	0		0	43	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		165	877	0		0	1438	404		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		165	877	0		0	1438	404		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		165	877	0		0	1438	404		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		165	877	0		0	1438	404		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.48	2.52	0.00		0.00	2.34	0.66		0.00	0.00	0.00	
Final Sat.:	0	0	0		821	4366	0		0	3916	1100		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.20	0.20	0.00		0.00	0.37	0.37		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.82	0.82		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.9	10.9	0.0		0.0	16.1	16.1		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		10.9	10.9	0.0		0.0	16.1	16.1		0.0	0.0	0.0	
HCM2k95th:	0	0	0		9	9	0		0	22	22		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 15th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.863
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 45.2
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:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		407	1062	0		0	1832	603		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		407	1062	0		0	1832	603		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		407	1062	0		0	1832	603		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		407	1062	0		0	1832	603		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		407	1062	0		0	1832	603		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.83	2.17	0.00		0.00	2.26	0.74		0.00	0.00	0.00	
Final Sat.:	0	0	0		1437	3750	0		0	3758	1237		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.28	0.28	0.00		0.00	0.49	0.49		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.63	0.63	0.00		0.00	1.09	1.09		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		12.6	12.6	0.0		0.0	64.9	64.9		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:	0.0	0.0	0.0		12.6	12.6	0.0		0.0	64.9	64.9		0.0	0.0	0.0	
HCM2k95th:	0	0	0		14	14	0		0	45	45		0	0	0	

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

Intersection #35 15th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.954
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 98.1
Optimal Cycle: 85 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		25	25	0		0	25	25		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		407	1062	0		0	1832	603		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		407	1062	0		0	1832	603		0	0	0	
Added Vol:	0	0	0		0	0	0		0	333	75		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		407	1062	0		0	2165	678		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		407	1062	0		0	2165	678		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		407	1062	0		0	2165	678		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		407	1062	0		0	2165	678		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	0.88	0.88		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.83	2.17	0.00		0.00	2.28	0.72		0.00	0.00	0.00	
Final Sat.:	0	0	0		1437	3750	0		0	3808	1192		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.28	0.28	0.00		0.00	0.57	0.57		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.45	0.45		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.63	0.63	0.00		0.00	1.27	1.27		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		12.6	12.6	0.0		0.0	142	142.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		12.6	12.6	0.0		0.0	142	142.3		0.0	0.0	0.0	
HCM2k95th:	0	0	0		14	14	0		0	69	69		0	0	0	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 15th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.662
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	30	30			0	0	0	0	20	20		0
Lanes:	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	2
Volume Module:																
Base Vol:	0	0	0	0	1473	403			0	0	0	0	174	956		0
Growth Adj:	1.00	1.00	1.00	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	1473	403			0	0	0	0	174	956		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	1473	403			0	0	0	0	174	956		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	1473	403			0	0	0	0	174	956		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	1473	403			0	0	0	0	174	956		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900			1900	1900	1900	1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.88	0.88			1.00	1.00	1.00	1.00	0.91	0.91		1.00
Lanes:	0.00	0.00	0.00	0.00	2.36	0.64			0.00	0.00	0.00	0.00	0.46	2.54		0.00
Final Sat.:	0	0	0	0	3942	1079			0	0	0	0	799	4388		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.37	0.37			0.00	0.00	0.00	0.00	0.22	0.22		0.00
Crit Moves:					****								****			
Green/Cycle:	0.00	0.00	0.00	0.00	0.54	0.54			0.00	0.00	0.00	0.00	0.36	0.36		0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.70	0.70			0.00	0.00	0.00	0.00	0.61	0.61		0.00
Delay/Veh:	0.0	0.0	0.0	0.0	10.5	10.5			0.0	0.0	0.0	0.0	15.4	15.4		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		1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	10.5	10.5			0.0	0.0	0.0	0.0	15.4	15.4		0.0
HCM2k95th:	0	0	0	0	17	17			0	0	0	0	10	10		0

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

Intersection #36 15th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.711
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	30	30			0	0	0	0	20	20		0
Lanes:	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	2
Volume Module:																
Base Vol:	0	0	0	0	1473	403			0	0	0	0	174	956		0
Growth Adj:	1.00	1.00	1.00	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	1473	403			0	0	0	0	174	956		0
Added Vol:	0	0	0	0	75	0			0	0	0	0	0	150		0
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Initial Fut:	0	0	0	0	1548	403			0	0	0	0	174	1106		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	1548	403			0	0	0	0	174	1106		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	1548	403			0	0	0	0	174	1106		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Final Vol.:	0	0	0	0	1548	403			0	0	0	0	174	1106		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900			1900	1900	1900	1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00	1.00	0.88	0.88			1.00	1.00	1.00	1.00	0.91	0.91		1.00
Lanes:	0.00	0.00	0.00	0.00	2.38	0.62			0.00	0.00	0.00	0.00	0.41	2.59		0.00
Final Sat.:	0	0	0	0	3988	1038			0	0	0	0	705	4482		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.39	0.39			0.00	0.00	0.00	0.00	0.25	0.25		0.00
Crit Moves:					****								****			
Green/Cycle:	0.00	0.00	0.00	0.00	0.54	0.54			0.00	0.00	0.00	0.00	0.36	0.36		0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.72	0.72			0.00	0.00	0.00	0.00	0.69	0.69		0.00
Delay/Veh:	0.0	0.0	0.0	0.0	10.9	10.9			0.0	0.0	0.0	0.0	16.5	16.5		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		1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	10.9	10.9			0.0	0.0	0.0	0.0	16.5	16.5		0.0
HCM2k95th:	0	0	0	0	19	19			0	0	0	0	12	12		0

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

Intersection #37 15th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.607
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	28	28			0	0	0	0	22	22		0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	2	0	0
Volume Module:																				
Base Vol:	0	0	0	0	1330	289			0	0	0	163	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:	0	0	0	0	1330	289			0	0	0	163	985			0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	1330	289			0	0	0	163	985			0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0			0
Reduced Vol:	0	0	0	0	1330	289			0	0	0	163	985			0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	1330	289			0	0	0	163	985			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	0.89	0.89	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.46	0.54	0.00	0.00	0.00	0.43	2.57	0.00				
Final Sat.:	0	0	0	0	4146	901			0	0	0	736	4451			0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.22	0.22	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.39	0.39	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.56	0.56	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	10.9	10.9	0.0	0.0	0.0	13.6	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	0.0	10.9	10.9	0.0	0.0	0.0	13.6	13.6	0.0				
HCM2k95th:	0	0	0	0	15	15	0	0	0	10	10	0				

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

Intersection #37 15th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.656
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	28	28			0	0	0	0	22	22		0
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	2	0	0
Volume Module:																				
Base Vol:	0	0	0	0	1330	289			0	0	0	163	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:	0	0	0	0	1330	289			0	0	0	163	985			0
Added Vol:	0	0	0	0	186	0			0	0	0	0	43			0
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0			0
Initial Fut:	0	0	0	0	1516	289			0	0	0	163	1028			0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	1516	289			0	0	0	163	1028			0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0			0
Reduced Vol:	0	0	0	0	1516	289			0	0	0	163	1028			0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	1516	289			0	0	0	163	1028			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	0.89	0.89	1.00	1.00	1.00	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	2.52	0.48	0.00	0.00	0.00	0.41	2.59	0.00				
Final Sat.:	0	0	0	0	4252	811			0	0	0	710	4477			0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.23	0.23	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.39	0.39	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.71	0.71	0.00	0.00	0.00	0.58	0.58	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	11.9	11.9	0.0	0.0	0.0	13.8	13.8	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	0.0	11.9	11.9	0.0	0.0	0.0	13.8	13.8	0.0				
HCM2k95th:	0	0	0	0	18	18	0	0	0	10	10	0				

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

Intersection #38 15th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.644
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		27	27	0		0	23	23		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		165	1309	0		0	1256	221		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		165	1309	0		0	1256	221		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		165	1309	0		0	1256	221		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		165	1309	0		0	1256	221		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		165	1309	0		0	1256	221		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	0.89	0.89		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.34	2.66	0.00		0.00	2.55	0.45		0.00	0.00	0.00	
Final Sat.:	0	0	0		581	4606	0		0	4314	759		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.28	0.28	0.00		0.00	0.29	0.29		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.48	0.48	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.59	0.59	0.00		0.00	0.71	0.71		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		10.9	10.9	0.0		0.0	14.9	14.9		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:	0.0	0.0	0.0		10.9	10.9	0.0		0.0	14.9	14.9		0.0	0.0	0.0	
HCM2k95th:	0	0	0		12	12	0		0	14	14		0	0	0	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 15th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		27	27	0		0	23	23		0	0	0	
Lanes:	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	0	0		165	1309	0		0	1256	221		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		165	1309	0		0	1256	221		0	0	0	
Added Vol:	0	0	0		4	182	0		0	36	13		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		169	1491	0		0	1292	234		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		169	1491	0		0	1292	234		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		169	1491	0		0	1292	234		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		169	1491	0		0	1292	234		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	0.89	0.89		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.31	2.69	0.00		0.00	2.54	0.46		0.00	0.00	0.00	
Final Sat.:	0	0	0		528	4659	0		0	4291	777		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.32	0.32	0.00		0.00	0.30	0.30		0.00	0.00	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.48	0.48	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.00		0.66	0.66	0.00		0.00	0.73	0.73		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		11.7	11.7	0.0		0.0	15.3	15.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		11.7	11.7	0.0		0.0	15.3	15.3		0.0	0.0	0.0	
HCM2k95th:	0	0	0		14	14	0		0	14	14		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 15th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 76 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	38	38			0	0	0	0	32	32		0
Lanes:	0	0	0	0	0	0	0	3	1	0	0	0	0	0	1	1	2	0	0	0
Volume Module:																				
Base Vol:	0	0	0	0	1691	155			0	0	0	0	426	1074		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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	1691	155			0	0	0	0	426	1074		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1691	155			0	0	0	0	426	1074		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	1691	155			0	0	0	0	426	1074		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	1691	155			0	0	0	0	426	1074		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	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	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	3.66	0.34	0.00	0.00	0.00	1.14	2.86	0.00				
Final Sat.:	0	0	0	0	6253	573			0	0	0	0	1964	4952		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.22	0.22	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.42	0.42	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.52	0.52	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	13.2	13.2	0.0	0.0	0.0	16.4	16.4	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	0.0	13.2	13.2	0.0	0.0	0.0	16.4	16.4	0.0				
HCM2k95th:	0	0	0	0	15	15	0	0	0	13	13	0				

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 15th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 76 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	38	38			0	0	0	0	32	32		0
Lanes:	0	0	0	0	0	0	0	3	1	0	0	0	0	0	1	1	2	0	0	0
Volume Module:																				
Base Vol:	0	0	0	0	1691	155			0	0	0	0	426	1074		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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	1691	155			0	0	0	0	426	1074		0
Added Vol:	0	0	0	0	183	0			0	0	0	0	0	0		0
PasserByVol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Initial Fut:	0	0	0	0	1874	155			0	0	0	0	426	1074		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1874	155			0	0	0	0	426	1074		0
Reduct Vol:	0	0	0	0	0	0			0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	1874	155			0	0	0	0	426	1074		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	1874	155			0	0	0	0	426	1074		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	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	0.91	0.91	1.00				
Lanes:	0.00	0.00	0.00	0.00	3.69	0.31	0.00	0.00	0.00	1.14	2.86	0.00				
Final Sat.:	0	0	0	0	6317	523			0	0	0	0	1964	4952		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.22	0.22	0.00				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.42	0.42	0.00				
Volume/Cap:	0.00	0.00	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.52	0.52	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	13.8	13.8	0.0	0.0	0.0	16.4	16.4	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	0.0	13.8	13.8	0.0	0.0	0.0	16.4	16.4	0.0				
HCM2k95th:	0	0	0	0	17	17	0	0	0	13	13	0				

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 15th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.891
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 58.9
Optimal Cycle: 85 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	17	17		24	24	0		0	32	32		0	0	0	
Lanes:	0 0	2	1	0	1 1	2	0	0	0 0	1	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1020	70		853	1270	0		0	673	255		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	1020	70		853	1270	0		0	673	255		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1020	70		853	1270	0		0	673	255		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1020	70		853	1270	0		0	673	255		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1020	70		853	1270	0		0	673	255		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		0.89	0.89	1.00		1.00	0.91	0.91		1.00	1.00	1.00	
Lanes:	0.00	2.81	0.19		1.61	2.39	0.00		0.00	1.45	0.55		0.00	0.00	0.00	
Final Sat.:	0	4805	330		2723	4054	0		0	2511	951		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.21		0.31	0.31	0.00		0.00	0.27	0.27		0.00	0.00	0.00	
Crit Moves:			****		****					****						
Green/Cycle:	0.00	0.21	0.21		0.29	0.29	0.00		0.00	0.39	0.39		0.00	0.00	0.00	
Volume/Cap:	0.00	1.02	1.02		1.07	1.07	0.00		0.00	0.69	0.69		0.00	0.00	0.00	
Delay/Veh:	0.0	66.3	66.3		71.0	71.0	0.0		0.0	22.3	22.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	66.3	66.3		71.0	71.0	0.0		0.0	22.3	22.3		0.0	0.0	0.0	
HCM2k95th:	0	27	27		34	34	0		0	20	20		0	0	0	

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

Intersection #40 15th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.922
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 79.7
Optimal Cycle: 85 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	17	17		24	24	0		0	32	32		0	0	0	
Lanes:	0 0	2	1	0	1 1	2	0	0	0 0	1	1	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1020	70		853	1270	0		0	673	255		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	1020	70		853	1270	0		0	673	255		0	0	0	
Added Vol:	0	0	0		183	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1020	70		1036	1270	0		0	673	255		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1020	70		1036	1270	0		0	673	255		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1020	70		1036	1270	0		0	673	255		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1020	70		1036	1270	0		0	673	255		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		0.89	0.89	1.00		1.00	0.91	0.91		1.00	1.00	1.00	
Lanes:	0.00	2.81	0.19		1.80	2.20	0.00		0.00	1.45	0.55		0.00	0.00	0.00	
Final Sat.:	0	4805	330		3039	3725	0		0	2511	951		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.21		0.34	0.34	0.00		0.00	0.27	0.27		0.00	0.00	0.00	
Crit Moves:			****		****					****						
Green/Cycle:	0.00	0.21	0.21		0.29	0.29	0.00		0.00	0.39	0.39		0.00	0.00	0.00	
Volume/Cap:	0.00	1.02	1.02		1.16	1.16	0.00		0.00	0.69	0.69		0.00	0.00	0.00	
Delay/Veh:	0.0	66.3	66.3		109.1	109	0.0		0.0	22.3	22.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	66.3	66.3		109.1	109	0.0		0.0	22.3	22.3		0.0	0.0	0.0	
HCM2k95th:	0	27	27		42	42	0		0	20	20		0	0	0	

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

Intersection #41 16th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.759
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 22.7
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:	0	25	25		0	0	0		19	25	0		0	0	6	
Lanes:	0 0	2	1	0	0 0	0	0	0	2 1	0	0	0	0 0	0	0	1
Volume Module:																
Base Vol:	0	2191	20		0	0	0		798	751	0		0	0	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	2191	20		0	0	0		798	751	0		0	0	47	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2191	20		0	0	0		798	751	0		0	0	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2191	20		0	0	0		798	751	0		0	0	47	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2191	20		0	0	0		798	751	0		0	0	47	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		0.95	0.98	1.00		1.00	1.00	0.87	
Lanes:	0.00	2.97	0.03		0.00	0.00	0.00		2.00	1.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	5135	47		0	0	0		3594	1853	0		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.43		0.00	0.00	0.00		0.22	0.41	0.00		0.00	0.00	0.03	
Crit Moves:		****							****						****	
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.34	0.45	0.00		0.00	0.00	0.11	
Volume/Cap:	0.00	0.96	0.96		0.00	0.00	0.00		0.65	0.91	0.00		0.00	0.00	0.27	
Delay/Veh:	0.0	25.3	25.3		0.0	0.0	0.0		16.4	22.0	0.0		0.0	0.0	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:	0.0	25.3	25.3		0.0	0.0	0.0		16.4	22.0	0.0		0.0	0.0	23.8	
HCM2k95th:	0	26	26		0	0	0		11	23	0		0	0	2	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 16th St/H St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.820
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 37.5
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:	0	25	25		0	0	0		19	25	0		0	0	6	
Lanes:	0 0	2	1	0	0 0	0	0	0	2 1	0	0	0	0 0	0	0	1
Volume Module:																
Base Vol:	0	2191	20		0	0	0		798	751	0		0	0	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	2191	20		0	0	0		798	751	0		0	0	47	
Added Vol:	0	223	0		0	0	0		43	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	2414	20		0	0	0		841	751	0		0	0	47	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2414	20		0	0	0		841	751	0		0	0	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2414	20		0	0	0		841	751	0		0	0	47	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2414	20		0	0	0		841	751	0		0	0	47	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	1.00	1.00		0.94	0.97	1.00		1.00	1.00	0.87	
Lanes:	0.00	2.98	0.02		0.00	0.00	0.00		2.00	1.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	5139	43		0	0	0		3590	1851	0		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.47	0.47		0.00	0.00	0.00		0.23	0.41	0.00		0.00	0.00	0.03	
Crit Moves:		****							****						****	
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.34	0.45	0.00		0.00	0.00	0.11	
Volume/Cap:	0.00	1.05	1.05		0.00	0.00	0.00		0.69	0.91	0.00		0.00	0.00	0.27	
Delay/Veh:	0.0	49.7	49.7		0.0	0.0	0.0		16.9	21.9	0.0		0.0	0.0	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:	0.0	49.7	49.7		0.0	0.0	0.0		16.9	21.9	0.0		0.0	0.0	23.8	
HCM2k95th:	0	35	35		0	0	0		12	23	0		0	0	2	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 16th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	0		0	0	0		0	20	20	
Lanes:	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	348	1810	0		0	0	0		0	0	0		0	1162	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:	348	1810	0		0	0	0		0	0	0		0	1162	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	348	1810	0		0	0	0		0	0	0		0	1162	444	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	348	1810	0		0	0	0		0	0	0		0	1162	444	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	348	1810	0		0	0	0		0	0	0		0	1162	444	
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	0.87	0.87	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.17	0.83	
Final Sat.:	1729	5187	0		0	0	0		0	0	0		0	3599	1375	
Capacity Analysis Module:																	
Vol/Sat:	0.20	0.35	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.32	0.32	
Crit Moves:	****													****		
Green/Cycle:	0.54	0.54	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.36	0.36	
Volume/Cap:	0.38	0.65	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.90	0.90	
Delay/Veh:	7.6	9.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	24.0	24.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	7.6	9.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	24.0	24.0	
HCM2k95th:	7	13	0		0	0	0		0	0	0		0	24	24	

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

Intersection #42 16th St/I St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.615
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	30	30	0		0	0	0		0	0	0		0	20	20	
Lanes:	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
Volume Module:																	
Base Vol:	348	1810	0		0	0	0		0	0	0		0	1162	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:	348	1810	0		0	0	0		0	0	0		0	1162	444	
Added Vol:	43	223	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:	391	2033	0		0	0	0		0	0	0		0	1162	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	391	2033	0		0	0	0		0	0	0		0	1162	444	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	391	2033	0		0	0	0		0	0	0		0	1162	444	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	391	2033	0		0	0	0		0	0	0		0	1162	444	
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	0.87	0.87	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.17	0.83	
Final Sat.:	1729	5187	0		0	0	0		0	0	0		0	3599	1375	
Capacity Analysis Module:																	
Vol/Sat:	0.23	0.39	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.32	0.32	
Crit Moves:	****													****		
Green/Cycle:	0.54	0.54	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.36	0.36	
Volume/Cap:	0.42	0.73	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.90	0.90	
Delay/Veh:	7.8	10.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	24.0	24.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	7.8	10.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	24.0	24.0	
HCM2k95th:	7	16	0		0	0	0		0	0	0		0	24	24	

Downtown Sacramento Traffic Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 16th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1870	152		0	0	0		535	1790	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	1870	152		0	0	0		535	1790	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1870	152		0	0	0		535	1790	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1870	152		0	0	0		535	1790	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1870	152		0	0	0		535	1790	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		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.77	0.23		0.00	0.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	4744	386		0	0	0		1729	5187	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39	0.39		0.00	0.00	0.00		0.31	0.35	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.88	0.88		0.00	0.00	0.00		0.69	0.77	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	18.6	18.6		0.0	0.0	0.0		13.1	14.4	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	18.6	18.6		0.0	0.0	0.0		13.1	14.4	0.0		0.0	0.0	0.0	
HCM2k95th:	0	26	26		0	0	0		13	15	0		0	0	0	

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

Intersection #43 16th St/J St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.881
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 68 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	25	25		0	0	0		25	25	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	2	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	1870	152		0	0	0		535	1790	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	1870	152		0	0	0		535	1790	0		0	0	0	
Added Vol:	0	43	0		0	0	0		223	111	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1913	152		0	0	0		758	1901	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1913	152		0	0	0		758	1901	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1913	152		0	0	0		758	1901	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1913	152		0	0	0		758	1901	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		0.91	0.91	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.78	0.22		0.00	0.00	0.00		1.14	2.86	0.00		0.00	0.00	0.00	
Final Sat.:	0	4752	378		0	0	0		1972	4944	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.40		0.00	0.00	0.00		0.38	0.38	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.45	0.45		0.00	0.00	0.00		0.45	0.45	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.90	0.90		0.00	0.00	0.00		0.86	0.86	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	19.8	19.8		0.0	0.0	0.0		16.6	16.6	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:	0.0	19.8	19.8		0.0	0.0	0.0		16.6	16.6	0.0		0.0	0.0	0.0	
HCM2k95th:	0	27	27		0	0	0		18	18	0		0	0	0	

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

Intersection #44 16th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.496
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0	0	0	0	0	0	0	0	25	25				
Lanes:	1	0	2	1 0	0	0	0	0 0	0	0	0	0 0	0	0	1	1 0
Volume Module:																
Base Vol:	329	1659	0	0	0	0	0	0	0	0	716	224				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	329	1659	0	0	0	0	0	0	0	0	716	224				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	329	1659	0	0	0	0	0	0	0	0	716	224				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	329	1659	0	0	0	0	0	0	0	0	716	224				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	329	1659	0	0	0	0	0	0	0	0	716	224				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92				
Lanes:	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.52	0.48				
Final Sat.:	1900	5187	0	0	0	0	0	0	0	0	2651	829				
Capacity Analysis Module:																
Vol/Sat:	0.17	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.27				
Crit Moves:	****										****					
Green/Cycle:	0.45	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45				
Volume/Cap:	0.39	0.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.61				
Delay/Veh:	10.7	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4	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:	10.7	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4	12.4				
HCM2k95th:	8	17	0	0	0	0	0	0	0	0	13	13				

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

Intersection #44 16th St/L St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	0	0	0	0	0	0	0	0	25	25				
Lanes:	1	0	2	1 0	0	0	0	0 0	0	0	0	0 0	0	0	1	1 0
Volume Module:																
Base Vol:	329	1659	0	0	0	0	0	0	0	0	716	224				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	329	1659	0	0	0	0	0	0	0	0	716	224				
Added Vol:	53	28	0	0	0	0	0	0	0	0	97	15				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	382	1687	0	0	0	0	0	0	0	0	813	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	382	1687	0	0	0	0	0	0	0	0	813	239				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	382	1687	0	0	0	0	0	0	0	0	813	239				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	382	1687	0	0	0	0	0	0	0	0	813	239				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92				
Lanes:	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.55	0.45				
Final Sat.:	1900	5187	0	0	0	0	0	0	0	0	2695	792				
Capacity Analysis Module:																
Vol/Sat:	0.20	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.30				
Crit Moves:	****										****					
Green/Cycle:	0.45	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45				
Volume/Cap:	0.45	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.68				
Delay/Veh:	11.1	13.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.5	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:	11.1	13.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.5	13.5				
HCM2k95th:	10	18	0	0	0	0	0	0	0	0	16	16				

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

Intersection #45 16th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0		0	0	0		0	0	0		0	21	21	
Lanes:	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0
Volume Module:																	
Base Vol:	209	1284	0		0	0	0		0	0	0		0	911	169	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	209	1284	0		0	0	0		0	0	0		0	911	169	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	209	1284	0		0	0	0		0	0	0		0	911	169	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	209	1284	0		0	0	0		0	0	0		0	911	169	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	209	1284	0		0	0	0		0	0	0		0	911	169	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	0.91	0.91		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.93	0.93	
Lanes:	0.42	2.58	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	1.69	0.31	
Final Sat.:	726	4461	0		0	0	0		0	0	0		0	2975	552	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.29	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.31	0.31	
Crit Moves:	****													****		
Green/Cycle:	0.52	0.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.56	0.56	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.82	0.82	
Delay/Veh:	9.4	9.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	19.8	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:	9.4	9.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	19.8	19.8	
HCM2k95th:	11	11	0		0	0	0		0	0	0		0	20	20	

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

Intersection #45 16th St/P St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.695
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	0		0	0	0		0	0	0		0	21	21	
Lanes:	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0
Volume Module:																	
Base Vol:	209	1284	0		0	0	0		0	0	0		0	911	169	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	209	1284	0		0	0	0		0	0	0		0	911	169	
Added Vol:	26	75	0		0	0	0		0	0	0		0	17	6	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	235	1359	0		0	0	0		0	0	0		0	928	175	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	235	1359	0		0	0	0		0	0	0		0	928	175	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	235	1359	0		0	0	0		0	0	0		0	928	175	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	235	1359	0		0	0	0		0	0	0		0	928	175	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	0.91	0.91		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.93	0.93	
Lanes:	0.44	2.56	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	1.68	0.32	
Final Sat.:	765	4422	0		0	0	0		0	0	0		0	2964	559	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.31	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.31	0.31	
Crit Moves:	****													****		
Green/Cycle:	0.52	0.52	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38	
Volume/Cap:	0.59	0.59	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.83	0.83	
Delay/Veh:	9.8	9.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	20.7	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:	9.8	9.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	20.7	20.7	
HCM2k95th:	12	12	0		0	0	0		0	0	0		0	21	21	

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

Intersection #46 16th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.603
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
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:	0	10	0		0	0	0		0	10	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	1	0	0	0 0	0	0	1
Volume Module:																
Base Vol:	0	1148	63		0	0	0		347	1066	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	1148	63		0	0	0		347	1066	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1148	63		0	0	0		347	1066	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1148	63		0	0	0		347	1066	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1148	63		0	0	0		347	1066	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		0.95	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.84	0.16		0.00	0.00	0.00		1.00	2.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	4878	268		0	0	0		1805	3610	0		0	0	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.24		0.00	0.00	0.00		0.19	0.30	0.00		0.00	0.00	0.00	
Crit Moves:		****								****						
Green/Cycle:	0.00	0.39	0.39		0.00	0.00	0.00		0.49	0.49	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.60	0.60		0.00	0.00	0.00		0.39	0.60	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	12.7	12.7		0.0	0.0	0.0		8.1	9.7	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:	0.0	12.7	12.7		0.0	0.0	0.0		8.1	9.7	0.0		0.0	0.0	0.0	
HCM2k95th:	0	11	11		0	0	0		6	11	0		0	0	0	

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

Intersection #46 16th St/Q St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.638
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	0		0	0	0		0	10	0		0	0	0	
Lanes:	0 0	2	1	0	0 0	0	0	0	1 1	1	0	0	0 0	0	0	1
Volume Module:																
Base Vol:	0	1148	63		0	0	0		347	1066	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	1148	63		0	0	0		347	1066	0		0	0	0	
Added Vol:	0	102	0		0	0	0		0	40	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1250	63		0	0	0		347	1106	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1250	63		0	0	0		347	1106	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1250	63		0	0	0		347	1106	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1250	63		0	0	0		347	1106	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		0.95	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.86	0.14		0.00	0.00	0.00		1.00	2.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	4904	247		0	0	0		1805	3610	0		0	0	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.25		0.00	0.00	0.00		0.19	0.31	0.00		0.00	0.00	0.00	
Crit Moves:		****								****						
Green/Cycle:	0.00	0.40	0.40		0.00	0.00	0.00		0.48	0.48	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.64	0.64		0.00	0.00	0.00		0.40	0.64	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	12.8	12.8		0.0	0.0	0.0		8.4	10.3	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	12.8	12.8		0.0	0.0	0.0		8.4	10.3	0.0		0.0	0.0	0.0	
HCM2k95th:	0	13	13		0	0	0		7	12	0		0	0	0	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 16th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.555
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	31	31	0		0	0	0		0	23	23		0	16	16	
Lanes:	1	1 2	0	0	0	0 0	0	0	0	0 2	1	0	0	0 1	1	1
Volume Module:																
Base Vol:	221	740	0		0	0	0		0	786	269		0	336	421	
Growth Adj:	1.00	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	740	0		0	0	0		0	786	269		0	336	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	221	740	0		0	0	0		0	786	269		0	336	421	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	221	740	0		0	0	0		0	786	269		0	336	421	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	221	740	0		0	0	0		0	786	269		0	336	421	
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	0.88	0.88		1.00	0.87	0.87	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	2.24	0.76		0.00	1.33	1.67	
Final Sat.:	1729	5187	0		0	0	0		0	3718	1272		0	2204	2762	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.14	0.00		0.00	0.00	0.00		0.00	0.21	0.21		0.00	0.15	0.15	
Crit Moves:	****								****					****		
Green/Cycle:	0.39	0.39	0.00		0.00	0.00	0.00		0.00	0.29	0.29		0.00	0.20	0.20	
Volume/Cap:	0.33	0.36	0.00		0.00	0.00	0.00		0.00	0.73	0.73		0.00	0.75	0.75	
Delay/Veh:	16.8	17.1	0.0		0.0	0.0	0.0		0.0	27.0	27.0		0.0	32.9	32.9	
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:	16.8	17.1	0.0		0.0	0.0	0.0		0.0	27.0	27.0		0.0	32.9	32.9	
HCM2k95th:	7	8	0		0	0	0		0	17	17		0	15	15	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #47 16th St/W St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	31	31	0		0	0	0		0	23	23		0	16	16	
Lanes:	1	1 2	0	0	0	0 0	0	0	0	0 2	1	0	0	0 1	1	1
Volume Module:																
Base Vol:	221	740	0		0	0	0		0	786	269		0	336	421	
Growth Adj:	1.00	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	740	0		0	0	0		0	786	269		0	336	421	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	102	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	221	740	0		0	0	0		0	786	269		0	336	523	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	221	740	0		0	0	0		0	786	269		0	336	523	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	221	740	0		0	0	0		0	786	269		0	336	523	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	221	740	0		0	0	0		0	786	269		0	336	523	
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	0.88	0.88		1.00	0.86	0.86	
Lanes:	1.00	3.00	0.00		0.00	0.00	0.00		0.00	2.24	0.76		0.00	1.17	1.83	
Final Sat.:	1729	5187	0		0	0	0		0	3718	1272		0	1925	2997	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.14	0.00		0.00	0.00	0.00		0.00	0.21	0.21		0.00	0.17	0.17	
Crit Moves:	****								****					****		
Green/Cycle:	0.39	0.39	0.00		0.00	0.00	0.00		0.00	0.29	0.29		0.00	0.20	0.20	
Volume/Cap:	0.33	0.36	0.00		0.00	0.00	0.00		0.00	0.73	0.73		0.00	0.86	0.86	
Delay/Veh:	16.8	17.1	0.0		0.0	0.0	0.0		0.0	27.0	27.0		0.0	38.2	38.2	
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:	16.8	17.1	0.0		0.0	0.0	0.0		0.0	27.0	27.0		0.0	38.2	38.2	
HCM2k95th:	7	8	0		0	0	0		0	17	17		0	18	18	

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

Intersection #48 16th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0 0	3	1	0	0 0	0	0	0	1 0	2	0	1	0 0	0	0	0
Volume Module:																
Base Vol:	0	758	120		0	0	0		664	1342	265		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	758	120		0	0	0		664	1342	265		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	758	120		0	0	0		664	1342	265		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	758	120		0	0	0		664	1342	265		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	758	120		0	0	0		664	1342	265		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.85	0.95	0.85		1.00	1.00	1.00	
Lanes:	0.00	3.45	0.55		0.00	0.00	0.00		1.00	2.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	5845	925		0	0	0		1615	3610	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.13		0.00	0.00	0.00		0.41	0.37	0.16		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.46		0.00	0.00	0.00	
Volume/Cap:	0.00	0.28	0.28		0.00	0.00	0.00		0.89	0.81	0.36		0.00	0.00	0.00	
Delay/Veh:	0.0	12.8	12.8		0.0	0.0	0.0		31.9	20.6	13.5		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:	0.0	12.8	12.8		0.0	0.0	0.0		31.9	20.6	13.5		0.0	0.0	0.0	
HCM2k95th:	0	7	7		0	0	0		31	24	8		0	0	0	

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Intersection #48 16th St/X St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	35	35		0	0	0		35	35	0		0	0	0	
Lanes:	0 0	3	1	0	0 0	0	0	0	1 0	2	0	1	0 0	0	0	0
Volume Module:																
Base Vol:	0	758	120		0	0	0		664	1342	265		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	758	120		0	0	0		664	1342	265		0	0	0	
Added Vol:	0	0	0		0	0	0		0	183	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	758	120		0	0	0		664	1525	265		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	758	120		0	0	0		664	1525	265		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	758	120		0	0	0		664	1525	265		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	758	120		0	0	0		664	1525	265		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.89	0.89		1.00	1.00	1.00		0.85	0.95	0.85		1.00	1.00	1.00	
Lanes:	0.00	3.45	0.55		0.00	0.00	0.00		1.00	2.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	5845	925		0	0	0		1615	3610	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.13		0.00	0.00	0.00		0.41	0.42	0.16		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.46	0.46		0.00	0.00	0.00		0.46	0.46	0.46		0.00	0.00	0.00	
Volume/Cap:	0.00	0.28	0.28		0.00	0.00	0.00		0.89	0.92	0.36		0.00	0.00	0.00	
Delay/Veh:	0.0	12.8	12.8		0.0	0.0	0.0		31.9	27.6	13.5		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:	0.0	12.8	12.8		0.0	0.0	0.0		31.9	27.6	13.5		0.0	0.0	0.0	
HCM2k95th:	0	7	7		0	0	0		31	31	8		0	0	0	

Downtown Sacramento Traffic Study
2030 Cumulative Conditions
PM Peak Hour

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

Intersection #49 29th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.766
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 41.3
Optimal Cycle: 82 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	18	18	0		18	18	0		0	34	34		0	0	0	
Lanes:	0 1	2	0	0	0 1	1	0	0	0 0	2	1	0	1 0	0	0	0
Volume Module:																
Base Vol:	57	329	0		222	333	0		0	1369	693		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:	57	329	0		222	333	0		0	1369	693		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:	57	329	0		222	333	0		0	1369	693		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	57	329	0		222	333	0		0	1369	693		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	57	329	0		222	333	0		0	1369	693		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	1.00		0.93	0.93	1.00		1.00	0.86	0.86		1.00	1.00	1.00	
Lanes:	0.44	2.56	0.00		0.80	1.20	0.00		0.00	2.00	1.00		1.00	0.00	0.00	
Final Sat.:	761	4390	0		1415	2123	0		0	3285	1643		1900	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.00		0.16	0.16	0.00		0.00	0.42	0.42		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.22	0.22	0.00		0.22	0.22	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.34	0.34	0.00		0.71	0.71	0.00		0.00	1.01	1.02		0.00	0.00	0.00	
Delay/Veh:	27.2	27.2	0.0		32.8	32.8	0.0		0.0	45.1	48.5		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:	27.2	27.2	0.0		32.8	32.8	0.0		0.0	45.1	48.5		0.0	0.0	0.0	
HCM2k95th:	6	6	0		15	15	0		0	41	42		0	0	0	

Downtown Sacramento Traffic Study
2030 Cumulative Conditions
PM Peak Hour

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

Intersection #49 29th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.770
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 44.7
Optimal Cycle: 82 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	18	18	0		18	18	0		0	34	34		0	0	0	
Lanes:	0 1	2	0	0	0 1	1	0	0	0 0	2	1	0	1 0	0	0	0
Volume Module:																
Base Vol:	57	329	0		222	333	0		0	1369	693		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:	57	329	0		222	333	0		0	1369	693		0	0	0	
Added Vol:	0	0	0		0	0	0		0	38	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	57	329	0		222	333	0		0	1407	693		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:	57	329	0		222	333	0		0	1407	693		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	57	329	0		222	333	0		0	1407	693		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	57	329	0		222	333	0		0	1407	693		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	1.00		0.93	0.93	1.00		1.00	0.87	0.87		1.00	1.00	1.00	
Lanes:	0.44	2.56	0.00		0.80	1.20	0.00		0.00	2.01	0.99		1.00	0.00	0.00	
Final Sat.:	761	4390	0		1415	2123	0		0	3305	1628		1900	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.00		0.16	0.16	0.00		0.00	0.43	0.43		0.00	0.00	0.00	
Crit Moves:	****					****				****						
Green/Cycle:	0.22	0.22	0.00		0.22	0.22	0.00		0.00	0.41	0.41		0.00	0.00	0.00	
Volume/Cap:	0.34	0.34	0.00		0.71	0.71	0.00		0.00	1.03	1.03		0.00	0.00	0.00	
Delay/Veh:	27.2	27.2	0.0		32.8	32.8	0.0		0.0	51.1	51.1		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:	27.2	27.2	0.0		32.8	32.8	0.0		0.0	51.1	51.1		0.0	0.0	0.0	
HCM2k95th:	6	6	0		15	15	0		0	43	43		0	0	0	

Downtown Sacramento Traffic Study
2030 Cumulative Conditions
PM Peak Hour

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

Intersection #50 30th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.648
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 79 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	31	31		0	0	0		39	39	0		0	0	0	
Lanes:	0	1	1	1	0	0	0	0	0	1	0	2	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	1055	470		0	0	0		505	1143	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	1055	470		0	0	0		505	1143	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1055	470		0	0	0		505	1143	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1055	470		0	0	0		505	1143	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1055	470		0	0	0		505	1143	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	0.87	0.87		1.00	1.00	1.00		1.00	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.08	0.92		0.00	0.00	0.00		1.00	2.00	0.00		0.00	1.00	0.00	
Final Sat.:	0	3423	1525		0	0	0		1900	3610	0		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.31		0.00	0.00	0.00		0.27	0.32	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.39	0.39		0.00	0.00	0.00		0.49	0.49	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.79	0.79		0.00	0.00	0.00		0.54	0.64	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	23.3	23.3		0.0	0.0	0.0		14.4	15.6	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:	0.0	23.3	23.3		0.0	0.0	0.0		14.4	15.6	0.0		0.0	0.0	0.0	
HCM2k95th:	0	23	23		0	0	0		15	17	0		0	0	0	

Downtown Sacramento Traffic Study
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PM Peak Hour

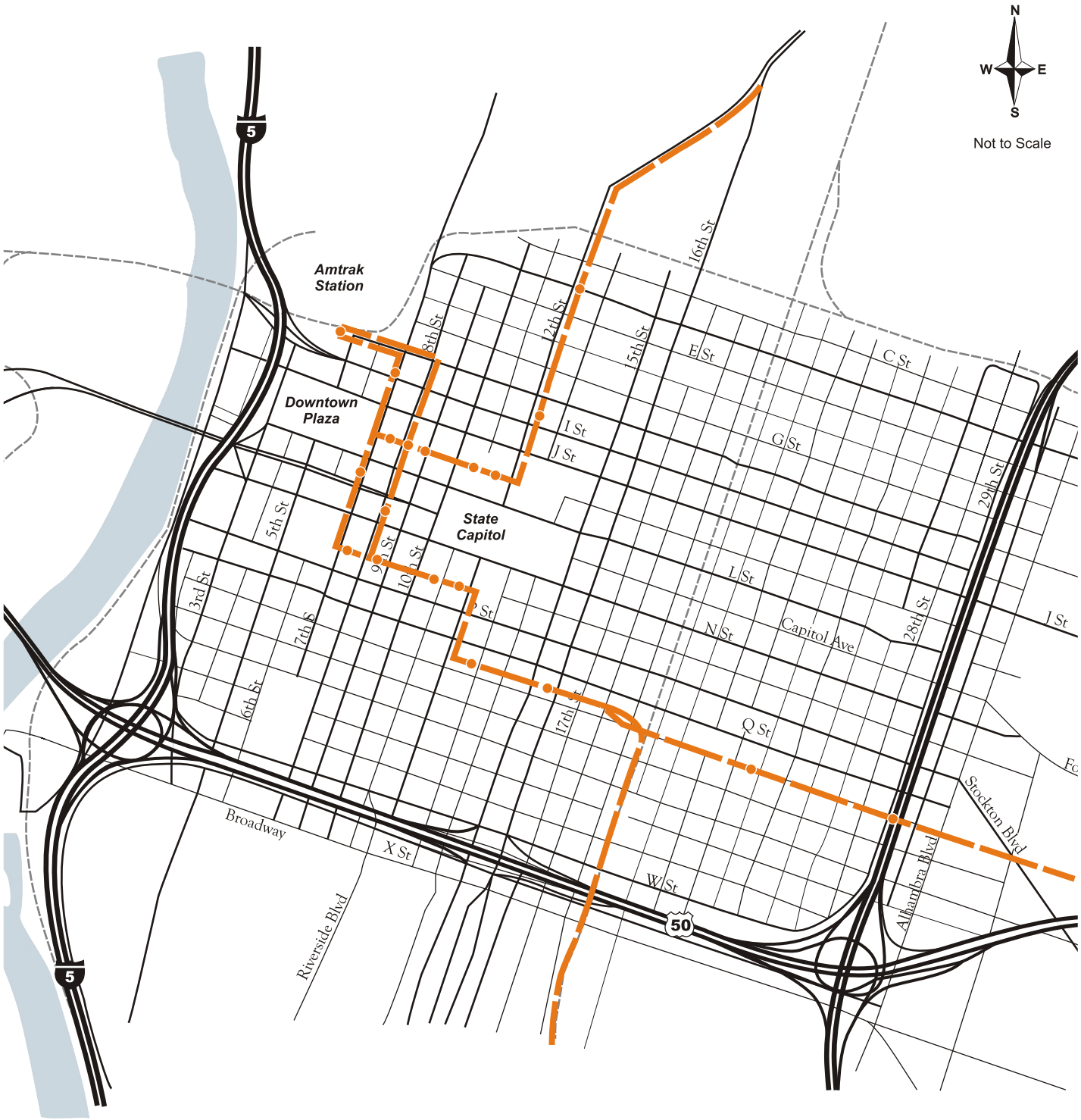
Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #50 30th St/J St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.648
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 79 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	31	31		0	0	0		39	39	0		0	0	0	
Lanes:	0	1	1	1	0	0	0	0	0	1	0	2	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	1055	470		0	0	0		505	1143	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	1055	470		0	0	0		505	1143	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	38	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1055	470		0	0	0		505	1181	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1055	470		0	0	0		505	1181	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1055	470		0	0	0		505	1181	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1055	470		0	0	0		505	1181	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	0.87	0.87		1.00	1.00	1.00		1.00	0.95	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.08	0.92		0.00	0.00	0.00		1.00	2.00	0.00		0.00	1.00	0.00	
Final Sat.:	0	3423	1525		0	0	0		1900	3610	0		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.31		0.00	0.00	0.00		0.27	0.33	0.00		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.00	0.39	0.39		0.00	0.00	0.00		0.49	0.49	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.79	0.79		0.00	0.00	0.00		0.54	0.66	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	23.3	23.3		0.0	0.0	0.0		14.4	16.0	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	23.3	23.3		0.0	0.0	0.0		14.4	16.0	0.0		0.0	0.0	0.0	
HCM2k95th:	0	23	23		0	0	0		15	18	0		0	0	0	

Appendix D



KEY

Light Rail Station =

Source: Sacramento Regional Transit District System Map - www.sacrt.com

Dowling Associates, Inc.

Cathedral Square Traffic Study

Figure 4.6-2
Existing Light Rail Service