APPENDIX H
Transportation Analysis

HEXAGON TRANSPORTATION CONSULTANTS, INC.

1655 Berryessa Mixed-Use Development

Draft Transportation Analysis

Prepared for:

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Executive Summary

This report presents the results of a Transportation Analysis (TA) for the proposed 1655 Berryessa mixed-use development in San Jose, California. The 13-acre project site is located north of Berryessa Road and the Berryessa BART Station, west of the BART rail line, south of two-story single-family houses, and east of two-story single-family houses and three-story attached houses. The site is located within the boundaries of the Facchino District in the planned Berryessa/BART Urban Village per the Envision San Jose 2040 General Plan. The proposed project includes the development of up to 850 residential units (614 market-rate multi-family units, 189 affordable multi-family units, 23 townhouse units, and 24 single-family units), and up to 480,000 square feet (s.f.) of commercial space. The commercial development would consist of one of the following three potential development scenarios as allowed by the PD zoning:

1. Up to 465,000 s.f. of office space and 15,000 s.f. of retail/restaurant space
2. Up to 465,000 s.f. of medical office space and 15,000 s.f. of retail/restaurant space
3. A 165,000-s.f./165-room assisted living facility and 315,000 s.f. of medical office space

The TA evaluated the development scenario #2 because it would generate the greatest number of trips. Vehicle access to the site would be provided via connections to Shore Drive, Mercado Way, and De Rome Drive which provide access to Sierra Road west of the project site. Access to Berryessa Road would be provided via its intersections with Sierra Road, Green Street, and a right-turn-only driveway along Berryessa Road located just west of the BART rail line.

The project site also is located within a designated Urban Village (Berryessa BART) per the Envision San Jose 2040 General Plan and the US-101/Oakland/Mabury Area Development Policy (ADP) area for which a Transportation Development Policy ("TDP") exists.

The US-101/Mabury Road interchange has long been identified in the City's General Plan as a needed freeway gateway to alleviate congestion at the US-101/Oakland Road interchange. However, the design of a full interchange at Mabury Road as identified in the TDP has not progressed due to the lack of acceptance of interchange spacing and ramp operations by the California Department of Transportation (Caltrans). The City of San Jose is currently working cooperatively with the Santa Clara Valley Transportation Authority and Caltrans to develop an alternative interchange design option that improves access, addresses traffic operations, and relieves congestion. After considering several interchange design options the City has developed a preferred interchange plan that is centered around the implementation of a full interchange (southbound and northbound on and off-ramps) at Berryessa Road rather than Mabury Road. Therefore, this transportation analysis includes the evaluation of the proposed project assuming each of the planned US 101 interchange alternatives at both Mabury Road and Berryessa Road.

Transportation Analysis Scope

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), The City of San Jose *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's Transportation Demand Forecasting (TDF) model and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan. The City's TDF model was utilized to project VMT for the proposed residential and employment uses. A project's VMT is compared to established thresholds of significance based on the project location and each of the proposed land uses. When assessing residential use, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing office or industrial use, the project's VMT is divided by the number of employees.

Local Transportation Analysis Scope

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

The proposed project will meet most of the City's VMT analysis screening criteria based on its location within a planned Growth Area (Berryessa BART Urban Village), proximity to High-Quality Transit, its transit-supporting density, and the amount of parking limited by parking management policies to serve the planned development. However, the project site is not located in an area that currently has low VMT per capita or worker and thus the proposed residential and commercial uses do not meet the City's screening criteria. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

The 15,000 s.f. of retail/restaurant space is not required to complete a CEQA VMT analysis because it is less than the 100,000-s.f. threshold as outlined in the City's screening criteria and is considered local-serving retail.

Project-Level VMT Impact Analysis

Per the City's Transportation Policy, the proposed project would result in a significant impact if it results in VMT that exceeds per capita VMT of 10.12 and per employee VMT of 12.21.

The results of the VMT evaluation, using the City's Model, indicate that the proposed project is projected to generate VMT per capita (8.02) and VMT per employee (8.39) under Year 2040 conditions that are both below the established thresholds. Therefore, the proposed project would not result in an impact on the transportation system under Year 2040 conditions based on the City's VMT impact criteria.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan's goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

The project site is located within the boundaries of the Facchino District in the Berryessa BART Urban Village. The 13-acre project site is located north of Berryessa Road and the Berryessa BART Station, west of the BART rail line, south of two-story single-family houses, and east of two-story single-family houses and three-story attached houses. Urban villages were developed as one of the major strategies of the *Envision San José 2040 General Plan*. Urban villages are defined as walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the policies and goals of the General Plan.

The Berryessa/North San José BART station is centrally located within the Berryessa BART Urban Village. According to the Envision San Jose 2040 General Plan, the Urban Village strategy fosters:

- Mixed residential and employment activities that are attractive to an innovative workforce
- Revitalization of underutilized properties that have access to existing infrastructure
- Densities that support transit use, bicycling, and walking
- High-quality urban design

The Berryessa BART Urban Village is the first regional transit urban village plan to be developed in San José. Regional transit urban villages are locations with access to major transit facilities of regional significance. Recognizing its emerging role as a gateway to the City, the design of new development within this urban village aims for high-quality environments for public circulation and gathering.

The project is consistent with the General Plan and Berryessa BART Urban Village goals and policies for the following reasons:

- The proposed residential uses for the project site are consistent with the Residential Neighborhood land use designation per the Berryessa BART Urban Village plan.
- The planned on-site street network will be consistent with the planned streetscape design features of Complete Streets and the Berryessa BART Urban Village Plan.
- The project frontage along Berryessa Road will be designed to accommodate the planned Berryessa Road Complete Street improvements including protected bicycle lanes, wider sidewalks, and other pedestrian safety features.
- The project site is adjacent to a planned major transit station, bus stops, and bicycle lanes on Berryessa Road.

Therefore, based on the project description, the proposed project would be consistent with the *Urban Village Planning Concepts* and the *Envision San José 2040 General Plan*. Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The LTA includes the analysis of AM and PM peak-hour traffic conditions for 26 signalized intersections, following the standards and methodology set forth by the City of San Jose.

Trip Generation

The CSJ Model was used to produce projections of AM and PM peak hour traffic generation for the project based on the proposed type and amount of land uses on the project site. The forecasted trip generation estimates are based on the trip-making characteristics of the proposed land uses and reflect the mode of travel and interaction of trips between land uses and use of non-auto-based modes of travel, including BART. The forecasts indicate that the proposed project would generate 1,018 trips during the AM peak hour and 1,383 trips during the PM peak hour based on the projected trips that start and/or end in the Traffic Analysis Zones (TAZs) that correspond to the project site.

Mode Share

Auto Based Travel

When compared to Year 2040 GP conditions, the proposed project would result in an approximately 18% reduction of the auto travel mode.

Non-Auto Based Travel

When compared to Year 2040 GP conditions, trips generated by the project site for the proposed project are projected to result in an increase of approximately 18 percent in the use of transit, bikes, and walking as travel modes.

Year 2030 Intersection Operation Conditions

The results also show that the following intersections are projected to operate at an unacceptable level of service during at least one peak hour under Year 2030 with Project conditions, according to the City of San Jose level of service standards:

Mabury Interchange Alternative

(5) US 101 and Mabury Road (E) (AM & PM peak hours)
(7) Eleventh Street and Taylor Street (AM & PM peak hours - **Adverse Effect**: **PM Peak Hour**)
(8) Tenth Street and Taylor Street) (AM & PM peak hours)
(12) Oakland Road and Commercial Street (PM peak hour)
(13) Commercial Street and Berryessa Road (AM peak hour)

Berryessa Interchange Alternative

(3) Berryessa Road and US 101 (N) (AM peak hour)
(4) Berryessa Road and US 101 (S) (PM peak hour)
(7) Eleventh Street and Taylor Street (AM peak hour)

(8) Tenth Street and Taylor Street (AM & PM peak hours)
(12) Oakland Road and Commercial Street (PM peak hour)
(13) Commercial Street and Berryessa Road (AM peak hour)
(23) Flea Market Entrance/Sierra Road and Mabury Road (AM & PM peak hours)
(**Adverse Effect: AM and PM peak hours**)

Year 2040 Intersection Operation Conditions

The results also show that the following intersections are projected to operate at an unacceptable level of service during at least one peak hour under Year 2040 with Project conditions, according to the City of San Jose level of service standards:

Mabury Interchange Alternative

(5) US 101 and Mabury Road (E) (AM & PM peak hours)
(7) Eleventh Street and Taylor Street (AM & PM peak hours - **Adverse Effect: PM peak hour**)
(8) Tenth Street and Taylor Street (AM & PM peak hours)
(12) Oakland Road and Commercial Street (PM peak hour)
(13) Commercial Street and Berryessa Road (**AM peak hour - Adverse Effect**)
(15) Flea Market Entrance/Green Street and Berryessa Road (**PM peak hour - Adverse Effect**)
(21) King Road and Mabury Road (AM peak hour)

Berryessa Interchange Alternative

(3) Berryessa Road and US 101 (N) (AM peak hour)
(4) Berryessa Road and US 101 (S) (PM peak hour)
(7) Eleventh Street and Taylor Street (AM & PM peak hours - **Adverse Effect: PM peak hour**)
(8) Tenth Street and Taylor Street (AM & PM peak hours)
(12) Oakland Road and Commercial Street (PM peak hour)
(13) Commercial Street and Berryessa Road (AM peak hour)
(15) Flea Market Entrance/Green Street and Berryessa Road (PM peak hour)
(23) Flea Market Entrance/Sierra Road and Mabury Road (AM & PM peak hours)
(**Adverse Effect: AM and PM peak hours**)

Adverse Intersection Operations Effects and Potential Improvements

(7) Eleventh Street and Taylor Street

(Year 2030 Adverse Effect: PM peak hour – Mabury Interchange Alternative)
(Year 2040 Adverse Effect: PM peak hour – Mabury and Berryessa Interchange Alternatives)

This intersection would operate at LOS E during the PM peak hour under Years 2030 and 2040 conditions. The added trips as a result of the proposed project with the Mabury interchange alternative under Year 2030 and with both the Mabury and Berryessa interchange alternatives under Year 2040 during the PM peak hour would cause the intersections' critical-movement delay to either decrease or increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. Based on the City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

The future Year 2030 and 2040 analysis includes the conversion of both 10th and 11th Streets from one-way to two-way operations between Santa Clara Street and Hedding Street as identified in the Downtown Circulation and Access Study. The intention of the roadway conversions is to enhance the livability of the neighborhoods through which the roadways pass.

Vehicular capacity improvements at the intersection would require narrowing sidewalks and removing bus stops along Taylor Street, in addition to modifying pedestrian bulb-outs at each corner of the

intersections. These types of vehicular capacity improvements are not consistent with the City's transportation policies and would inhibit the improvement of multi-modal facilities intended to increase alternative modes of travel (transit, bicycling, and walking) and reduce auto-based travel mode-share in the area. Therefore, improvement of the 11th Street intersection with Taylor Street is not feasible and the adverse effects are determined to be unavoidable. Since physical improvements at the intersection are not feasible, the project may be required to construct or contribute towards offsetting improvements that may include those planned at the 7th Street and Jackson Street intersection as part of the City's application for a quiet zone in the Japantown area.

(13) Commercial Street and Berryessa Road

(Year 2040 Adverse Effect: AM peak hour – Mabury Interchange Alternative)

This intersection would operate at LOS F during the AM peak hour under Year 2040 conditions. The added trips as a result of the proposed project with the Mabury interchange alternative under Year 2040 during the AM peak hour would cause the intersections' critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. Based on the City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

The adverse effect on operations at this intersection could be improved by providing an additional westbound to northbound right-turn lane as identified in the US-101/Oakland/Mabury TDP. This improvement would require extending the second through lane in the northwest direction on Commercial Street to Berryessa Road to receive the additional westbound right-turn lane.

The payment of the US-101/Oakland/Mabury TIF will be an appropriate contribution to the implementation of the intersection improvement. The US-101/Oakland/Mabury TIF is described below.

(15) Flea Market Entrance/Green Street and Berryessa Road

(Year 2040 Adverse Effect: PM peak hour – Mabury Interchange Alternative)

This intersection would operate at LOS E during the PM peak hour under Year 2040 conditions. The added trips as a result of the proposed project with the Mabury interchange alternative under Year 2040 during the PM peak hour would cause the intersections' critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. Based on the City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

Required improvements to improve operations at this intersection would include the re-striping of the southbound approach to provide one left-turn lane and one shared through and right-turn lane and changing the north-south signal phasing from split to protected and the addition of a second eastbound left-turn lane. With the implementation of these improvements, the intersection level of service would improve to LOS D during the PM peak hour under Year 2040 with project and the Mabury interchange alternative.

However, the addition of a second eastbound left-turn lane will require the widening of Green Street north of Berryessa Road, which is not feasible due to existing buildings and sidewalks on both sides of the street, and will lengthen the crossing distance for pedestrians and bicyclists at the intersection. The degradation of multi-modal travel through the intersection due to the implementation of roadway widening for the purpose of increasing vehicular capacity is not consistent with the City's goals to improve opportunities for multi-modal travel. Since physical improvements at the intersection are not feasible, the project may be required to construct or contribute towards offsetting improvements that may include those planned at the Berryessa Road and Lundy Ave intersection that are within the adopted BBUV boundary and implementation plan. The multi-modal improvements include the removal

of pork-chop islands at the northeast and northwest corners of the intersection which will enhance safety by removing pedestrian-bicycle conflicts with vehicles. A signal modification also will be required for the intersection improvements (including APS, video detection, etc.).

(23) Flea Market Entrance/Sierra Road and Mabury Road

(Year 2030 and 2040 Adverse Effect: AM and PM Peak Hours – Berryessa Interchange Alternative)

This intersection would operate at LOS D or better during both the AM and PM peak hours under Year 2030 and 2040 conditions. The added trips as a result of the proposed project with the Berryessa interchange alternative would cause the levels of service to degrade to LOS F during both the AM and PM peak hours. Based on the City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

Required improvements at this intersection would include the widening of Mabury Road to four lanes. With the implementation of this improvement, the intersection level of service would improve to LOS D or better during both the AM and PM peak hours under Years 2030 and 2040 with project and the Berryessa interchange alternative.

However, the widening of Mabury Road to meet the projected vehicular demand will not be consistent with the goals and policies of the BBUV Plan and its planned roadway network. Since physical improvements at the intersection are not feasible, the project may be required to construct or contribute towards offsetting improvements that may include those planned at the King Road and Mabury Avenue intersection that are within the adopted BBUV boundary and implementation plan. The multi-modal improvements include the removal of pork-chop islands at the northeast and southwest corners of the intersection which will enhance safety by removing pedestrian-bicycle conflicts with vehicles. A signal modification also will be required for the intersection improvements (including APS, video detection, etc.).

Year 2040 Freeway Segment Levels of Service

The results show that the same freeway segments would operate at an unacceptable LOS F under each of the Year 2040 scenarios evaluated. Of the 58 freeway segments that were analyzed, 49 directional mixed-flow freeway segments and 9 directional HOV freeway segments operate at an unacceptable level of service based on the CMP's level of service standards.

Site Access and On-Site Circulation

Traffic operations analyses at each of the site connections to Shore Drive, Mercado Way, and De Rome Drive as well as the Facchino Way/Commercial Driveway intersection were completed. The on-site operations analysis included an evaluation of necessary intersection control and lane configurations at each of the site access points based on the signal warrant and LOS analyses.

The following improvements are recommended to improve access to the project site and on-site circulation:

- Stop control should be implemented at each of the following future on-site unsignalized intersections:

  27. Lane A and Shore Drive (One-Way Stop-Control on Lane A approach)
  28. Lane A and Mercado Drive (Two-Way Stop-Control on Lane A approaches)
  29. Lane A and De Rome Drive (Two-Way Stop-Control on Lane A/Facchino Way approaches)

- Facchino Way should be aligned with Lane A at its intersection with De Rome Drive. In addition,

- the commercial driveway along Facchino Way should be relocated further south to reduce vehicular turn conflicts at the intersection and driveway.
- In lieu of a traffic signal, a roundabout could be implemented at the intersection of Facchino Way and Commercial Driveway. In addition, the commercial driveway should be relocated further south to reduce vehicular turn conflicts at the intersection and driveway.
- Based on the Berryessa BART Urban Village (BBUV) street network, Mercado Way and Lane A should be designated as public roadways.
- Lane A should have 36-foot curb-to-curb width with on-street parking on both sides of the street.
- Driveway cuts with flares per the City of San Jose standards should be provided at all public/private roadway interfaces.

City's Recommended Site Access Adjustments

The City requested an evaluation of the effects of the elimination of project access from Berryessa Road (Facchino Way Driveway) and De Rome Drive. With the City's recommended site access adjustments, access to the project site would only be provided via Mercado Way and Shore Drive.

Based on the evaluation of the site access adjustments, the following improvements are recommended in addition to the site access and circulation improvements discussed above:

- A traffic signal may be required at the Lane A and Mercado Way intersection. However, a roundabout could be implemented at the intersection rather than a traffic signal.
- Install speed bumps along Facchino Way (a private drive aisle) between the office building and De Rome Drive to discourage the use of Facchino Way as a cut-through route.

Berryessa BART Urban Village TDM/Parking Plan

Urban villages are designed to provide a vibrant and inviting mixed-use setting to attract pedestrians, bicyclists, and transit users of all ages and to promote job growth. The project site is located within the boundaries of the Facchino District within the designated Berryessa BART Urban Village (BBUV) per the Envision San Jose 2040 General Plan. Therefore, the project will be subject to the BBUV plan.

Transportation demand management (TDM) programs will help the district meet its mode split goals – and help ensure that it is a thriving place where people want to live, work, and play. A development project sponsor will work with the City and Transportation Management Association (TMA) and select the TDM programs/measures that best fit that particular project. Each development in BBUV will be required to satisfy 30 points from the list of strategies. Point values are based on an estimated percentage reduction of VMT per strategy, with one point roughly equivalent to a 1% estimated reduction in VMT. The first 10 out of the 30-point requirement will be met with the Mandatory TDM measures for BBUV. The subsequent 20 points may be satisfied by selecting from the menu of TDM options. However, the provision of on-site parking at ratios at or below the City's parking target for BBUV will earn points toward a project's TDM requirement, with the potential to achieve up to 20 possible points, thus fully satisfying all of the project's additional TDM requirements.

Mandatory TDM measures listed below refer to those TDM strategies considered essential for implementing a district parking solution in the Plan and therefore are mandatory to all development projects.

Program – 1: Transportation Management Association – Participate in a few TDM programs provided by an established TMA in a local area such as Downtown and a transit-rich urban village.

Program – 2: Education, Marketing, and Outreach – Provide employees and/or residents with information on available travel options.

Program – 3: Transit Pass Subsidy – Provide contributions or incentives towards the equivalent cost of a VTA monthly pass for on-site residents and employees. The monthly contribution or incentives can be spent on VTA/BART/Caltrain fare tickets or monthly passes.

Parking – 1: Unbundled Parking – Detach the cost of parking from rent or leases.

Parking – 2: Price Parking – Price parking at hourly or daily rates, and do not provide weekly, monthly, annual, or other long-term parking pass options.

The project's TDM requirement per the BBUV/parking ordinance will be reviewed by City staff when a more detailed project description is provided in the future.

Pedestrian, Bicycle, and Transit Analysis

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. The Envision 2040 General Plan identifies goals and policies that are dedicated to the enhancement of the transportation infrastructure, including public transit and pedestrian/bike facilities. The Transportation Policies contained in the General Plan create incentives for non-auto modes of travel while reducing the use of single-occupant automobile travel as generally described below:

- Through the entitlement process for new development, funds needed transportation improvements for all transportation modes, giving first consideration to the improvement of bicycling walking, and transit facilities.
- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.
- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)
- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.

The City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more by the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project, particularly if transit services (including BART) are utilized in combination with bicycle commuting.

In addition, the City Bike Plan 2025 establishes goals, policies, and actions to make bicycling a daily part of life in San Jose. The Bike Plan includes designated bike lanes along all City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

The proposed project site is located within the Berryessa BART Urban Village Boundary. Development within Urban Villages must incorporate additional urban design and architectural elements that will facilitate buildings with pedestrian orientated design and activate the pedestrian public right-of-way. The Berryessa BART Urban Village Plan also will include policies that will provide for the enhancement of the pedestrian and bicycle environment and greater connectivity to the overall transportation network.

Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections (see Chapter 2 for details).

Pedestrian generators in the project vicinity include the Berryessa Transit Station, commercial areas on the north and south sides of Berryessa Road near Lundy Avenue, and bus stops along Berryessa Road.

The project site is within the service boundaries of Vinci Park Elementary School and Piedmont Middle School which are part of the Berryessa Union School District. Vinci Park Elementary school is located approximately ½ of a mile east of the project site along Vinci Park Way while Piedmont Middle School is located approximately 2.2 miles east of the project site near Piedmont Road and Penitencia Creek Road. Independence High School also is located approximately 1.25 miles east of the project site.

Existing sidewalks along Berryessa Road provide a pedestrian connection between the project site and pedestrian destinations in the project vicinity. A missing sidewalk segment is located along the north side of Commercial Street extending 600 feet west of its intersection with Berryessa Road. A sidewalk is provided along only the east side of King Road between Commodore Drive and Salamoni Court.

Bicycle Facilities

There are several bike facilities in the immediate vicinity of the project site (see Chapter 2 for details).

There are bike lanes provided along Sierra Road and Berryessa Road, including the segments along the project's frontages. The San Jose Bike Plan 2025 indicates that Class IV protected bike lanes are planned along Beryessa Road between US 101 and Piedmont Road. The project will be required to provide an in-lieu monetary contribution of $122 per linear foot for the implementation of the protected bike lanes along its Beryessa Road frontage.

As previously described, the City's General Plan identifies a bicycle commute mode split target of 15 percent or more by the year 2040. It is projected that the use of a bicycle will account for only a one percent mode share for the project. However, the number of bicycle trips would nearly triple those that are projected for the project site under the current General Plan conditions. The low projected mode-share for bicycle usage in the project area is likely due to its proximity to the Berryessa Transit Station and its connections to bus routes and BART. The ease of access to transit results in a greater mode split of transit usage and walking, approximately 11 to 20 percent for each mode, that will meet or exceed the General Plan mode share targets.

Bicycle and Pedestrian Facility Improvements

The Envision 2040 General Plan identifies the following goals in regard to bicycling and pedestrians:

- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

The planned improvements discussed below are intended to reduce the identified adverse effects to the roadway system by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. However, the full implementation of the improvements is beyond the means of the proposed project given that they may require right-of-way from adjacent properties. The project could be required to make a fair-share contribution towards the cost of the improvements since the identified improvements would be of benefit to the project.

The San Jose Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class I bike trail improvements are planned for:

- Coyote Creek Trail, between Empire Street and Montague Expressway
- Five Wounds Trail, between Mabury Road and William Street
- Lower Silver Creek Trail linking Coyote Creek Trail and Lake Cunningham Park
- Penitencia Creek Trail, between Station Way and the planned Coyote Creek Trail
- Gish Road, between Old Bayshore Highway and Oakland Road
- Lenfest Road, between Las Plumas Avenue and Melody Lane

Class II bike lane improvements are planned for:

- Taylor Street, between 10th Street and 21st Street
- Ridder Park Drive, south of Brokaw Road
- Las Plumas Avenue, between Lenfest Road and Educational Park Drive

Class III bike route improvements are planned for:

- Commodore Drive, between King Road and Jackson Avenue
- Vinci Park Way, between Berryessa Road and Lundy Avenue
- Hazlett Way, between Coyote Creek Trail and Sierra Road
- Schallenberger Drive, along its entire length
- Townsend Avenue/Ringwood Avenue, between Lundy Avenue and Murphy Avenue
- 33rd Street, between Melody Lane and San Antonio Street

Class IV protected bike lane improvements are planned for:

- Sierra Road, between Berryessa Road and Hazlett Way
- Sierra Road, between just west of Lundy Avenue and Flickinger Avenue
- Berger Drive, along its entire length
- Brokaw Road/Murphy Avenue, along its entire length
- Commercial Street/Old Bayshore Highway, along its entire length
- Mabury Road, south of Berryessa Road
- Mabury Road, between Flea Market Entrance and White Road
- Lenfest Road, between Mabury Road and Las Plumas Avenue
- King Road/Lundy Avenue, along its entire length
- Berryessa Road, between just east of US 101 and Piedmont Road
- Educational Park Drive, along its entire length
- Jackson Avenue/Flickinger Avenue, between Hostetter Road and Story Road
- Oakland Road, between Hedding Street and Montague Expressway
- Ringwood Avenue, between Murphy Avenue and Trade Zone Boulevard
- McKee Road, between 24th Street and Toyon Avenue
- Capitol Avenue, along its entire length
- 11th Street, along its entire length
- 10th Street, between Hedding Street and Old Bayshore Highway

In addition, the Berryessa BART Urban Village Plan will identify further improvement of the surrounding roadways, including Berryessa Road and Mabury Road, to incorporate complete street concepts that may include protected bike lanes along both sides of the streets. The project would also provide a bicycle connection between the project site and the Berryessa BART Station.

Transit Services

The Envision 2040 General Plan identifies the following goals in regard to public transit:

- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development be designed to accommodate and to provide direct access to transit facilities.
- Pursue development of BRT, bus, shuttle, and fixed guideway services on designated streets and connections to major destinations.

The project site is located near the Berryessa Transit Center & Berryessa/North San Jose BART Station located along BART Station Way between Berryessa Road and Mabury Road. Station facilities include a parking structure for park-and-ride (PNR) commuters, surface parking lots, kiss-and-ride (KNR) drop-off points, bus transfer bays, and bikeshare stations. Phase 1 of the BART extension project included the extension of service to the Berryessa Transit Center & Berryessa/North San Jose BART Station and began operation in June 2020. Phase II would extend service six miles from the Berryessa Transit Center into downtown San José with termination in Santa Clara with planned completion in 2030.

The nearest bus stops to the project site are currently at the Berryessa Transit Center. As part of the VTA's 2019 New Transit Service Plan and extension of BART service to Santa Clara County, frequent bus routes 61, 70, 77, and frequent rapid route 500 provide service at the Berryessa Transit Center. The new transit trips generated by the project are not expected to create demand in excess of the existing and planned transit service. Access to the Berryessa Transit Station from the project site as currently planned will be restricted to the use of Berryessa Road.

1. Introduction

This report presents the results of a Transportation Analysis (TA) for the proposed 1655 Berryessa mixed-use development in San Jose, California. The 13-acre project site is located north of Berryessa Road and the Berryessa BART Station, west of the BART rail line, south of two-story single-family houses, and east of two-story single-family houses and three-story attached houses. The site is located within the boundaries of the Facchino District in the planned Berryessa/BART Urban Village per the Envision San Jose 2040 General Plan. The proposed project includes the development of up to 850 residential units (614 market-rate multi-family units, 189 affordable multi-family units, 23 townhouse units, and 24 single-family units), and up to 480,000 square feet (s.f.) of commercial space. The commercial development would consist of one of the following three potential development scenarios as allowed by the PD zoning:

1. Up to 465,000 s.f. of office space and 15,000 s.f. of retail/restaurant space
2. Up to 465,000 s.f. of medical office space and 15,000 s.f. of retail/restaurant space
3. A 165,000-s.f./165-room assisted living facility and 315,000 s.f. of medical office space

The TA evaluated the development scenario #2 because it would generate the greatest number of trips. Vehicle access to the site would be provided via connections to Shore Drive, Mercado Way, and De Rome Drive which provide access to Sierra Road west of the project site. Access to Berryessa Road would be provided via its intersections with Sierra Road, Green Street, and a right-turn-only driveway along Berryessa Road located just west of the BART rail line. The project site location and the surrounding study area are shown in Figure 1. The project site plan is shown in Figure 2.

Scope of Work

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), The City of San Jose *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

Figure 1
Site Location

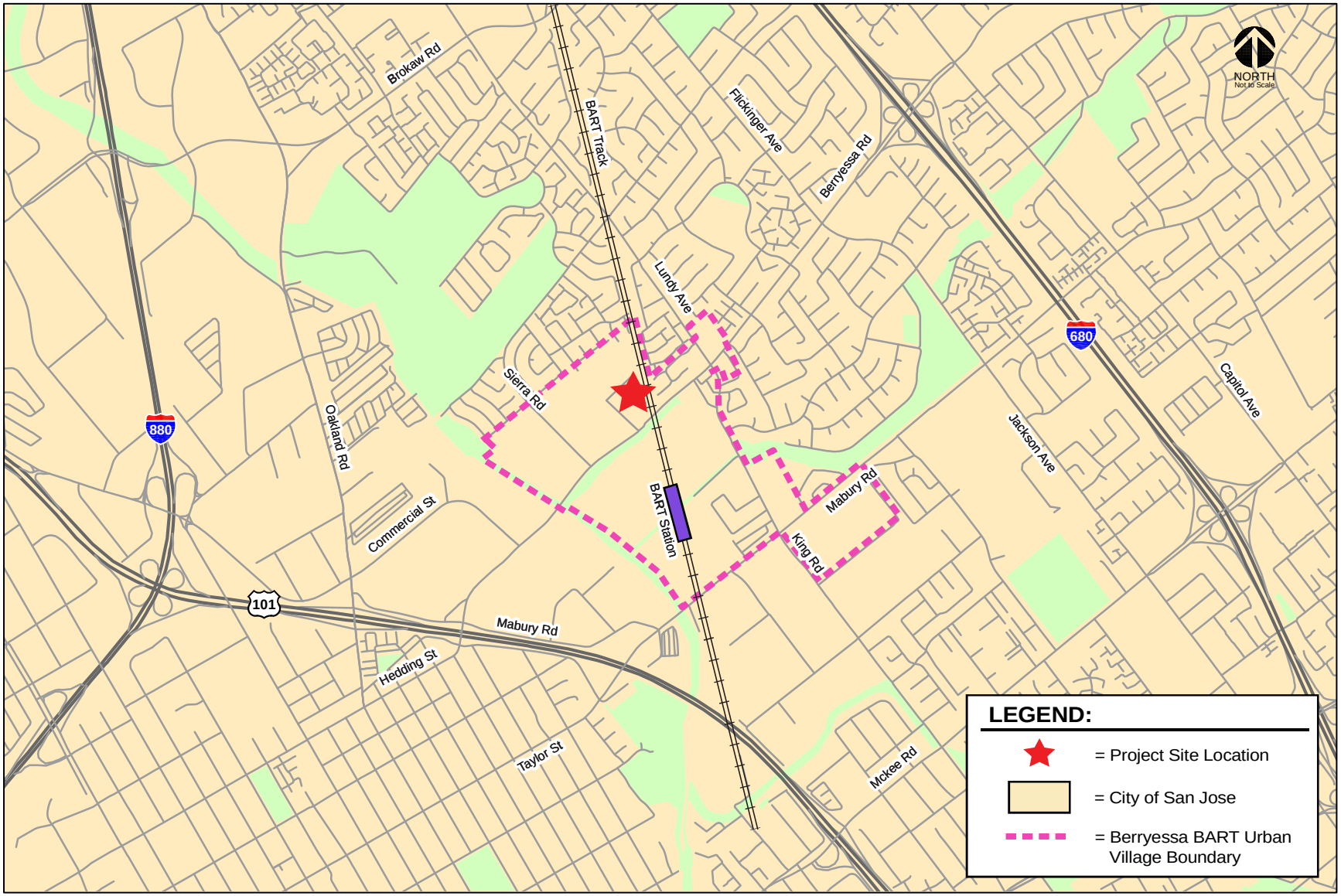
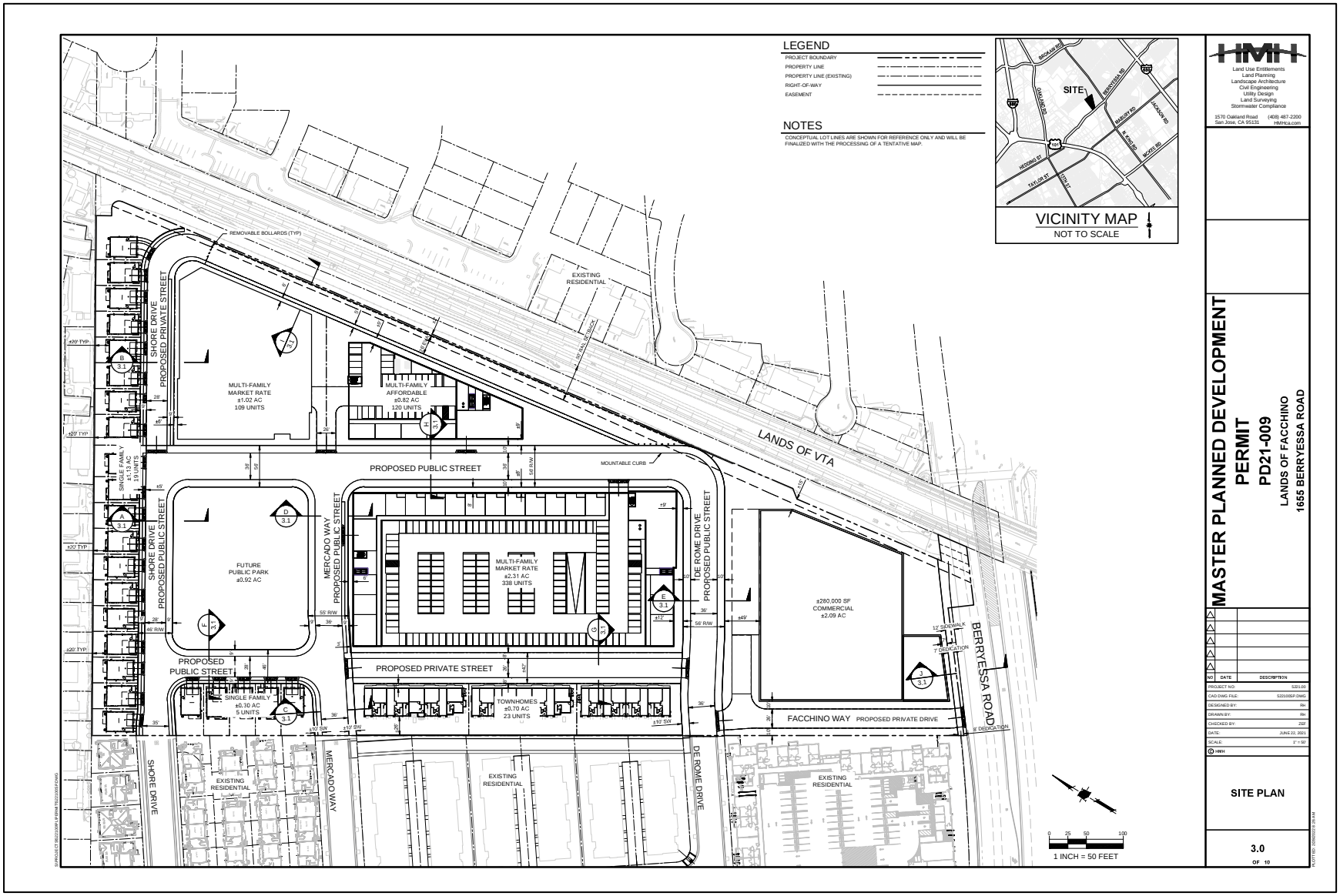


Figure 2
Proposed Site Plan



Transportation Policies

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. In adherence to SB 743, the City of San Jose adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on vehicle miles traveled (VMT) instead of levels of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. The new transportation policy aligns with the currently adopted General Plan which seeks to focus on new development growth within Planned Growth Areas, bringing together office, residential, and supporting service land uses to internalize trips and reduce VMT. All new development projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to the improvement of biking, walking, and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Villages and Corridors and other growth areas (TR-8.6);
- Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments (TR-8.7);

- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

US-101/Oakland/Mabury Transportation Development Policy

The project site is located within the US-101/Oakland/Mabury Area Development Policy (ADP) area for which a Transportation Development Policy ("TDP") exists. The US-101/Oakland/Mabury TDP provides for additional capacity in the immediate area of the US-101/Oakland interchange. The TDP is intended to achieve the following goals:

1. Management of traffic congestion generated by near-term new development in the vicinity of the US-101/Oakland Road interchange
2. Promotion of General Plan goals for economic development and housing; and
3. Improvement of the US-101/Oakland Road interchange and construction of the new US-101/Mabury Road interchange to accommodate new development

The US-101/Oakland interchange serves as the primary access point to regional freeway facilities in the project area. As such, the Oakland Road and Commercial Street corridors that serve the US-101/Oakland interchange currently experience traffic congestion during the peak commute hours. The US-101/Oakland interchange and Oakland Road/Commercial Street intersections are currently and projected to continue to operate below the City's standard Level of Service standards. The TDP identified existing operations and the required improvements for future development along the US-101/Oakland Road and US-101/Mabury Road corridors. A key element of the TDP was the establishment of a traffic impact fee (TIF) program on new development in the area to fund the identified transportation network improvements.

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of an evaluation of the proposed project's effect on VMT. The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location.

The City's VMT methodology also includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project or a component of a mixed-use project meets the screening criteria, it is then presumed that the project or the component would result in a less-than-significant VMT impact and a VMT analysis is not required. The project site is located within a planned Growth Area (Berryessa BART Urban Village). However, the proposed project will not meet all of the applicable VMT screening criteria as described in further detail in Chapter 4. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required and is presented in Chapter 4.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for development projects. For non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns, the City's Travel Demand Forecasting (TDF) model can be used to determine project VMT. Given the large scale of the proposed project and its proximity to a major transit facility, the City's TDF model was utilized to complete the VMT evaluation for the proposed project.

Based on the project location, type of development, and project description, the TDF model is used to calculate the project VMT. Average per-capita and per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated. The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. The VMT in the proposed project site vicinity is presented in further detail in Chapter 4.

Local Transportation Analysis Scope

A local transportation analysis (LTA) supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA includes an evaluation of the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project.

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area.

Intersection operations conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing peak hour traffic volumes at all study intersections were obtained from the City of San Jose or recently completed traffic studies. Due to the current COVID-19 pandemic situation and its effect on traffic patterns, the City of San Jose is requiring that all new traffic counts for study intersections be put on hold until further notice. Therefore, as recommended by the City of San Jose staff, a 1% compounded annual growth factor was applied to traffic counts that are older than two years to estimate traffic conditions in 2021.

Scenario 2: *Year 2030 No Project Conditions*. Year 2030 no project conditions represents a near-term buildout horizon for the proposed project. The City's TDF model was used to forecast traffic growth associated with the planned development growth within the project area. Year 2030 condition traffic volumes were produced by applying traffic growth forecasted by the model (future condition forecasts minus base year (2015) forecasts) to the existing traffic volumes. Year 2030 No Project conditions includes the planned BART extension, which is planned to reach Diridon Station by 2030, as well as the planned US 101 Mabury interchange, or other identified future access points to US 101. Year 2030 No Project conditions represents the baseline conditions to which project conditions are compared for the purpose of determining project impacts.

Scenario 3: *Year 2030 Conditions with Project Conditions*. The City's TDF model was used to forecast traffic growth associated with the proposed project under Year 2030 conditions. Year 2030 condition traffic volumes, for the purpose of level of service operations analysis, were produced by applying traffic growth forecasted by the model (future condition forecasts minus base year (2015) forecasts) to the existing traffic volumes.

Scenario 4: *Year 2040 General Plan No Project Conditions*. The City's TDF model was used to forecast traffic growth associated with the adopted Envision San Jose 2040 General Plan land uses as well as the proposed project. Year 2040 condition traffic volumes are produced by applying traffic growth forecasted by the model (future condition forecasts minus base year (2015) forecasts) to the existing traffic volumes. Year 2040 General Plan conditions includes all transportation system improvements as identified in the General Plan. Year 2040 No Project conditions also includes the planned BART extension, which is planned to reach Diridon Station by 2030, as well as the planned US 101 Mabury interchange, or other identified future access points to US 101. Year 2040 No Project conditions represent the baseline conditions to which project conditions are compared for the purpose of determining project impacts.

Scenario 5: Year 2040 General Plan with Project Conditions. The City's TDF model was used to forecast traffic growth associated with the proposed project under Year 2040 conditions. Year 2040 General Plan conditions traffic volumes, for the purpose of level of service analysis, were produced by applying traffic growth forecasted by the model (future condition forecasts minus base year (2015) forecasts) to the existing traffic volumes.

The LTA also includes a vehicle queuing analysis, an evaluation of potential project impacts on bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes the existing transportation system including the existing roadway network, transit service, bicycle, and pedestrian facilities. Improvements to the future Year 2040 transportation system including planned roadways, transit system and bicycle network are described in Chapter 3. Chapter 4 describes the CEQA transportation analysis, including VMT analysis methodology, baseline and potential project VMT impacts, mitigation measures to reduce the VMT impact, and potential cumulative transportation impacts. Chapter 5 describes the LTA including the method by which project traffic is estimated, intersection operations analysis methodology, any adverse intersection traffic effects caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 6 presents the conclusions of the transportation analysis.

2. Existing Transportation Setting

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit services, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project site is provided via US-101, I-880, and I-680. These facilities are described below.

US-101 is an eight-lane freeway (6 mixed-flow and 2 high-occupancy vehicle lanes) in the vicinity of the project area. US 101 provides connections to I-880, I-680/280, SR 237, and SR 87. Access to the project area is provided via its interchange with Oakland Road.

I-880 is an eight-lane freeway (6 mixed-flow and 2 high-occupancy vehicle lanes) in the vicinity of the project area. It extends along the eastern side of San Francisco Bay from San Jose to Oakland. South of its interchange with I-280 in west San Jose, I-880 becomes SR 17 and extends southward to Santa Cruz. Access to and from the project site from I-880 is provided via its interchanges with US 101 and Old Bayshore Highway/Gish Road.

I-680 is an eight-lane freeway in the vicinity of the site. It extends north to Sacramento and south to an interchange with US-101 in San Jose, at which point it makes a transition into I-280 to San Francisco. North of SR 237, I-680 has toll express lanes in the southbound direction. Express toll lanes in the northbound direction are currently under construction. Access to and from I-680 to the site is provided via its interchange with Berryessa Road.

Local access to the site is provided by Berryessa Road, Mabury Road, Lundy Avenue/King Road, Hedding Street, Taylor Street, Jackson Avenue/Flickinger Avenue, McKee Road, Commercial Street, Oakland Road, and Sierra Road. These roadways are described below.

Berryessa Road is designated as an on-street primary bicycle facility west of the Berryessa BART Station and as a city connector street east of the Berryessa BART Station in the 2040 General Plan. Berryessa Road is a divided six-lane east-west roadway in the vicinity of the project site, east of Commercial Street to an interchange with I-680. Berryessa Road is a four-lane roadway between Commercial Street west to Mabury Road, where it transitions into Hedding Street. In the project vicinity, Berryessa Road has a posted speed limit of 40 mph with sidewalks on both sides of the street and on-street bike lanes between Mabury Road and Piedmont Road. Access to and from the project site along Berryessa Road will be provided via its intersection with Sierra Road and Green Street as well as a right-in/right-out-only driveway.

Mabury Road is designated as a local connector street west of the Berryessa BART Station and as a city connector street east of the Berryessa BART Station in the 2040 General Plan. Mabury Road is a four-lane east-west roadway that runs between the Flea Market and White Road. West of the Flea Market, Mabury Road is a two-lane roadway, where it intersects Taylor Street. From this intersection, Mabury Road runs parallel to the north side of US-101 and continues west to its intersection with Oakland Road. In the project vicinity, Mabury Road has a posted speed limit of 35 mph with sidewalks on both sides of the street and on-street bike lanes between the Flea Market and White Road. Mabury Road would provide access to and from the project site via its intersections with King Road, BART Station Way, and the planned Sierra Road extension through the Flea Market site.

Lundy Avenue/King Road is designated as a city connector street in the 2040 General Plan and is generally a divided four-lane north-south roadway that runs from Trade Zone Boulevard in Milpitas south to Mabury Road, where it transitions to King Road. King Road runs from Mabury Road south to Aborn Road, where it transitions to Silver Creek Road. Sidewalks on both sides of the roadway are present throughout the entire length of Lundy Avenue/King Road, with the exception of a segment between Commodore Drive and Salamoni Court, where only a sidewalk along the east side of the road is provided. On-street bike lanes are present on Lundy Avenue/King Road north of Berryessa Road and south of Salamoni Court. Access to and from the project site is provided via its signalized intersections with Berryessa Road and Sierra Road.

Hedding Street is designated as an on-street primary bicycle facility in the 2040 General Plan and is generally a two-lane east-west roadway that runs west from Mabury Road to Winchester Boulevard, where it transitions to Pruneridge Avenue. North of Mabury Road, Hedding Street transitions to Berryessa Road. On-street bike lanes and sidewalks on both sides of the roadway are present throughout the entire length of Hedding Street. Access to and from the project site is provided via its transition to Berryessa Road.

Taylor Street is designated as a local connector street in the 2040 General Plan and is generally a two-lane east-west roadway that runs west from Mabury Road to The Alameda, where it transitions to Naglee Avenue. Sidewalks on both sides of the roadway are present west of 23rd Street. Between 23rd Street and Mabury Road, only a sidewalk along the north side of the road is available. Access to and from the project site is provided via its transition to Mabury Road.

Jackson Avenue/Flickinger Avenue is designated as a city connector street in the 2040 General Plan and is a north-south four-lane roadway that extends from Story Road to Berryessa Road, where it becomes Flickinger Avenue. Jackson Avenue has a two-lane segment between Alum Rock Avenue and Story Road. Major cross streets include Alum Rock Avenue, McKee Road, Mabury Road, and Berryessa Road. Jackson Avenue has a posted speed limit of 35 mph and sidewalks on both sides of the street.

McKee Road is designated as a city connector street in the 2040 General Plan and is a six-lane east-west roadway that extends east from US 101 to east San José. McKee Road has full access interchanges with US 101 and I-680. Major north-south cross streets include King Road, Jackson Avenue, Capitol Avenue, and White Road. McKee Road becomes Julian Street just east of US 101 and has a posted speed limit of 40 mph with sidewalks on both sides of the street.

Commercial Street is designated as a local connector street in the 2040 General Plan and is a three-lane lane (two westbound travel lanes and one eastbound travel lane) east-west roadway that runs between Berryessa Road and 13th Street, approximately 750 feet west of Oakland Road, where it transitions to Old Bayshore Highway. Sidewalks are present on both sides of Commercial Street, with the exception of a missing segment extending 600 feet west of its intersection with Berryessa Road along the north side of the roadway. Access to and from the project site is provided via its intersection with Berryessa Road.

Oakland Road is designated as a city connector street north of US 101 and as a main street south of US 101 in the 2040 General Plan. Oakland Road is a north-south roadway consisting of four lanes between Hedding Street and Commercial Street and six lanes north of Commercial Street until Montague Expressway, where it transitions to Main Street. On-street bike lanes and sidewalks on both sides of the roadway are present throughout the entire length of Oakland Road. Access to and from the project site is provided via Commercial Street and Berryessa Road.

Sierra Road is designated as a local connector street in the 2040 General Plan and is generally a two-lane east-west roadway that extends north from Berryessa Road and continues east to Flickinger Avenue. Sidewalks on both sides of the roadway are present throughout the entire length of Sierra Road. On-street bike lanes on Sierra Road are present approximately 500 feet west and east of its intersections with Lundy Avenue and Flickinger Avenue. Access to and from the project site is provided via its intersections De Rome Drive, Mercado Way, and Shore Drive.

Existing Pedestrian, Bicycle and Transit Facilities

San Jose desires to provide a safe, efficient, fiscally, economically, and environmentally sustainable transportation system that balances the need of bicyclists, pedestrians, and public transit riders with those of automobiles and trucks. The existing bicycle, pedestrian, and transit facilities in the study area are described below.

Existing Pedestrian Facilities

Pedestrian facilities near the project site consist mostly of sidewalks along the streets in the study area. Sidewalks are found along both sides of all streets near the project site including Berryessa Road, Sierra Road, Shore Road, Mercado Way, and De Rome Drive. Other pedestrian facilities in the project area include crosswalks and pedestrian push buttons at all signalized study intersections.

Pedestrian generators in the project vicinity include commercial uses east of the project site along the north and south sides of Berryessa Road near Lundy Avenue. The project site is within the service boundaries of Vinci Park Elementary School located approximately 0.5 miles east of the project site and Independence High School located approximately one mile south of the project site. Additionally, Challenger School is located at the intersection of Oakland Road and Gish Road, approximately one mile west of the project site.

Existing sidewalks along Berryessa Road provide a pedestrian connection between the project site and pedestrian destinations in the project vicinity. A missing sidewalk segment is located along the north side of Commercial Street extending 600 feet west of its intersection with Berryessa Road. A sidewalk is provided along only the east side of King Road between Commodore Drive and Salamoni Court. Sidewalks are not provided along the south side of Mabury Road between Oakland Road and 800 feet west of Taylor Street since the roadway fronts US-101 with no adjacent uses. Sierra Road has sidewalks on both sides of the street between Berryessa Road and Hazlett Way and on the south side only between Hazlett Way and Lundy Avenue. The existing pedestrian facilities are shown in Figure 3.

Overall, the existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Figure 3
Existing Pedestrian Facilities

Existing Bicycle Facilities

Class I Bikeway (Bike Path). Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. The Penitencia Creek Trail is located in the project area and is a continuous multi-purpose pathway for pedestrians and bicycles that is separated from motor vehicles. It begins at the Berryessa/North San Jose BART Station and extends to the east of I-680 to Alum Rock Park.

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments.

- Berryessa Road – Between Mabury Road and Piedmont Road
- Lundy Avenue – North of Berryessa Road to Trade Zone Boulevard
- Sierra Road – Between Berryessa Road and Hazlett Way & Araujo Street and Tourney Drive
- King Road – South of Salamoni Court/Penitencia Creek Trail
- Mabury Road – Flea Market Entrance to White Road & Taylor Street to Berryessa Road
- Commercial Street – North of Berryessa Road to Zanker Road

Class III Bikeway (Bike Route). Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. In the vicinity of the project site, the following roadway segments are designated as bike routes:

- Sierra Road – Hazlett Way to Araujo Street
- 22nd Street/Montferino Drive – Empire Street to Taylor Street

Class IV Bikeway (Protected Bike Lanes). Class IV bicycle facilities (protected/buffered bike lanes) are currently being installed throughout the City as part of the Better Bikeways project. Designated Class IV separated bike lanes are currently provided along the following roadways:

- Taylor Street – 23rd Street to Flea Market Entrance
- BART Station Way – Mabury Road to Berryessa Road

Within the Berryessa/North San Jose BART Station, a bike-only path is provided along the east side of Berryessa BART Way between Berryessa Road and Mabury Road. A second bike path located between the BART tracks and station parking garage provides access between Mabury Road and the station entrance. Bike lockers and bike racks will be provided at the BART Station.

Although most of the residential streets near the project site do not have striped bike lanes or are designated as bike routes, due to their low traffic volumes, many of them are conducive to bicycle usage. The existing bicycle facilities are shown in Figure 4.

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority (VTA) and Bay Area Rapid Transit (BART) and are shown in Figure 5. The project site is located approximately 2000 feet north of the recently completed Berryessa Transit Center at which the Berryessa/North San Jose BART Station is located. Figure 1 shows the Berryessa Station location. The transit center provides connections to VTA bus service and BART services. Station facilities are located along Berryessa Station Way that provides a connection to Berryessa Road to the north and Mabury Road to the south. Station facilities include a parking structure for park-and-ride (PNR) commuters, surface parking lots, kiss-and-ride (KNR) drop-off points, and bus transfer bays.

Figure 4
Existing Bicycle Facilities

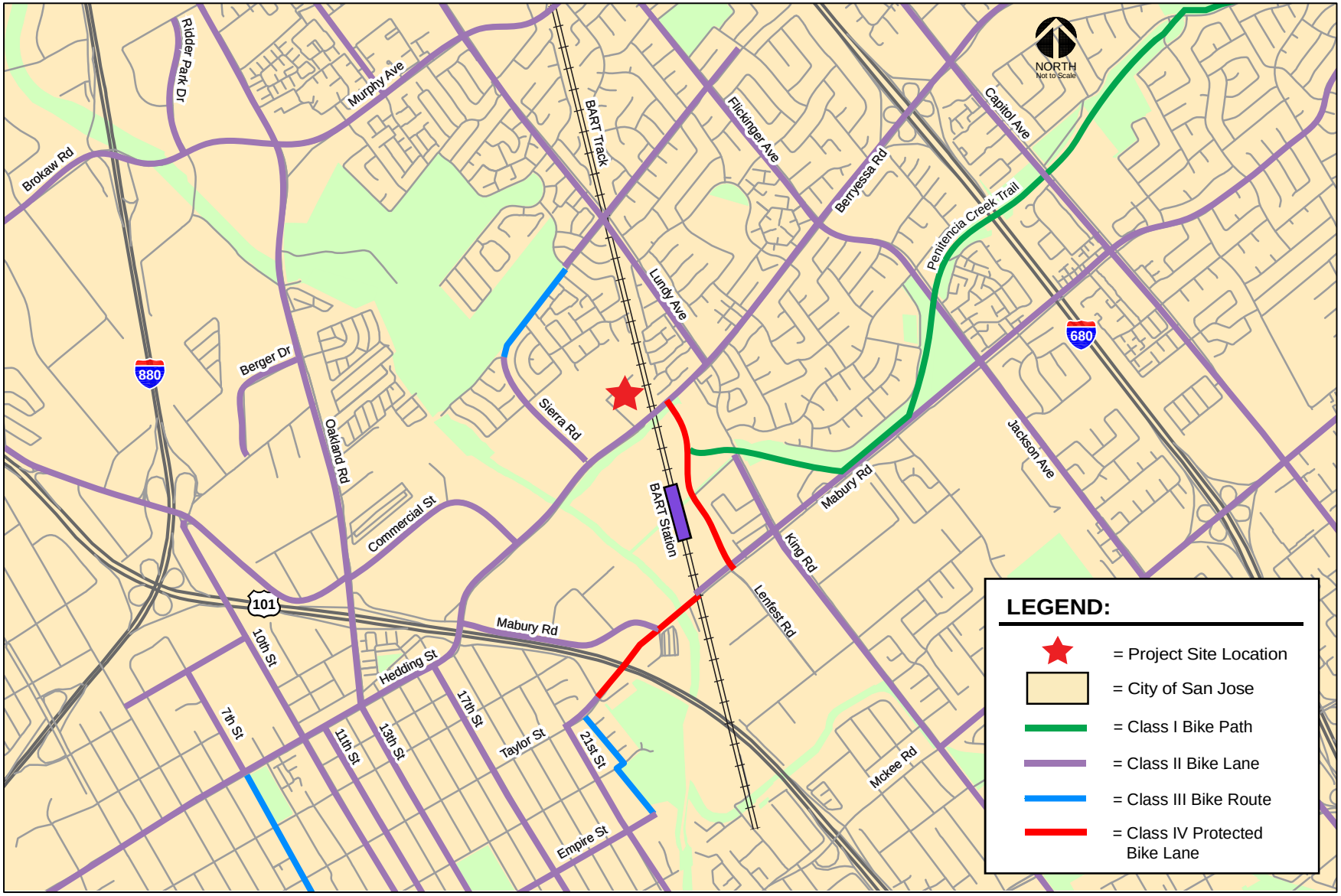


Figure 5
Existing Transit Services

VTA Bus Service

The project area is served by seven VTA bus routes (61, 64A, 64B, 66, 70, 77, and 500). These bus lines are listed in Table 1, including their terminus points, closest scheduled stop, and commute hour headways. The nearest existing bus stops to the project site are located at the Berryessa Transit Center, located approximately 2,000 feet south of the project site. and served by Routes 61, 70, 77, and 500. The approximate headways during the peak commute periods are shown in Table 1.

Table 1
Existing Transit Services

Transit Service	Route Description	Nearest Stop	Headway[1]
Frequent Route 61	Sierra Road and Piedmont Road to Good Samaritan Hosptial	Berryessa Transit Center	20 mins
Frequent Route 64A	McKee Road and White Road to Ohlone-Chynoweth Station	King Road/McKee Road	40 mins
Frequent Route 64B	McKee Road and White Road to Almaden Expressway and Camden Avenue	King Road/McKee Road	40 mins
Frequent Route 66	North Milpitas to Kasier Hospital in San Jose	Oakland Road and Commercial Street	15-20 mins
Frequent Route 70	Milpitas BART to Eastridge Mall via Jackson Street	Berryessa Transit Center	40-60 mins
Frequent Route 77	Milpitas BART to Eastridge Mall via King Road	Berryessa Transit Center	20 mins
Frequent Rapid Route 500	Berryessa BART to San Jose Diridon Station	Berryessa Transit Center	10-20 mins

[1]Headway during peak commute periods in the project area.

VTA Light Rail Transit (LRT) Service

The VTA currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View, and Sunnyvale. The Alum Rock-Santa Teresa LRT line (Route 901) runs within the median of Capitol Avenue from Alum Rock Avenue to Montague Expressway. The Berryessa LRT Station is located approximately two miles east of the project site along Capital Avenue and is served by LRT Route 901 and bus Route 61.

Bay Area Rapid Transit (BART) Service

The Berryessa/North San Jose BART Station, which opened in June 2020, is served by the Richmond – Berryessa/North San Jose line (Orange Line) and the Berryessa/North San Jose – Daly City line (Green line).

3. Year 2040 Land Use and Analysis Methodologies

This chapter describes the travel demand forecasting modeling methodology used for the analysis and the methods used to determine the traffic conditions for the study scenarios described in the previous chapter. It also includes descriptions of the General Plan 2040 and proposed project land use data and transportation system assumptions used in the analysis.

City of San Jose Travel Demand Forecasting Model

This analysis utilizes a travel demand forecasting model to project long-term traffic growth and VMT data. The model has the ability to estimate the diversion of traffic and change in traffic patterns due to roadway/transit system changes as well as large land use changes similar to those proposed by the project. Hexagon utilized the recently updated City of San Jose Travel Demand Forecasting (TDF) Model, hereafter referred to as the CSJ Model. The CSJ Model is a refinement of the C/CAG VTA Bi-County transportation model (VTA Model). The CSJ Model provides more analytical detail and a higher level of accuracy of simulated travel in the City of San Jose.

The CSJ Model represents all motorized modes of travel used within the Bay Area, including the major transit modes such as Caltrain, BART, ACE, and all VTA's bus routes and LRT lines. The CSJ Model focuses on the trip making in the larger San Jose area and its mode-choice model is used to estimate the number of people traveling by car (drive alone, 2-person carpool, 3+ person carpool), transit (Caltrain, BART, LRT, and bus) and non-motorized (walk and bike).

Envision San Jose 2040 General Plan

The CSJ model relies on the land use plan per the City's General Plan (GP). The current City of San Jose GP, *Envision San Jose 2040,* was adopted in 2011 and was based on planned land uses within the City projected to the Year 2035. In 2016, the City completed its GP Four-Year Review that included minor adjustments to the adopted 2040 General Plan planned growth that resulted in the reduction in the total planned employment within the City. The GP Four-Year Review also included an update of the City's projected land uses between 2008 and 2015 to reflect the actual development that has occurred in the period since the adoption of the GP and its base year of 2008. In addition, the horizon year of the planned land uses and regional growth was updated from Year 2035 to Year 2040 to be consistent with projections provided in the most recent, Plan Bay Area 2040, or ABAG 2013.

Land Use Assumptions

Year 2015 Land Use

Existing land use data was utilized to adjust the existing 2008 land uses coded in the model traffic analysis zones that are located in the project area. The 2015 land use data contained in the model was then used to produce baseline (Year 2015) traffic conditions for the analysis. Year 2015 ABAG-consistent land use data for the TAZ's representing other counties in the region were obtained from the VTA.

Year 2040 GP Land Use

The 2040 land use forecast for the City of San Jose is different from the ABAG projections since it represents the City's General Plan land uses. The CSJ General Plan assumes slightly fewer housing units but significantly more jobs in San Jose. In order to maintain regional consistency with the 2040 ABAG projections, the number of housing units and jobs for the TAZ outside Santa Clara County was adjusted accordingly (housing units were increased and jobs were reduced) to match ABAG's regional control totals.

Project Land Use

Land use data prepared by the Department of Planning, Building, and Code Enforcement were used to complete all model traffic forecasts for this analysis. The project land uses were aggregated to the TAZ level in the CSJ Model to represent the proposed increases in jobs and housing units for the project area.

The adopted General Plan currently includes a buildout projection of 554,000 s.f. of office space for the project site. The proposed project land use intensification would replace the adopted land uses with 850 housing units, 465,000 s.f. of medical office space, and 15,000 s.f. of retail/restaurant space.

Model Refinement and Calibration

The model baseline conditions at the time the Envision San Jose 2040 General Plan model was developed were validated to reflect traffic volumes and land use in 2008. The projection of future traffic volumes on the roadway system is based on a comparison of model baseline conditions and the projected traffic associated with land use growth represented in each of the land use zones in the traffic model. Thus, accurate projections of future traffic volumes are highly dependent on model baseline conditions that are calibrated to existing land use and traffic volumes and patterns. Therefore, Hexagon completed a limited update/validation of the model baseline conditions in the immediate project area to reflect a base year of 2015. The model refinement and calibration were completed in March 2019 and involved the following tasks:

1) Review and refinement of VTA's most recent trip-based model
2) Refinement of the traffic analysis zones (TAZ's) in the project area and Flea Market Urban Village area
3) Review of VTA's 2018 highway and transit networks, with focus on the roadway network affecting the project area, and making updates where necessary
4) Updating the modeling program (script) files to accommodate the new zone system
5) Recalibration of the home-based-work trip generation and distribution models against county-to-county travel movements obtained from the most recent American Community Survey (2009-2013).
6) Validation of the highway and transit assignments based on recent year traffic counts and transit boardings. The highway traffic counts are mostly derived from Year 2018 intersection and roadway segment ADT. Freeway volumes were obtained from the 2018 VTA CMP data and

Caltrans Performance Measurements Systems (PeMS). The VTA transit ridership data was obtained from 2018 daily boardings by route provided by the VTA. Daily boardings from Caltrain and BART were obtained from their 2018 ridership reports.

Turning Movement Adjustments

Although the model was validated against existing traffic counts, the model estimated future intersection turning movements that were not directly used to perform the subsequent intersection and freeway segment level of service analysis. The model volumes were adjusted using the Difference Method, which is a function of the existing counts (2018), the base year modeled volume (2015), and the future year modeled volume (2040). The adjustment process is outlined below:

Adjusted 2040 Volume = Existing Count + (2040 Modeled Volume - 2015 Modeled Volume)

It should be noted that as a conservative approach, it was assumed in this analysis that, unless a major change in the roadway network, existing land use, or travel behavior is projected for the future conditions scenario, all future model forecast volumes would be no less than the existing traffic counts.

Year 2040 Transportation Network

The CSJ model includes all major transportation infrastructure identified in the Envision San Jose 2040 *Land Use/Transportation Diagram* and the *Valley Transportation Plan 2040* (VTP 2040), adopted by VTA in October 2013. The improvements include several new roadways that will provide for enhanced connectivity and circulation throughout the City.

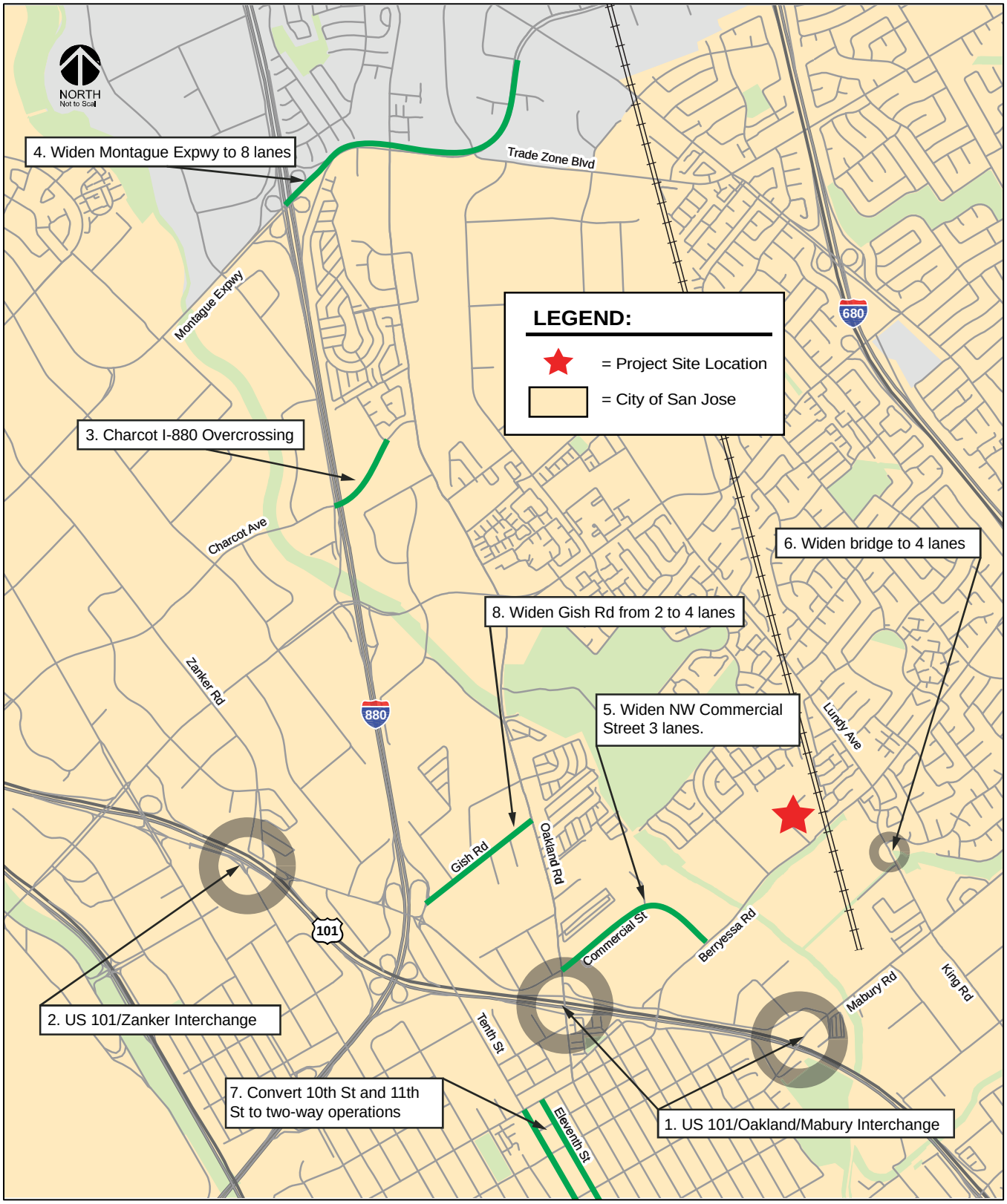
Information on the local intersection and roadway improvements/adjustments were obtained from the City of San Jose's Capital Improvement Program (CIP) list of improvements. These include funded improvements at intersections that will be in place by the year 2040. Though there are other improvements outside of the project area represented in the model, they are not described in detail within this report. The VTP 2040 improvements consist of freeway widenings and interchange improvements as well as improvements to regional and local facilities. The planned major roadway improvements near the project area are identified in Table 2 and Figure 6. The list does not include minor intersection-level improvements that were assumed to be completed by 2040. Refer to the intersection level of service calculations in Appendix D for intersection level improvements.

Table 2
Year 2040 Roadway Network Improvements

#	Improvement
1	**US 101/Oakland Road/Mabury Road** - new interchange.
2	**US 101/Zanker Road** - new interchange and Skyport Drive connection to 4th Street.
3	**Charcot Avenue** overcrossing at I-880.
4	**Montague Expressway** Improvements - Widen Montague Expressway from six to eight lanes from I-880 to Trade Zone Boulevard.
5	Widen **Commercial Street** from two to three lanes NW direction between Berryessa Road and Oakland Road.
6	**King Road** Bridge Replacement and Widening at Penitencia Creek
7	Conversion of one-way couplets to two-way streets along **10th and 11th Streets,** north of Santa Clara Street.
8	Widen **Gish Road** from two to four lanes between I-880 and Oakland Road

Source: City of San Jose staff, 2008 County's Expressway Plan, and VTP 2040.

Figure 6
Year 2040 Project Area Roadway Improvements



US-101/Oakland/Mabury Transportation Development Policy

The TDP identifies the following two major regional transportation improvement projects to provide adequate access to the US-101 freeway:

Modification of the US-101/Oakland Road Interchange

- Widening of Oakland Road between Commercial Street and US-101 freeway, including the US-101 over-crossing to 8 lanes across, including dual left-turn lanes for both northbound and southbound directions.
- Widening of US-101 on-ramps and off-ramps to accommodate additional turning lanes.
- Widening of eastbound Commercial Street to provide additional lanes.
- Signal modifications at intersections of the US-101/Oakland Road (N), the US-101/Oakland Road (S), and the Oakland Road/Commercial Street.
- Intersection improvement at Berryessa Road and Commercial Street intersection for an additional westbound to northbound right turn lane.

Construction of the US-101/Mabury Road Interchange

- Construction of a new northbound US-101 diagonal off-ramp and a new US-101 loop on-ramp on the southeast quadrant of the US-101/Mabury Road interchange.
- Construction of a new southbound US-101 diagonal off-ramp and a new US-101 loop on-ramp on the southwest quadrant of the US-101/Mabury Road interchange.
- Installation of new traffic signals at the Mabury Road intersections with the northbound ramps and southbound ramps.

The US-101/Mabury Road interchange has long been identified in the City's General Plan as a needed freeway gateway to alleviate congestion at the US-101/Oakland Road interchange. However, the design of a full interchange at Mabury Road as identified in the TDP has not progressed due to the lack of acceptance of interchange spacing and ramp operations by the California Department of Transportation (Caltrans). The City of San Jose is currently working cooperatively with the Santa Clara Valley Transportation Authority and Caltrans to develop an alternative interchange design option that improves access, addresses traffic operations, and relieves congestion. After considering several interchange design options that included partial interchanges at Mabury Road, Oakland Road, and Berryessa Road the City has developed a preferred interchange plan that is centered around the implementation of a full interchange (southbound and northbound on and off-ramps) at Berryessa Road rather than Mabury Road. Along with the ramps at Berryessa Road, the northbound on-ramp and southbound off-ramp at Oakland Road would be removed. Figures 7 and 8 present conceptual improvement plans for both the Mabury Road and Berryessa Road interchange alternatives. This traffic analysis includes the evaluation of the proposed project assuming each of the planned US 101 interchange alternatives at both Mabury Road and Berryessa Road.

2040 Bicycle and Pedestrian Facilities

The San Jose Better Bike Plan 2025 and the City's CIP program indicate that a variety of bicycle facilities are planned in the project area. The planned improvements to the bicycle network will provide improved connections to surrounding pedestrian/bike and transit facilities and a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. In addition, the Santa Clara Countywide Bicycle Plan, adopted by VTA in August 2018 and VTP 2040, identifies various existing and/or planned cross-county bicycle corridors in the project area. The planned facilities that are relevant to the project area and assumed to be in place by the year 2040 are listed in Table 3 and shown in Figure 9.

Table 3
Year 2040 Bicycle Network Improvements

VTP ID	Project	Description
VTP 2040 Improvements		
B100	Coyote Creek Trail (Montague Expressway to Oakland Road)	Complete the creek trail in the North San Jose segment.
B101	Coyote Creek Trail (Oakland Road to Watson Park)	Complete the creek trail in the Berryessa BART station segment.
B102	Coyote Creek Trail (Watson Park to Williams Street Park)	Complete the creek trail of the Northside to Naglee Park Neighborhood segment.
San Jose 2025 Bike Plan Improvements		
	Add Class I Bike Paths	Coyote Creek Trail, between Empire Street and Montague Expressway Five Wounds Trail, between Mabury Road and William Street Lower Silver Creek Trail linking Coyote Creek Trail and Lake Cunningham Park Penitencia Creek Trail, between Station Way and the planned Coyote Creek Trail Gish Road, between Old Bayshore Highway and Oakland Road Lenfest Road, between Las Plumas Avenue and Melody Lane
	Add Class II Bike Lanes	Taylor Street, between 10th Street and 21st Street Ridder Park Drive, south of Brokaw Road Las Plumas Avenue, between Lenfest Road and Educational Park Drive
	Add Class III Bike Routes	Commodore Drive, between King Road and Jackson Avenue Vinci Park Way, between Berryessa Road and Lundy Avenue Hazlett Way, between Coyote Creek Trail and Sierra Road Schallenberger Drive, along its entire length Townsend Avenue/Ringwood Avenue, between Lundy Avenue and Murphy Avenue 33rd Street, between Melody Lane and San Antonio Street
	Add Class IV Protected Bike Lanes	Sierra Road, between Berryessa Road and Hazlett Way Sierra Road, between just west of Lundy Avenue and Flickinger Avenue Berger Drive, along its entire length Brokaw Road/Murphy Avenue, along its entire length Commercial Street/Old Bayshore Highway, along its entire length Mabury Road, south of Berryessa Road Mabury Road, between Flea Market Entrance and White Road Lenfest Road, between Mabury Road and Las Plumas Avenue King Road/Lundy Avenue, along its entire length Berryessa Road, between just east of US 101 and Piedmont Road Educational Park Drive, along its entire length Jackson Avenue/Flickinger Avenue, between Hostetter Road and Story Road Oakland Road, between Hedding Street and Montague Expressway Ringwood Avenue, between Murphy Avenue and Trade Zone Boulevard McKee Road, between 24th Street and Toyon Avenue Capitol Avenue, along its entire length 11th Street, along its entire length 10th Street, between Hedding Street and Old Bayshore Highway

Source: VTP 2040 and San Jose Better Bike Plan 2025

Figure 7
Mabury Road/Oakland Road Interchange Conceptual Plans

Source: US 101 Implemntation Plan Report prepared byTYLIN International, November 2009

Figure 7 (Continued)
Mabury Road/Oakland Road Interchange Conceptual Plans

Source: US 101 Implemntation Plan Report prepared by TYLIN International, November 2009

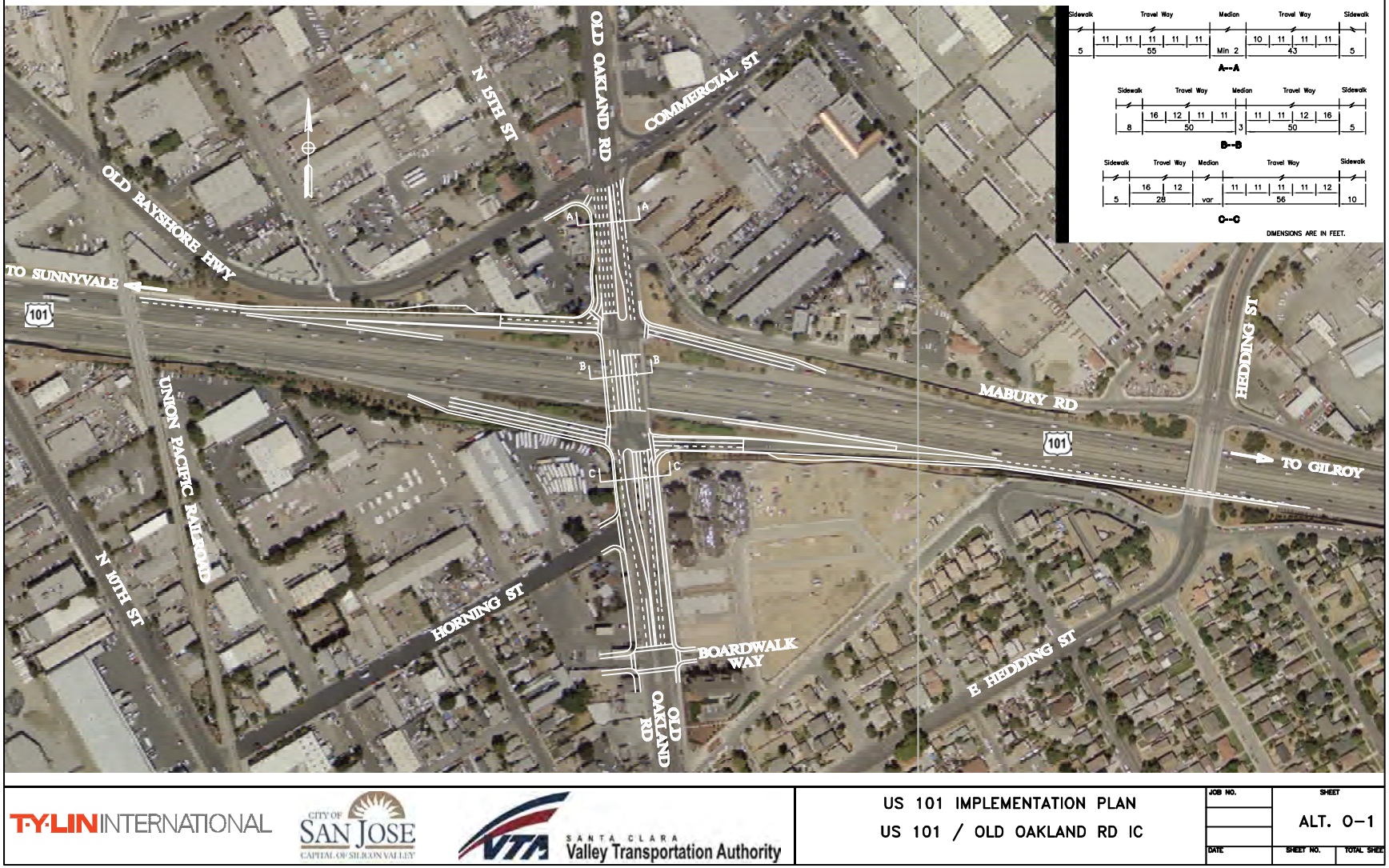


Figure 8
Berryessa Road Interchange Conceptual Plans

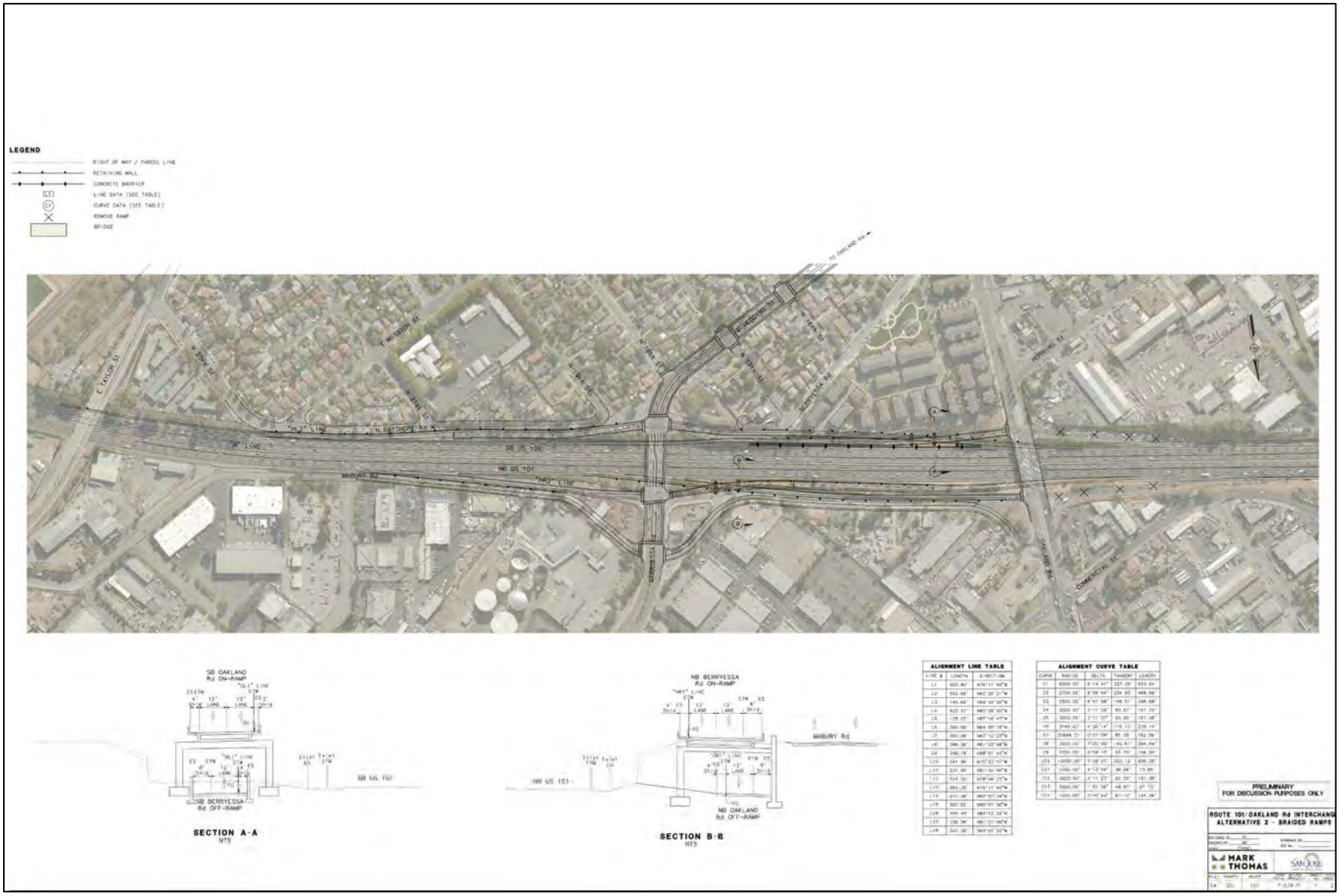
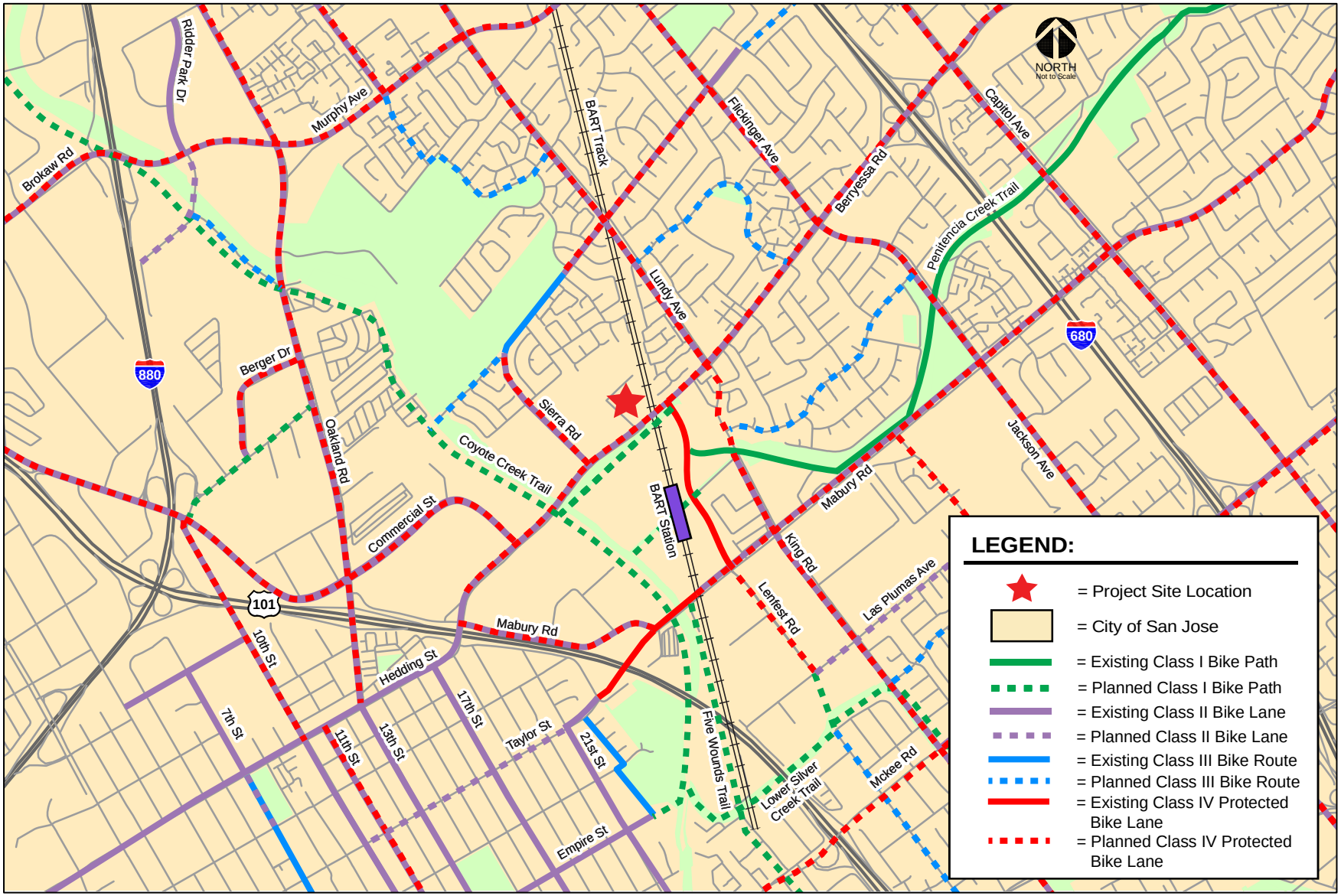


Figure 9
Year 2040 Project Area Bicycle Network Improvements



2040 Transit Service

Transit improvements for the year 2040 primarily consist of the enhancement of regional bus lines and commuter trains that serve the City. Some of these improvements include Bus Rapid Transit (BRT) projects, Light Rail Transit (LRT) extensions and service improvements, and rail service upgrades.

The Year 2040 transit system includes the implementation of both Phases 1 and 2 of the San Francisco Bay Area Rapid Transit (BART) Extension to Milpitas, San Jose, and Santa Clara in the Silicon Valley Rapid Transit Corridor (SVRTC). The BART Extension Project would begin at the BART Warm Springs Station in Fremont and proceed on the former Union Pacific Railroad (UPRR) right-of-way (ROW) through Milpitas to near Las Plumas Avenue in San Jose. The extension would then descend into a subway tunnel, continue through downtown San Jose, and terminate at grade in Santa Clara near the Caltrain Station. The total length of the alignment would be 16.1 miles. Six stations are proposed with an additional station in Milpitas. Phase 1 of the BART extension project which includes the extension of service to the Berryessa Transit Center & Berryessa/North San Jose BART Station become operational in June 2020. Phase II will then extend service six miles from the Berryessa Transit Center into downtown San José with termination in Santa Clara with planned completion in 2030. Figure 10 presents the proposed SVRTC alignment and stations.

Future improvements of VTA's transit system are based on its transit operations plan, the 2019 New Transit Service Plan shown in Figures 11 and 12. The new service plan was implemented at the end of 2019 and is a refinement of the Next Network Plan that was adopted in 2017. The new service plan better connects VTA transit with the Milpitas and Berryessa BART station and increases overall system ridership. The future transit operations plan includes the following:

- Increases service levels in high-ridership areas and decreases service levels in low-ridership areas.
- Increases frequencies on many routes.
- Expands the number of Rapid Routes.
- Increases the number of residents and jobs with access to frequent service by 150,000 and 160,000, respectively.
- Extends service later in the evening on many routes and adds more service on weekends

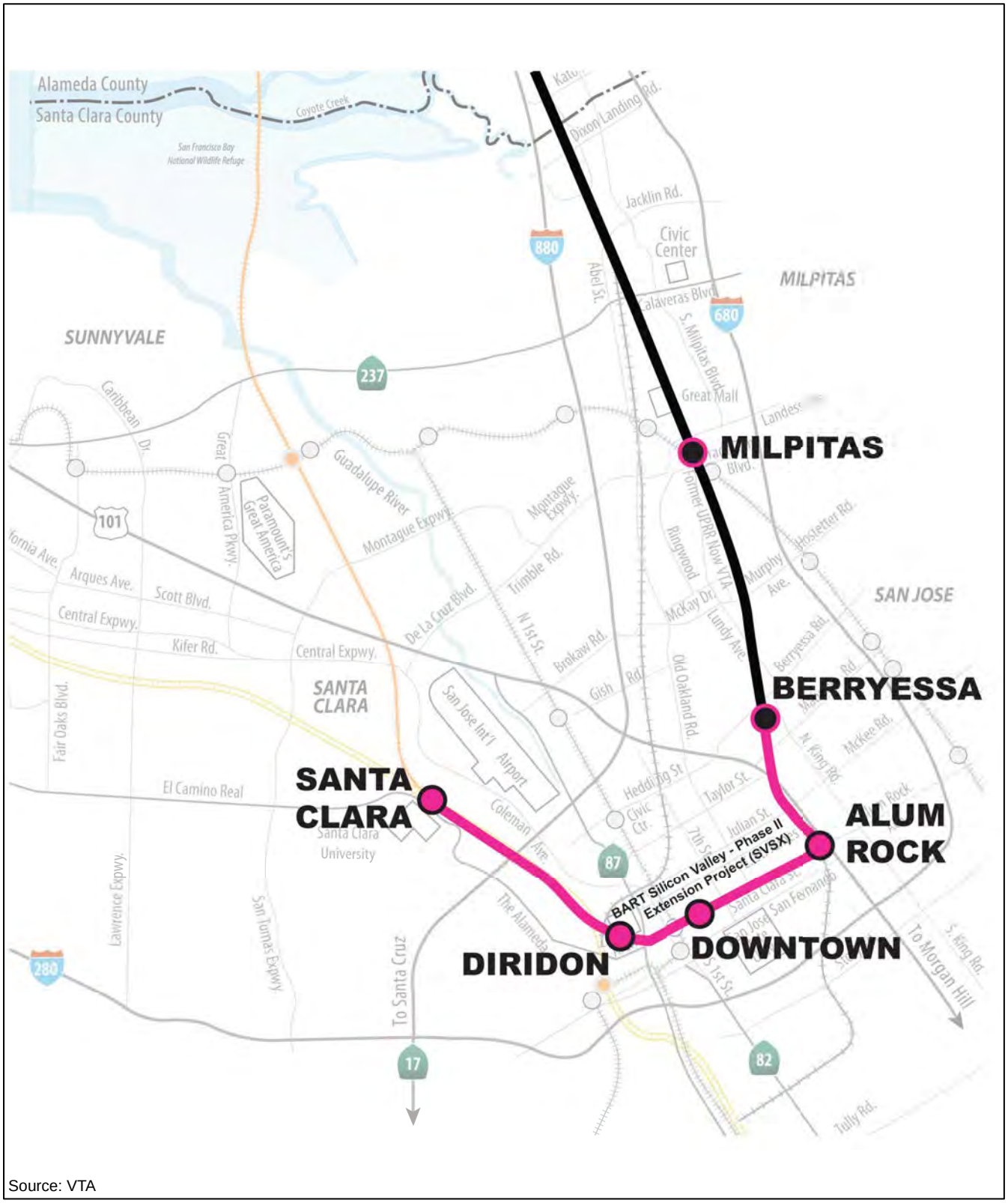
Since the CSJ Model is a refinement of VTA's model it includes all future transit operations identified by the 2019 New Transit Service Plan and the transit system improvements identified in the VTP 2040. Table 4 presents the numerous new transit service improvements identified in the VTP 2040 that would affect travel in the project area.

Table 4
Year 2040 Transit Network Improvements

VTP ID	Project	Description
T1	BART Silicon Valley: The Berryessa Extension	Project connects the existing BART system from the Warm Springs Station in Southern Fremont through Milpitas to the Berryessa District of San Jose.
T2	BART Silicon Valley: The Santa Clara Extension	Project continues the BART extension in a tunnel under downtown San Jose ending near the Santa Clara Caltrain Station and builds four new stations.
T6	BART Berryessa Connector	The BART Berryessa Connector will link BART riders to there ultimate destination as well as provide a premium service for Santa Clara County residents for the Berryessa BART station.
T17	North San Jose Transit Improvements	Transit improvement projects included in the North San Jose Development Area Deficiency Plan.

Source: VTP 2040

Figure 10
Silicon Valley Rapid Transit Corridor (SVRTC) Alignment and Stations



Source: VTA

Figure 11
VTA 2019 New Transit Service Plan

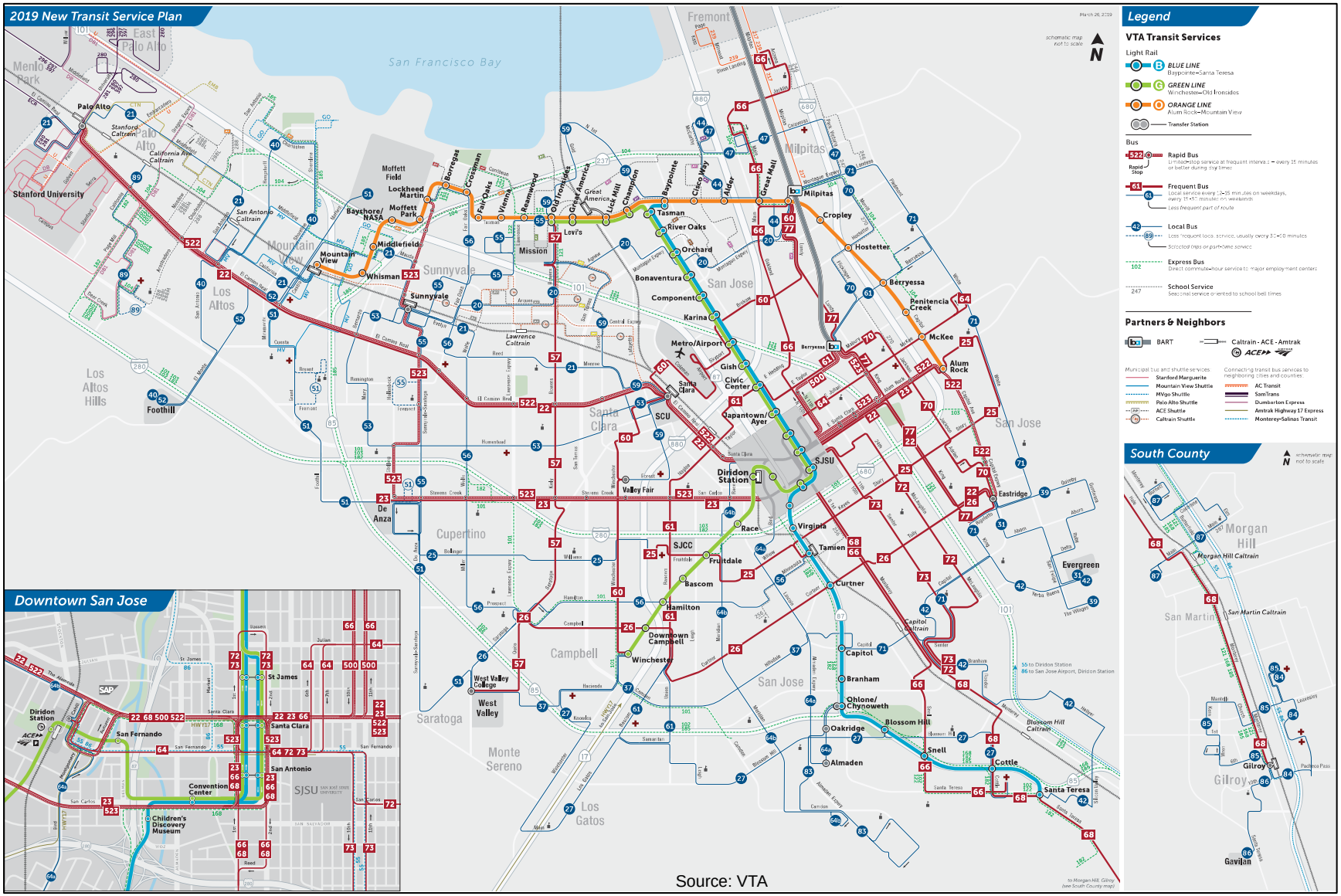
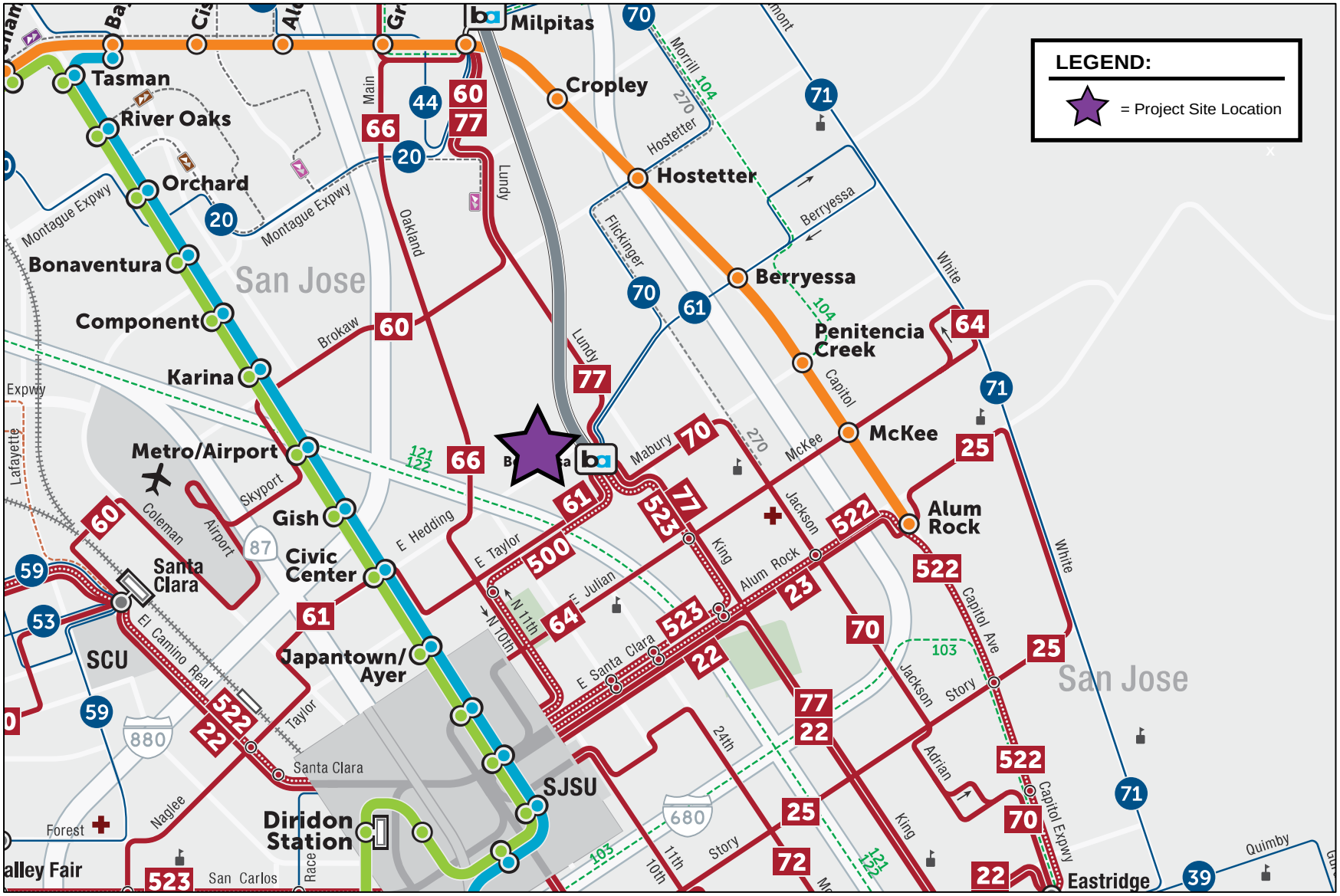


Figure 12
VTA 2019 New Transit Service Plan – Berryessa BART Urban Village Area



4. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, mitigation measures recommended to reduce significant impacts, and an evaluation of consistency with the City of San Jose's General Plan.

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

(1) small infill projects
(2) local-serving retail
(3) local-serving public facilities
(4) projects located in *Planned Growth Areas* with low VMT and *High-Quality Transit*
(5) deed-restricted affordable housing located in *Planned Growth Areas* with *High-Quality Transit*

Table 5 summarizes the screening criteria for each type of development project as identified in the City of San Jose Transportation Analysis Handbook. Figures 13 and 14 identify areas within the City that currently have low VMT levels estimated by the City for residents and workers, respectively, for which transit-supportive development located within a priority growth area would be screened out of the evaluation of VMT.

Evaluation of Screening Criteria

A detailed evaluation of the screening criteria is outlined below. The proposed project will meet most of the City's VMT analysis screening criteria based on its location within a planned Growth Area (Berryessa BART Urban Village), proximity to High-Quality Transit, its transit-supporting density, and the amount of parking limited by parking management policies to serve the planned development. However, the project site is not located in an area that currently has low VMT per capita or worker. Therefore, the proposed residential and commercial uses do not meet the City's screening criteria and a CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

The 15,000 s.f. of retail/restaurant space is not required to complete a CEQA VMT analysis because it is less than the 100,000-s.f. threshold as outlined in the City's screening criteria and is considered local-serving retail.

Table 5
CEQA VMT Analysis Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Local-Serving Public Facilities	• Local-serving public facilities
Residential/Office Projects or Components	• **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High-Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Low VMT:** Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use; AND • **Transit-Supporting Project Density**: o Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; AND • **Active Transportatio**n: Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Transportation Demand Management (TDM):** If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM plan must be included; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.

Source: City of San José Transportation Analysis Handbook, April 2018.

Figure 13
Low VMT per Capita Areas in San Jose

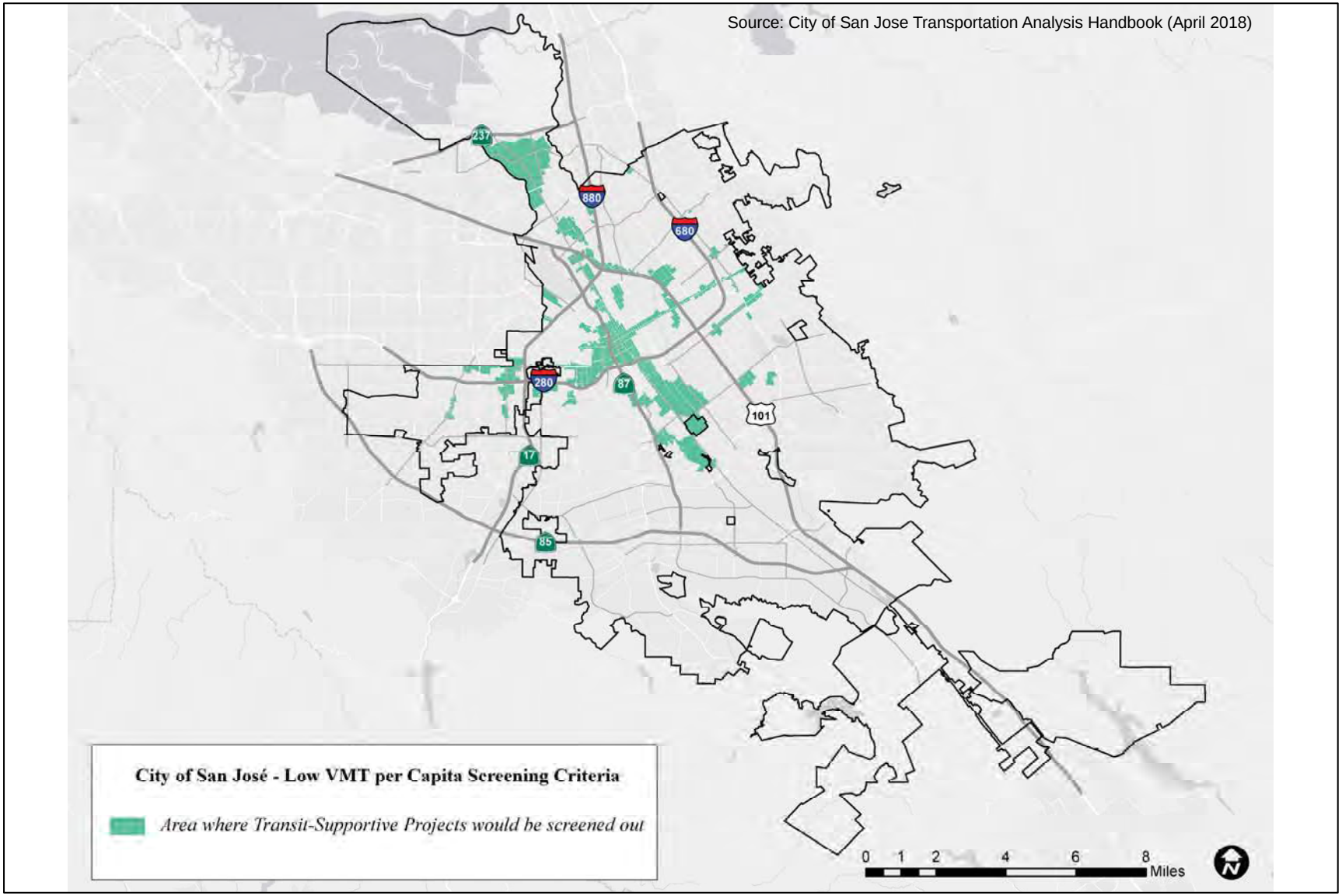
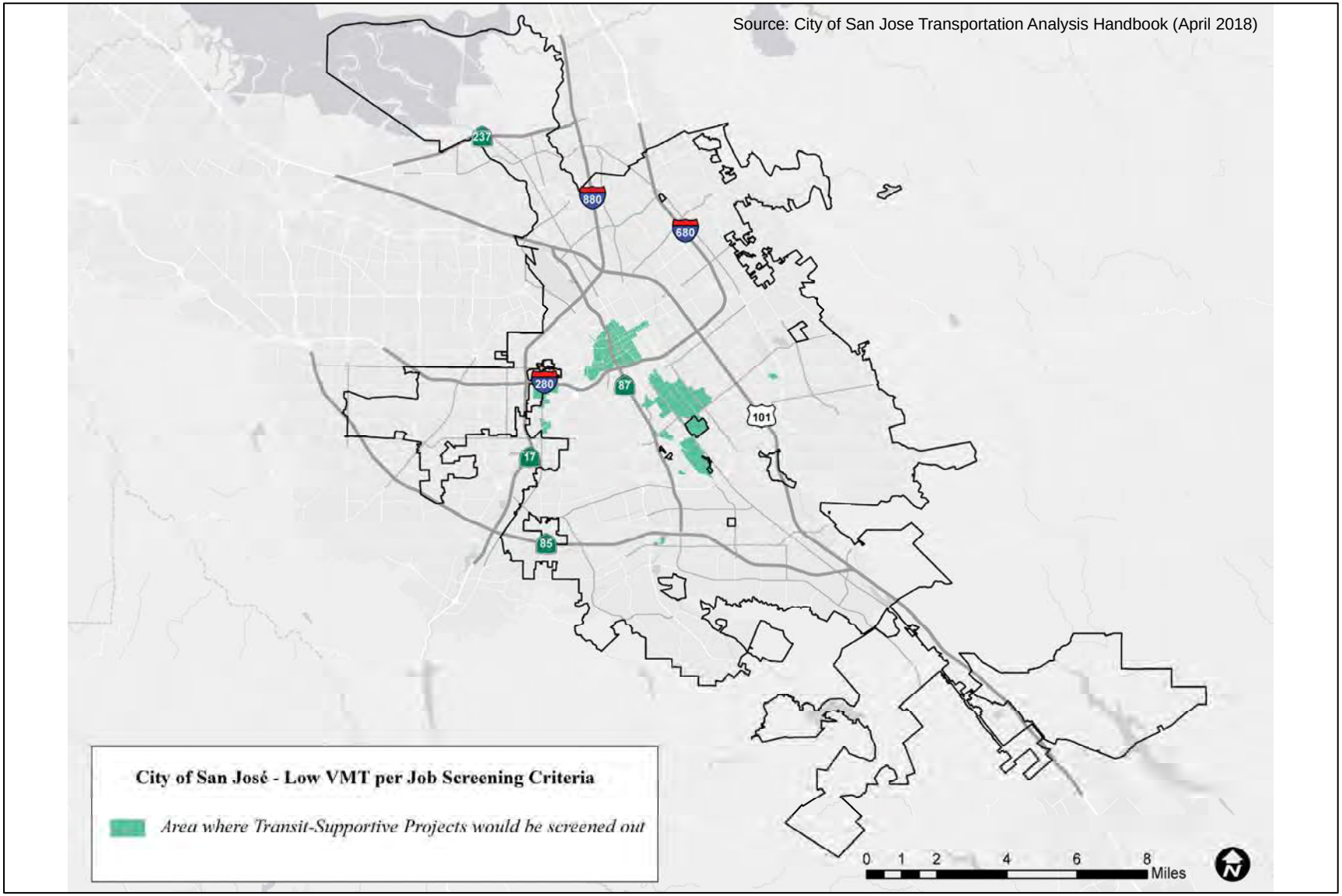


Figure 14
Low VMT per Job Areas in San Jose



Planned Growth Areas

Requirement: *Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan.*

The project site is located within the Berryessa BART Station Urban Village.

High-Quality Transit

Requirement: *Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor*

The project site is located within ½ mile of the Berryessa BART station.

Transit-Supporting Project Density

Requirement: *Minimum of 35 units per acre for residential projects or components; if located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met.*

A total of 850 units are proposed to be constructed on the 13-acre project site. The proposed development density will equate to 65 units per acre, exceeding 35 units per acre.

Parking

Requirement: *No more than the minimum number of parking spaces required; if located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum.*

The site is within the Berryessa BART Station Urban Village, therefore the project is subject to the BBUV off-street parking requirements of 1 space per residential unit and 1.5 spaces per 1,000 s.f. of commercial space. The project proposes on-site parking in accordance with the BBUV parking requirements.

Active Transportation

Requirement: *Not negatively impact transit, bike, or pedestrian infrastructure*

No negative impacts to transit, bike, or pedestrian infrastructure are anticipated with the proposed development. Potential impacts to transit services, bike, and pedestrian facilities within the project study area are discussed in Chapter 4.

Low VMT

Requirement: *Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for land use.*

As shown in Figures 15 and 16, the project site is located within an Urban Village Area (Berryessa BART Station) with VMT per capita and employee that are higher than the CEQA thresholds of 10.12 VMT per capita and 12.22 VMT per worker. **Therefore, the project does not meet the low VMT criterion and will be required to complete a VMT analysis.** However, it is important to note that the existing VMT for residential and commercial uses in the project area are reflective of transportation conditions as of March 2018. Therefore, the current VMT levels do not reflect the BART extension and Berryessa BART Station.

Figure 15
Low VMT per Capita Areas

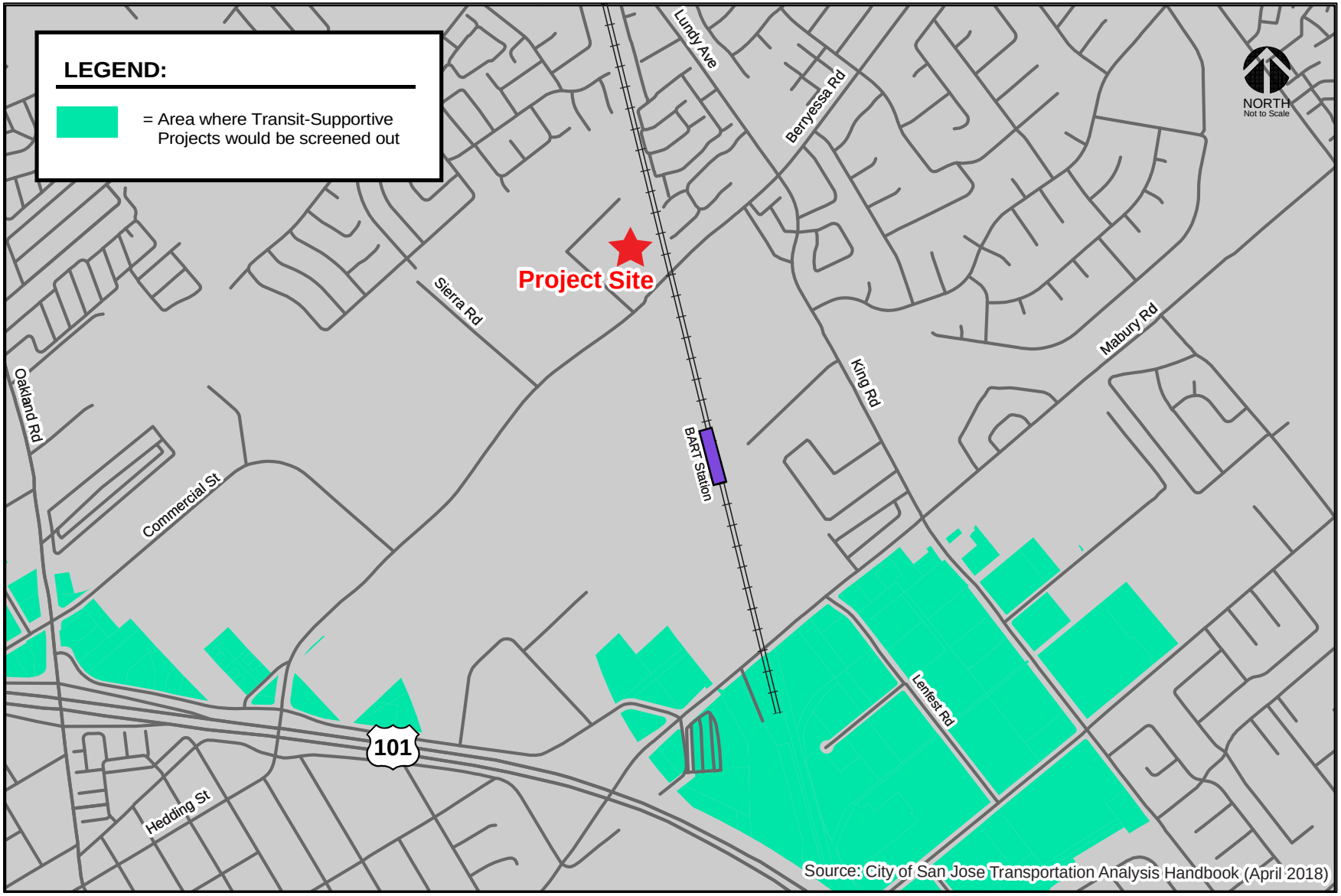
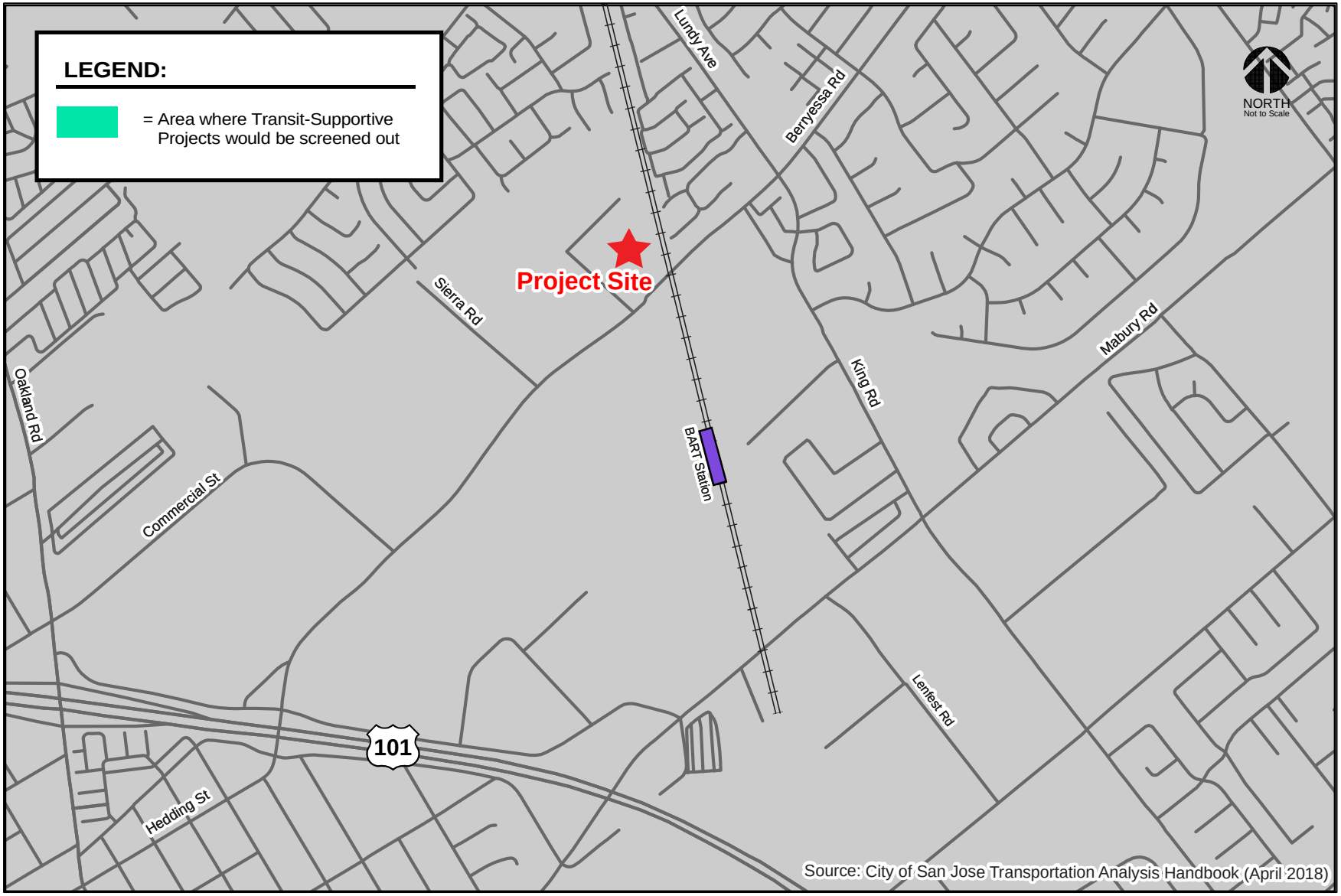


Figure 16
Low VMT per Employee Areas



VMT Evaluation Methodology and Criteria

Per Council Policy 5-1, the effects of the proposed project on VMT were evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated for residential, office, and industrial projects using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle trips with one end within the project. A project's VMT is compared to established thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees.

Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for development projects. However, for non-residential or non-office projects, very large projects, or projects that can potentially result in a major shift in travel patterns, the City's Travel Demand Forecasting (TDF) model can be used to determine project VMT. Given the large scale of the proposed project and its proximity to a major planned transit facility, the City's TDF model was utilized to complete the VMT evaluation for the proposed project. The TDF model includes the extension of BART service to the Berryessa/North San José BART station that is expected to significantly alter modes of travel in the project area. Along with other major roadway network changes, including access to US 101, the new BART service and large scale of the project necessitate the use of the multi-modal CSJ model to project the effects of the transportation system improvements and proposed project on VMT and the transportation system.

Baseline VMT Estimates

The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. Figures 17 and 18 show the current VMT levels estimated by the City for residents and workers, respectively. Areas are color-coded based on the level of existing VMT:

- Green-filled areas are parcels with existing VMT less than the City's residential and employee thresholds of 10.12 VMT per capita and 12.21 per employee. The thresholds are calculated by subtracting 15 percent from the citywide average of 11.91 VMT per capita and regional average of 14.37 per employee.
- Yellow-filled areas are parcels with existing VMT between the residential and employee thresholds and the city-wide average of 11.91 VMT per capita and regional average 14.37 VMT per employee.
- Orange-filled areas are parcels with existing VMT greater than the residential and employee thresholds. However, a project's VMT impact may be mitigated by implementing VMT-reducing measures.

Figure 17
VMT per Capita Heat Map in San Jose

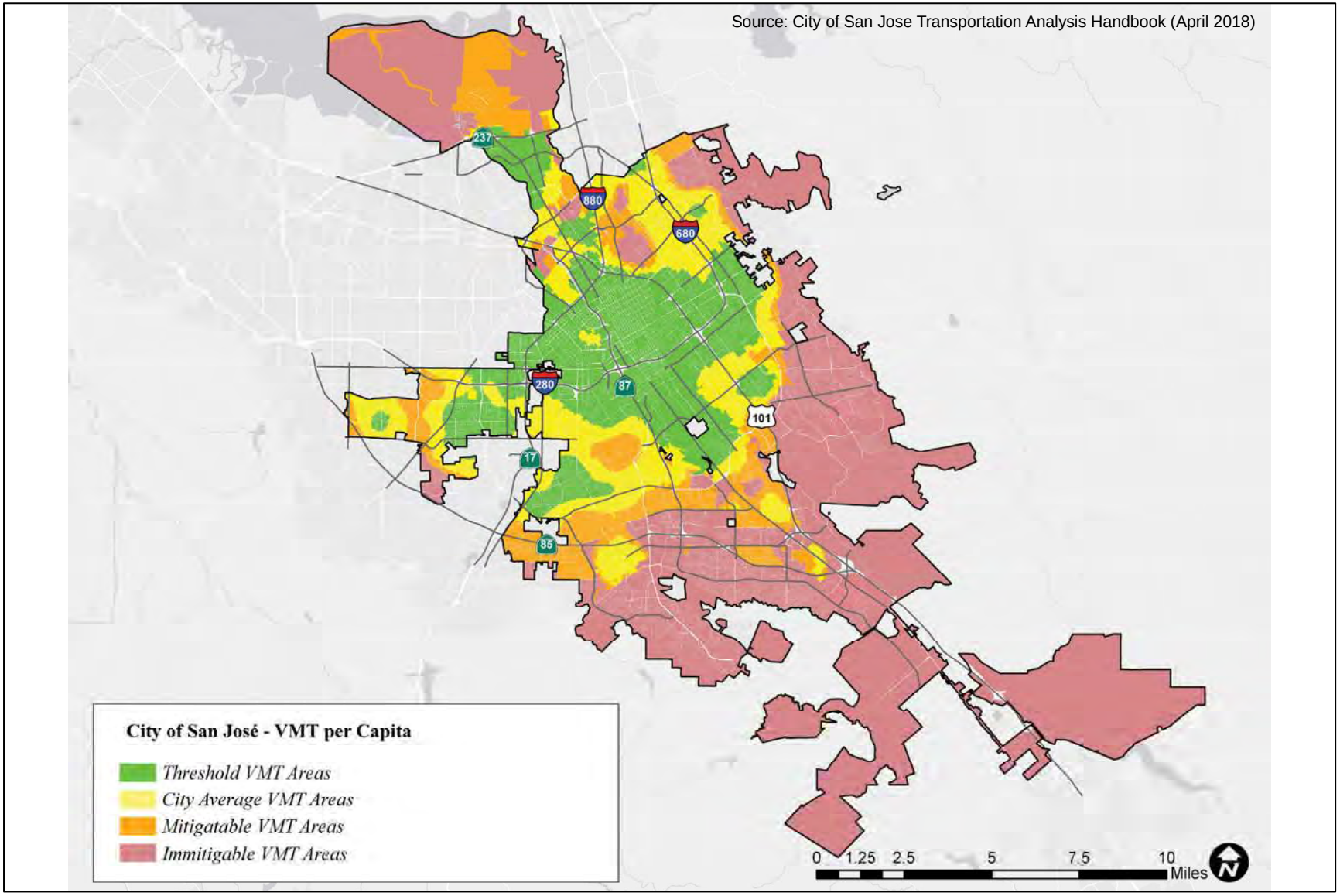
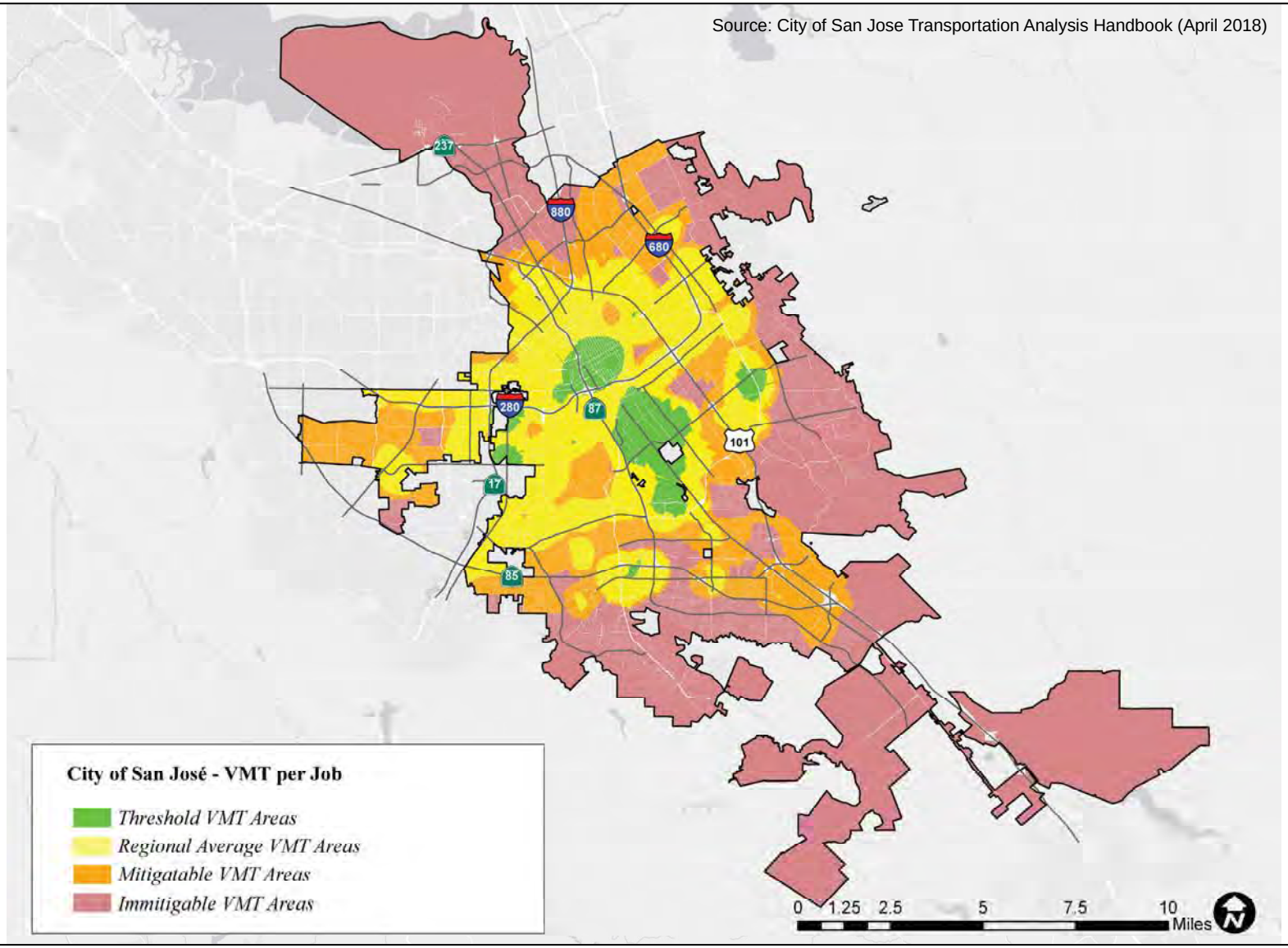


Figure 18
VMT per Job Heat Map in San Jose



- Red-filled areas are parcels with existing VMT greater than the residential and employee threshold. Implementing VMT-reducing measures will not be sufficient to reduce a project's VMT to less than the threshold of significance.

Average per-capita and per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated. Figures 19 and 20 show the current VMT levels estimated by the City for residents and workers in the immediate project area, respectively.

Thresholds of Significance

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap. Table 6 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy. The two criteria applicable for the proposed project are described below.

1. Projects that include general employment uses (office) are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing regional average VMT per employee minus 15 percent. Currently, the reported regional average is 14.37 VMT per employee. This equates to a significant impact threshold of 12.21 VMT per employee.
2. Projects that include residential uses are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing citywide average VMT per capita minus 15 percent or existing regional average VMT per capita minus 15 percent, whichever is lower. Currently, the reported citywide average is 11.94 VMT per capita, which is less than the regional average. This equates to a significant impact threshold of 10.12 VMT per capita.

VMT Evaluation

Existing Land Uses VMT

The results of the VMT analysis using the San Jose Model indicate that the existing VMT for residential uses in the project vicinity is 12.76 per capita and employment uses is 13.52 per employee. As shown in Table 6, the current citywide average VMT for residential uses is 11.91 per capita and the regional average VMT for employment uses is 14.37 per employee. Therefore, the VMT levels of existing residential uses in the project vicinity are currently greater than the average VMT per capita level. However, the VMT levels of existing employment uses in the project vicinity are currently greater than the average VMT per employee. Appendix A presents the VMT Evaluation Tool summary report for the project.

Project VMT Impact Analysis

The City's Transportation Policy identifies an impact threshold of 15% below the citywide average per-capita VMT of 11.91 and regional average per employee VMT of 14.37. Thus, the proposed project would result in a significant impact if it results in VMT that exceeds per capita VMT of 10.12 and per employee VMT of 12.21.

Figure 19
VMT per Capita Heat Map in Project Area

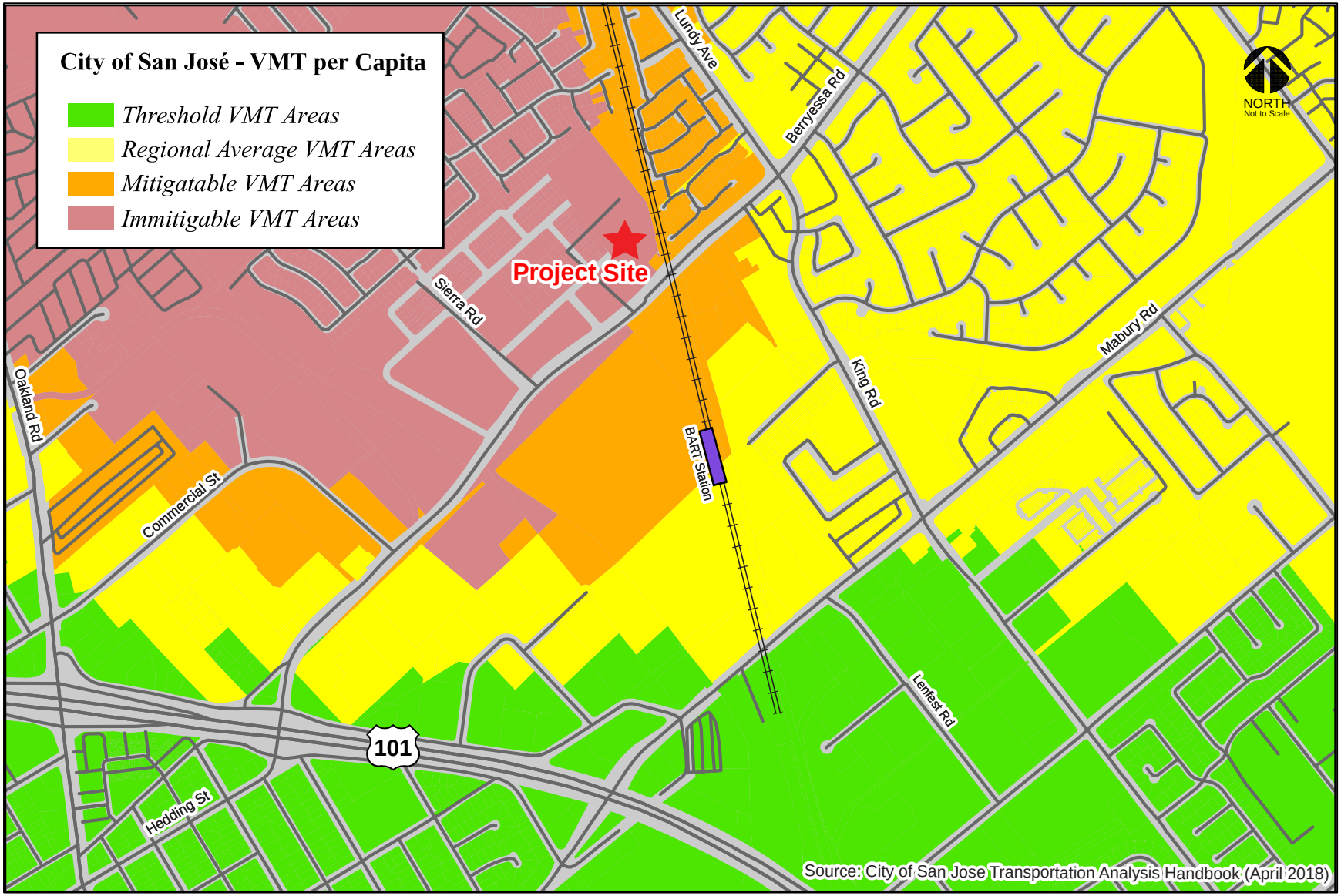


Figure 20
VMT per Worker Heat Map in Project Area

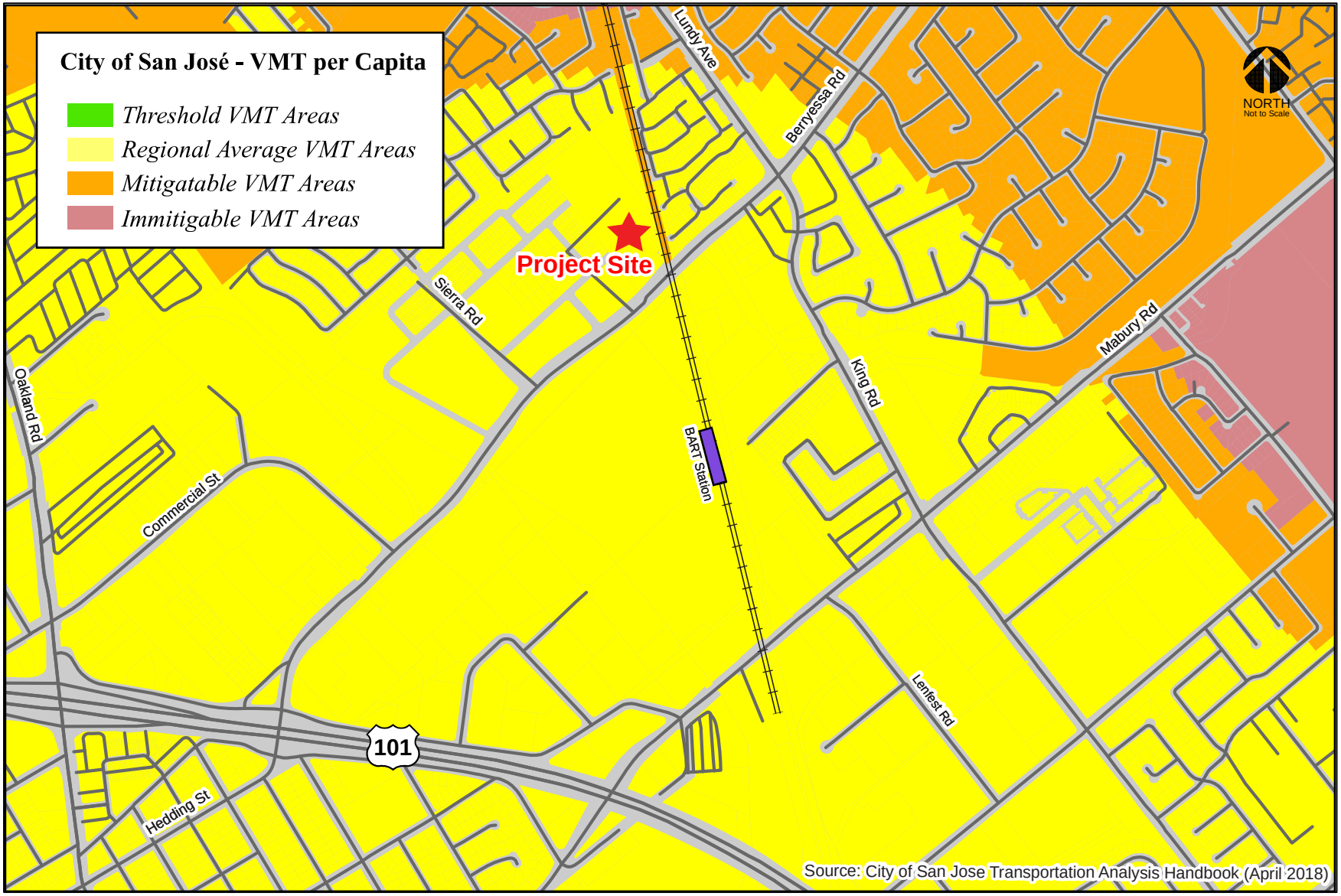


Table 6
CEQA VMT Analysis Significant Impact Criteria for Development Projects

Type	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent OR existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per capita (Citywide Average)	10.12 VMT per capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail/ Hotel/ School Uses	Net increase in existing regional total VMT	Regional Total VMT	Net Increase
Public/Quasi-Public Uses	In accordance with the most appropriate type(s) as determined by Public Works Director	Appropriate levels listed above	Appropriate thresholds listed above
Mixed Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use or Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the area plan independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above

Source: City of San José Transportation Analysis Handbook, April 2018.

The results of the VMT evaluation, using the City's Model, indicate that the proposed project is projected to generate VMT per capita (8.02) and VMT per employee (8.39) under Year 2040 conditions that are both below the established thresholds. Therefore, the proposed project would not result in an impact on the transportation system under Year 2040 conditions based on the City's VMT impact criteria. When compared to Year 2040 GP conditions, the proposed project would result in a reduction of VMT per employee. The VMT per capita and VMT per employee for the proposed project are presented in Table 7.

Table 7
VMT Evaluation Summary

	Residential					Employment				
Scenario	Housing Units	Population	VMT [1]	VMT per Capita [2]	Exceeds Threshold?	s.f.	Jobs	VMT [3]	VMT per Job [4]	Exceeds Threshold?
Impact Threshold				**10.12**					**12.21**	
Year 2025 Baseline [5]	--	--	--	12.76	Yes	--	--	--	13.52	Yes
Year 2040 General Plan [6]	--	--	--	--	--	554,000	1,847	27,558	14.92	Yes
Year 2040 Proposed Project [6]	850	1,896	15,209	8.02	No	465,000	4,185	35,118	8.39	No

[1] Residential VMT = Home-Based Trip Productions * Distance
[2] Residential VMT per Capita = Residential VMT / Population
[3] Employment VMT = Home-Based Work Trip Attractions * Distance
[4] Employment VMT per Job = Employment VMT / Jobs
[5] VMT per capita and per job were obtained from the City of San Jose VMT Evaluation Tool dated 02/29/2019.
[6] VMT per capita and per job for Year 2040 were calculated using the City's TDF model.

This reduction in per-employee VMT could be indicative of increased development of both households and jobs as well as greater development density of the project site. The addition of residents and jobs in close proximity to one another and in an area with extensive opportunities for the use of transit, bicycles, and other non-auto modes of travel will result in less and a reduction of length of those trips that are added to the roadway system due to the planned growth. In addition, the development growth due to the proposed project, specifically job growth, adjacent to the Berryessa BART station, will result in a larger percentage of the residents and employees who live and work within the project site to use transit more regularly than the average transit usage for these land uses in Bay Area.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan's goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

The project site is located within the boundaries of the Facchino District in the Berryessa BART Urban Village, as shown in Figure 1. The 13-acre project site is located north of Berryessa Road and the Berryessa BART Station, west of the BART rail line, south of two-story single-family houses, and east of two-story single-family houses and three-story attached houses. Urban villages were developed as one of the major strategies of the *Envision San José 2040 General Plan*. Urban villages are defined as walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the policies and goals of the General Plan.

The Berryessa/North San José BART station is centrally located within the Berryessa BART Urban Village. According to the Envision San Jose 2040 General Plan, the Urban Village strategy fosters:

- Mixed residential and employment activities that are attractive to an innovative workforce
- Revitalization of underutilized properties that have access to existing infrastructure
- Densities that support transit use, bicycling, and walking
- High-quality urban design

The Berryessa BART Urban Village is the first regional transit urban village plan to be developed in San José. Regional transit urban villages are locations with access to major transit facilities of regional significance. Recognizing its emerging role as a gateway to the City, the design of new development within this urban village aims for high-quality environments for public circulation and gathering.

The project is consistent with the General Plan and Berryessa BART Urban Village goals and policies for the following reasons:

- The proposed residential uses for the project site are consistent with the Residential Neighborhood land use designation per the Berryessa BART Urban Village plan.
- The planned on-site street network will be consistent with the planned streetscape design features of Complete Streets and the Berryessa BART Urban Village Plan.
- The project frontage along Berryessa Road will be designed to accommodate the planned Berryessa Road Complete Street improvements including protected bicycle lanes, wider sidewalks, and other pedestrian safety features.
- The project site is adjacent to a planned major transit station, bus stops, and bicycle lanes on Berryessa Road.

Therefore, based on the project description, the proposed project would be consistent with the *Urban Village Planning Concepts* and the *Envision San José 2040 General Plan*. Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

5. Local Transportation Analysis (LTA)

This chapter describes the local transportation analysis including the method by which project traffic is estimated, intersection operations analysis for existing, Year 2030 No Project, Year 2030 with Project, Year 2040 No Project, and Year 2040 with Project conditions. The evaluation includes the identification of any adverse effects on study intersections caused by the project, intersection vehicle queuing analysis, freeway segment capacity analysis, site access review, and a review of the project's effects on bicycle, pedestrian, and transit facilities.

Project Description

The proposed project includes the development of up to 850 residential units (614 market-rate multi-family units, 189 affordable multi-family units, 23 townhouse units, and 24 single-family units), and up to 480,000 s.f. of commercial space. The commercial development would consist of one of the following three potential development scenarios as allowed by the PD zoning:

1. Up to 465,000 s.f. of office space and 15,000 s.f. of retail/restaurant space
2. Up to 465,000 s.f. of medical office space and 15,000 s.f. of retail/restaurant space
3. A 165,000-s.f./165-room assisted living facility and 315,000 s.f. of medical office space

The TA evaluated the development scenario #2 because it would generate the greatest number of trips. Vehicle access to the site would be provided via connections to Shore Drive, Mercado Way, and De Rome Drive which provide access to Sierra Road west of the project site. Access to Berryessa Road would be provided via its intersections with Sierra Road, Green Street, and a right-turns-only driveway along Berryessa Road located just west of the BART rail line.

The project site also is located within a designated Urban Village (Berryessa BART) per the Envision San Jose 2040 General Plan and the US-101/Oakland/Mabury Area Development Policy (ADP) area for which a Transportation Development Policy ("TDP") exists.

The US-101/Mabury Road interchange has long been identified in the City's General Plan as a needed freeway gateway to alleviate congestion at the US-101/Oakland Road interchange. However, the design of a full interchange at Mabury Road as identified in the TDP has not progressed due to the lack of acceptance of interchange spacing and ramp operations by the California Department of Transportation (Caltrans). The City of San Jose is currently working cooperatively with the Santa Clara Valley Transportation Authority and Caltrans to develop an alternative interchange design option that improves access, addresses traffic operations, and relieves congestion. After considering several

interchange design options the City has developed a preferred interchange plan that is centered around the implementation of a full interchange (southbound and northbound on and off-ramps) at Berryessa Road rather than Mabury Road. Therefore, this transportation analysis includes the evaluation of the proposed project assuming each of the planned US 101 interchange alternatives at both Mabury Road and Berryessa Road.

Project Traffic Projections

The CSJ Model was used to produce projections of AM and PM peak hour traffic generation for the project based on the proposed type and amount of land uses on the project site. The forecasted trip generation estimates are based on the trip-making characteristics of the proposed land uses and reflect the mode of travel and interaction of trips between land uses and use of non-auto-based modes of travel, including BART. The forecasts indicate that the proposed project would generate 1,018 trips during the AM peak hour and 1,383 trips during the PM peak hour based on the projected trips that start and/or end in the Traffic Analysis Zones (TAZs) that correspond to the project site. Table 8 presents the estimates of peak hour trips for the proposed project.

Table 8
Project Trip Generation Estimates

	AM Peak Hour			PM Peak Hour		
Scenario	In	Out	Total	In	Out	Total
Proposed Project	**596**	**422**	**1,018**	**626**	**757**	**1,383**

Peak-hour trip estimates and mixed-use reductions were based on the City of San Jose travel demand forecasting model runs completed in May 2021 by Hexagon Transportation Consultants.

Mode-Share

Mode share refers to the percentage of person trips made by each of the primary modes of transportation: autos, transit, bicycling, and walking. The CSJ model calculates the mode share based on input factors taken from survey data or other sources that have been validated. For example, the factors for calculating the transit mode share include residential development density, proximity to transit, household income, the cost of using transit versus automobile, and travel times for transit versus automobile. Table 9 presents a breakdown of mode-share percentages for all person trips generated by the project.

Auto Based Travel

When compared to Year 2040 GP conditions, the proposed project would result in an approximately 18% reduction of the auto travel mode.

Non-Auto Based Travel

When compared to Year 2040 GP conditions, trips generated by the project site for the proposed project are projected to result in an increase of approximately 18 percent in the use of transit, bikes, and walking as travel modes.

Table 9
Project Person Trip Mode Share

	2040 General Plan		2040 with Project	
Mode	Person Trips	Percent Mode Share	Person Trips	Percent Mode Share
Drive	5,942	62%	11,231	45%
Carpool	2,267	24%	5,692	23%
Transit	682	7%	4,852	20%
Bike	122	1%	308	1%
Walk	580	6%	2,683	11%
Sum	**9,592**	**100%**	**24,765**	**100%**

When compared to the Year 2040 GP conditions, the proposed project would result in an approximately 13 increase in transit usage. The increase would be due to increased development density near a major transit facility, the Berryessa BART Station, which would make the use of transit a more attractive travel option for tenants and employees of the project.

CSJ Model Trip Assignment

Figures 21 and 22 show the project trip distribution pattern with the Mabury Road interchange alternative and the Berryessa Road interchange alternative, respectively.

The assignment of project site traffic to the roadway network and each of the study intersections was completed by the CSJ model. The model assignment process uses a route selection procedure based on minimum travel time paths (as opposed to minimum travel distance paths) between TAZs. The model assigns traffic based on roadways and intersection constraints due to congestion and capacity. This capacity-constrained traffic assignment process enables the model to reflect the diversion of traffic, including existing traffic already on the roadway network, around congested areas of the overall street system.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections.

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Study Intersections

The study includes an analysis of AM and PM peak-hour traffic conditions for 26 signalized intersections within the City of San Jose. Intersections were selected for study if the project is expected to add 10 vehicle trips per hour per lane to a signalized intersection that meets one of the following criteria as outlined in the *Transportation Analysis Handbook.*

- Within a ½-mile buffer from the project's property line;
- Outside a ½-mile buffer but within a one-mile buffer from the project AND currently operating at D or worse;

Figure 21
Project Trip Distribution (Mabury Road Interchange)

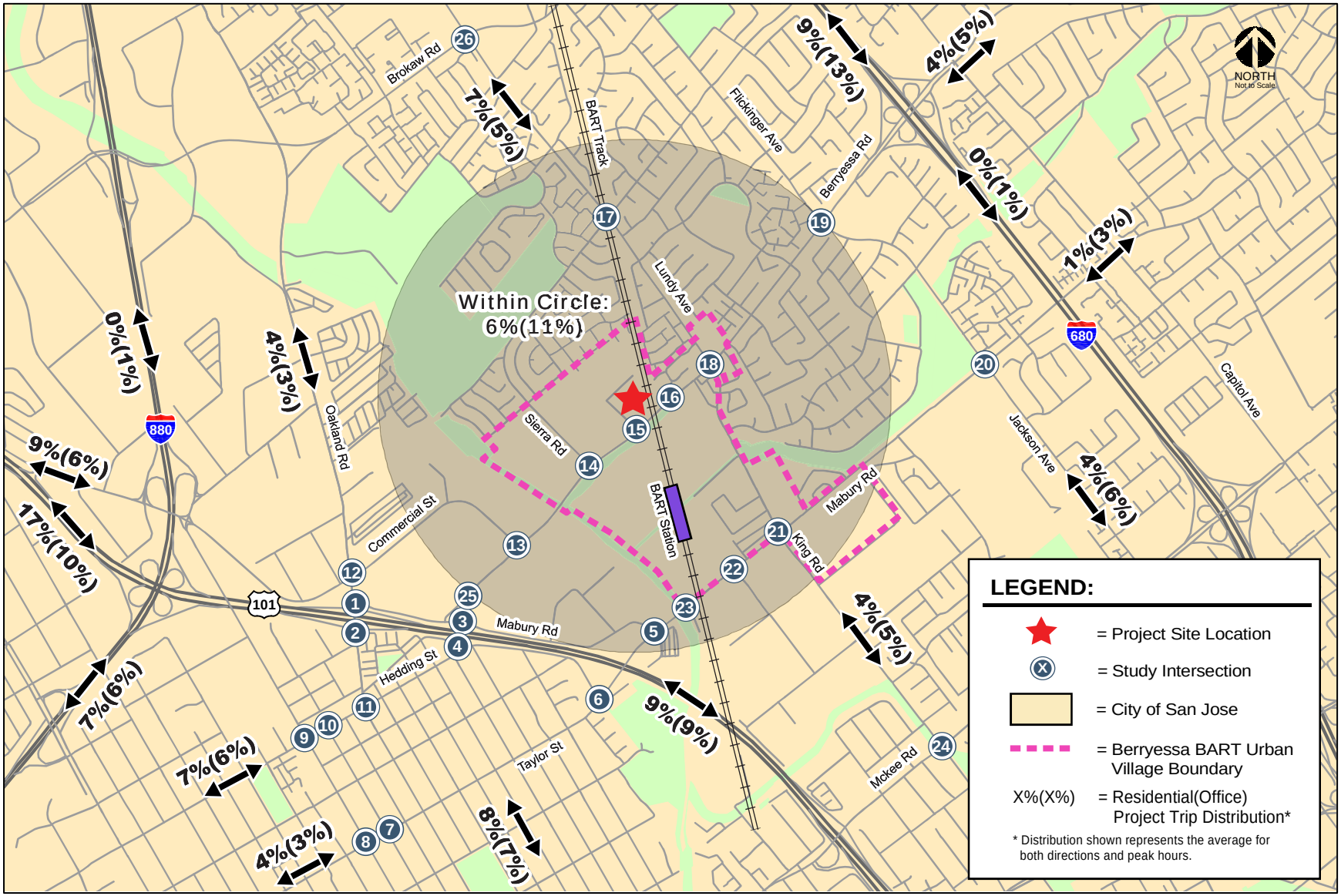
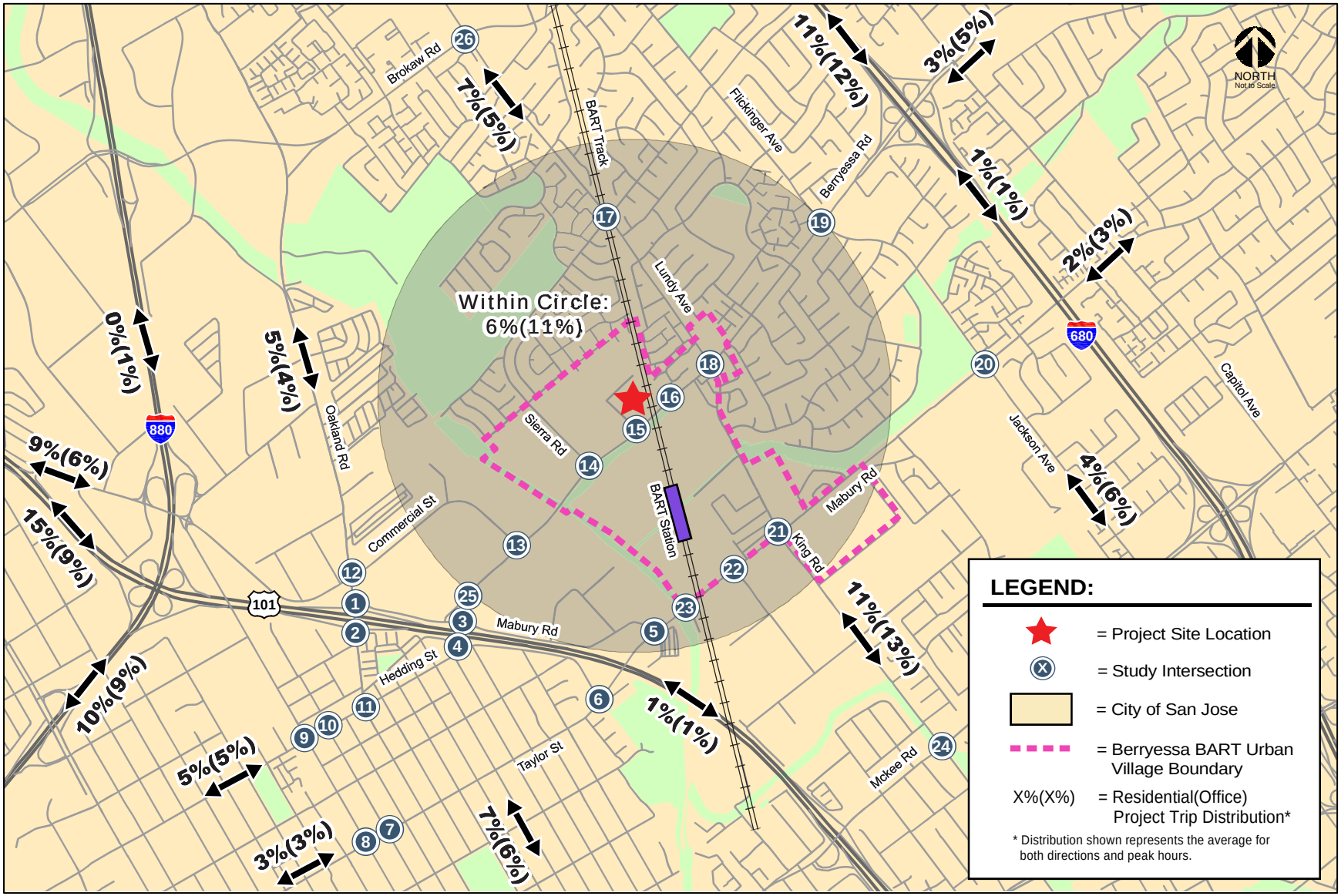


Figure 22
Project Trip Distribution (Berryessa Road Interchange)



- Designated Congestion Management Program (CMP) facility outside of the City's Infill Opportunity Zones;
- Outside the City limits with the potential to be affected by the project, per the transportation standards of the corresponding external jurisdiction;
- With the potential to be affected by the project, per engineering judgment of Public Works.

The ½ a mile and 1-mile radii from the project site are shown in Figure 23. Based on the above criteria, the following City of San Jose study intersections were selected and are shown in Figure 23.

1. Oakland Road and US 101 (N) * (TDP)
2. Oakland Road and US 101 (S) * (TDP)
3. Berryessa Road and US 101 (N) (TDP)
4. Berryessa Road and US 101 (S) (TDP)
5. US 101 and Mabury Road (E) (TDP)
6. US 101 and Mabury Road (W) (TDP)
7. Eleventh Street and Taylor Street
8. Tenth Street and Taylor Street
9. Tenth Street and Hedding Street
10. Eleventh Street and Hedding Street
11. Oakland Road/Thirteenth Street and Hedding Street
12. Oakland Road and Commercial Street (TDP)
13. Commercial Street and Berryessa Road
14. Sierra Road and Berryessa Road
15. Flea Market Entrance/Green Street and Berryessa Road
16. BART Station Way and Berryessa Road
17. Lundy Avenue and Sierra Road
18. Lundy Avenue and Berryessa Road * [IOZ]
19. Flickinger Avenue/Jackson Avenue and Berryessa Road
20. Jackson Avenue and Mabury Road
21. King Road and Mabury Road
22. Lenfest Road/BART Station Way and Mabury Road
23. Flea Market Entrance/Sierra Road and Mabury Road
24. King Road and McKee Road
25. Berryessa Road and Mabury Road
26. Lundy Avenue and Murphy Avenue

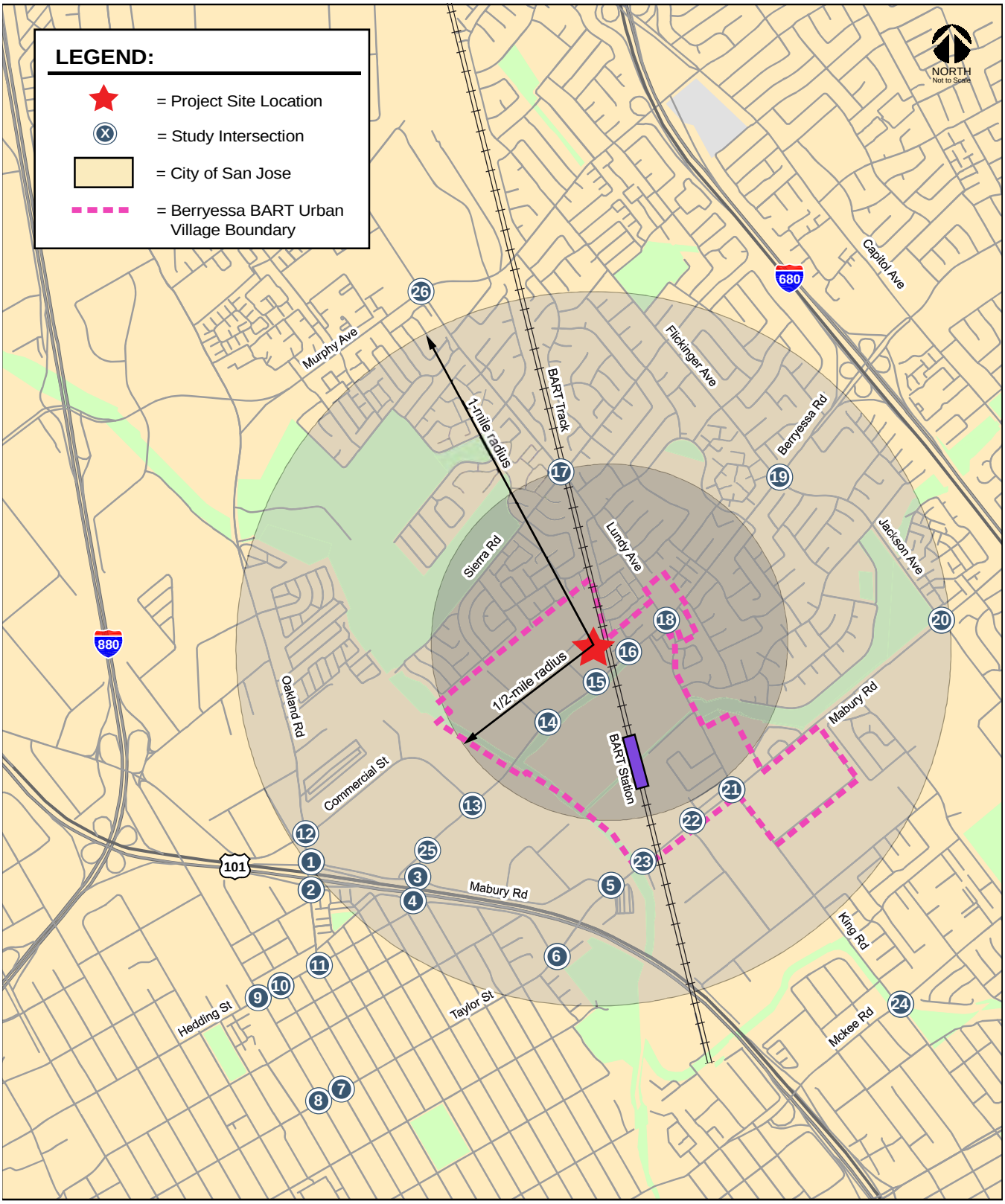
* Denotes CMP Intersections
"TDP" Denotes TDP Study Intersections
"IOZ" Denotes Intersection Located within an Infill Opportunity Zone

Data Requirements

The data required for the analysis were obtained from the City of San Jose, recently completed traffic studies, and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing lane configurations
- signal timing and phasing

Figure 23
½-Mile and 1-Mile Radii from Project Site



Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field. It is assumed in this analysis that the transportation network under the Year 2030 scenarios would have the same transportation improvements included under Year 2040 scenarios. As described in Chapter 3, this study evaluates future roadway networks with both the US 101 interchange improvements as identified in the US-101/Oakland/Mabury TDP as well as the US 101/Berryessa interchange alternative.

Traffic Volumes

Existing Conditions

Existing peak hour traffic volumes at all study intersections were obtained from the City of San Jose or recently completed traffic studies. Due to the current COVID-19 pandemic situation and its effect on traffic patterns, the City of San Jose is requiring that all new traffic counts be put on hold until further notice. Therefore, as recommended by the City of San Jose staff, a 1% compounded annual growth factor was applied to traffic counts that are older than two years to estimate traffic conditions in 2021. Intersection turning-movement counts utilized in this analysis are presented in Appendix B. Peak hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix C.

Future Conditions

Peak-hour Year 2040 traffic volumes were obtained from traffic forecasts produced using the CSJ Model using the methods described earlier in this report. The Year 2030 and Year 2040 traffic volumes include traffic associated with future development in the region and the planned future transportation network, as described in Chapter 3. Traffic volumes for each of the Year 2030 and Year 2040 study scenarios are tabulated in Appendix C.

Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

All study intersections were evaluated based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. TRAFFIX is also the CMP-designated intersection level of service methodology, thus, the City of San Jose employs the CMP default values for the analysis parameters. The correlation between average control delay and level of service at signalized intersections is shown in Table 10.

Signalized study intersections are subject to the City of San Jose level of service standards. The City of San Jose has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections unless superseded by an Area Development Policy.

City of San Jose Definition of Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook 2018*, an adverse effect on intersection operations occurs if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better) under background conditions to an unacceptable level under background plus project conditions, or

Table 10
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines* , Santa Clara County Transportation Authority Congestion Management Program, June 2003.

2. The level of service at the intersection is an unacceptable level (LOS E or F) under background conditions and the addition of project trips cause both the critical-movement delay at the intersection to increase by four or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements is negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

An adverse intersection operations effect by City of San Jose standards may be addressed by implementing measures that would restore the intersection level of service to background conditions or better. The City recommends prioritizing improvements related to alternative transportation modes, parking measures, and/or TDM measures. Improvements that increase vehicle capacity are secondary and must not have unacceptable effects on existing or planned transportation facilities. Unacceptable effects on existing or planned transportation facilities include the following:

- Inconsistent with the General Plan Transportation Network and Street Typologies;
- Reduction of any physical dimension of a transportation facility below the minimum design standards per the *San José Complete Streets Design Standards and Guidelines*; OR

- Substantial deterioration in the quality of existing or planned transportation facilities, including pedestrian, bicycle, and transit systems and facilities, as determined by the Director of Transportation.

Intersection Operations Analysis Results

Existing Intersection Operation Conditions

The results of the intersection level of service analysis under existing conditions are summarized in Table 11. Intersection levels of service were evaluated against applicable City of San Jose operations standards. The results of the level of service analysis show that all study intersections currently operate at an acceptable LOS D or better during both the AM and PM peak hours, based on the City of San Jose intersection operations standard of LOS D. The level of service calculation sheets are included in Appendix D.

Year 2030 Intersection Operation Conditions

The results of the level of service analysis under each of the Year 2030 scenarios are summarized in Table 12. The results show that the following five study intersections are projected to operate at unacceptable levels of service (LOS E or F) during at least one peak hour under Year 2030 no project conditions, according to the City of San Jose level of service standards.

(5) US 101 and Mabury Road (E) (AM & PM peak hours)
(7) Eleventh Street and Taylor Street (AM & PM peak hours)
(8) Tenth Street and Taylor Street (AM & PM peak hours)
(12) Oakland Road and Commercial Street (PM peak hour)
(13) Commercial Street and Berryessa Road (AM peak hour)

The results also show that the following intersections are projected to operate at an unacceptable level of service during at least one peak hour under Year 2030 with Project conditions, according to the City of San Jose level of service standards:

Mabury Interchange Alternative

(5) US 101 and Mabury Road (E) (AM & PM peak hours)
(7) Eleventh Street and Taylor Street (AM & PM peak hours - **Adverse Effect**: **PM Peak Hour**)
(8) Tenth Street and Taylor Street) (AM & PM peak hours)
(12) Oakland Road and Commercial Street (PM peak hour)
(13) Commercial Street and Berryessa Road (AM peak hour)

Berryessa Interchange Alternative

(3) Berryessa Road and US 101 (N) (AM peak hour)
(4) Berryessa Road and US 101 (S) (PM peak hour)
(7) Eleventh Street and Taylor Street (AM peak hour)
(8) Tenth Street and Taylor Street (AM & PM peak hours)
(12) Oakland Road and Commercial Street (PM peak hour)
(13) Commercial Street and Berryessa Road (AM peak hour)
(23) Flea Market Entrance/Sierra Road and Mabury Road (AM & PM peak hours) (**Adverse Effect: AM and PM peak hours**)

Table 11
Existing Intersection Level of Service Results

Int. #	Intersection	LOS Standard	Peak Hour	Count Date	Avg. Delay	LOS
1	Oakland Road and US 101 (N) *	D	AM	06/04/19	34.4	C
			PM	12/11/18	22.0	C
2	Oakland Road and US 101 (S) *	D	AM	06/04/19	27.3	C
			PM	12/11/18	24.5	C
3	Berryessa Road and US 101 (N)	D	AM	--	--	--
			PM	--	--	--
4	Berryessa Road and US 101 (S)	D	AM	--	--	--
			PM	--	--	--
5	US 101 and Mabury Road (E)	D	AM	--	--	--
			PM	--	--	--
6	US 101 and Mabury Road (W)	D	AM	--	--	--
			PM	--	--	--
7	Eleventh Street and Taylor Street	D	AM	01/10/19	18.5	B
			PM	01/10/19	15.8	B
8	Tenth Street and Taylor Street	D	AM	01/10/19	11.4	B
			PM	01/10/19	24.4	C
9	Tenth Street and Hedding Street	D	AM	01/10/19	21.3	C
			PM	01/10/19	38.0	D
10	Eleventh Street and Hedding Street	D	AM	01/10/19	28.7	C
			PM	01/10/19	15.2	B
11	Oakland Road/Thirteenth Street and Hedding Street	D	AM	05/09/18	42.5	D
			PM	05/09/18	41.4	D
12	Oakland Road and Commercial Street	D	AM	05/09/18	39.7	D
			PM	05/09/18	51.0	D
13	Commercial Street and Berryessa Road	D	AM	05/09/18	41.7	D
			PM	05/09/18	32.3	C
14	Sierra Road and Berryessa Road	D	AM	05/09/18	20.9	C
			PM	05/09/18	13.1	B
15	Flea Market Entrance/Green Street and Berryessa Road	D	AM	05/09/18	8.1	A
			PM	05/09/18	8.6	A
16	BART Station Way and Berryessa Road	D	AM	05/09/18	0.4	A
			PM	05/09/18	0.4	A
17	Lundy Avenue and Sierra Road	D	AM	11/15/18	29.7	C
			PM	11/15/18	19.9	B
18	Lundy Avenue and Berryessa Road * [IOZ]	D	AM	01/23/19	36.3	D
			PM	12/11/18	42.1	D
19	Flickinger Avenue/Jackson Avenue and Berryessa Road	D	AM	05/09/18	37.5	D
			PM	05/09/18	40.9	D
20	Jackson Avenue and Mabury Road	D	AM	05/09/18	36.0	D
			PM	05/09/18	32.8	C
21	King Road and Mabury Road	D	AM	05/09/18	32.4	C
			PM	05/09/18	31.1	C
22	Lenfest Road/BART Station Way and Mabury Road	D	AM	05/09/18	9.1	A
			PM	05/09/18	7.2	A
23	Flea Market Entrance/Sierra Road and Mabury Road	D	AM	05/09/18	53.7	D
			PM	05/09/18	11.3	B
24	King Road and McKee Road	D	AM	05/09/18	40.2	D
			PM	05/09/18	40.9	D

Table 11 (Continued)
Existing Intersection Level of Service Results

Int. #	Intersection	LOS Standard	Peak Hour	Count Date	Avg. Delay	LOS
25	Berryessa Road and Mabury Road	D	AM	11/15/18	18.5	B
			PM	11/15/18	17.1	B
26	Lundy Avenue and Murphy Avenue	D	AM	09/25/18	38.9	D
			PM	12/11/18	42.0	D

* Denotes CMP Intersection
IOZ = Intersection located within an infill opportunity zone

Table 12
Year 2030 Intersection Levels of Service

Int. #	Intersection	LOS Standard	Peak Hour	Year 2030 No Project Avg. Delay	Year 2030 No Project LOS	Year 2030 with Project: Mabury Interchange Alternative Avg. Delay	Mabury Interchange Alternative LOS	Mabury Interchange Alternative Incr. In Crit. Delay	Mabury Interchange Alternative Incr. In Crit. V/C	Berryessa Interchange Alternative Avg. Delay	Berryessa Interchange Alternative LOS	Berryessa Interchange Alternative Incr. In Crit. Delay	Berryessa Interchange Alternative Incr. In Crit. V/C
1	Oakland Road and US 101 (N) *	D	AM	24.2	C	24.3	C	0.0	0.000	20.1	C	-13.3	0.008
			PM	22.7	C	22.6	C	-0.1	-0.002	15.9	B	-5.6	0.183
2	Oakland Road and US 101 (S) *	D	AM	27.9	C	27.9	C	0.0	-0.002	8.1	A	-19.5	-0.035
			PM	24.6	C	24.6	C	0.0	-0.001	8.8	A	-15.4	-0.418
3	Berryessa Road and US 101 (N)	D	AM	--	--	--	--	--	--	**60.4**	**E**	--	--
			PM	--	--	--	--	--	--	18.6	B	--	--
4	Berryessa Road and US 101 (S)	D	AM	--	--	--	--	--	--	24.4	C	--	--
			PM	--	--	--	--	--	--	**71.6**	**E**	--	--
5	US 101 and Mabury Road (E)	D	AM	**57.3**	**E**	**55.2**	**E**	**-2.6**	**-0.007**	--	--	--	--
			PM	**97.0**	**F**	**97.7**	**F**	**0.9**	**0.002**	--	--	--	--
6	US 101 and Mabury Road (W)	D	AM	23.3	C	23.0	C	-0.3	-0.007	--	--	--	--
			PM	36.4	D	35.9	D	-0.6	-0.011	--	--	--	--
7	Eleventh Street and Taylor Street	D	AM	**65.2**	**E**	**59.8**	**E**	**-4.4**	**-0.012**	**59.4**	**E**	**-8.9**	**-0.025**
			PM	**59.5**	**E**	**64.8**	**E**	**8.4**	**0.023**	52.0	D	-12.6	0.014
8	Tenth Street and Taylor Street	D	AM	**79.0**	**E**	**78.4**	**E**	**-1.3**	**0.001**	**76.4**	**E**	**-4.3**	**-0.017**
			PM	**74.3**	**E**	**64.0**	**E**	**-15.3**	**-0.020**	**72.4**	**E**	**-0.9**	**0.008**
9	Tenth Street and Hedding Street	D	AM	36.1	D	35.8	D	-0.3	-0.004	36.9	D	-0.1	0.006
			PM	36.4	D	35.0	C	-2.9	-0.018	38.8	D	-1.4	-0.008
10	Eleventh Street and Hedding Street	D	AM	24.3	C	24.1	C	0.1	0.003	24.1	C	-0.1	-0.001
			PM	27.4	C	27.4	C	-0.1	-0.010	24.5	C	-3.1	-0.056
11	Oakland Road/Thirteenth Street and Hedding Street	D	AM	40.2	D	39.7	D	-0.8	-0.011	42.5	D	-5.4	-0.036
			PM	43.3	D	44.0	D	7.8	-0.006	42.7	D	-8.4	-0.083
12	Oakland Road and Commercial Street	D	AM	40.3	D	40.7	D	0.2	0.005	37.7	D	-5.4	-0.081
			PM	**62.3**	**E**	**62.2**	**E**	**-0.4**	**-0.006**	**56.7**	**E**	**-0.8**	**-0.062**
13	Commercial Street and Berryessa Road	D	AM	**146.5**	**F**	**150.3**	**F**	**3.9**	**0.014**	**62.7**	**E**	**-126.8**	**-0.293**
			PM	36.2	D	36.6	D	0.0	0.000	41.6	D	6.9	0.119
14	Sierra Road and Berryessa Road	D	AM	32.3	C	32.7	C	0.3	-0.002	33.8	C	3.4	0.031
			PM	29.3	C	29.8	C	0.1	-0.010	25.9	C	-2.8	-0.058
15	Flea Market Entrance/Green Street and Berryessa Road	D	AM	29.8	C	33.8	C	4.6	0.037	34.8	C	7.5	0.044
			PM	34.5	C	38.3	D	2.9	0.009	36.2	D	-0.6	-0.033
16	BART Station Way and Berryessa Road	D	AM	12.1	B	11.2	B	-0.8	-0.009	14.0	B	1.0	-0.016
			PM	16.6	B	16.3	B	-0.3	-0.011	21.2	C	3.8	0.021
17	Lundy Avenue and Sierra Road	D	AM	33.1	C	32.0	C	-1.4	-0.005	32.6	C	-0.5	-0.001
			PM	21.1	C	21.6	C	0.8	0.005	19.7	B	-1.9	-0.046
18	Lundy Avenue and Berryessa Road * [IOZ]	D	AM	42.0	D	41.7	D	0.5	0.006	41.2	D	1.2	-0.012
			PM	43.2	D	43.0	D	-0.2	0.005	45.9	D	5.7	0.048
19	Flickinger Avenue/Jackson Avenue and Berryessa Road	D	AM	39.1	D	39.1	D	-4.5	0.004	38.4	D	-0.2	-0.013
			PM	43.2	D	42.9	D	-0.3	-0.007	41.4	D	-3.5	-0.066
20	Jackson Avenue and Mabury Road	D	AM	43.8	D	42.9	D	-1.6	-0.012	41.1	D	-3.9	-0.046
			PM	36.9	D	36.5	D	-0.3	-0.009	38.2	D	2.5	0.013

Table 12 (Continued)
Year 2030 Intersection Levels of Service

				Year 2030 No Project		Year 2030 with Project							
						Mabury Interchange Alternative				Berryessa Interchange Alternative			
Int. #	Intersection	LOS Standard	Peak Hour	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
21	King Road and Mabury Road	D	AM	44.5	D	40.2	D	-6.1	-0.043	35.5	D	-9.7	-0.094
			PM	34.0	C	34.1	C	0.3	0.003	35.9	D	3.7	0.009
22	Lenfest Road/BART Station Way and Mabury Road	D	AM	17.3	B	17.3	B	-0.2	-0.002	18.0	B	0.4	-0.010
			PM	21.5	C	21.5	C	0.0	-0.003	20.8	C	-2.2	-0.077
23	Flea Market Entrance/Sierra Road and Mabury Road	D	AM	26.7	C	27.2	C	0.6	0.005	**87.4**	**F**	**100.4**	**0.378**
			PM	22.6	C	22.5	C	-0.2	-0.002	**96.3**	**F**	**128.7**	**0.461**
24	King Road and McKee Road	D	AM	42.9	D	42.9	D	-0.1	-0.001	44.4	D	2.0	0.037
			PM	44.2	D	44.1	D	0.4	0.009	45.0	D	2.7	-0.037
25	Berryessa Road and Mabury Road	D	AM	23.0	C	22.2	C	-0.9	-0.033	27.4	C	8.9	0.197
			PM	20.7	C	20.5	C	-0.4	-0.012	17.2	B	0.3	0.078
26	Lundy Avenue and Murphy Avenue	D	AM	46.1	D	45.8	D	-0.9	-0.005	45.9	D	-0.2	-0.001
			PM	46.9	D	46.7	D	-0.3	-0.007	46.5	D	-1.0	0.002

* Denotes CMP Intersection
IOZ = Intersection located within an infill opportunity zone
Bold indicates unacceptable level of service.
Bold and boxed indicate adverse operations

At the intersections of Eleventh Street/Taylor Street under the Mabury interchange alternative and Flea Market Entrance/Sierra Road and Mabury Road under the Berryessa interchange alternative, the added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during at least one peak hour. Based on City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

All other study intersections are projected to meet the City's LOS D standard under Year 2030 conditions. The level of service calculation sheets are included in Appendix D.

Year 2040 Intersection Operation Conditions

The results of the level of service analysis under each of the Year 2040 scenarios are summarized in Table 13. The results show that the following eight study intersections are projected to operate at unacceptable levels of service (LOS E or F) during at least one peak hour under Year 2040 no project conditions, according to the City of San Jose level of service standards.

(5) US 101 and Mabury Road (E) (AM & PM peak hours)
(7) Eleventh Street and Taylor Street (AM & PM peak hours)
(8) Tenth Street and Taylor Street (AM & PM peak hours)
(12) Oakland Road and Commercial Street (PM peak hour)
(13) Commercial Street and Berryessa Road (AM peak hour)
(15) Flea Market Entrance/Green Street and Berryessa Road (PM peak hour)
(20) Jackson Avenue and Mabury Road (AM peak hour)
(21) King Road and Mabury Road (AM peak hour)

The results also show that the following intersections are projected to operate at an unacceptable level of service during at least one peak hour under Year 2040 with Project conditions, according to the City of San Jose level of service standards:

Mabury Interchange Alternative

(5) US 101 and Mabury Road (E) (AM & PM peak hours)
(7) Eleventh Street and Taylor Street (AM & PM peak hours - **Adverse Effect**: **PM peak hour**)
(8) Tenth Street and Taylor Street (AM & PM peak hours)
(12) Oakland Road and Commercial Street (PM peak hour)
(13) Commercial Street and Berryessa Road (AM peak hour - **Adverse Effect**)
(15) Flea Market Entrance/Green Street and Berryessa Road (**PM peak hour - Adverse Effect**)
(21) King Road and Mabury Road (AM peak hour)

Berryessa Interchange Alternative

(3) Berryessa Road and US 101 (N) (AM peak hour)
(4) Berryessa Road and US 101 (S) (PM peak hour)
(7) Eleventh Street and Taylor Street (AM & PM peak hours - **Adverse Effect**: **PM peak hour**)
(8) Tenth Street and Taylor Street (AM & PM peak hours)
(12) Oakland Road and Commercial Street (PM peak hour)
(13) Commercial Street and Berryessa Road (AM peak hour)
(15) Flea Market Entrance/Green Street and Berryessa Road (PM peak hour)
(23) Flea Market Entrance/Sierra Road and Mabury Road (AM & PM peak hours)
(**Adverse Effect: AM and PM peak hours**)

Table 13
Year 2040 Intersection Levels of Service

Int. #	Intersection	LOS Standard	Peak Hour	Year 2040 No Project Avg. Delay	Year 2040 No Project LOS	Year 2040 with Project: Mabury Interchange Alternative Avg. Delay	Mabury Interchange Alternative LOS	Mabury Interchange Alternative Incr. In Crit. Delay	Mabury Interchange Alternative Incr. In Crit. V/C	Berryessa Interchange Alternative Avg. Delay	Berryessa Interchange Alternative LOS	Berryessa Interchange Alternative Incr. In Crit. Delay	Berryessa Interchange Alternative Incr. In Crit. V/C
1	Oakland Road and US 101 (N) *	D	AM	23.6	C	23.6	C	0.0	-0.001	20.5	C	-11.3	0.120
			PM	23.5	C	22.9	C	0.2	0.018	22.9	C	7.4	0.206
2	Oakland Road and US 101 (S) *	D	AM	29.1	C	29.0	C	-0.1	-0.004	8.4	A	-20.3	-0.008
			PM	25.7	C	25.7	C	-0.1	-0.002	9.8	A	-16.3	-0.320
3	Berryessa Road and US 101 (N)	D	AM	--	--	--	--	--	--	**87.5**	**F**	--	--
			PM	--	--	--	--	--	--	33.6	C	--	--
4	Berryessa Road and US 101 (S)	D	AM	--	--	--	--	--	--	26.4	C	--	--
			PM	--	--	--	--	--	--	**88.3**	**F**	--	--
5	US 101 and Mabury Road (E)	D	AM	**124.9**	**F**	**118.1**	**F**	**-8.7**	**-0.015**	--	--	--	--
			PM	**179.8**	**F**	**181.1**	**F**	**1.0**	**0.002**	--	--	--	--
6	US 101 and Mabury Road (W)	D	AM	26.7	C	26.1	C	-0.5	-0.013	--	--	--	--
			PM	38.1	D	37.3	D	-1.1	-0.013	--	--	--	--
7	Eleventh Street and Taylor Street	D	AM	**73.6**	**E**	**63.3**	**E**	**-11.7**	**-0.032**	**64.0**	**E**	**-15.8**	**-0.035**
			PM	**72.1**	**E**	**77.8**	**E**	**11.1**	**0.021**	**61.5**	**E**	**-14.8**	**0.028**
8	Tenth Street and Taylor Street	D	AM	**86.5**	**F**	**84.7**	**F**	**-2.1**	**0.003**	**86.8**	**F**	**-0.2**	**-0.016**
			PM	**90.0**	**F**	**71.8**	**E**	**-26.1**	**-0.035**	**88.1**	**F**	**2.1**	**0.013**
9	Tenth Street and Hedding Street	D	AM	47.8	D	46.2	D	-3.3	-0.013	50.4	D	6.4	0.023
			PM	43.9	D	41.7	D	-5.3	-0.026	51.9	D	7.9	0.030
10	Eleventh Street and Hedding Street	D	AM	27.5	C	27.2	C	-0.6	-0.010	27.2	C	0.2	0.000
			PM	34.8	C	34.2	C	-1.5	-0.015	28.6	C	-7.7	-0.053
11	Oakland Road/Thirteenth Street and Hedding Street	D	AM	46.8	D	45.1	D	-2.8	-0.021	46.4	D	-8.7	-0.025
			PM	48.7	D	54.5	D	13.0	0.095	46.7	D	-7.0	-0.068
12	Oakland Road and Commercial Street	D	AM	46.9	D	48.4	D	1.1	0.009	43.3	D	-8.0	-0.083
			PM	**66.9**	**E**	**66.5**	**E**	**2.1**	**-0.009**	**65.7**	**E**	**5.6**	**0.008**
13	Commercial Street and Berryessa Road	D	AM	**171.7**	**F**	**180.4**	**F**	**10.6**	**0.025**	**85.1**	**F**	**-135.7**	**-0.284**
			PM	42.5	D	43.6	D	0.4	0.003	51.7	D	15.2	0.127
14	Sierra Road and Berryessa Road	D	AM	37.4	D	37.2	D	-0.3	-0.005	37.4	D	2.9	0.036
			PM	35.1	D	35.5	D	1.1	-0.018	32.8	C	0.5	-0.039
15	Flea Market Entrance/Green Street and Berryessa Road	D	AM	44.1	D	51.1	D	8.8	0.067	53.1	D	14.0	0.093
			PM	**59.3**	**E**	**70.9**	**E**	**11.6**	**0.019**	**62.1**	**E**	**-1.4**	**-0.022**
16	BART Station Way and Berryessa Road	D	AM	19.0	B	17.7	B	-1.5	-0.017	21.5	C	25.1	0.031
			PM	26.1	C	25.4	C	-0.8	-0.021	33.0	C	6.8	0.043
17	Lundy Avenue and Sierra Road	D	AM	38.7	D	37.1	D	-2.2	-0.008	37.9	D	-0.8	0.001
			PM	28.6	C	29.3	C	1.2	0.007	26.0	C	-5.5	-0.073
18	Lundy Avenue and Berryessa Road * [IOZ]	D	AM	47.1	D	46.7	D	0.6	0.024	45.8	D	2.0	0.004
			PM	48.9	D	48.1	D	-7.8	0.000	50.7	D	-1.4	0.022
19	Flickinger Avenue/Jackson Avenue and Berryessa Road	D	AM	43.3	D	42.9	D	-0.7	-0.007	42.3	D	-0.7	-0.014
			PM	52.5	D	51.1	D	-2.0	-0.012	47.9	D	-8.4	-0.052
20	Jackson Avenue and Mabury Road	D	AM	**58.5**	**E**	54.7	D	-6.7	-0.023	53.4	D	-8.6	-0.034
			PM	44.7	D	43.2	D	-2.0	-0.015	47.8	D	5.7	0.019

Table 13 (Continued)
Year 2040 Intersection Levels of Service

Int. #	Intersection	LOS Standard	Peak Hour	Year 2040 No Project Avg. Delay	Year 2040 No Project LOS	Year 2040 with Project: Mabury Interchange Alternative Avg. Delay	Mabury Interchange Alternative LOS	Mabury Interchange Alternative Incr. In Crit. Delay	Mabury Interchange Alternative Incr. In Crit. V/C	Berryessa Interchange Alternative Avg. Delay	Berryessa Interchange Alternative LOS	Berryessa Interchange Alternative Incr. In Crit. Delay	Berryessa Interchange Alternative Incr. In Crit. V/C
21	King Road and Mabury Road	D	AM	**73.6**	**E**	**56.5**	**E**	**-25.4**	**-0.058**	40.7	D	-41.7	-0.136
			PM	38.9	D	39.1	D	0.8	0.006	45.8	D	12.8	0.052
22	Lenfest Road/BART Station Way and Mabury Road	D	AM	19.6	B	19.6	B	-0.3	-0.003	20.6	C	1.3	0.005
			PM	27.3	C	27.2	C	-0.2	-0.005	26.8	C	-2.1	-0.080
23	Flea Market Entrance/Sierra Road and Mabury Road	D	AM	35.9	D	37.4	D	2.1	0.009	**103.5**	**F**	**119.2**	**0.351**
			PM	27.4	C	26.9	C	-0.5	-0.016	**149.7**	**F**	**167.8**	**0.389**
24	King Road and McKee Road	D	AM	47.9	D	47.7	D	-0.3	-0.003	51.6	D	7.9	0.049
			PM	50.5	D	50.4	D	-3.5	0.015	52.1	D	-0.1	-0.005
25	Berryessa Road and Mabury Road	D	AM	26.7	C	24.3	C	-2.1	-0.036	29.8	C	9.1	0.162
			PM	24.9	C	24.0	C	-1.9	-0.022	22.1	C	1.9	0.042
26	Lundy Avenue and Murphy Avenue	D	AM	49.9	D	49.5	D	-1.3	-0.010	49.7	D	-0.5	-0.002
			PM	52.7	D	52.1	D	-1.6	-0.012	53.5	D	-0.1	0.046

* Denotes CMP Intersection
IOZ = Intersection located within an infill opportunity zone
Bold indicates unacceptable level of service.
Bold and boxed indicate adverse operations

At the intersections of Taylor Street/Eleventh Street, Commercial Street/Berryessa Road, and Flea Market Entrance/Green Street/Berryessa Road under the Mabury interchange alternative and Eleventh Street/Taylor Street, Flea Market Entrance/Sierra Road/Mabury Road, and King Road/McKee Road under the Berryessa interchange alternative, the added trips as a result of the proposed project would cause the intersections' critical-movement delay to either decrease or increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during at least one of the peak hours. Based on City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

All other study intersections are projected to meet the City's LOS D standard under Year 2040 conditions. The level of service calculation sheets are included in Appendix D.

Adverse Intersection Operations Effects and Potential Improvements

This section discusses the adverse intersection operation effects identified under Year 2030 and Year 2040 conditions. Included are descriptions of adverse effects to intersections and potential improvement measures. Some locations were found to have no feasible improvements. As the City redevelops to higher densities, especially around transit nodes such as the Berryessa BART station, the ability of intersections to achieve a certain level of service becomes less relevant to overall mobility. Therefore, other modes of travel must be considered when recommending changes to improve an intersection's motor vehicle level of service.

(7) Eleventh Street and Taylor Street

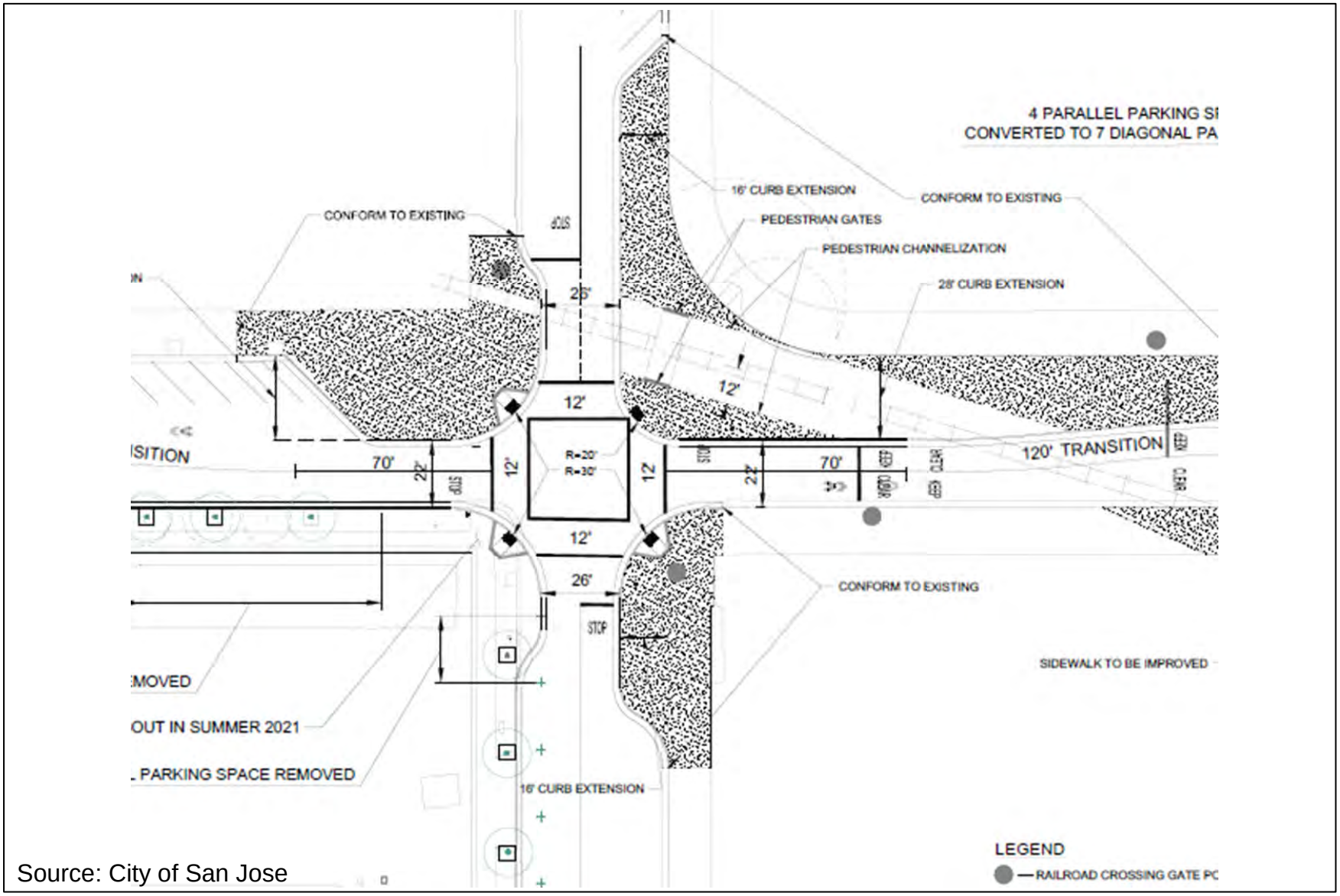
(Year 2030 Adverse Effect: PM peak hour – Mabury Interchange Alternative)
(Year 2040 Adverse Effect: PM peak hour – Mabury and Berryessa Interchange Alternatives)

This intersection would operate at LOS E during the PM peak hour under Years 2030 and 2040 conditions. The added trips as a result of the proposed project with the Mabury interchange alternative under Year 2030 and with both the Mabury and Berryessa interchange alternatives under Year 2040 during the PM peak hour would cause the intersections' critical-movement delay to either decrease or increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. Based on the City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

The future Year 2030 and 2040 analysis includes the conversion of both 10th and 11th Streets from one-way to two-way operations between Santa Clara Street and Hedding Street as identified in the Downtown Circulation and Access Study. The intention of the roadway conversions is to enhance the livability of the neighborhoods through which the roadways pass.

Vehicular capacity improvements at the intersection would require narrowing sidewalks and removing bus stops along Taylor Street, in addition to modifying pedestrian bulb-outs at each corner of the intersections. These types of vehicular capacity improvements are not consistent with the City's transportation policies and would inhibit the improvement of multi-modal facilities intended to increase alternative modes of travel (transit, bicycling, and walking) and reduce auto-based travel mode-share in the area. Therefore, improvement of the 11th Street intersection with Taylor Street is not feasible and the adverse effects are determined to be unavoidable. Since physical improvements at the intersection are not feasible, the project may be required to construct or contribute towards offsetting improvements that may include those planned at the 7th Street and Jackson Street intersection as part of the City's application for a quiet zone in the Japantown area (see Figure 24).

Figure 24
7th Street and Jackson Street Intersection Improvements



Source: City of San Jose

(13) Commercial Street and Berryessa Road

(Year 2040 Adverse Effect: AM peak hour – Mabury Interchange Alternative)

This intersection would operate at LOS F during the AM peak hour under Year 2040 conditions. The added trips as a result of the proposed project with the Mabury interchange alternative under Year 2040 during the AM peak hour would cause the intersections' critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. Based on the City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

The adverse effect on operations at this intersection could be improved by providing an additional westbound to northbound right-turn lane as identified in the US-101/Oakland/Mabury TDP. This improvement would require extending the second through lane in the northwest direction on Commercial Street to Berryessa Road to receive the additional westbound right-turn lane.

The payment of the US-101/Oakland/Mabury TIF will be an appropriate contribution to the implementation of the intersection improvement. The US-101/Oakland/Mabury TIF is described below.

(15) Flea Market Entrance/Green Street and Berryessa Road

(Year 2040 Adverse Effect: PM peak hour – Mabury Interchange Alternative)

This intersection would operate at LOS E during the PM peak hour under Year 2040 conditions. The added trips as a result of the proposed project with the Mabury interchange alternative under Year 2040 during the PM peak hour would cause the intersections' critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. Based on the City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

Required improvements to improve operations at this intersection would include the re-striping of the southbound approach to provide one left-turn lane and one shared through and right-turn lane and changing the north-south signal phasing from split to protected and the addition of a second eastbound left-turn lane. With the implementation of these improvements, the intersection level of service would improve to LOS D during the PM peak hour under Year 2040 with project and the Mabury interchange alternative.

However, the addition of a second eastbound left-turn lane will require the widening of Green Street north of Berryessa Road, which is not feasible due to existing buildings and sidewalks on both sides of the street which is not feasible, and will lengthen the crossing distance for pedestrians and bicyclists at the intersection. The degradation of multi-modal travel through the intersection due to the implementation of roadway widening for the purpose of increasing vehicular capacity is not consistent with the City's goals to improve opportunities for multi-modal travel. Since physical improvements at the intersection are not feasible, the project may be required to construct or contribute towards offsetting improvements that may include those planned at the Berryessa Road and Lundy Ave intersection that are within the adopted BBUV boundary and implementation plan. The multi-modal improvements include the removal of pork-chop islands at the northeast and northwest corners of the intersection which will enhance safety by removing pedestrian-bicycle conflicts with vehicles. A signal modification also will be required for the intersection improvements (including APS, video detection, etc.).

(23) Flea Market Entrance/Sierra Road and Mabury Road

(Year 2030 and 2040 Adverse Effect: AM and PM Peak Hours – Berryessa Interchange Alternative)

This intersection would operate at LOS D or better during both the AM and PM peak hours under Year 2030 and 2040 conditions. The added trips as a result of the proposed project with the Berryessa

interchange alternative would cause the levels of service to degrade to LOS F during both the AM and PM peak hours. Based on the City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

Required improvements at this intersection would include the widening of Mabury Road to four lanes. With the implementation of this improvement, the intersection level of service would improve to LOS D or better during both the AM and PM peak hours under Years 2030 and 2040 with project and the Berryessa interchange alternative.

However, the widening of Mabury Road to meet the projected vehicular demand will not be consistent with the goals and policies of the BBUV Plan and its planned roadway network. Since physical improvements at the intersection are not feasible, the project may be required to construct or contribute towards offsetting improvements that may include those planned at the King Road and Mabury Avenue intersection that are within the adopted BBUV boundary and implementation plan. The multi-modal improvements include the removal of pork-chop islands at the northeast and southwest corners of the intersection which will enhance safety by removing pedestrian-bicycle conflicts with vehicles. A signal modification also will be required for the intersection improvements (including APS, video detection, etc.).

US-101/Oakland Road/Mabury Road TDP Traffic Impact Fee

The project site is located within the US-101/Oakland/Mabury Area Development Policy (ADP) area for which a Transportation Development Policy ("TDP") exists. The US-101/Mabury Road/Oakland Road TDP identifies five signalized intersections that are within the sphere of influence of the US-101/Mabury Road and US-101/Oakland Road interchanges. The intersections are collectively referred to as the "Policy Interchange Intersections" and include the following intersections:

1. US-101 and Oakland Road (N)
2. US-101 and Oakland Road (S)
3. Oakland Road and Commercial Street
4. US 101 and Mabury Road (E)
5. US 101 and Mabury Road (W)

The TDP established a Traffic Impact Fee Program (TIF) based on interchange capacity using PM peak hour vehicle trips as the measurement for capacity. A fee study indicated that an equitable share for every interchange trip would be valued at approximately $47,000, which is achieved by dividing the total improvement cost of $69 million by the total PM peak hour capacity of 1,462 trips. However, City and regional funding sources will provide approximately $38 million of the total improvement cost, thus leaving a balance of $31 million to be funded by the TIF program. The TDP requires new residential and commercial developments to make a fair-share contribution toward the construction cost of $31 million. The TIF for development projects is calculated based on the number of PM peak hour trips traversing through one or more of the Policy Interchange Intersections. With an estimated 1,038 total trips allocated to new residential and commercial developments, the fair share TIF, as adopted in 2007, was estimated to be $30,000 for each interchange trip.

Estimate of TDP Fees

The proposed project is subject to the US 101/Oakland/Mabury TDP TIF payment for the proposed residential units and office space. The TDP fees that will be required for the proposed project were estimated based on an escalated TDP fee and projected peak hour trips.

Projected project trips at the established TDP intersections listed above were developed for the proposed development for both the US 101 interchange alternatives (Mabury and Berryessa

Interchanges). The same City of San Jose Traffic Model used to develop the peak hour traffic volumes for the VMT and intersection analysis for the proposed project was used to develop peak hour project trips at each of the TDP intersections.

The estimated TDP fees, based on the current fee of $41,499 per PM peak hour trip, are presented in Table 14. However, the City will ultimately determine the method by which required TDP fees for the proposed project will be determined.

Table 14
Estimate of Potential US 101/Mabury/Oakland TDP Fee

			Mabury Int. Alt.			Berryessa Int. Alt.		
	Project Description		Project	Fee Per		Project	Fee Per	
Scenario	D.U.	S.F.	Trips	PM Trip	Fee	Trips	PM Trip	Fee
Proposed Project	850	480,000	459	$41,499	$19,048,041	582	$41,499	$24,152,418

Freeway Segment Evaluation

The City is still required to conform to the requirements of the Valley Transit Authority (VTA) which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area following the current methodologies as outlined in the *VTA Transportation Impact Analysis Guidelines* were completed. However, this analysis is presented for informational purposes only.

Freeway Segment Level of Service Methodology

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N*S)$$

Where:
D= density, in vehicles per mile per lane (vpmpl)
V= peak hour volume, in vehicles per hour (vph)
N= number of travel lanes
S= average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 15. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl was used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Table 15
Freeway Level of Service Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0-11
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	>11-18
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	>18-26
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	>26-46
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	>46-58
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	>58

Sources: Transportation Research Board, *2000 Highway Capacity Manual*. *Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

Study Freeway Segments

Freeway segments included in the analysis were selected based on their proximity to the project area and include the following 58 segments along SR 87, US 101, I-280, I-680, and I-880.

1. SR 87 Northbound from Alma Avenue to I-280
2. SR 87 Northbound from I-280 to Julian Street
3. SR 87 Northbound from Julian Street to Taylor Street
4. SR 87 Southbound from Taylor Street to Julian Street
5. SR 87 Southbound from Julian Street to I-280
6. SR 87 Southbound from I-280 to Alma Avenue
7. I-280 Eastbound from Bird Avenue to SR 87
8. I-280 Eastbound from SR 87 to Tenth Street
9. I-280 Eastbound from Tenth Street to McLaughlin Avenue
10. I-280 Eastbound from McLaughlin Avenue to US 101
11. I-280 Westbound from US 101 to McLaughlin Avenue
12. I-280 Westbound from McLaughlin Avenue to Tenth Street
13. I-280 Westbound from Tenth Street to SR 87
14. I-280 Westbound from SR 87 to Bird Avenue
15. I-680 Northbound from US 101 to King Road
16. I-680 Northbound from King Road to Capitol Expressway

17. I-680 Northbound from Capitol Expressway to Alum Rock Avenue
18. I-680 Northbound from Alum Rock Avenue to McKee Road
19. I-680 Northbound from McKee Road to Berryessa Road
20. I-680 Northbound from Berryessa Road to Hostetter Road
21. I-680 Northbound from Hostetter Road to Capitol Avenue
22. I-680 Northbound from Capitol Avenue to Montague Expressway
23. I-680 Southbound from Montague Expressway to Capitol Avenue
24. I-680 Southbound from Capitol Avenue to Hostetter Road
25. I-680 Southbound from Hostetter Road to Berryessa Road
26. I-680 Southbound from Berryessa Road to McKee Road
27. I-680 Southbound from McKee Road to Alum Rock Avenue
28. I-680 Southbound from Alum Rock Avenue to Capitol Expressway
29. I-680 Southbound from Capitol Expressway to King Road
30. I-680 Southbound from King Road to US 101
31. I-880 Northbound from The Alameda to Coleman Avenue
32. I-880 Northbound from Coleman Avenue to North First Street
33. I-880 Northbound from North First Street to US 101
34. I-880 Northbound from US 101 to East Brokaw Road
35. I-880 Northbound from East Brokaw Road to Montague Expressway
36. I-880 Southbound from Montague Expressway to East Brokaw Road
37. I-880 Southbound from East Brokaw Road to US 101
38. I-880 Southbound from US 101 to North First Street
39. I-880 Southbound from North First Street to Coleman Avenue
40. I-880 Southbound from Coleman Avenue to The Alameda
41. US 101 Northbound from Tully Road to Story Road
42. US 101 Northbound from Story Road to I-280
43. US 101 Northbound from I-280 to Santa Clara Street
44. US 101 Northbound from Santa Clara Street to McKee Road
45. US 101 Northbound from McKee Road to Oakland Road
46. US 101 Northbound from Oakland Road to I-880
47. US 101 Northbound from I-880 to Old Bayshore Highway
48. US 101 Northbound from Old Bayshore Highway to North First Street
49. US 101 Northbound from North First Street to Guadalupe Parkway (SR 87)
50. US 101 Southbound from Guadalupe Parkway (SR 87) to North First Street
51. US 101 Southbound from North First Street to Old Bayshore Highway
52. US 101 Southbound from Old Bayshore Highway to I-880
53. US 101 Southbound from I-880 to Oakland Road
54. US 101 Southbound from Oakland Road to McKee Road
55. US 101 Southbound from McKee Road to Santa Clara Street
56. US 101 Southbound from Santa Clara Street to I-280
57. US 101 Southbound from I-280 to Story Road
58. US 101 Southbound from Story Road to Tully Road

Existing Freeway Segment Levels of Service Analysis

Traffic volumes and levels of service for the subject freeway segments were taken from the 2018 CMP Annual Monitoring Report. Based on the monitoring report:

- All of the directional mixed-flow segments and none of the HOV segments on SR 87 currently operate at an unacceptable LOS F during at least one peak hour.

- 6 of the 8 directional mixed-flow segments on I-280 currently operate at an unacceptable LOS F during at least one peak hour.
- 9 of the 16 directional mixed-flow segments on I-680 currently operate at an unacceptable LOS F during at least one peak hour.
- 9 of 10 directional mixed-flow segments and 2 HOV segments on I-880 currently operate at an unacceptable LOS F during at least one peak hour.
- 15 of the 18 directional mixed-flow segments and 7 HOV segments on US 101 currently operate at an unacceptable LOS F during at least one peak hour.

In summary, of the 58 freeway segments that were analyzed, 45 directional mixed-flow freeway segments and 9 directional HOV freeway segments operate at an unacceptable level of service based on the CMP's level of service standards. Those segments operating at LOS F conditions during at least one peak hour are identified in Figure 25. Summary tables of the freeway segment analysis are presented in Appendix E.

Year 2040 Freeway Segment Levels of Service

Year 2040 conditions traffic volumes for the subject freeway segments were estimated with the use of the traffic model. Projected 2040 freeway volumes were calculated the same way as the intersection volumes. The following segments are projected to operate at an acceptable LOS F:

- All of the directional mixed-flow segments and none of the HOV segments on SR 87 are projected to operate at an unacceptable LOS F during at least one peak hour under both interchange alternatives.
- 6 of the 8 directional mixed-flow segments and none of the HOV segments on I-280 are projected to operate at an unacceptable LOS F during at least one peak hour under both interchange alternatives.

  At most, 11 of the 16 directional mixed-flow segments and none of the HOV segments on I-680 are projected to operate at an unacceptable LOS F during at least one peak hour for both interchange alternatives. Both interchange alternatives would have one less or 10 directional mixed-flow segments projecting to operate at an unacceptable LOS F during at least one peak hour.
- At most, 9 of 10 directional mixed-flow segments and 2 HOV segments on I-880 are projected to operate at an unacceptable LOS F during at least one peak hour for both interchange alternatives. Both interchange alternatives would have only one directional HOV segment projecting to operate at an unacceptable LOS F during at least one peak hour.
- At most, 17 of the 18 directional mixed-flow segments and 7 HOV segments on US 101 are projected to operate at an unacceptable LOS F during at least one peak hour for both interchange alternatives. Both interchange alternatives would have one less or 16 directional mixed-flow segments under both interchange alternatives and one less or six HOV segments under the Berryessa Road interchange alternative projecting to operate at an unacceptable LOS F during at least one peak hour.

In summary, of the 58 freeway segments that were analyzed, at most, 49 directional mixed-flow freeway segments and 9 directional HOV freeway segments operate at an unacceptable level of service based on the CMP's level of service standards. Those segments operating at LOS F conditions during at least one peak hour are identified in Figure 26. Summary tables of the freeway segment analysis are presented in Appendix E.

Figure 25
Existing Freeway Segment Levels of Service

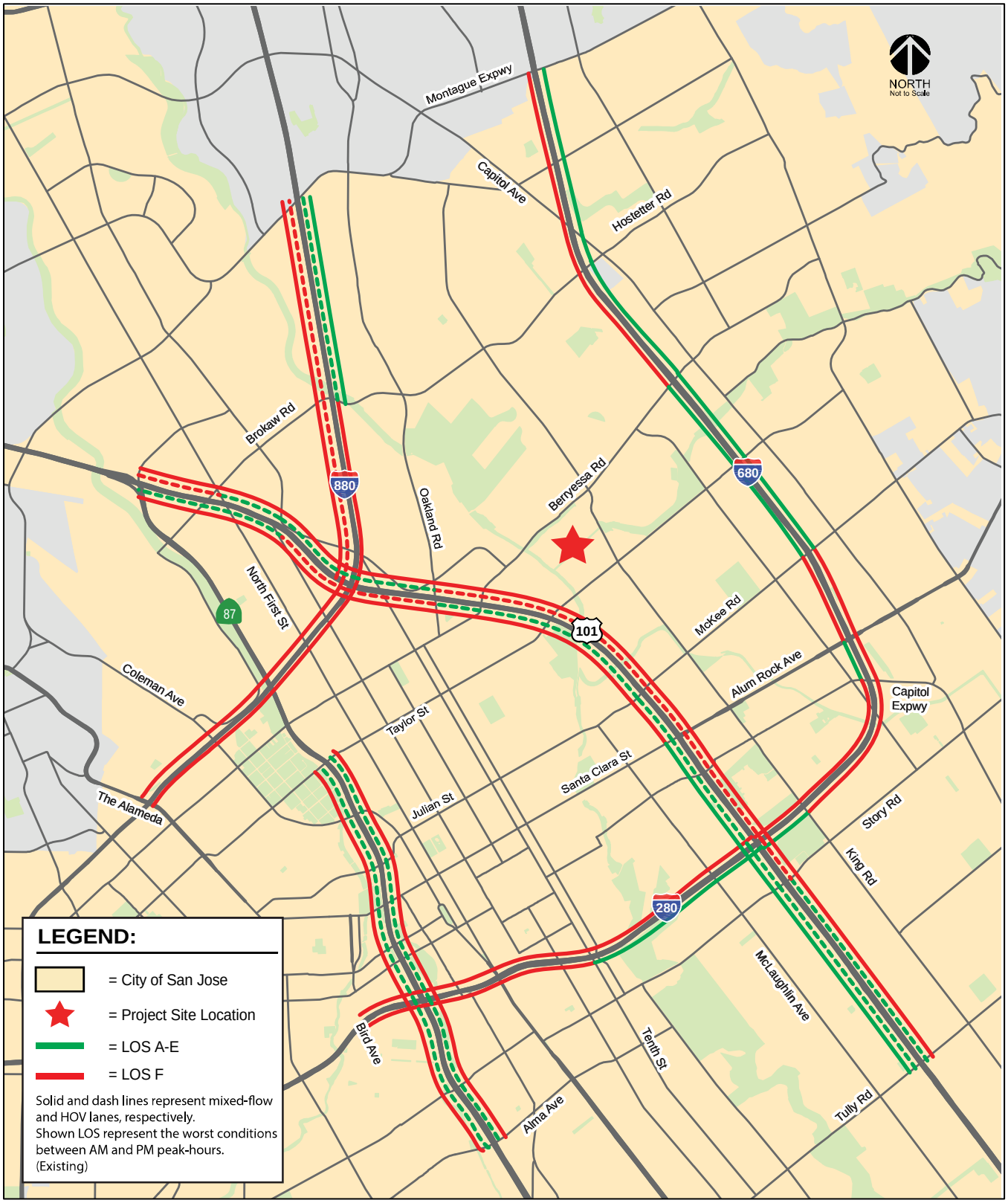
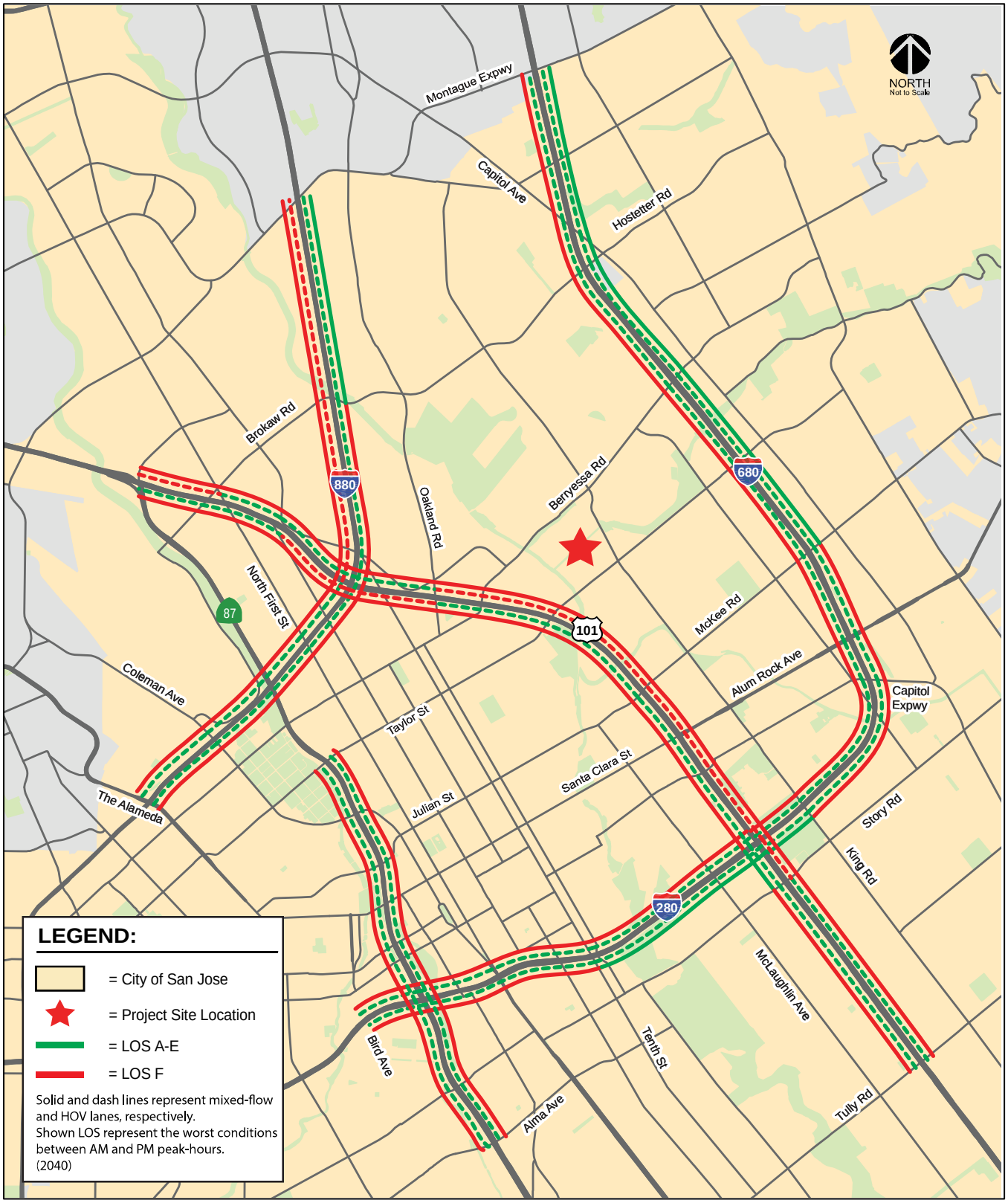


Figure 26
Year 2040 Freeway Segment Levels of Service



Intersection Operations Analysis

The operations analysis is based on vehicle queuing for high-demand turning movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:
P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at intersections. The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Likewise, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the "design queue length". Table 16 summarizes the results of the intersection queuing analysis. The queuing calculations are included in Appendix F.

It is important to note that although the project is anticipated to contribute to the queueing deficiencies described below, the project's mixed-use components and anticipated Transportation Demand Management (TDM) requirements will provide for and encourage the use of multi-modal travel options and reduce the use of single-occupant automobile travel. Thus, it is likely that the auto trips ultimately generated by the project would be less than those estimated within this study, and the below-identified operational deficiencies may be reduced.

Sierra Road and Berryessa Road

Southbound Through and Left-Turn

The queuing analysis indicates that the 95th percentile vehicle queues for the southbound through and left-turn movements at the Sierra Road and Berryessa Road intersection are projected to exceed the existing vehicle storage capacity during both the AM and PM peak hours under Year 2040 No Project conditions and Year 2040 Project conditions with each interchange alternative scenarios.

The southbound through and left-turn movement would provide approximately 200 feet of vehicle storage per lane within two lanes, which can accommodate approximately eight vehicles per lane. The projected 95th percentile vehicle queues for the southbound through and left-turn movement are approximately 12 and 9 vehicles per lane during the AM and PM peak hours, respectively, under Year 2040 No Project conditions. The addition of project traffic would not lengthen the projected queues during either the AM or PM peak hour under either interchange alternative. Therefore, the project is not required to improve the deficiency.

Table 16
Queuing Analysis Summary

Measurement	Sierra Road and Berryessa Road				Lundy Avenue and Berryessa Road				BART Station Way and Berryessa Road		BART Station Way and Mabury Road	
	Southbound Thru/Left		Eastbound Left		Northbound Left		Eastbound Left		Northbound Left		Southbound Thru/Left	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
2040 No Project Conditions												
Cycle Length (sec)	120	120	120	120	150	145	150	145	150	150	100	100
Lanes	2	2	2	2	2	2	1	1	1	1	2	2
Volume (vph)	434	320	282	368	358	183	245	461	130	231	123	596
Volume (vphpl)	217	160	141	184	179	92	245	461	130	231	62	298
95th %. Queue (veh/ln.)	12	9	9	10	12	7	16	26	9	15	4	13
95th %. Queue (ft./ln)[1]	300	225	225	250	300	175	400	650	225	375	100	325
Storage (ft./ ln.)	200	200	250	250	300	300	250	250	175	175	575	575
Adequate (Y/N)	**NO**	**NO**	YES	YES	YES	YES	**NO**	**NO**	**NO**	**NO**	YES	YES
2040 Project Conditions (Mabury Interchange Alternative)												
Cycle Length (sec)	120	120	120	120	150	145	150	145	150	150	100	100
Lanes	2	2	2	2	2	2	1	1	1	1	2	2
Volume (vph)	424	292	220	416	344	127	261	404	106	223	124	596
Volume (vphpl)	212	146	110	208	172	64	261	404	106	223	62	298
95th %. Queue (veh/ln.)	12	9	7	12	12	5	17	23	8	15	4	13
95th %. Queue (ft./ln)[1]	300	225	175	300	300	125	425	575	200	375	100	325
Storage (ft./ ln.)	200	200	250	250	300	300	250	250	175	175	575	575
Adequate (Y/N)	**NO**	**NO**	YES	**NO**	YES	YES	**NO**	**NO**	**NO**	**NO**	YES	YES
2040 Project Conditions (Berryessa Interchange Alternative)												
Cycle Length (sec)	120	120	120	120	150	145	150	145	150	150	100	100
Lanes	2	2	2	2	2	2	1	1	1	1	2	2
Volume (vph)	293	293	195	290	423	288	272	377	152	347	225	644
Volume (vphpl)	147	147	98	145	212	144	272	377	152	347	113	322
95th %. Queue (veh/ln.)	9	9	6	9	14	10	17	22	11	21	6	14
95th %. Queue (ft./ln)[1]	225	225	150	225	350	250	425	550	275	525	150	350
Storage (ft./ ln.)	200	200	250	250	300	300	250	250	175	175	575	575
Adequate (Y/N)	**NO**	**NO**	YES	YES	**NO**	YES	**NO**	**NO**	**NO**	**NO**	YES	YES

Notes:
[1] Assumes 25 feet per vehicle queued

Table 16 (Continued)
Queuing Analysis Summary

Measurement	Commercial Street and Oakland Road				Commercial Street and Berryessa Road		Oakland Road and Hedding Street		Green Street and Berryessa Road			
	Westbound Left		Soutbound Left		Southbound Thru/Left		Eastbound Left		Southbound Thru/Left		Eastbound Left	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
2040 No Project Conditions												
Cycle Length (sec)	120	166	120	166	150	150	140	150	150	150	150	150
Lanes	2	2	1	1	2	2	1	1	1	1	1	1
Volume (vph)	989	510	146	324	444	1126	293	310	155	431	213	212
Volume (vphpl)	495	255	146	324	222	563	293	310	155	431	213	212
95th %. Queue (veh/ln.)	23	18	9	22	15	32	17	19	11	25	14	14
95th %. Queue (ft./ln)[1]	575	450	225	550	375	800	425	475	275	625	350	350
Storage (ft./ ln.)	900	900	275	275	175	175	250	250	100	100	200	200
Adequate (Y/N)	YES	YES	YES	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
2040 Project Conditions (Mabury Interchange Alternative)												
Cycle Length (sec)	120	166	120	166	150	150	140	150	150	150	150	150
Lanes	2	2	1	1	2	2	1	1	1	1	1	1
Volume (vph)	1029	491	144	325	437	1139	283	400	253	442	238	260
Volume (vphpl)	515	246	144	325	219	570	283	400	253	442	238	260
95th %. Queue (veh/ln.)	24	17	9	22	14	32	17	24	16	26	15	17
95th %. Queue (ft./ln)[1]	600	425	225	550	350	800	425	600	400	650	375	425
Storage (ft./ ln.)	900	900	275	275	175	175	250	250	100	100	200	200
Adequate (Y/N)	YES	YES	YES	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
2040 Project Conditions (Berryessa Interchange Alternative)												
Cycle Length (sec)	120	166	120	166	150	150	140	150	150	150	150	150
Lanes	2	2	1	1	2	2	1	1	1	1	1	1
Volume (vph)	568	250	138	405	489	1139	298	338	242	451	219	264
Volume (vphpl)	284	125	138	405	245	570	298	338	242	451	219	264
95th %. Queue (veh/ln.)	15	10	8	26	16	32	17	21	16	26	14	17
95th %. Queue (ft./ln)[1]	375	250	200	650	400	800	425	525	400	650	350	425
Storage (ft./ ln.)	900	900	275	275	175	175	250	250	100	100	200	200
Adequate (Y/N)	YES	YES	YES	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Notes:
[1] Assumes 25 feet per vehicle queued

Eastbound Left-Turn

The queuing analysis indicates that the 95th percentile vehicle queue for the eastbound left-turn pocket at the Sierra Road and Berryessa Road intersection is projected to exceed the existing vehicle storage capacity during the PM peak hour under Year 2040 Project conditions with the Mabury interchange alternative.

The eastbound left-turn pocket currently provides approximately 250 feet of vehicle storage per lane within two lanes, which can accommodate approximately 10 vehicles per lane. The projected 95th percentile vehicle queue for the eastbound left-turn movement is approximately 10 vehicles during the PM peak hour under Year 2040 No Project conditions. The addition of project traffic would lengthen the projected eastbound left-turn vehicle queue by approximately two vehicles per lane to 12 vehicles or 300 feet per lane, which would exceed the existing storage by approximately 50 feet per lane.

The eastbound left-turn lanes can be lengthened by 50 feet to accommodate the projected queues. However, the turn-pocket extension will require the removal of the median trees along Berryessa Road. Therefore, it is not recommended that the left-turn pocket be extended.

Lundy Avenue and Berryessa Road

Northbound Left-Turn

The queuing analysis indicates that the 95th percentile vehicle queue for the northbound left-turn pocket at the Lundy Avenue and Berryessa Road intersection is projected to exceed the existing vehicle storage capacity during the AM peak hour under Year 2040 Project conditions with the Berryessa interchange alternative.

The northbound left-turn pocket currently provides approximately 300 feet of vehicle storage per lane within two lanes, which can accommodate approximately 12 vehicles per lane. The projected 95th percentile vehicle queue for the northbound left-turn movement is approximately 12 vehicles per lane during the AM peak hour under Year 2040 No Project conditions. The addition of project traffic under the Berryessa interchange alternative would lengthen the projected northbound left-turn vehicle queue by approximately two vehicles per lane to 14 vehicles or 350 feet per lane during the AM peak hour.

The projected queue would exceed the existing 300 feet per lane of storage capacity by 50 feet per lane. The northbound left-turn lanes can be lengthened by 50 feet to accommodate the projected queues. However, access to the northbound left-turn lane from Chesterton Circle would need to be prohibited. Therefore, it is not recommended that the left-turn lanes be extended.

Eastbound Left-Turn

The queuing analysis indicates that the 95th percentile vehicle queues for the eastbound left-turn pocket at the Lundy Avenue and Berryessa Road intersection are projected to exceed the existing vehicle storage capacity during both the AM and PM peak hours under Year 2040 No Project conditions and Year 2040 Project conditions with each interchange alternative scenarios.

The eastbound left-turn pocket currently provides approximately 250 feet of vehicle storage within one lane, which can accommodate approximately 10 vehicles. The projected 95th percentile vehicle queues for the eastbound left-turn movement are approximately 16 and 26 vehicles during the AM and PM peak hours under Year 2040 No Project conditions, respectively. The addition of project traffic would lengthen the projected eastbound left-turn vehicle queue by no more than one vehicle during either of the peak hours. The eastbound left-turn pocket cannot be extended due to inadequate spacing with the back-to-back westbound left-turn pocket for the retail driveway on Berryessa Road.

BART Station Way and Berryessa Road

Northbound Left-Turn

The queuing analysis indicates that the 95th percentile vehicle queues for the northbound left-turn pocket at the BART Station Way and Berryessa Road intersection are projected to exceed the existing vehicle storage capacity during both the AM and PM peak hours under Year 2040 No Project conditions and Year 2040 Project conditions with each of the interchange alternative scenarios.

The northbound left-turn pocket currently provides approximately 175 feet of vehicle storage within one lane, which can accommodate approximately seven vehicles. The projected 95th percentile vehicle queues for the northbound left-turn movement are approximately 9 and 15 vehicles per lane during the AM and PM peak hours under Year 2040 No Project conditions, respectively.

The addition of project traffic under the Mabury interchange alternative would not lengthen the projected northbound left-turn vehicle queues during either the AM and PM peak hours.

The 95th percentile northbound left-turn queues are projected to be approximately 275 and 525 feet long during the AM and PM peak hours, respectively, under Year 2040 project conditions with the Berryessa interchange alternative, which would exceed the existing storage by 350 feet. The middle right-turn lane could be converted to a shared left- and right-turn lane to alleviate the projected northbound left-turn queues. The lane conversion will require that lane guidance signage be added to the north approach signal mast arm.

Commercial Street and Oakland Road

Southbound Left-Turn

The queuing analysis indicates that the 95th percentile vehicle queues for the southbound left-turn pocket at the Commercial Street and Berryesssa Road intersection are projected to exceed the existing vehicle storage capacity during the PM peak hour under Year 2040 No Project conditions and Year 2040 Project conditions with each of the interchange alternative scenarios.

The southbound left-turn pocket currently provides approximately 275 feet of vehicle storage within one lane, which can accommodate approximately 11 vehicles. The projected 95th percentile vehicle queue for the southbound left-turn movement is approximately 22 vehicles per lane during the PM peak hour under Year 2040 No Project conditions.

The addition of project traffic under the Mabury interchange alternative would not lengthen the projected southbound left-turn vehicle queues during the PM peak hour.

The 95th percentile southbound left-turn queue is projected to be approximately 650 feet during the PM peak hour under Year 2040 project conditions with the Berryessa interchange alternative, which would exceed the existing storage by 375 feet. The southbound left-turn pocket can be lengthened by 375 feet to accommodate the projected queues. However, the lengthening of the southbound left-turn pocket will only provide additional storage capacity for the left-turn movement and will result in little to no improvement of intersection operations due to the conflicting demand of other approaches at the intersection. The addition of a second southbound left-turn lane is not feasible as it would require that a second eastbound receiving lane be added to Commercial Street which is not planned. Therefore, improvement of the intersection to accommodate the southbound left-turn movement queue is not recommended.

Commercial Street and Berryessa Road

Southbound Through and Left-Turn

The queuing analysis indicates that the 95th percentile vehicle queues for the southbound through left-turn movement at the Commercial Street and Oakland Road intersection are projected to exceed the existing vehicle storage capacity during both the AM and PM peak hours under Year 2040 No Project conditions and Year 2040 Project conditions with each interchange alternative scenarios.

The southbound through and left-turn pockets currently provide approximately 175 feet of vehicle storage per lane within two lanes, which can accommodate approximately 7 vehicles per lane. The projected 95th percentile vehicle queues for the southbound through and left-turn movement are approximately 15 and 32 vehicles per lane during the AM and PM peak hours under Year 2040 No Project conditions, respectively.

The 95th percentile southbound through and left-turn queues are projected to be lengthened by at most one vehicle during each of the peak hours under Year 2040 project conditions with each of the interchange alternative scenarios. It is not feasible to extend the southbound through and left-turn pocket due to the right-of-way constraint on Commercial Street.

Oakland Road and Hedding Street

Eastbound Left-Turn

The queuing analysis indicates that the 95th percentile vehicle queues for the eastbound left-turn movement at the Oakland Road and Hedding Street intersection are projected to exceed the existing vehicle storage capacity during both the AM and PM peak hours under Year 2040 No Project conditions and Year 2040 Project conditions with each of the interchange alternative scenarios.

The eastbound left-turn pocket currently provides approximately 250 feet of vehicle storage within one lane, which can accommodate approximately ten vehicles. The projected 95th percentile vehicle queues for the eastbound left-turn movement are approximately 17 and 19 vehicles per lane during the AM and PM peak hours under Year 2040 No Project conditions, respectively.

The addition of project traffic under both interchange alternatives would not lengthen the projected eastbound left-turn vehicle queues during the AM peak hour.

The 95th percentile eastbound left-turn queues are projected to be approximately 24 and 21 vehicles per lane during the PM peak hour under Year 2040 project conditions with the Mabury and Berryessa interchange alternatives, respectively, which would extend beyond the existing storage by 350 feet. This pocket cannot be lengthened to accommodate the 600-foot queue due to the upstream intersections with 11th and 12th Streets.

Green Street and Berryessa Road

Southbound Through and Left-Turn

The queuing analysis indicates that the 95th percentile vehicle queues for the southbound through and left-turn movement at the Green Street and Berryessa Road intersection are projected to exceed the existing vehicle storage capacity during both the AM and PM peak hours under Year 2040 No Project conditions and Year 2040 Project conditions with each of the interchange alternative scenarios.

The southbound through and left-turn pocket currently provides approximately 100 feet of vehicle storage within one lane, which can accommodate approximately four vehicles. The projected 95th percentile vehicle queues for the southbound through and left-turn movement are approximately 11 and

25 vehicles per lane during the AM and PM peak hours under Year 2040 No Project conditions, respectively.

The addition of project traffic under both interchange alternatives would lengthen the projected southbound through and left-turn vehicle queues by at most one vehicle during both the AM and PM peak hours. It is not feasible to widen Green Street to provide additional storage capacity for the southbound through and left-turn queues.

Eastbound Left-Turn

The queuing analysis indicates that the 95th percentile vehicle queues for the eastbound left-turn movement at the Green Street and Berryessa Road intersection are projected to exceed the existing vehicle storage capacity during both the AM and PM peak hours under Year 2040 No Project conditions and Year 2040 Project conditions with each interchange alternative scenarios.

The eastbound left-turn pocket currently provides approximately 200 feet of vehicle storage within one lane, which can accommodate approximately 8 vehicles. The projected 95th percentile vehicle queues for the eastbound left-turn movement are approximately 14 vehicles per lane during both the AM and PM peak hours under Year 2040 No Project conditions.

The 95th percentile eastbound left-turn queues are projected to be lengthened by approximately at most three vehicles during either of the peak hours under each of the interchange alternatives. It is not feasible to widen Green Street to provide two receiving lanes for the addition of a second eastbound left-turn lane, and the eastbound left-turn pocket cannot be extended due to inadequate spacing with the back-to-back westbound left-turn pocket at Sierra Road.

Site Access

A review of the illustrative project site layout was performed to determine if adequate site access would be provided and to identify any access or circulation issues that should be improved. This review is based on the illustrative site plan shown in Figure 2. The site plan is illustrative only. Therefore, the evaluation of site access and recommendations discussed below may require adjustment based on a final site plan. Vehicle access to the site would be provided via connections to Shore Drive, Mercado Way, and De Rome Drive, which provide access to Sierra Road west of the project site. Access to Berryessa Road would be provided via its intersections with Sierra Road, Green Street, and a right-turn-only driveway along Berryessa Road located just west of the BART rail line.

Site Access Operations Analyses

Traffic operations analyses at each of the site connections to Shore Drive, Mercado Way, and De Rome Drive as well as the Facchino Way/Commercial Driveway intersection were completed. The on-site operations analysis included an evaluation of necessary intersection control and lane configurations at each of the site access points based on the signal warrant and LOS analyses. The project trips at the site access points are shown graphically in Figures 27 and 28. Table 17 summarizes the results of the site access operational analysis. The necessary intersection controls and lane configurations, which are the same for both interchange alternatives, are presented in Figure 29. It should be noted that further coordination and discussions with the City will be needed to finalize the recommendations shown in Figure 29. The site access analyses are included in Appendix G.

The LOS analysis indicates that two of the intersections that would provide access to the project site are projected to operate LOS E or F during the PM peak hour.

29. Lane A and De Rome Drive (PM peak hour – Mabury interchange alternative)
30. Facchino Way and Commercial Driveway (PM peak hour – both interchange alternatives)

Figure 27
Year 2040 Proposed Project Conditions Volumes – Mabury Interchange Alternative

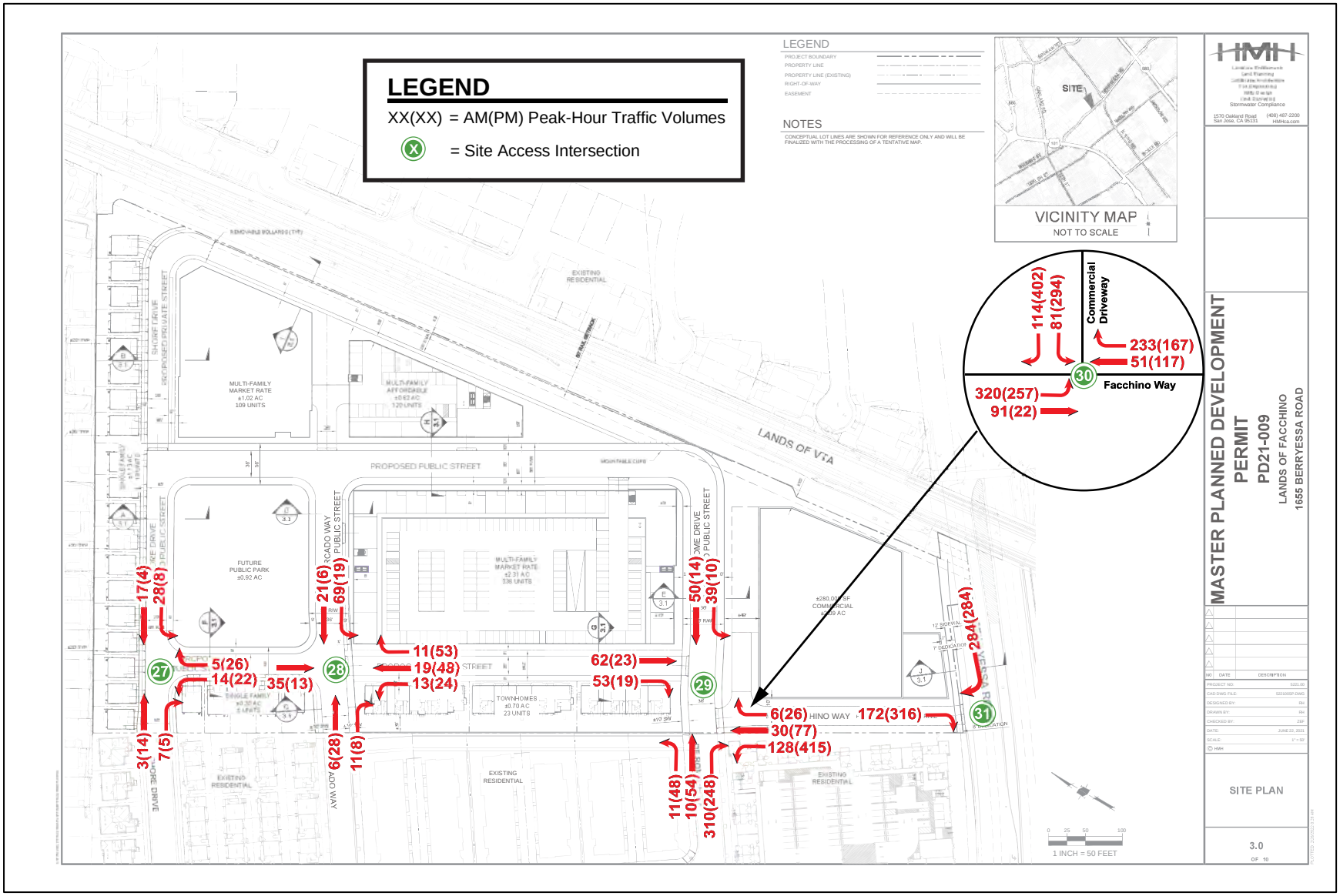


Figure 28
Year 2040 Proposed Project Conditions Volumes – Berryessa Interchange Alternative

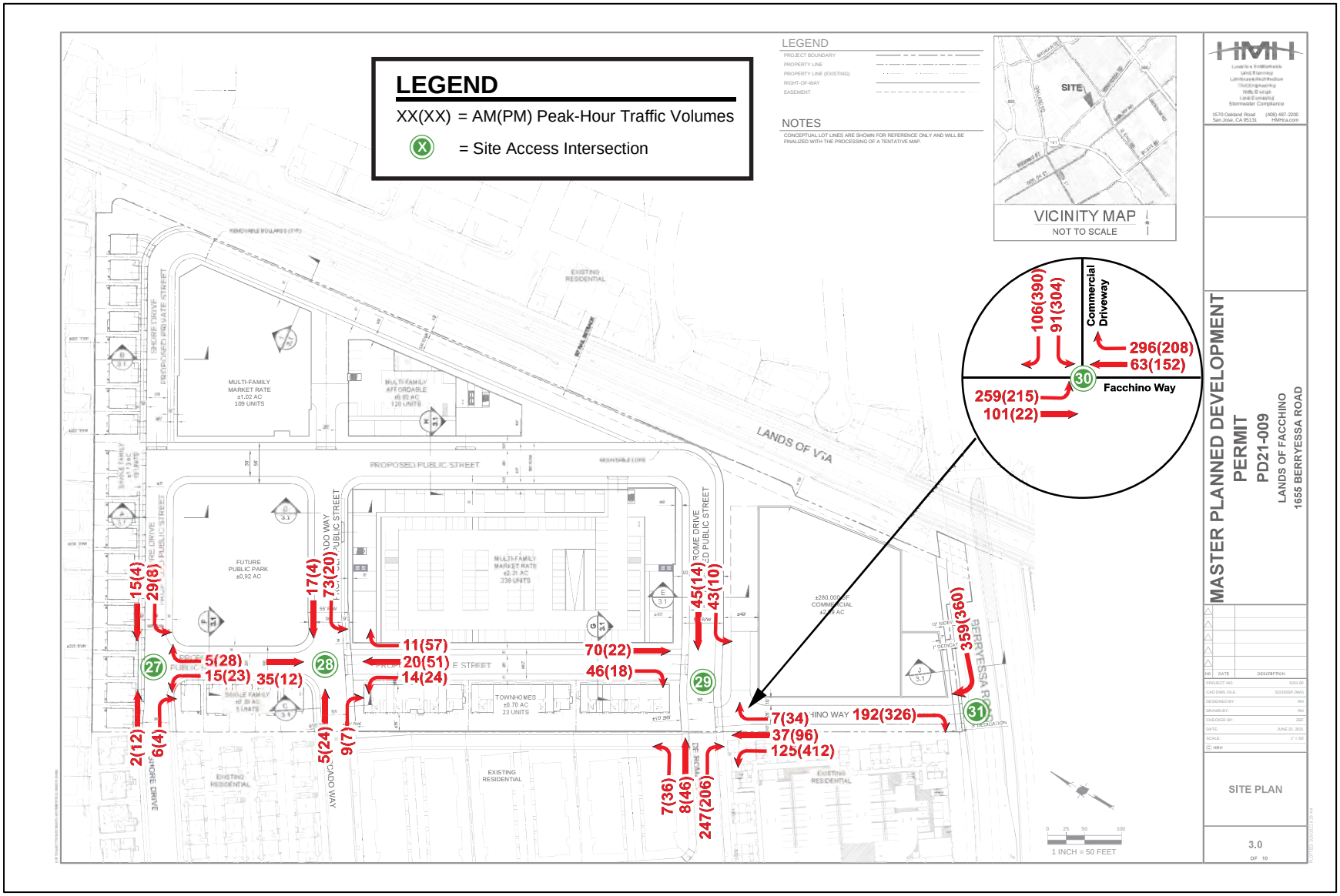


Figure 29
Necessary Intersection Controls and Lane Configurations

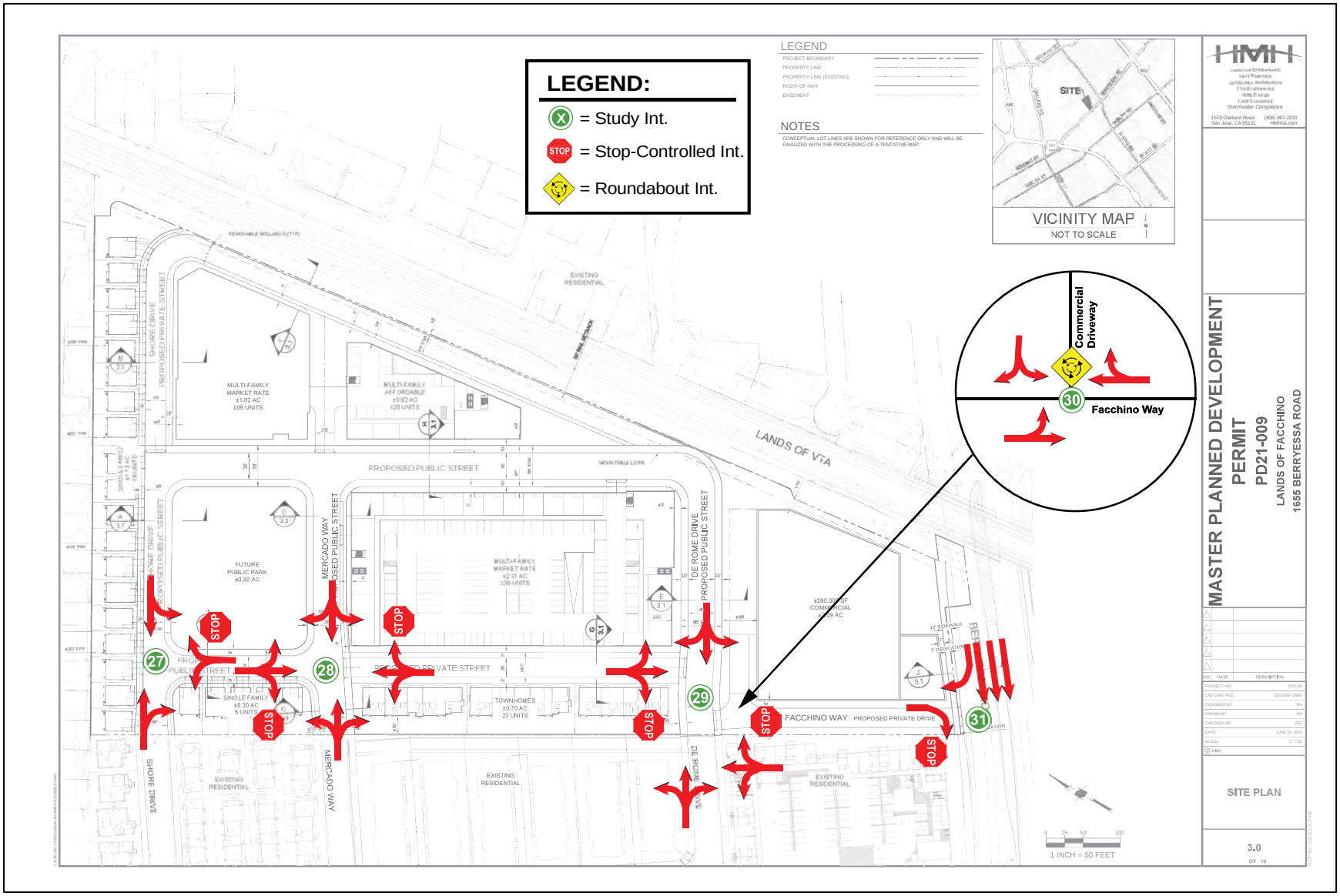


Table 17
Operations Analysis Summary

				Year 2040 with Project					
				Mabury Interchange			Berryessa Interchange		
Int. #	Intersection	Control	Peak Hour	Warrant Met?	Avg. Delay	LOS	Warrant Met?	Avg. Delay	LOS
27	Lane A and Shore Drive	TWSC	AM	No	8.8	A	No	8.9	A
			PM	No	8.7	A	No	8.7	A
28	Lane A and Mercado Way	TWSC	AM	No	10.5	B	No	10.5	B
			PM	No	9.6	A	No	9.6	A
29	Lane A and De Rome Drive	TWSC	AM	No	15.3	C	No	14.5	B
			PM	No	**40.1**	**E**	No	32.7	D
30	Facchino Way and Commercial Driveway	OWSC	AM	No	19.9	C	No	19.5	C
			PM	**Yes**	**200.9**	**F**	**Yes**	**200.1**	**F**

Notes:
Bold indicates LOS E/F or signal warrant met.
OWSC = one-way stop-controlled; TWSC = two-way stop-controlled

With the exception of the intersection of Facchino Way and Commercial Driveway, each of the on-site study intersections would have volumes under Year 2040 conditions with each interchange alternative that fall below the threshold that warrants signalization. Therefore, the following stop control at each of the future on-site unsignalized intersections, with the exception of the Facchino Way and Commercial Driveway, would be adequate to serve the projected volumes:

27. Lane A and Shore Drive (One-Way Stop-Control on Lane A approach)
28. Lane A and Mercado Drive (Two-Way Stop-Control on Lane A approaches)
29. Lane A and De Rome Drive (Two-Way Stop-Control on Lane A/Facchino Way approaches)

Furthermore, it is recommended that Facchino Way be aligned with Lane A at its intersection with De Rome Drive. In lieu of a traffic signal, a roundabout could be implemented at the intersection of Facchino Way and Commercial Driveway. In addition, the commercial driveway along Facchino Way should be relocated further south to reduce vehicular turn conflicts at the intersection and driveway.

Recommended Site Access and On-Site Circulation Improvements

The following improvements are recommended to improve access to the project site and on-site circulation:

- Stop control should be implemented at each of the following future on-site unsignalized intersections:

  27. Lane A and Shore Drive (One-Way Stop-Control on Lane A approach)
  28. Lane A and Mercado Drive (Two-Way Stop-Control on Lane A approaches)
  29. Lane A and De Rome Drive (Two-Way Stop-Control on Lane A/Facchino Way approaches)

- Facchino Way should be aligned with Lane A at its intersection with De Rome Drive. In addition, the commercial driveway along Facchino Way should be relocated further south to reduce vehicular turn conflicts at the intersection and driveway.
- In lieu of a traffic signal, a roundabout could be implemented at the intersection of Facchino Way and Commercial Driveway. In addition, the commercial driveway should be relocated further south to reduce vehicular turn conflicts at the intersection and driveway.

- Based on the Berryessa BART Urban Village (BBUV) street network, Mercado Way and Lane A should be designated as public roadways.
- Lane A should have 36-foot curb-to-curb width with on-street parking on both sides of the street.
- Driveway cuts with flares per the City of San Jose standards should be provided at all public/private roadway interfaces.

City's Recommended Site Access Adjustments

The City requested an evaluation of the effects of the elimination of project access from Berryessa Road (Facchino Way Driveway) and De Rome Drive. With the City's recommended site access adjustments, access to the project site would only be provided via Mercado Way and Shore Drive. The effects of the City's site access adjustments are described below.

The LOS analysis indicates that the city-recommended site access adjustments would have minimal effect on LOS at each of the site access intersections. Each of the intersections, with the exception of Lane A and Mercado Way, are projected to operate at an acceptable LOS D. The results of the level of service analysis indicate that the Lane A and Mercado Way intersection is projected to operate at LOS F during both the AM and PM peak hours under Year 2040 Project conditions with each of the interchange alternative scenarios. Signal warrant analysis indicates that with the site access adjustments, the Lane A and Mercado Way intersection is projected to have traffic volumes that meet thresholds that warrant signalization during both the AM and PM peak hours under Year 2040 Project conditions with each interchange alternative scenario. Intersection LOS would be improved at the Green Street and Berryessa Road intersection since the removal of access to the project site from De Rome Drive would result in no use of Green Street by project traffic.

The queuing analysis indicates that the City recommended site access adjustments also would have minimal effect on the projected maximum 95th percentile vehicle queues at the intersections.

Based on the evaluation of the site access adjustments, the following improvements are recommended in addition to the site access and circulation improvements discussed above:

- A traffic signal may be required at the Lane A and Mercado Way intersection. However, a roundabout could be implemented at the intersection rather than a traffic signal.
- Install speed bumps along Facchino Way (a private drive aisle) between the office building and De Rome Drive to discourage the use of Facchino Way as a cut-through route.

Truck and Emergency Vehicle Access

Each of the on-site roadways would provide emergency vehicle access. Trucks and emergency vehicles will not enter the parking garages. Trash staging areas are not shown on the site plan. However, it is presumed that trash bins will be wheeled out to the on-site streets for garbage truck pickup.

Loading areas should be provided adjacent, or in close proximity, to all proposed buildings in order to facilitate deliveries without obstructing other traffic. All curb returns along the on-site roadways should be a minimum of 30-feet to accommodate service and emergency (such as a garbage truck or fire truck) vehicle circulation.

Berryessa BART Urban Village TDM/Parking Plan

Urban villages are designed to provide a vibrant and inviting mixed-use setting to attract pedestrians, bicyclists, and transit users of all ages and to promote job growth. The project site is located within the

boundaries of the Facchino District within the designated Berryessa BART Urban Village (BBUV) per the Envision San Jose 2040 General Plan. Therefore, the project will be subject to the BBUV plan.

Transportation demand management (TDM) programs will help the district meet its mode split goals – and help ensure that it is a thriving place where people want to live, work, and play. A development project sponsor will work the City and Transportation Management Association (TMA) and select the TDM programs/measures that best fit that particular project. Each development in BBUV will be required to satisfy 30 points from the list of strategies. Point values are based on an estimated percentage reduction of VMT per strategy, with one point roughly equivalent to a 1% estimated reduction in VMT. The first 10 out of the 30-point requirement will be met with the Mandatory TDM measures for BBUV. The subsequent 20 points may be satisfied by selecting from the menu of TDM options. However, the provision of on-site parking at ratios at or below the City's parking target for BBUV will earn points toward a project's TDM requirement, with the potential to achieve up to 20 possible points, thus fully satisfying all of the project's additional TDM requirements.

Mandatory TDM measures listed below refer to those TDM strategies considered essential for implementing a district parking solution in the Plan and therefore are mandatory to all development projects.

Program – 1: Transportation Management Association – Participate in a few TDM programs provided by an established TMA in a local area such as Downtown and a transit-rich urban village.

Program – 2: Education, Marketing, and Outreach – Provide employees and/or residents with information on available travel options.

Program – 3: Transit Pass Subsidy – Provide contributions or incentives towards the equivalent cost of a VTA monthly pass for on-site residents and employees. The monthly contribution or incentives can be spent on VTA/BART/Caltrain fare tickets or monthly passes.

Parking – 1: Unbundled Parking – Detach the cost of parking from rent or leases.

Parking – 2: Price Parking – Price parking at hourly or daily rates, and do not provide weekly, monthly, annual, or other long-term parking pass options.

The project's TDM requirement per the BBUV/parking ordinance will be reviewed by City staff when a more detailed project description is provided in the future.

Pedestrian, Bicycle, and Transit Analysis

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. The Envision 2040 General Plan identifies goals and policies that are dedicated to the enhancement of the transportation infrastructure, including public transit and pedestrian/bike facilities. The Transportation Policies contained in the General Plan create incentives for non-auto modes of travel while reducing the use of single-occupant automobile travel as generally described below:

- Through the entitlement process for new development, funds needed transportation improvements for all transportation modes, giving first consideration to the improvement of bicycling walking, and transit facilities.
- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.
- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)

- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.

The City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more by the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project, particularly if transit services (including BART) are utilized in combination with bicycle commuting.

In addition, the City Bike Plan 2025 establishes goals, policies, and actions to make bicycling a daily part of life in San Jose. The Bike Plan includes designated bike lanes along all City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

The proposed project site is located within the Berryessa BART Urban Village Boundary. Development within Urban Villages must incorporate additional urban design and architectural elements that will facilitate buildings with pedestrian orientated design and activate the pedestrian public right-of-way. The Berryessa BART Urban Village Plan also will include policies that will provide for the enhancement of the pedestrian and bicycle environment and greater connectivity to the overall transportation network.

Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections (see Chapter 2 for details).

Pedestrian generators in the project vicinity include the Berryessa Transit Station, commercial areas on the north and south sides of Berryessa Road near Lundy Avenue, and bus stops along Berryessa Road.

The project site is within the service boundaries of Vinci Park Elementary School and Piedmont Middle School which are part of the Berryessa Union School District. Vinci Park Elementary school is located approximately ½ of a mile east of the project site along Vinci Park Way while Piedmont Middle School is located approximately 2.2 miles east of the project site near Piedmont Road and Penitencia Creek Road. Independence High School also is located approximately 1.25 miles east of the project site.

Existing sidewalks along Berryessa Road provide a pedestrian connection between the project site and pedestrian destinations in the project vicinity. A missing sidewalk segment is located along the north side of Commercial Street extending 600 feet west of its intersection with Berryessa Road. A sidewalk is provided along only the east side of King Road between Commodore Drive and Salamoni Court.

Bicycle Facilities

There are several bike facilities in the immediate vicinity of the project site (see Chapter 2 for details).

There are bike lanes provided along Sierra Road and Berryessa Road, including the segments along the project's frontages. The San Jose Bike Plan 2025 indicates that Class IV protected bike lanes are planned along Beryessa Road between US 101 and Piedmont Road. The project will be required to provide an in-lieu monetary contribution of $122 per linear foot for the implementation of the protected bike lanes along its Beryessa Road frontage.

As previously described, the City's General Plan identifies a bicycle commute mode split target of 15 percent or more by the year 2040. As shown in Table 9, it is projected that the use of a bicycle will account for only a one percent mode share for the project. However, the number of bicycle trips would nearly triple those that are projected for the project site under the current General Plan conditions. The low projected mode-share for bicycle usage in the project area is likely due to its proximity to the

Berryessa Transit Station and its connections to bus routes and BART. The ease of access to transit results in a greater mode split of transit usage and walking, approximately 11 to 20 percent for each mode, that will meet or exceed the General Plan mode share targets.

Bicycle and Pedestrian Facility Improvements

The Envision 2040 General Plan identifies the following goals in regard to bicycling and pedestrians:

- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

The planned improvements discussed below are intended to reduce the identified adverse effects to the roadway system by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. However, the full implementation of the improvements is beyond the means of the proposed project given that they may require right-of-way from adjacent properties. The project could be required to make a fair-share contribution towards the cost of the improvements since the identified improvements would be of benefit to the project.

The San Jose Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class I bike trail improvements are planned for:

- Coyote Creek Trail, between Empire Street and Montague Expressway
- Five Wounds Trail, between Mabury Road and William Street
- Lower Silver Creek Trail linking Coyote Creek Trail and Lake Cunningham Park
- Penitencia Creek Trail, between Station Way and the planned Coyote Creek Trail
- Gish Road, between Old Bayshore Highway and Oakland Road
- Lenfest Road, between Las Plumas Avenue and Melody Lane

Class II bike lane improvements are planned for:

- Taylor Street, between 10th Street and 21st Street
- Ridder Park Drive, south of Brokaw Road
- Las Plumas Avenue, between Lenfest Road and Educational Park Drive

Class III bike route improvements are planned for:

- Commodore Drive, between King Road and Jackson Avenue
- Vinci Park Way, between Berryessa Road and Lundy Avenue
- Hazlett Way, between Coyote Creek Trail and Sierra Road
- Schallenberger Drive, along its entire length
- Townsend Avenue/Ringwood Avenue, between Lundy Avenue and Murphy Avenue
- 33rd Street, between Melody Lane and San Antonio Street

Class IV protected bike lane improvements are planned for:

- Sierra Road, between Berryessa Road and Hazlett Way
- Sierra Road, between just west of Lundy Avenue and Flickinger Avenue

- Berger Drive, along its entire length
- Brokaw Road/Murphy Avenue, along its entire length
- Commercial Street/Old Bayshore Highway, along its entire length
- Mabury Road, south of Berryessa Road
- Mabury Road, between Flea Market Entrance and White Road
- Lenfest Road, between Mabury Road and Las Plumas Avenue
- King Road/Lundy Avenue, along its entire length
- Berryessa Road, between just east of US 101 and Piedmont Road
- Educational Park Drive, along its entire length
- Jackson Avenue/Flickinger Avenue, between Hostetter Road and Story Road
- Oakland Road, between Hedding Street and Montague Expressway
- Ringwood Avenue, between Murphy Avenue and Trade Zone Boulevard
- McKee Road, between 24th Street and Toyon Avenue
- Capitol Avenue, along its entire length
- 11th Street, along its entire length
- 10th Street, between Hedding Street and Old Bayshore Highway

In addition, the Berryessa BART Urban Village Plan will identify further improvement of the surrounding roadways, including Berryessa Road and Mabury Road, to incorporate complete street concepts that may include protected bike lanes along both sides of the streets. The project would also provide a bicycle connection between the project site and the Berryessa BART Station.

Transit Services

The Envision 2040 General Plan identifies the following goals in regard to public transit:

- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development be designed to accommodate and to provide direct access to transit facilities.
- Pursue development of BRT, bus, shuttle, and fixed guideway services on designated streets and connections to major destinations.

The project site is located near the Berryessa Transit Center & Berryessa/North San Jose BART Station located along BART Station Way between Berryessa Road and Mabury Road. Station facilities include a parking structure for park-and-ride (PNR) commuters, surface parking lots, kiss-and-ride (KNR) drop-off points, bus transfer bays, and bikeshare stations. Phase 1 of the BART extension project included the extension of service to the Berryessa Transit Center & Berryessa/North San Jose BART Station and began operation in June 2020. Phase II would extend service six miles from the Berryessa Transit Center into downtown San José with termination in Santa Clara with planned completion in 2030.

The nearest bus stops to the project site are currently at the Berryessa Transit Center. As part of the VTA's 2019 New Transit Service Plan and extension of BART service to Santa Clara County, frequent bus routes 61, 70, 77, and frequent rapid route 500 provide service at the Berryessa Transit Center. The new transit trips generated by the project are not expected to create demand in excess of the existing and planned transit service. Access to the Berryessa Transit Station from the project site as currently planned will be restricted to the use of Berryessa Road.

6. Conclusions

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), The City of San Jose *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

The proposed project will meet most of the City's VMT analysis screening criteria based on its location within a planned Growth Area (Berryessa BART Urban Village), proximity to High-Quality Transit, its transit-supporting density, and the amount of parking limited by parking management policies to serve the planned development. However, the project site is not located in an area that currently has low VMT per capita or worker and thus the proposed residential and commercial uses do not meet the City's screening criteria. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

The 15,000 s.f. of retail/restaurant space is not required to complete a CEQA VMT analysis because it is less than the 100,000-s.f. threshold as outlined in the City's screening criteria and is considered local-serving retail.

Project-Level VMT Impact Analysis

Per the City's Transportation Policy, the proposed project would result in a significant impact if it results in VMT that exceeds per capita VMT of 10.12 and per employee VMT of 12.21.

The results of the VMT evaluation, using the City's Model, indicate that the proposed project is projected to generate VMT per capita (8.02) and VMT per employee (8.39) under Year 2040 conditions that are both below the established thresholds. Therefore, the proposed project would not result in an impact on the transportation system under Year 2040 conditions based on the City's VMT impact criteria.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan's goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

The project site is located within the boundaries of the Facchino District in the Berryessa BART Urban Village. The 13-acre project site is located north of Berryessa Road and the Berryessa BART Station, west of the BART rail line, south of two-story single-family houses, and east of two-story single-family houses and three-story attached houses. Urban villages were developed as one of the major strategies of the *Envision San José 2040 General Plan*. Urban villages are defined as walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the policies and goals of the General Plan.

The Berryessa/North San José BART station is centrally located within the Berryessa BART Urban Village. According to the Envision San Jose 2040 General Plan, the Urban Village strategy fosters:

- Mixed residential and employment activities that are attractive to an innovative workforce
- Revitalization of underutilized properties that have access to existing infrastructure
- Densities that support transit use, bicycling, and walking
- High-quality urban design

The Berryessa BART Urban Village is the first regional transit urban village plan to be developed in San José. Regional transit urban villages are locations with access to major transit facilities of regional significance. Recognizing its emerging role as a gateway to the City, the design of new development within this urban village aims for high-quality environments for public circulation and gathering.

The project is consistent with the General Plan and Berryessa BART Urban Village goals and policies for the following reasons:

- The proposed residential uses for the project site are consistent with the Residential Neighborhood land use designation per the Berryessa BART Urban Village plan.
- The planned on-site street network will be consistent with the planned streetscape design features of Complete Streets and the Berryessa BART Urban Village Plan.
- The project frontage along Berryessa Road will be designed to accommodate the planned Berryessa Road Complete Street improvements including protected bicycle lanes, wider sidewalks, and other pedestrian safety features.
- The project site is adjacent to a planned major transit station, bus stops, and bicycle lanes on Berryessa Road.

Therefore, based on the project description, the proposed project would be consistent with the *Urban Village Planning Concepts* and the *Envision San José 2040 General Plan*. Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The LTA includes the analysis of AM and PM peak-hour traffic conditions for 26 signalized intersections, following the standards and methodology set forth by the City of San Jose.

Trip Generation

The CSJ Model was used to produce projections of AM and PM peak hour traffic generation for the project based on the proposed type and amount of land uses on the project site. The forecasted trip generation estimates are based on the trip-making characteristics of the proposed land uses and reflect the mode of travel and interaction of trips between land uses and use of non-auto-based modes of travel, including BART. The forecasts indicate that the proposed project would generate 1,018 trips during the AM peak hour and 1,383 trips during the PM peak hour based on the projected trips that start and/or end in the Traffic Analysis Zones (TAZs) that correspond to the project site.

Mode Share

Auto Based Travel

When compared to Year 2040 GP conditions, the proposed project would result in an approximately 18% reduction of the auto travel mode.

Non-Auto Based Travel

When compared to Year 2040 GP conditions, trips generated by the project site for the proposed project are projected to result in an increase of approximately 18 percent in the use of transit, bikes, and walking as travel modes.

Year 2030 Intersection Operation Conditions

The results also show that the following intersections are projected to operate at an unacceptable level of service during at least one peak hour under Year 2030 with Project conditions, according to the City of San Jose level of service standards:

Mabury Interchange Alternative

(5) US 101 and Mabury Road (E) (AM & PM peak hours)
(7) Eleventh Street and Taylor Street (AM & PM peak hours - **Adverse Effect**: PM Peak Hour)
(8) Tenth Street and Taylor Street) (AM & PM peak hours)
(12) Oakland Road and Commercial Street (PM peak hour)
(13) Commercial Street and Berryessa Road (AM peak hour)

Berryessa Interchange Alternative

(3) Berryessa Road and US 101 (N) (AM peak hour)
(4) Berryessa Road and US 101 (S) (PM peak hour)
(7) Eleventh Street and Taylor Street (AM peak hour)
(8) Tenth Street and Taylor Street (AM & PM peak hours)
(12) Oakland Road and Commercial Street (PM peak hour)
(13) Commercial Street and Berryessa Road (AM peak hour)
(23) Flea Market Entrance/Sierra Road and Mabury Road (AM & PM peak hours)
(Adverse Effect: AM and PM peak hours)

The results also show that the following intersections are projected to operate at an unacceptable level of service during at least one peak hour under Year 2040 with Project conditions, according to the City of San Jose level of service standards:

Mabury Interchange Alternative

(5) US 101 and Mabury Road (E) (AM & PM peak hours)
(7) Eleventh Street and Taylor Street (AM & PM peak hours - **Adverse Effect: PM peak hour**)
(8) Tenth Street and Taylor Street (AM & PM peak hours)
(12) Oakland Road and Commercial Street (PM peak hour)
(13) Commercial Street and Berryessa Road (**AM peak hour - Adverse Effect**)
(15) Flea Market Entrance/Green Street and Berryessa Road (**PM peak hour - Adverse Effect**)
(21) King Road and Mabury Road (AM peak hour)

Berryessa Interchange Alternative

(3) Berryessa Road and US 101 (N) (AM peak hour)
(4) Berryessa Road and US 101 (S) (PM peak hour)
(7) Eleventh Street and Taylor Street (AM & PM peak hours - **Adverse Effect: PM peak hour**)
(8) Tenth Street and Taylor Street (AM & PM peak hours)
(12) Oakland Road and Commercial Street (PM peak hour)
(13) Commercial Street and Berryessa Road (AM peak hour)
(15) Flea Market Entrance/Green Street and Berryessa Road (PM peak hour)
(23) Flea Market Entrance/Sierra Road and Mabury Road (AM & PM peak hours) (**Adverse Effect: AM and PM peak hours**)

Adverse Intersection Operations Effects and Potential Improvements

(7) Eleventh Street and Taylor Street

(Year 2030 Adverse Effect: PM peak hour – Mabury Interchange Alternative)
(Year 2040 Adverse Effect: PM peak hour – Mabury and Berryessa Interchange Alternatives)

This intersection would operate at LOS E during the PM peak hour under Years 2030 and 2040 conditions. The added trips as a result of the proposed project with the Mabury interchange alternative under Year 2030 and with both the Mabury and Berryessa interchange alternatives under Year 2040 during the PM peak hour would cause the intersections' critical-movement delay to either decrease or increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. Based on the City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

The future Year 2030 and 2040 analysis includes the conversion of both 10th and 11th Streets from one-way to two-way operations between Santa Clara Street and Hedding Street as identified in the Downtown Circulation and Access Study. The intention of the roadway conversions is to enhance the livability of the neighborhoods through which the roadways pass.

Vehicular capacity improvements at the intersection would require narrowing sidewalks and removing bus stops along Taylor Street, in addition to modifying pedestrian bulb-outs at each corner of the intersections. These types of vehicular capacity improvements are not consistent with the City's transportation policies and would inhibit the improvement of multi-modal facilities intended to increase alternative modes of travel (transit, bicycling, and walking) and reduce auto-based travel mode-share in the area. Therefore, improvement of the 11th Street intersection with Taylor Street is not feasible and the adverse effects are determined to be unavoidable. Since physical improvements at the intersection are not feasible, the project may be required to construct or contribute towards offsetting improvements

that may include those planned at the 7th Street and Jackson Street intersection as part of the City's application for a quiet zone in the Japantown area.

(13) Commercial Street and Berryessa Road

(Year 2040 Adverse Effect: AM peak hour – Mabury Interchange Alternative)

This intersection would operate at LOS F during the AM peak hour under Year 2040 conditions. The added trips as a result of the proposed project with the Mabury interchange alternative under Year 2040 during the AM peak hour would cause the intersections' critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. Based on the City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

The adverse effect on operations at this intersection could be improved by providing an additional westbound to northbound right-turn lane as identified in the US-101/Oakland/Mabury TDP. This improvement would require extending the second through lane in the northwest direction on Commercial Street to Berryessa Road to receive the additional westbound right-turn lane.

The payment of the US-101/Oakland/Mabury TIF will be an appropriate contribution to the implementation of the intersection improvement. The US-101/Oakland/Mabury TIF is described below.

(15) Flea Market Entrance/Green Street and Berryessa Road

(Year 2040 Adverse Effect: PM peak hour – Mabury Interchange Alternative)

This intersection would operate at LOS E during the PM peak hour under Year 2040 conditions. The added trips as a result of the proposed project with the Mabury interchange alternative under Year 2040 during the PM peak hour would cause the intersections' critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. Based on the City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

Required improvements to improve operations at this intersection would include the re-striping of the southbound approach to provide one left-turn lane and one shared through and right-turn lane and changing the north-south signal phasing from split to protected and the addition of a second eastbound left-turn lane. With the implementation of these improvements, the intersection level of service would improve to LOS D during the PM peak hour under Year 2040 with project and the Mabury interchange alternative.

However, the addition of a second eastbound left-turn lane will require the widening of Green Street north of Berryessa Road, which is not feasible due to existing buildings and sidewalks on both sides of the street, and will lengthen the crossing distance for pedestrians and bicyclists at the intersection. The degradation of multi-modal travel through the intersection due to the implementation of roadway widening for the purpose of increasing vehicular capacity is not consistent with the City's goals to improve opportunities for multi-modal travel. Since physical improvements at the intersection are not feasible, the project may be required to construct or contribute towards offsetting improvements that may include those planned at the Berryessa Road and Lundy Ave intersection that are within the adopted BBUV boundary and implementation plan. The multi-modal improvements include the removal of pork-chop islands at the northeast and northwest corners of the intersection which will enhance safety by removing pedestrian-bicycle conflicts with vehicles. A signal modification also will be required for the intersection improvements (including APS, video detection, etc.).

(23) Flea Market Entrance/Sierra Road and Mabury Road

(Year 2030 and 2040 Adverse Effect: AM and PM Peak Hours – Berryessa Interchange Alternative)

This intersection would operate at LOS D or better during both the AM and PM peak hours under Year 2030 and 2040 conditions. The added trips as a result of the proposed project with the Berryessa interchange alternative would cause the levels of service to degrade to LOS F during both the AM and PM peak hours. Based on the City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

Required improvements at this intersection would include the widening of Mabury Road to four lanes. With the implementation of this improvement, the intersection level of service would improve to LOS D or better during both the AM and PM peak hours under Years 2030 and 2040 with project and the Berryessa interchange alternative.

However, the widening of Mabury Road to meet the projected vehicular demand will not be consistent with the goals and policies of the BBUV Plan and its planned roadway network. Since physical improvements at the intersection are not feasible, the project may be required to construct or contribute towards offsetting improvements that may include those planned at the King Road and Mabury Avenue intersection that are within the adopted BBUV boundary and implementation plan. The multi-modal improvements include the removal of pork-chop islands at the northeast and southwest corners of the intersection which will enhance safety by removing pedestrian-bicycle conflicts with vehicles. A signal modification also will be required for the intersection improvements (including APS, video detection, etc.).

Year 2040 Freeway Segment Levels of Service

The results show that the same freeway segments would operate at an unacceptable LOS F under each of the Year 2040 scenarios evaluated. Of the 58 freeway segments that were analyzed, 49 directional mixed-flow freeway segments and 9 directional HOV freeway segments operate at an unacceptable level of service based on the CMP's level of service standards.

Site Access and On-Site Circulation

Traffic operations analyses at each of the site connections to Shore Drive, Mercado Way, and De Rome Drive as well as the Facchino Way/Commercial Driveway intersection were completed. The on-site operations analysis included an evaluation of necessary intersection control and lane configurations at each of the site access points based on the signal warrant and LOS analyses.

The following improvements are recommended to improve access to the project site and on-site circulation:

- Stop control should be implemented at each of the following future on-site unsignalized intersections:

  27. Lane A and Shore Drive (One-Way Stop-Control on Lane A approach)
  28. Lane A and Mercado Drive (Two-Way Stop-Control on Lane A approaches)
  29. Lane A and De Rome Drive (Two-Way Stop-Control on Lane A/Facchino Way approaches)

- Facchino Way should be aligned with Lane A at its intersection with De Rome Drive. In addition, the commercial driveway along Facchino Way should be relocated further south to reduce vehicular turn conflicts at the intersection and driveway.

- In lieu of a traffic signal, a roundabout could be implemented at the intersection of Facchino Way and Commercial Driveway. In addition, the commercial driveway should be relocated further south to reduce vehicular turn conflicts at the intersection and driveway.
- Based on the Berryessa BART Urban Village (BBUV) street network, Mercado Way and Lane A should be designated as public roadways.
- Lane A should have 36-foot curb-to-curb width with on-street parking on both sides of the street.
- Driveway cuts with flares per the City of San Jose standards should be provided at all public/private roadway interfaces.

City's Recommended Site Access Adjustments

The City requested an evaluation of the effects of the elimination of project access from Berryessa Road (Facchino Way Driveway) and De Rome Drive. With the City's recommended site access adjustments, access to the project site would only be provided via Mercado Way and Shore Drive.

Based on the evaluation of the site access adjustments, the following improvements are recommended in addition to the site access and circulation improvements discussed above:

- A traffic signal may be required at the Lane A and Mercado Way intersection. However, a roundabout could be implemented at the intersection rather than a traffic signal.
- Install speed bumps along Facchino Way (a private drive aisle) between the office building and De Rome Drive to discourage the use of Facchino Way as a cut-through route.

Berryessa BART Urban Village TDM/Parking Plan

Urban villages are designed to provide a vibrant and inviting mixed-use setting to attract pedestrians, bicyclists, and transit users of all ages and to promote job growth. The project site is located within the boundaries of the Facchino District within the designated Berryessa BART Urban Village (BBUV) per the Envision San Jose 2040 General Plan. Therefore, the project will be subject to the BBUV plan.

Transportation demand management (TDM) programs will help the district meet its mode split goals – and help ensure that it is a thriving place where people want to live, work, and play. A development project sponsor will work the City and Transportation Management Association (TMA) and select the TDM programs/measures that best fit that particular project. Each development in BBUV will be required to satisfy 30 points from the list of strategies. Point values are based on an estimated percentage reduction of VMT per strategy, with one point roughly equivalent to a 1% estimated reduction in VMT. The first 10 out of the 30-point requirement will be met with the Mandatory TDM measures for BBUV. The subsequent 20 points may be satisfied by selecting from the menu of TDM options. However, the provision of on-site parking at ratios at or below the City's parking target for BBUV will earn points toward a project's TDM requirement, with the potential to achieve up to 20 possible points, thus fully satisfying all of the project's additional TDM requirements.

Mandatory TDM measures listed below refer to those TDM strategies considered essential for implementing a district parking solution in the Plan and therefore are mandatory to all development projects.

Program – 1: Transportation Management Association – Participate in a few TDM programs provided by an established TMA in a local area such as Downtown and a transit-rich urban village.

Program – 2: Education, Marketing, and Outreach – Provide employees and/or residents with information on available travel options.

Program – 3: Transit Pass Subsidy – Provide contributions or incentives towards the equivalent cost of a VTA monthly pass for on-site residents and employees. The monthly contribution or incentives can be spent on VTA/BART/Caltrain fare tickets or monthly passes.

Parking – 1: Unbundled Parking – Detach the cost of parking from rent or leases.

Parking – 2: Price Parking – Price parking at hourly or daily rates, and do not provide weekly, monthly, annual, or other long-term parking pass options.

The project's TDM requirement per the BBUV/parking ordinance will be reviewed by City staff when a more detailed project description is provided in the future.

Pedestrian, Bicycle, and Transit Analysis

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. The Envision 2040 General Plan identifies goals and policies that are dedicated to the enhancement of the transportation infrastructure, including public transit and pedestrian/bike facilities. The Transportation Policies contained in the General Plan create incentives for non-auto modes of travel while reducing the use of single-occupant automobile travel as generally described below:

- Through the entitlement process for new development, funds needed transportation improvements for all transportation modes, giving first consideration to the improvement of bicycling walking, and transit facilities.
- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.
- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)
- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.

The City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more by the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project, particularly if transit services (including BART) are utilized in combination with bicycle commuting.

In addition, the City Bike Plan 2025 establishes goals, policies, and actions to make bicycling a daily part of life in San Jose. The Bike Plan includes designated bike lanes along all City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

The proposed project site is located within the Berryessa BART Urban Village Boundary. Development within Urban Villages must incorporate additional urban design and architectural elements that will facilitate buildings with pedestrian orientated design and activate the pedestrian public right-of-way. The Berryessa BART Urban Village Plan also will include policies that will provide for the enhancement of the pedestrian and bicycle environment and greater connectivity to the overall transportation network.

Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections (see Chapter 2 for details).

Pedestrian generators in the project vicinity include the Berryessa Transit Station, commercial areas on the north and south sides of Berryessa Road near Lundy Avenue, and bus stops along Berryessa Road.

The project site is within the service boundaries of Vinci Park Elementary School and Piedmont Middle School which are part of the Berryessa Union School District. Vinci Park Elementary school is located approximately ½ of a mile east of the project site along Vinci Park Way while Piedmont Middle School is located approximately 2.2 miles east of the project site near Piedmont Road and Penitencia Creek Road. Independence High School also is located approximately 1.25 miles east of the project site.

Existing sidewalks along Berryessa Road provide a pedestrian connection between the project site and pedestrian destinations in the project vicinity. A missing sidewalk segment is located along the north side of Commercial Street extending 600 feet west of its intersection with Berryessa Road. A sidewalk is provided along only the east side of King Road between Commodore Drive and Salamoni Court.

Bicycle Facilities

There are several bike facilities in the immediate vicinity of the project site (see Chapter 2 for details).

There are bike lanes provided along Sierra Road and Berryessa Road, including the segments along the project's frontages. The San Jose Bike Plan 2025 indicates that Class IV protected bike lanes are planned along Beryessa Road between US 101 and Piedmont Road. The project will be required to provide an in-lieu monetary contribution of $122 per linear foot for the implementation of the protected bike lanes along its Beryessa Road frontage.

As previously described, the City's General Plan identifies a bicycle commute mode split target of 15 percent or more by the year 2040. It is projected that the use of a bicycle will account for only a one percent mode share for the project. However, the number of bicycle trips would nearly triple those that are projected for the project site under the current General Plan conditions. The low projected mode-share for bicycle usage in the project area is likely due to its proximity to the Berryessa Transit Station and its connections to bus routes and BART. The ease of access to transit results in a greater mode split of transit usage and walking, approximately 11 to 20 percent for each mode, that will meet or exceed the General Plan mode share targets.

Bicycle and Pedestrian Facility Improvements

The Envision 2040 General Plan identifies the following goals in regard to bicycling and pedestrians:

- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

The planned improvements discussed below are intended to reduce the identified adverse effects to the roadway system by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. However, the full implementation of the improvements is beyond the means of the proposed project given that they may require right-of-way from adjacent properties. The project could be required to make a fair-share contribution towards the cost of the improvements since the identified improvements would be of benefit to the project.

The San Jose Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class I bike trail improvements are planned for:

- Coyote Creek Trail, between Empire Street and Montague Expressway
- Five Wounds Trail, between Mabury Road and William Street
- Lower Silver Creek Trail linking Coyote Creek Trail and Lake Cunningham Park
- Penitencia Creek Trail, between Station Way and the planned Coyote Creek Trail
- Gish Road, between Old Bayshore Highway and Oakland Road
- Lenfest Road, between Las Plumas Avenue and Melody Lane

Class II bike lane improvements are planned for:

- Taylor Street, between 10th Street and 21st Street
- Ridder Park Drive, south of Brokaw Road
- Las Plumas Avenue, between Lenfest Road and Educational Park Drive

Class III bike route improvements are planned for:

- Commodore Drive, between King Road and Jackson Avenue
- Vinci Park Way, between Berryessa Road and Lundy Avenue
- Hazlett Way, between Coyote Creek Trail and Sierra Road
- Schallenberger Drive, along its entire length
- Townsend Avenue/Ringwood Avenue, between Lundy Avenue and Murphy Avenue
- 33rd Street, between Melody Lane and San Antonio Street

Class IV protected bike lane improvements are planned for:

- Sierra Road, between Berryessa Road and Hazlett Way
- Sierra Road, between just west of Lundy Avenue and Flickinger Avenue
- Berger Drive, along its entire length
- Brokaw Road/Murphy Avenue, along its entire length
- Commercial Street/Old Bayshore Highway, along its entire length
- Mabury Road, south of Berryessa Road
- Mabury Road, between Flea Market Entrance and White Road
- Lenfest Road, between Mabury Road and Las Plumas Avenue
- King Road/Lundy Avenue, along its entire length
- Berryessa Road, between just east of US 101 and Piedmont Road
- Educational Park Drive, along its entire length
- Jackson Avenue/Flickinger Avenue, between Hostetter Road and Story Road
- Oakland Road, between Hedding Street and Montague Expressway
- Ringwood Avenue, between Murphy Avenue and Trade Zone Boulevard
- McKee Road, between 24th Street and Toyon Avenue
- Capitol Avenue, along its entire length
- 11th Street, along its entire length
- 10th Street, between Hedding Street and Old Bayshore Highway

In addition, the Berryessa BART Urban Village Plan will identify further improvement of the surrounding roadways, including Berryessa Road and Mabury Road, to incorporate complete street concepts that may include protected bike lanes along both sides of the streets. The project would also provide a bicycle connection between the project site and the Berryessa BART Station.

Transit Services

The Envision 2040 General Plan identifies the following goals in regard to public transit:

- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development be designed to accommodate and to provide direct access to transit facilities.
- Pursue development of BRT, bus, shuttle, and fixed guideway services on designated streets and connections to major destinations.

The project site is located near the Berryessa Transit Center & Berryessa/North San Jose BART Station located along BART Station Way between Berryessa Road and Mabury Road. Station facilities include a parking structure for park-and-ride (PNR) commuters, surface parking lots, kiss-and-ride (KNR) drop-off points, bus transfer bays, and bikeshare stations. Phase 1 of the BART extension project included the extension of service to the Berryessa Transit Center & Berryessa/North San Jose BART Station and began operation in June 2020. Phase II would extend service six miles from the Berryessa Transit Center into downtown San José with termination in Santa Clara with planned completion in 2030.

The nearest bus stops to the project site are currently at the Berryessa Transit Center. As part of the VTA's 2019 New Transit Service Plan and extension of BART service to Santa Clara County, frequent bus routes 61, 70, 77, and frequent rapid route 500 provide service at the Berryessa Transit Center. The new transit trips generated by the project are not expected to create demand in excess of the existing and planned transit service. Access to the Berryessa Transit Station from the project site as currently planned will be restricted to the use of Berryessa Road.

1655 Berryessa Mixed-Use Development TA

Technical Appendices

March 4, 2022

Appendix A

San Jose VMT Evaluation Tool Output Sheet

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 1655 Berryessa Mixed-Use Development
Tool Version: 2/29/2019
Location: 1655 Berryessa Road, San Jose, CA
Date: 7/6/2021
Parcel: 24103025 Parcel Type: Suburb with Multifamily Housing

Proposed Parking Spaces Vehicles: 0 Bicycles: 0

LAND USE:

Residential:		
Single Family	47	DU
Multi Family	803	DU
Subtotal	850	DU
Office:	465	KSF
Retail:	15	KSF
Industrial:	0	KSF

Percent of All Residential Units		
Extremely Low Income (≤ 30% MFI)	0	% Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0	% Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	22	% Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density

Existing Density (DU/Residential Acres in half-mile buffer)	10
With Project Density (DU/Residential Acres in half-mile buffer)	13

Increase Development Diversity

Existing Activity Mix Index	0.30
With Project Activity Mix Index	0.44

Integrate Affordable and Below Market Rate

Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	22 %

Increase Employment Density

Existing Density (Jobs/Commercial Acres in half-mile buffer)	11
With Project Density (Jobs/Commercial Acres in half-mile buffer)	24

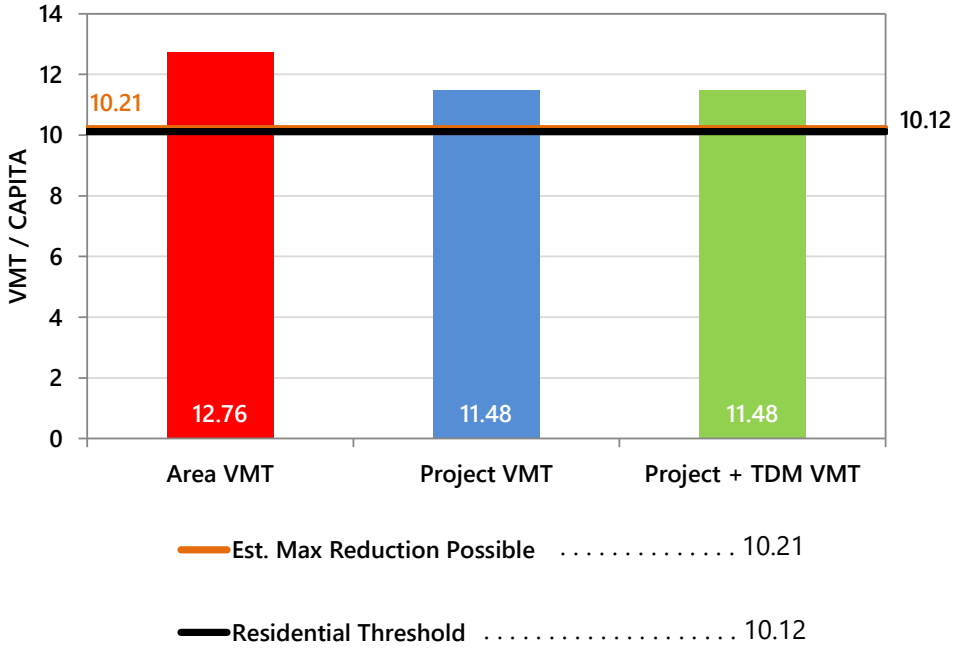
Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

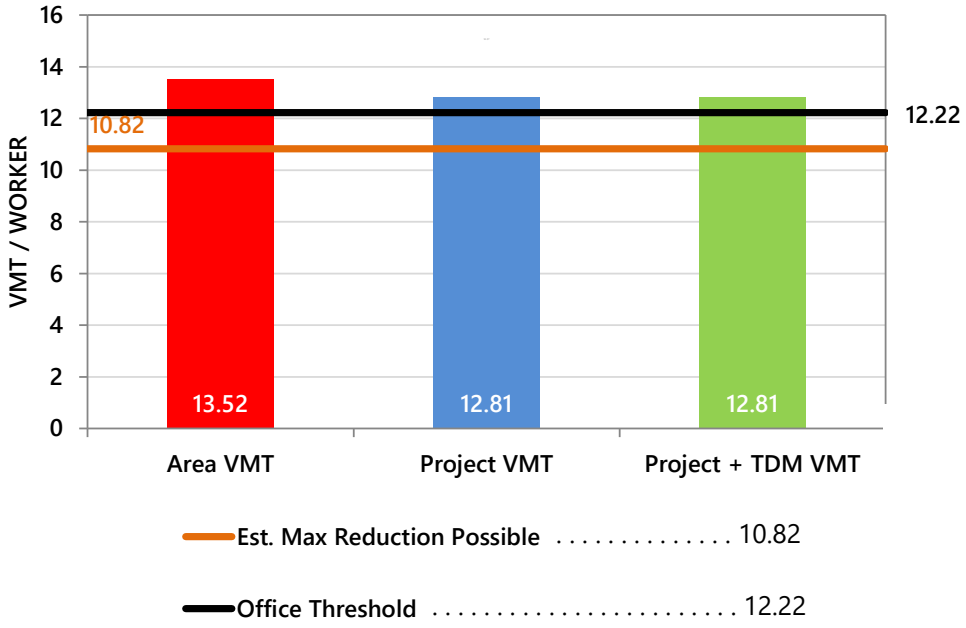
RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT above the City's threshold.



EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT above the City's threshold and per industrial worker VMT below the City's threshold.

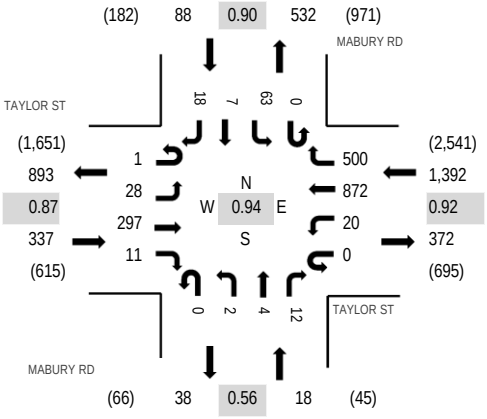


Appendix B
Traffic Counts

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

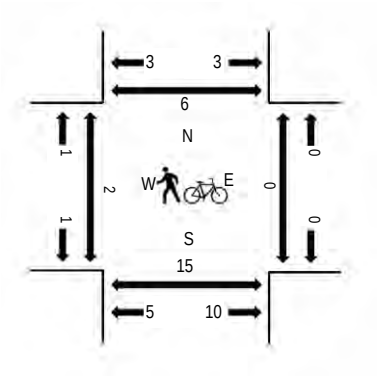
Location: 8 MABURY RD & TAYLOR ST AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	TAYLOR ST Eastbound				TAYLOR ST Westbound				MABURY RD Northbound				MABURY RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	13	52	5	0	4	143	74	0	2	3	3	0	19	0	2	320	1,637	0	0	2	1
7:15 AM	0	6	49	0	0	3	169	108	0	2	2	2	1	20	2	4	368	1,774	0	1	4	1
7:30 AM	0	9	76	1	0	1	227	118	0	0	0	3	0	21	0	4	460	1,835	0	0	0	0
7:45 AM	0	7	77	1	0	5	226	147	0	0	0	2	0	18	3	3	489	1,810	0	0	0	1
8:00 AM	0	8	83	6	0	6	223	107	0	0	1	2	0	12	3	6	457	1,746	1	0	0	1
8:15 AM	1	4	61	3	0	8	196	128	0	2	3	5	0	12	1	5	429		0	0	2	0
8:30 AM	0	8	68	4	0	2	215	109	0	3	6	3	0	14	1	2	435		0	0	1	0
8:45 AM	0	3	67	3	0	4	212	106	0	1	0	0	0	26	0	3	425		0	0	0	1

Peak Rolling Hour Flow Rates

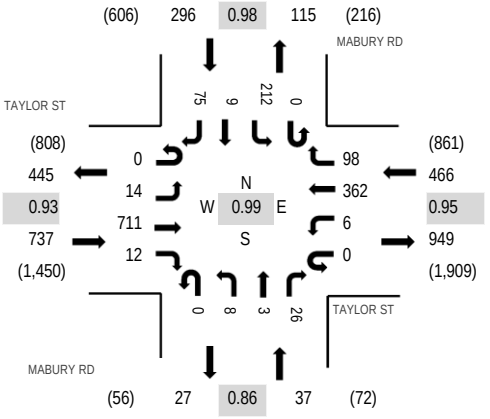
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	8	0	0	1	0	0	3	1	1	14
Lights	1	28	285	11	0	19	847	481	0	2	0	6	0	53	6	17	1,756
Mediums	0	0	12	0	0	1	25	11	0	0	3	6	0	7	0	0	65
Total	1	28	297	11	0	20	872	500	0	2	4	12	0	63	7	18	1,835

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

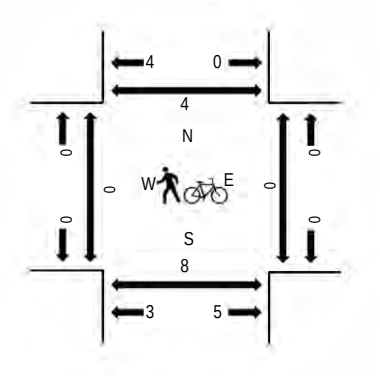
Location: 8 MABURY RD & TAYLOR ST PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	TAYLOR ST Eastbound				TAYLOR ST Westbound				MABURY RD Northbound				MABURY RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	162	3	0	3	75	25	0	4	0	7	0	57	5	16	359	1,478	0	0	1	0
4:15 PM	0	5	163	4	0	5	94	23	0	4	0	6	0	57	1	21	383	1,505	0	0	0	0
4:30 PM	0	2	169	0	0	3	64	26	0	2	0	7	0	63	5	10	351	1,502	0	0	0	0
4:45 PM	0	4	177	1	0	3	88	29	0	1	0	7	0	61	2	12	385	1,536	0	0	0	1
5:00 PM	0	4	173	2	0	0	98	23	0	0	1	9	0	51	3	22	386	1,511	0	0	0	1
5:15 PM	0	5	177	8	0	1	84	18	0	3	2	6	0	47	3	26	380		0	0	0	0
5:30 PM	0	1	184	1	0	2	92	28	0	4	0	4	0	53	1	15	385		0	0	2	1
5:45 PM	0	4	199	0	0	0	63	14	0	2	0	3	0	67	0	8	360		0	0	0	0

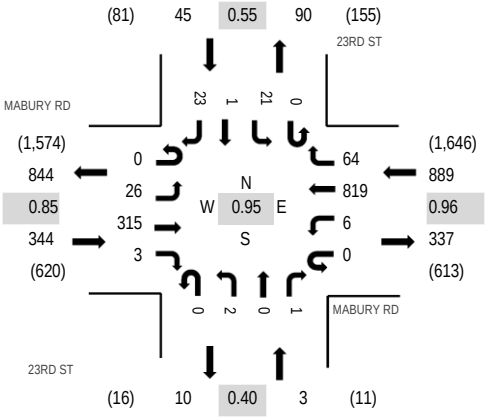
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	1	0	0	0	0	0	0	0	0	0	1	2	0	6
Lights	0	14	702	11	0	4	356	97	0	8	3	25	0	205	6	74	1,505
Mediums	0	0	7	0	0	2	6	1	0	0	0	1	0	6	1	1	25
Total	0	14	711	12	0	6	362	98	0	8	3	26	0	212	9	75	1,536

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

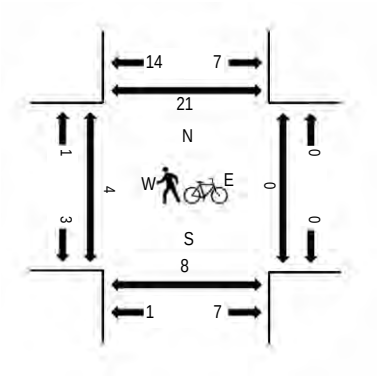
Location: 14 23RD ST & MABURY RD AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				23RD ST Northbound				23RD ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	5	68	0	0	1	135	10	0	0	0	0	0	0	0	4	223	1,128	0	0	0	3
7:15 AM	0	5	50	2	0	0	164	10	1	0	0	0	0	3	0	8	243	1,243	0	0	1	3
7:30 AM	0	5	85	1	0	0	211	20	0	2	0	0	0	4	0	6	334	1,281	0	0	0	2
7:45 AM	0	4	75	0	0	1	200	25	0	0	0	0	0	10	0	13	328	1,262	0	0	0	3
8:00 AM	0	10	89	2	0	4	215	11	0	0	0	0	0	6	0	1	338	1,230	4	0	0	4
8:15 AM	0	7	66	0	0	1	193	8	0	0	0	1	0	1	1	3	281		0	0	0	10
8:30 AM	0	5	77	0	0	1	203	18	0	0	0	2	0	3	0	6	315		0	0	1	1
8:45 AM	0	0	64	0	0	1	202	12	0	1	0	4	0	5	0	7	296		0	0	0	3

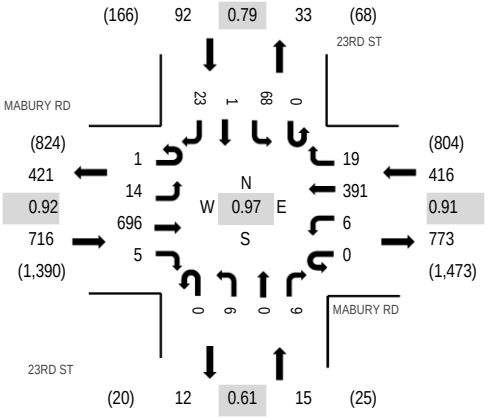
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
Lights	0	26	304	3	0	6	798	62	0	2	0	1	0	19	1	23	1,245
Mediums	0	0	11	0	0	0	19	1	0	0	0	0	0	2	0	0	33
Total	0	26	315	3	0	6	819	64	0	2	0	1	0	21	1	23	1,281

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

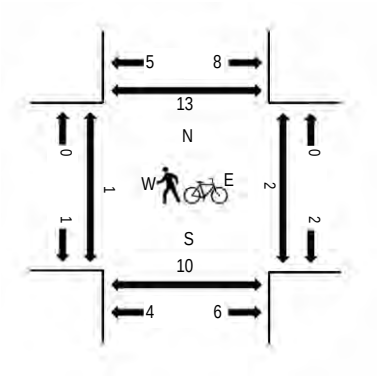
Location: 14 23RD ST & MABURY RD PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				23RD ST Northbound				23RD ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	9	151	1	0	0	89	4	0	0	0	1	0	15	1	6	277	1,146	0	1	1	3
4:15 PM	0	2	169	1	0	1	117	4	0	0	1	0	0	10	0	8	313	1,189	0	0	0	3
4:30 PM	0	2	162	1	0	2	68	3	0	3	0	1	0	11	0	5	258	1,191	0	1	1	0
4:45 PM	0	6	170	0	0	1	97	2	0	1	2	1	0	9	0	9	298	1,238	0	0	1	3
5:00 PM	0	2	171	0	0	1	113	8	0	1	0	1	0	16	0	7	320	1,239	0	0	1	2
5:15 PM	0	2	175	2	0	3	107	5	0	1	0	6	0	9	1	4	315		0	2	1	4
5:30 PM	1	4	164	0	0	2	101	3	0	1	0	0	0	24	0	5	305		1	0	0	4
5:45 PM	0	6	186	3	0	0	70	3	0	3	0	2	0	19	0	7	299		0	0	0	3

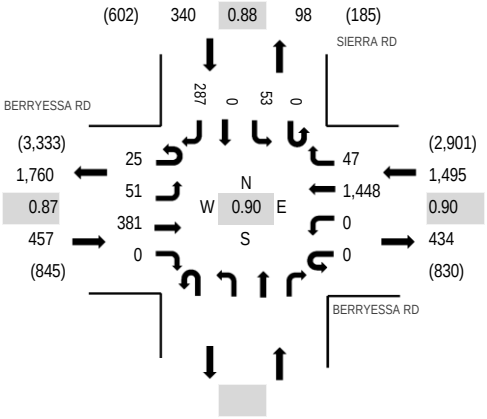
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	14	692	5	0	6	386	19	0	6	0	9	0	67	1	23	1,229
Mediums	0	0	4	0	0	0	5	0	0	0	0	0	0	1	0	0	10
Total	1	14	696	5	0	6	391	19	0	6	0	9	0	68	1	23	1,239

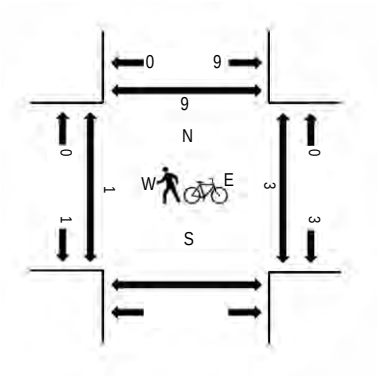
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 11 SIERRA RD & BERRYESSA RD AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BERRYESSA RD Eastbound				BERRYESSA RD Westbound				Northbound				SIERRA RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	12	89	0	0	0	303	12					0	17	0	32	466	2,056	1	0		0
7:15 AM	0	7	80	0	0	0	334	17					0	12	0	49	499	2,090	0	0		0
7:30 AM	0	9	95	0	0	0	359	6					0	7	0	68	544	2,194	0	0		0
7:45 AM	0	12	83	0	0	0	364	11					1	13	0	63	547	2,288	0	0		1
8:00 AM	0	10	83	0	0	0	320	8					0	12	0	67	500	2,292	0	0		3
8:15 AM	5	13	113	0	0	0	386	16					0	8	0	62	603		0	1		6
8:30 AM	12	15	89	0	0	0	417	11					0	15	0	79	638		0	1		0
8:45 AM	8	13	96	0	0	0	325	12					0	18	0	79	551		1	1		0

Peak Rolling Hour Flow Rates

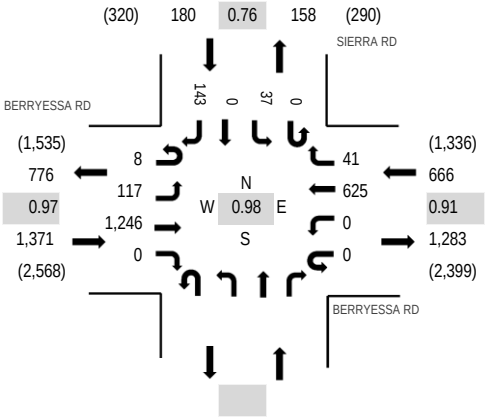
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	2	2	6	0	0	0	10	1					0	1	0	1	23
Lights	21	47	356	0	0	0	1,408	41					0	52	0	285	2,210
Mediums	2	2	19	0	0	0	30	5					0	0	0	1	59
Total	25	51	381	0	0	0	1,448	47					0	53	0	287	2,292

All Traffic Data Services Inc.

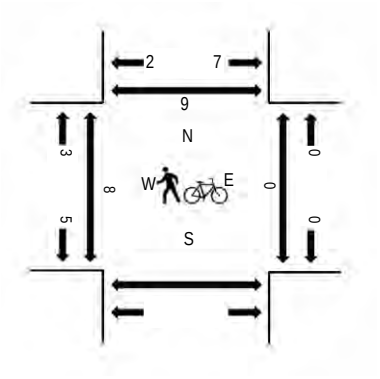
(303) 216-2439
www.alltrafficdata.net

Location: 11 SIERRA RD & BERRYESSA RD PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BERRYESSA RD Eastbound				BERRYESSA RD Westbound				Northbound				SIERRA RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	6	22	238	0	0	0	150	8					0	10	0	40	474	2,007	0	0		2
4:15 PM	6	19	271	0	0	0	158	9					0	8	0	24	495	2,091	1	0		0
4:30 PM	1	33	292	0	0	0	178	7					0	10	0	22	543	2,150	0	2		5
4:45 PM	5	26	278	0	0	0	152	8					0	9	0	17	495	2,148	1	0		2
5:00 PM	3	31	307	0	0	0	149	9					0	12	0	47	558	2,217	3	0		2
5:15 PM	3	34	298	0	0	0	168	3					0	8	0	40	554		3	0		0
5:30 PM	0	28	326	0	0	0	136	13					0	8	0	30	541		0	0		2
5:45 PM	2	24	315	0	0	0	172	16					0	9	0	26	564		2	0		3

Peak Rolling Hour Flow Rates

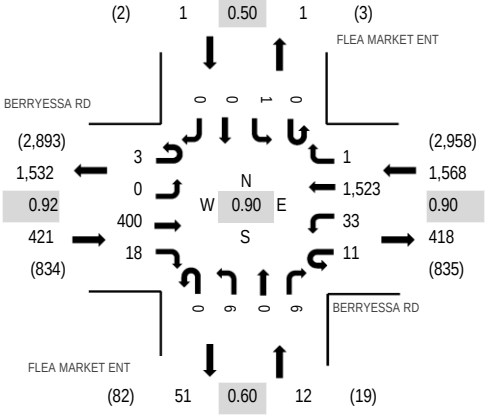
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	2	0	0	0	4	0					0	0	0	0	7
Lights	7	116	1,236	0	0	0	608	41					0	37	0	142	2,187
Mediums	1	0	8	0	0	0	13	0					0	0	0	1	23
Total	8	117	1,246	0	0	0	625	41					0	37	0	143	2,217

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

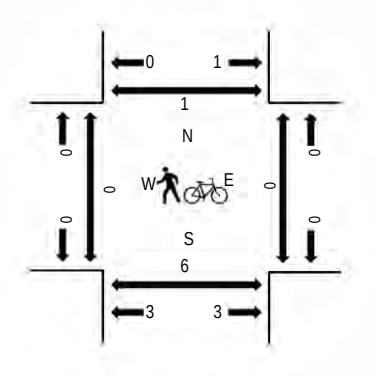
Location: 12 FLEA MARKET ENT & BERRYESSA RD AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BERRYESSA RD Eastbound				BERRYESSA RD Westbound				FLEA MARKET ENT Northbound				FLEA MARKET ENT Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	105	2	3	4	312	0	0	2	0	1	0	0	0	0	429	1,842	0	0	0	0
7:15 AM	0	1	91	1	3	6	349	0	0	1	0	0	0	0	0	0	452	1,843	0	0	0	0
7:30 AM	0	1	100	4	4	4	361	0	0	1	0	2	0	0	0	0	477	1,920	0	0	0	0
7:45 AM	2	0	88	8	3	10	371	0	0	1	0	1	0	0	0	0	484	2,002	0	0	0	0
8:00 AM	0	0	89	2	1	8	327	0	0	2	0	1	0	0	0	0	430	1,971	0	0	2	0
8:15 AM	0	0	113	2	1	8	402	0	0	0	0	2	0	1	0	0	529		0	0	3	0
8:30 AM	1	0	110	6	6	7	423	1	0	3	0	2	0	0	0	0	559		0	0	1	1
8:45 AM	0	0	105	3	3	7	334	0	0	0	0	0	0	0	0	1	453		0	0	2	0

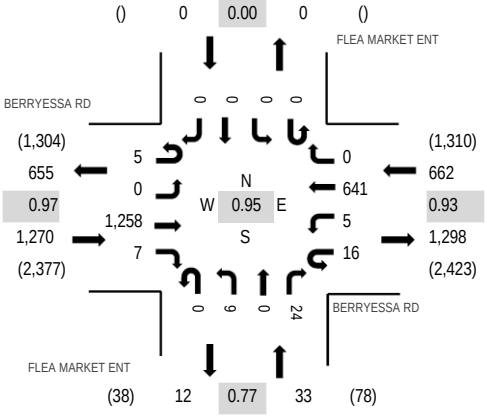
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	1	0	11	0	0	0	10	0	0	0	0	1	0	0	0	0	23
Lights	2	0	373	17	10	33	1,478	0	0	6	0	5	0	1	0	0	1,925
Mediums	0	0	16	1	1	0	35	1	0	0	0	0	0	0	0	0	54
Total	3	0	400	18	11	33	1,523	1	0	6	0	6	0	1	0	0	2,002

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

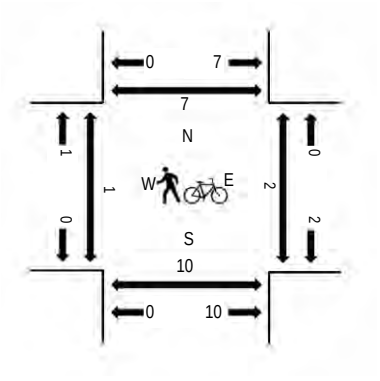
Location: 12 FLEA MARKET ENT & BERRYESSA RD PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BERRYESSA RD Eastbound				BERRYESSA RD Westbound				FLEA MARKET ENT Northbound				FLEA MARKET ENT Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	233	6	0	3	154	0	0	4	0	5	0	0	0	0	405	1,800	2	0	0	0
4:15 PM	1	0	274	4	0	2	154	0	0	2	0	13	0	0	0	0	450	1,873	0	0	0	0
4:30 PM	0	0	294	4	0	3	176	0	0	2	0	10	0	0	0	0	489	1,911	1	2	1	2
4:45 PM	1	0	287	3	2	1	153	0	0	2	0	7	0	0	0	0	456	1,904	0	1	1	1
5:00 PM	1	0	307	2	4	3	151	0	0	0	0	10	0	0	0	0	478	1,965	0	0	1	1
5:15 PM	2	0	304	3	5	2	165	0	0	3	0	4	0	0	0	0	488		0	0	2	1
5:30 PM	0	0	323	1	6	0	144	0	0	3	0	5	0	0	0	0	482		0	0	4	0
5:45 PM	2	0	324	1	1	0	181	0	0	3	0	5	0	0	0	0	517		1	1	1	1

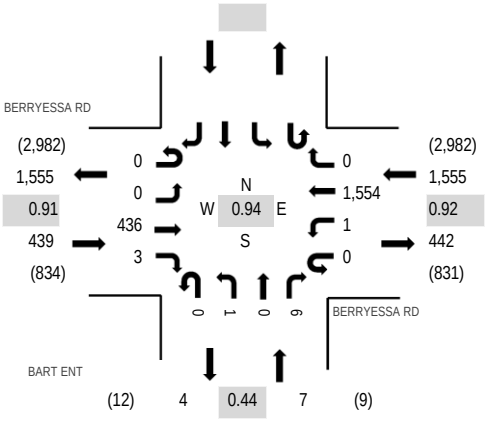
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4
Lights	5	0	1,247	7	16	5	623	0	0	9	0	21	0	0	0	0	1,933
Mediums	0	0	10	0	0	0	15	0	0	0	0	3	0	0	0	0	28
Total	5	0	1,258	7	16	5	641	0	0	9	0	24	0	0	0	0	1,965

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

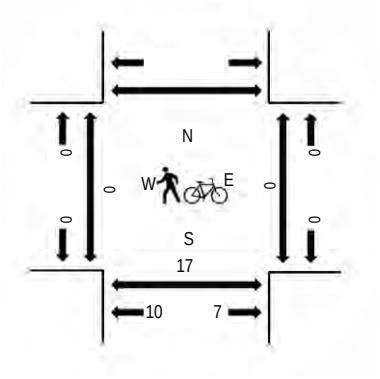
Location: 13 BART ENT & BERRYESSA RD AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BERRYESSA RD Eastbound				BERRYESSA RD Westbound				BART ENT Northbound				Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	104	1	0	0	313	0	0	0	0	0					418	1,824	0	0	0	
7:15 AM	0	0	94	2	0	0	371	0	0	0	0	1					468	1,879	0	0	0	
7:30 AM	0	0	101	4	0	0	365	0	0	0	0	0					470	1,929	0	0	0	
7:45 AM	0	0	88	1	0	0	378	0	0	0	0	1					468	1,993	0	0	3	
8:00 AM	0	0	98	0	0	1	373	0	0	0	0	1					473	2,001	0	0	5	
8:15 AM	0	0	120	0	0	0	397	0	0	0	0	1					518		0	0	2	
8:30 AM	0	0	102	2	0	0	426	0	0	1	0	3					534		0	0	1	
8:45 AM	0	0	116	1	0	0	358	0	0	0	0	1					476		0	0	3	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	0	0	0	13	0	0	0	0	0					20
Lights	0	0	412	3	0	1	1,506	0	0	1	0	6					1,929
Mediums	0	0	17	0	0	0	35	0	0	0	0	0					52
Total	0	0	436	3	0	1	1,554	0	0	1	0	6					2,001

All Traffic Data Services Inc.
(303) 216-2439
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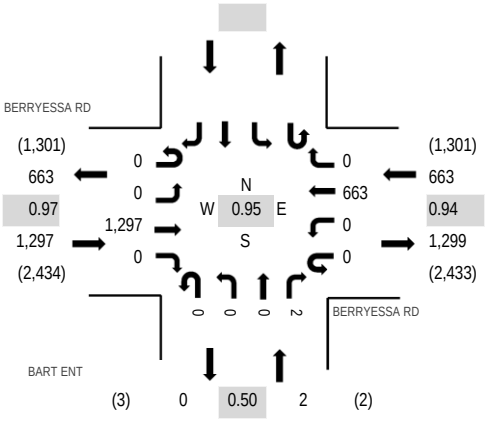
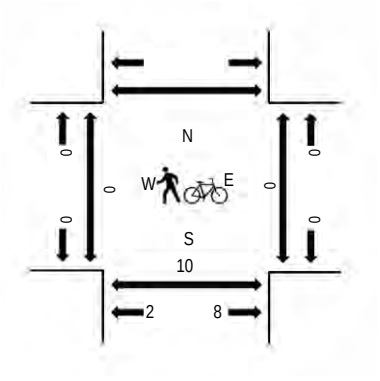
Location: 13 BART ENT & BERRYESSA RD PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BERRYESSA RD Eastbound				BERRYESSA RD Westbound				BART ENT Northbound				Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	241	0	0	0	148	0	0	0	0	0					389	1,775	0	0	4	
4:15 PM	0	0	287	0	0	0	155	0	0	0	0	0					442	1,866	0	0	1	
4:30 PM	0	0	309	2	0	0	176	0	0	0	0	0					487	1,909	0	0	3	
4:45 PM	0	0	297	1	0	0	159	0	0	0	0	0					457	1,904	0	0	1	
5:00 PM	0	0	318	0	0	0	161	0	0	0	0	1					480	1,962	0	0	2	
5:15 PM	0	0	315	0	0	0	169	0	0	0	0	1					485		0	0	2	
5:30 PM	0	0	334	0	0	0	148	0	0	0	0	0					482		0	0	3	
5:45 PM	0	0	330	0	0	0	185	0	0	0	0	0					515		0	0	1	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	3	0	0	0	0	0					5
Lights	0	0	1,282	0	0	0	645	0	0	0	0	2					1,929
Mediums	0	0	13	0	0	0	15	0	0	0	0	0					28
Total	0	0	1,297	0	0	0	663	0	0	0	0	2					1,962

All Traffic Data Services Inc.

(303) 216-2439
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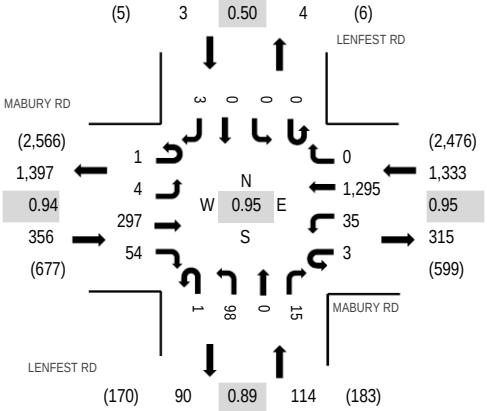
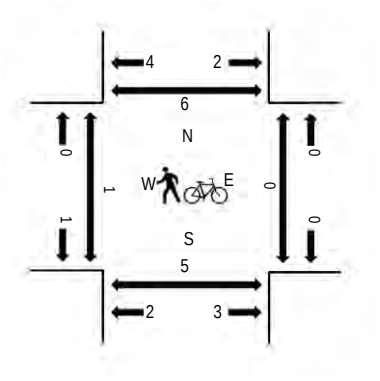
Location: 10 LENFEST RD & MABURY RD AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				LENFEST RD Northbound				LENFEST RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	52	14	3	9	232	1	0	18	0	4	0	0	0	2	335	1,650	0	0	2	0
7:15 AM	0	0	62	15	0	5	295	0	0	13	0	2	0	0	0	0	392	1,746	0	0	0	1
7:30 AM	0	1	74	17	1	7	321	0	0	25	0	3	0	0	0	1	450	1,806	0	0	0	0
7:45 AM	1	1	80	13	1	15	335	0	1	23	0	2	0	0	0	1	473	1,741	0	0	0	1
8:00 AM	0	0	69	14	1	6	308	0	0	27	0	5	0	0	0	1	431	1,691	0	0	0	3
8:15 AM	0	2	74	10	0	7	331	0	0	23	0	5	0	0	0	0	452		1	0	3	1
8:30 AM	0	1	73	10	1	6	277	0	0	14	0	3	0	0	0	0	385		0	0	0	0
8:45 AM	0	0	81	13	0	8	306	0	0	12	0	3	0	0	0	0	423		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	1	5	0	0	4	0	0	0	0	0	0	12
Lights	1	4	279	43	3	31	1,270	0	1	84	0	12	0	0	0	2	1,730
Mediums	0	0	18	9	0	3	20	0	0	10	0	3	0	0	0	1	64
Total	1	4	297	54	3	35	1,295	0	1	98	0	15	0	0	0	3	1,806

All Traffic Data Services Inc.

(303) 216-2439
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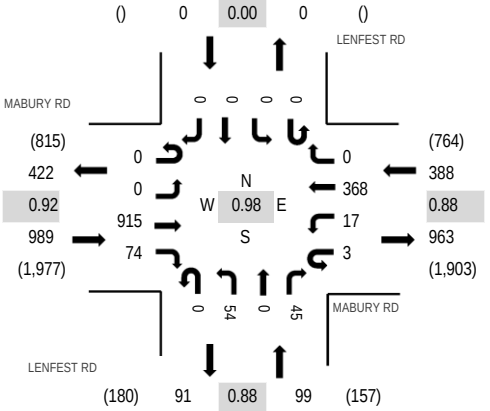
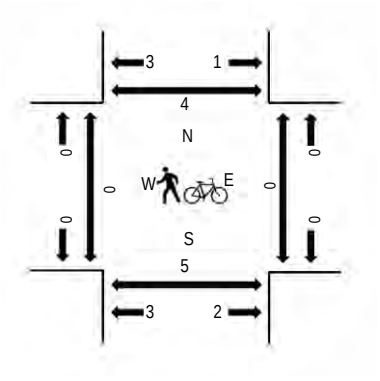
Location: 10 LENFEST RD & MABURY RD PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				LENFEST RD Northbound				LENFEST RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	213	18	1	6	89	0	0	12	0	9	0	0	0	0	348	1,460	0	0	1	3
4:15 PM	0	0	221	22	1	8	92	0	0	16	0	12	0	0	0	0	372	1,476	0	0	0	0
4:30 PM	0	0	233	18	0	3	82	0	0	15	0	13	0	0	0	0	364	1,447	0	0	1	0
4:45 PM	0	0	223	21	1	2	112	0	0	9	0	8	0	0	0	0	376	1,458	0	0	1	0
5:00 PM	0	0	238	13	1	4	82	0	0	14	0	12	0	0	0	0	364	1,438	0	0	0	0
5:15 PM	0	0	216	23	3	2	85	0	0	9	0	5	0	0	0	0	343		0	1	0	0
5:30 PM	0	0	225	18	2	2	109	0	0	12	0	7	0	0	0	0	375		0	1	0	0
5:45 PM	0	0	258	17	1	3	73	0	0	4	0	0	0	0	0	0	356		0	0	1	0

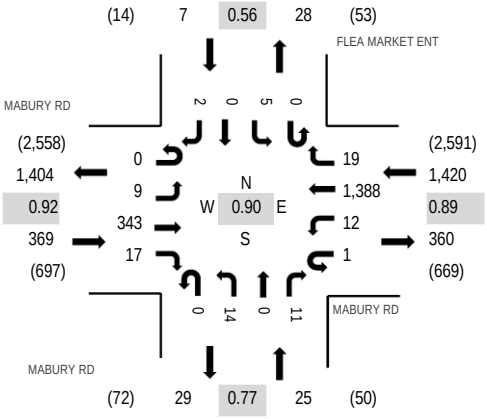
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	3	0	2	1	0	0	0	0	1	0	0	0	0	8
Lights	0	0	908	58	3	15	355	0	0	51	0	44	0	0	0	0	1,434
Mediums	0	0	6	13	0	0	12	0	0	3	0	0	0	0	0	0	34
Total	0	0	915	74	3	17	368	0	0	54	0	45	0	0	0	0	1,476

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

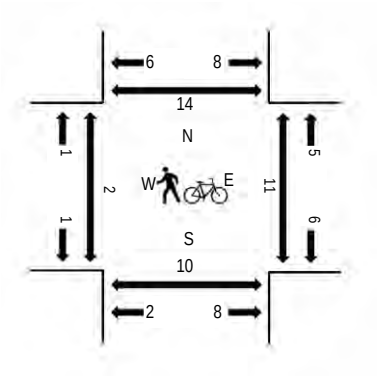
Location: 9 MABURY RD & MABURY RD AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				MABURY RD Northbound				FLEA MARKET ENT Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	63	10	0	13	227	0	0	0	0	3	0	0	0	1	318	1,658	3	2	4	3
7:15 AM	0	2	67	4	0	3	289	7	1	3	0	1	0	1	0	1	379	1,779	0	1	0	4
7:30 AM	0	1	93	5	1	2	345	4	0	1	0	1	0	1	0	0	454	1,821	1	4	2	4
7:45 AM	0	4	91	5	0	1	392	6	0	3	0	3	0	1	0	1	507	1,788	0	2	0	3
8:00 AM	0	1	88	6	0	3	329	5	0	6	0	1	0	0	0	0	439	1,694	0	1	0	1
8:15 AM	0	3	71	1	0	6	322	4	0	4	0	6	0	3	0	1	421		0	4	3	6
8:30 AM	1	2	79	5	0	4	310	6	0	7	0	4	0	1	0	2	421		0	0	1	2
8:45 AM	0	5	87	2	0	1	309	2	0	4	0	2	0	1	0	0	413		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	1	0	2	10	0	0	0	0	0	0	0	0	0	15
Lights	0	9	316	15	1	10	1,354	19	0	9	0	9	0	5	0	2	1,749
Mediums	0	0	25	1	0	0	24	0	0	5	0	2	0	0	0	0	57
Total	0	9	343	17	1	12	1,388	19	0	14	0	11	0	5	0	2	1,821

All Traffic Data Services Inc.

(303) 216-2439
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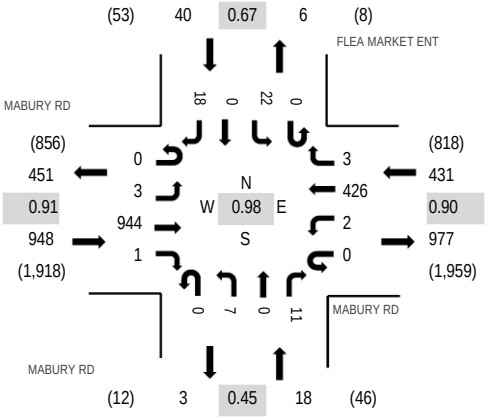
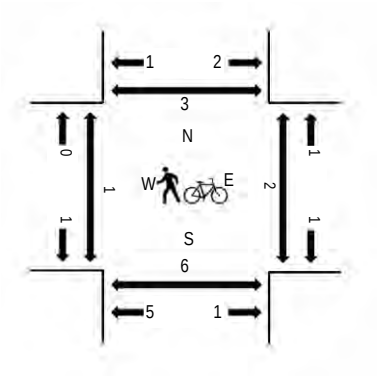
Location: 9 MABURY RD & MABURY RD PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				MABURY RD Northbound				FLEA MARKET ENT Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	221	4	0	0	100	2	0	6	0	3	0	4	0	1	341	1,424	0	0	1	0
4:15 PM	0	3	224	0	0	0	120	0	0	2	0	4	0	5	0	5	363	1,437	0	0	0	0
4:30 PM	0	0	243	0	0	0	90	2	0	2	0	2	0	10	0	5	354	1,427	0	1	0	1
4:45 PM	0	0	235	1	0	1	115	1	0	1	0	3	0	5	0	4	366	1,432	0	0	1	0
5:00 PM	0	0	242	0	0	1	101	0	0	2	0	2	0	2	0	4	354	1,411	0	0	0	0
5:15 PM	0	0	237	2	1	2	92	0	0	10	0	5	0	2	0	2	353		0	0	0	0
5:30 PM	0	0	236	0	0	0	116	0	0	3	0	1	0	1	0	2	359		0	0	0	1
5:45 PM	0	0	270	0	0	1	73	0	0	0	0	0	0	1	0	0	345		0	0	0	2

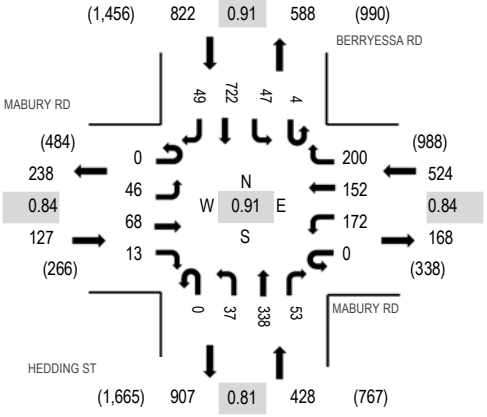
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	8
Lights	0	2	925	0	0	1	413	3	0	6	0	9	0	22	0	18	1,399
Mediums	0	1	15	1	0	1	9	0	0	1	0	2	0	0	0	0	30
Total	0	3	944	1	0	2	426	3	0	7	0	11	0	22	0	18	1,437

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

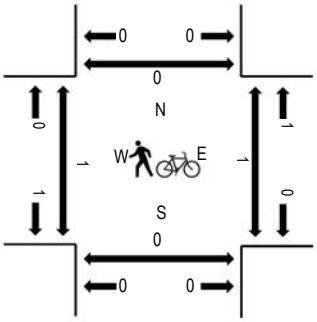
Location: 2 HEDDING ST & MABURY RD AM
Date: Thursday, November 15, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				HEDDING ST Northbound				BERRYESSA RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	26	4	0	58	40	25	0	4	49	18	0	5	99	1	332	1,600	0	0	0	0
7:15 AM	0	11	28	3	0	55	40	27	0	5	73	13	1	10	104	2	372	1,701	0	0	0	0
7:30 AM	0	8	14	4	0	45	44	18	0	14	75	9	1	7	162	6	407	1,787	0	0	0	0
7:45 AM	0	13	26	4	0	42	32	42	0	9	106	18	0	11	174	12	489	1,901	0	0	0	0
8:00 AM	0	11	13	2	0	35	31	55	0	10	84	16	0	14	156	6	433	1,877	0	0	0	0
8:15 AM	0	14	14	3	0	44	32	55	0	8	67	8	0	13	182	18	458		1	1	0	0
8:30 AM	0	8	15	4	0	51	57	48	0	10	81	11	4	9	210	13	521		0	0	0	0
8:45 AM	0	11	18	9	0	32	43	37	0	5	62	12	1	10	183	42	465		1	0	0	0

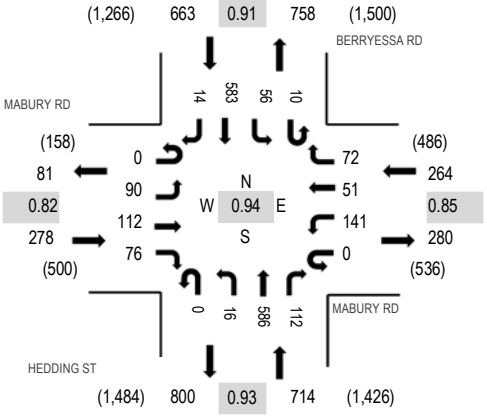
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	4	3	0	0	4	0	3	0	0	5	1	0	5	5	0	30
Lights	0	40	60	13	0	158	148	177	0	37	318	48	4	40	692	48	1,783
Mediums	0	2	5	0	0	10	4	20	0	0	15	4	0	2	25	1	88
Total	0	46	68	13	0	172	152	200	0	37	338	53	4	47	722	49	1,901

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

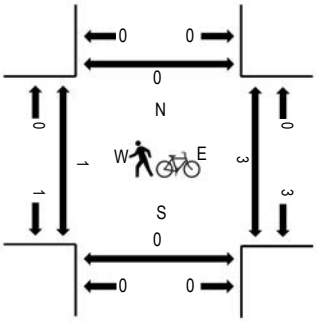
Location: 2 HEDDING ST & MABURY RD PM
Date: Thursday, November 15, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				HEDDING ST Northbound				BERRYESSA RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	17	22	10	0	39	18	23	0	5	115	26	4	21	122	7	429	1,780	0	0	1	0
4:15 PM	0	15	25	14	0	32	14	18	0	4	124	25	0	22	128	4	425	1,862	0	0	0	0
4:30 PM	0	28	37	11	0	33	7	18	0	2	135	24	2	16	141	5	459	1,919	0	0	0	0
4:45 PM	0	17	21	19	0	40	14	17	0	4	150	28	4	13	138	2	467	1,909	0	2	0	0
5:00 PM	0	32	27	26	0	33	17	21	0	5	138	30	3	10	164	5	511	1,898	1	0	0	0
5:15 PM	0	13	27	20	0	35	13	16	0	5	163	30	1	17	140	2	482		0	0	0	0
5:30 PM	0	17	15	22	0	14	14	13	0	3	178	21	2	7	141	2	449		0	0	0	0
5:45 PM	0	26	27	12	0	22	3	12	0	1	177	33	1	12	128	2	456		0	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	4	2	0	0	5	0	1	0	0	0	1	0	1	0	1	15
Lights	0	86	96	75	0	134	48	62	0	16	583	105	10	53	574	11	1,853
Mediums	0	0	14	1	0	2	3	9	0	0	3	6	0	2	9	2	51
Total	0	90	112	76	0	141	51	72	0	16	586	112	10	56	583	14	1,919

Appendix C
Volumes Summary

Intersection Number: 1
Traffix Node Number: 3021
Intersection Name: Oakland Road and US 101 (N) *
Peak Hour: AM
Count Date: 9/20/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**831**	**544**	**0**	**508**	**3**	**143**	**0**	**792**	**486**	**0**	**0**	**0**	**3,307**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**857**	**561**	**0**	**524**	**4**	**148**	**0**	**816**	**501**	**0**	**0**	**0**	**3,411**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*833*	*635*	*0*	*258*	*0*	*32*	*0*	*1088*	*251*	*0*	*0*	*0*	*3,097*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*727*	*640*	*0*	*110*	*0*	*10*	*0*	*911*	*348*	*0*	*0*	*0*	*2,746*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*0*	*641*	*0*	*241*	*0*	*6*	*0*	*803*	*0*	*0*	*0*	*0*	*1,691*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*748*	*566*	*0*	*223*	*0*	*46*	*0*	*683*	*598*	*0*	*0*	*0*	*2,865*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*567*	*0*	*489*	*0*	*28*	*0*	*602*	*0*	*0*	*0*	*0*	*1,686*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*863*	*953*	*0*	*118*	*0*	*17*	*0*	*1148*	*225*	*0*	*0*	*0*	*3,324*
Year 2030 Cond = e + max(g-c,0)	**884**	**879**	**0**	**231**	**0**	**53**	**0**	**920**	**598**	**0**	**0**	**0**	**3,566**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*863*	*944*	*0*	*118*	*0*	*16*	*0*	*1141*	*223*	*0*	*0*	*0*	*3,305*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**884**	**870**	**0**	**231**	**0**	**52**	**0**	**913**	**598**	**0**	**0**	**0**	**3,549**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*1285*	*0*	*251*	*0*	*1*	*0*	*1140*	*0*	*0*	*0*	*0*	*2,677*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**1211**	**0**	**499**	**0**	**28**	**0**	**939**	**0**	**0**	**0**	**0**	**2,677**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*977*	*1214*	*0*	*125*	*0*	*23*	*0*	*1346*	*225*	*0*	*0*	*0*	*3,910*
Year 2040 General Plan Cond = e + max(l-c,0)	**998**	**1140**	**0**	**238**	**0**	**59**	**0**	**1118**	**598**	**0**	**0**	**0**	**4,152**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*976*	*1198*	*0*	*124*	*0*	*21*	*0*	*1333*	*223*	*0*	*0*	*0*	*3,875*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**997**	**1124**	**0**	**237**	**0**	**57**	**0**	**1105**	**598**	**0**	**0**	**0**	**4,119**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*1821*	*0*	*260*	*0*	*1*	*0*	*1421*	*0*	*0*	*0*	*0*	*3,503*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**1747**	**0**	**508**	**0**	**28**	**0**	**1220**	**0**	**0**	**0**	**0**	**3,503**

Intersection Number: 2
Traffix Node Number: 3022
Intersection Name: Oakland Road and US 101 (S) *
Peak Hour: AM
Count Date: 9/20/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**0**	**357**	**348**	**0**	**0**	**0**	**178**	**898**	**0**	**228**	**0**	**344**	**2,353**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**0**	**368**	**359**	**0**	**0**	**0**	**184**	**926**	**0**	**235**	**0**	**355**	**2,427**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*383*	*293*	*0*	*0*	*0*	*148*	*1160*	*0*	*812*	*0*	*180*	*2,976*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*0*	*423*	*238*	*0*	*0*	*0*	*112*	*1110*	*0*	*567*	*0*	*149*	*2,599*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*0*	*458*	*189*	*0*	*0*	*0*	*136*	*805*	*0*	*0*	*0*	*0*	*1,588*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*408*	*292*	*0*	*0*	*0*	*139*	*886*	*0*	*164*	*0*	*294*	*2,183*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*443*	*232*	*0*	*0*	*0*	*169*	*643*	*0*	*0*	*0*	*0*	*1,486*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*637*	*346*	*0*	*0*	*0*	*74*	*1243*	*0*	*644*	*0*	*184*	*3,128*
Year 2030 Cond = e + max(g-c,0)	**0**	**622**	**400**	**0**	**0**	**0**	**139**	**1019**	**0**	**241**	**0**	**329**	**2,750**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*629*	*345*	*0*	*0*	*0*	*73*	*1238*	*0*	*642*	*0*	*184*	*3,111*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**614**	**399**	**0**	**0**	**0**	**139**	**1014**	**0**	**239**	**0**	**329**	**2,734**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*971*	*318*	*0*	*0*	*0*	*17*	*1140*	*0*	*0*	*0*	*0*	*2,446*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**956**	**361**	**0**	**0**	**0**	**169**	**978**	**0**	**0**	**0**	**0**	**2,463**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*815*	*436*	*0*	*0*	*0*	*74*	*1353*	*0*	*709*	*0*	*214*	*3,601*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**800**	**490**	**0**	**0**	**0**	**139**	**1129**	**0**	**306**	**0**	**359**	**3,223**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*801*	*434*	*0*	*0*	*0*	*73*	*1344*	*0*	*705*	*0*	*214*	*3,571*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**786**	**488**	**0**	**0**	**0**	**139**	**1120**	**0**	**302**	**0**	**359**	**3,194**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*1398*	*425*	*0*	*0*	*0*	*17*	*1420*	*0*	*0*	*0*	*0*	*3,260*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**1383**	**468**	**0**	**0**	**0**	**169**	**1258**	**0**	**0**	**0**	**0**	**3,277**

Intersection Number: 3
Traffix Node Number: 1003
Intersection Name: Berryessa Road and US 101 (N)
Peak Hour: AM
Count Date: 1/1/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**0**	**907**	**0**	**0**	**0**	**0**	**0**	**428**	**0**	**0**	**0**	**0**	**1,335**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**0**	**935**	**0**	**0**	**0**	**0**	**0**	**441**	**0**	**0**	**0**	**0**	**1,376**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*1093*	*0*	*0*	*0*	*0*	*0*	*870*	*0*	*0*	*0*	*0*	*1,963*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*0*	*847*	*0*	*0*	*0*	*0*	*0*	*757*	*0*	*0*	*0*	*0*	*1,604*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*1061*	*860*	*0*	*220*	*0*	*77*	*0*	*995*	*467*	*0*	*0*	*0*	*3,680*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*725*	*0*	*0*	*0*	*0*	*0*	*384*	*0*	*0*	*0*	*0*	*1,108*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*1061*	*736*	*0*	*220*	*0*	*77*	*0*	*566*	*467*	*0*	*0*	*0*	*3,127*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*1110*	*0*	*0*	*0*	*0*	*0*	*1250*	*0*	*0*	*0*	*0*	*2,360*
Year 2030 Cond = e + max(g-c,0)	**0**	**1110**	**0**	**0**	**0**	**0**	**0**	**1250**	**0**	**0**	**0**	**0**	**2,360**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*1100*	*0*	*0*	*0*	*0*	*0*	*1220*	*0*	*0*	*0*	*0*	*2,320*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**1100**	**0**	**0**	**0**	**0**	**0**	**1220**	**0**	**0**	**0**	**0**	**2,320**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*1233*	*770*	*0*	*312*	*0*	*119*	*0*	*1269*	*317*	*0*	*0*	*0*	*4,020*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**1233**	**770**	**0**	**312**	**0**	**119**	**0**	**1269**	**317**	**0**	**0**	**0**	**4,020**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*1329*	*0*	*0*	*0*	*0*	*0*	*1660*	*0*	*0*	*0*	*0*	*2,989*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**1329**	**0**	**0**	**0**	**0**	**0**	**1660**	**0**	**0**	**0**	**0**	**2,989**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*1311*	*0*	*0*	*0*	*0*	*0*	*1605*	*0*	*0*	*0*	*0*	*2,916*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**1311**	**0**	**0**	**0**	**0**	**0**	**1605**	**0**	**0**	**0**	**0**	**2,916**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*1376*	*770*	*0*	*389*	*0*	*154*	*0*	*1498*	*317*	*0*	*0*	*0*	*4,504*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**1376**	**770**	**0**	**389**	**0**	**154**	**0**	**1498**	**317**	**0**	**0**	**0**	**4,504**

Intersection Number: 4
Traffix Node Number: 1004
Intersection Name: Berryessa Road and US 101 (S)
Peak Hour: AM
Count Date: 1/1/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**0**	**907**	**0**	**0**	**0**	**0**	**0**	**428**	**0**	**0**	**0**	**0**	**1,335**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**0**	**935**	**0**	**0**	**0**	**0**	**0**	**441**	**0**	**0**	**0**	**0**	**1,376**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*1085*	*8*	*236*	*0*	*28*	*17*	*632*	*0*	*0*	*0*	*0*	*2,006*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*0*	*841*	*0*	*0*	*0*	*0*	*0*	*540*	*0*	*0*	*0*	*0*	*1,381*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*0*	*805*	*132*	*0*	*0*	*0*	*60*	*825*	*0*	*197*	*0*	*636*	*2,655*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*725*	*0*	*0*	*0*	*0*	*0*	*377*	*0*	*0*	*0*	*0*	*1,102*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*694*	*124*	*0*	*0*	*0*	*43*	*634*	*0*	*197*	*0*	*636*	*2,328*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*1099*	*0*	*0*	*0*	*0*	*0*	*975*	*0*	*0*	*0*	*0*	*2,074*
Year 2030 Cond = e + max(g-c,0)	**0**	**1099**	**0**	**0**	**0**	**0**	**0**	**975**	**0**	**0**	**0**	**0**	**2,074**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*1092*	*0*	*0*	*0*	*0*	*0*	*946*	*0*	*0*	*0*	*0*	*2,038*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**1092**	**0**	**0**	**0**	**0**	**0**	**946**	**0**	**0**	**0**	**0**	**2,038**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*833*	*69*	*0*	*0*	*0*	*166*	*736*	*0*	*186*	*0*	*877*	*2,867*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**833**	**69**	**0**	**0**	**0**	**166**	**736**	**0**	**186**	**0**	**877**	**2,867**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*1314*	*0*	*0*	*0*	*0*	*0*	*1338*	*0*	*0*	*0*	*0*	*2,652*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**1314**	**0**	**0**	**0**	**0**	**0**	**1338**	**0**	**0**	**0**	**0**	**2,652**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*1301*	*0*	*0*	*0*	*0*	*0*	*1285*	*0*	*0*	*0*	*0*	*2,586*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**1301**	**0**	**0**	**0**	**0**	**0**	**1285**	**0**	**0**	**0**	**0**	**2,586**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*856*	*69*	*0*	*0*	*0*	*254*	*736*	*0*	*186*	*0*	*1078*	*3,179*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**856**	**69**	**0**	**0**	**0**	**254**	**736**	**0**	**186**	**0**	**1078**	**3,179**

Intersection Number: 5
Traffix Node Number: 4010
Intersection Name: US 101 and Mabury Road (E)
Peak Hour: AM
Count Date: 5/9/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**18**	**7**	**63**	**500**	**872**	**20**	**12**	**4**	**2**	**11**	**297**	**29**	**1,835**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**19**	**8**	**65**	**516**	**899**	**21**	**13**	**5**	**3**	**12**	**306**	**30**	**1,897**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*31*	*42*	*452*	*614*	*46*	*9*	*7*	*11*	*25*	*85*	*5*	*1,327*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*4*	*4*	*3*	*109*	*770*	*829*	*65*	*363*	*299*	*25*	*409*	*42*	*2,922*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*1*	*30*	*8*	*528*	*843*	*50*	*9*	*8*	*10*	*21*	*112*	*6*	*1,626*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*23*	*1*	*5*	*124*	*1055*	*804*	*69*	*361*	*291*	*12*	*630*	*67*	*3,442*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*20*	*8*	*12*	*592*	*1128*	*25*	*13*	*6*	*3*	*10*	*333*	*31*	*2,181*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*7*	*6*	*8*	*53*	*939*	*1015*	*165*	*438*	*388*	*26*	*885*	*14*	*3,944*
Year 2030 Cond = e + max(g-c,0)	**7**	**6**	**8**	**53**	**939**	**1015**	**165**	**438**	**388**	**26**	**885**	**14**	**3,944**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*8*	*6*	*10*	*60*	*948*	*1010*	*162*	*434*	*381*	*27*	*868*	*9*	*3,923*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**8**	**6**	**10**	**60**	**948**	**1010**	**162**	**434**	**381**	**27**	**868**	**9**	**3,923**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*3*	*34*	*36*	*460*	*782*	*39*	*11*	*11*	*9*	*31*	*329*	*40*	*1,785*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**3**	**34**	**36**	**460**	**782**	**39**	**11**	**11**	**9**	**31**	**329**	**40**	**1,785**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*10*	*7*	*12*	*53*	*1080*	*1170*	*249*	*500*	*463*	*27*	*1281*	*14*	*4,866*
Year 2040 General Plan Cond = e + max(l-c,0)	**10**	**7**	**12**	**53**	**1080**	**1170**	**249**	**500**	**463**	**27**	**1281**	**14**	**4,866**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*11*	*8*	*15*	*60*	*1097*	*1160*	*242*	*494*	*450*	*29*	*1250*	*9*	*4,825*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**11**	**8**	**15**	**60**	**1097**	**1160**	**242**	**494**	**450**	**29**	**1250**	**9**	**4,825**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*5*	*38*	*60*	*460*	*782*	*39*	*12*	*13*	*9*	*40*	*510*	*69*	*2,037*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**5**	**38**	**60**	**460**	**782**	**39**	**12**	**13**	**9**	**40**	**510**	**69**	**2,037**

Intersection Number: 6
Traffix Node Number: 1002
Intersection Name: US 101 and Mabury Road (W)
Peak Hour: AM
Count Date: 5/9/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**23**	**1**	**21**	**64**	**819**	**6**	**1**	**0**	**2**	**3**	**315**	**26**	**1,281**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**24**	**2**	**22**	**66**	**844**	**7**	**2**	**0**	**3**	**4**	**325**	**27**	**1,326**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*21*	*0*	*6*	*50*	*573*	*0*	*0*	*0*	*0*	*0*	*110*	*6*	*766*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*12*	*15*	*8*	*287*	*614*	*169*	*339*	*8*	*49*	*136*	*128*	*4*	*1,769*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*40*	*0*	*8*	*9*	*844*	*0*	*0*	*0*	*0*	*0*	*131*	*13*	*1,045*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*14*	*17*	*24*	*303*	*885*	*176*	*341*	*8*	*52*	*140*	*343*	*18*	*2,321*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*43*	*0*	*24*	*12*	*1115*	*0*	*0*	*0*	*0*	*0*	*346*	*34*	*1,574*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*13*	*20*	*11*	*336*	*754*	*242*	*668*	*6*	*29*	*205*	*259*	*4*	*2,547*
Year 2030 Cond = e + max(g-c,0)	**13**	**20**	**11**	**336**	**754**	**242**	**668**	**6**	**29**	**205**	**259**	**4**	**2,547**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*10*	*17*	*10*	*330*	*759*	*246*	*659*	*6*	*26*	*205*	*250*	*5*	*2,523*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**10**	**17**	**10**	**330**	**759**	**246**	**659**	**6**	**26**	**205**	**250**	**5**	**2,523**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*39*	*0*	*15*	*9*	*788*	*0*	*0*	*0*	*0*	*0*	*387*	*12*	*1,250*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**39**	**0**	**15**	**9**	**788**	**0**	**0**	**0**	**0**	**0**	**387**	**12**	**1,250**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*13*	*24*	*14*	*377*	*870*	*303*	*942*	*6*	*29*	*262*	*368*	*4*	*3,212*
Year 2040 General Plan Cond = e + max(l-c,0)	**13**	**24**	**14**	**377**	**870**	**303**	**942**	**6**	**29**	**262**	**368**	**4**	**3,212**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*10*	*18*	*11*	*366*	*880*	*311*	*925*	*6*	*26*	*262*	*351*	*5*	*3,171*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**10**	**18**	**11**	**366**	**880**	**311**	**925**	**6**	**26**	**262**	**351**	**5**	**3,171**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*39*	*0*	*20*	*9*	*788*	*0*	*0*	*0*	*0*	*0*	*600*	*12*	*1,468*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**39**	**0**	**20**	**9**	**788**	**0**	**0**	**0**	**0**	**0**	**600**	**12**	**1,468**

Intersection Number: 7
Traffix Node Number: 3467
Intersection Name: Eleventh Street and Taylor Street
Peak Hour: AM
Count Date: 10/8/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**0**	**0**	**0**	**63**	**637**	**0**	**89**	**969**	**123**	**0**	**272**	**47**	**2,200**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**0**	**0**	**0**	**63**	**637**	**0**	**89**	**969**	**123**	**0**	**272**	**47**	**2,200**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*0*	*0*	*68*	*676*	*0*	*58*	*1028*	*81*	*0*	*140*	*155*	*2,206*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*43*	*0*	*0*	*46*	*674*	*0*	*34*	*584*	*38*	*1*	*277*	*100*	*1,797*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*58*	*0*	*0*	*107*	*637*	*1*	*52*	*492*	*62*	*1*	*219*	*124*	*1,753*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*43*	*0*	*0*	*43*	*635*	*0*	*52*	*550*	*58*	*1*	*409*	*30*	*1,821*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*58*	*0*	*0*	*102*	*600*	*1*	*80*	*464*	*94*	*1*	*351*	*38*	*1,789*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*41*	*161*	*16*	*54*	*696*	*3*	*51*	*565*	*70*	*6*	*406*	*140*	*2,209*
Year 2030 Cond = e + max(g-c,0)	**41**	**161**	**16**	**54**	**696**	**3**	**51**	**565**	**70**	**6**	**406**	**140**	**2,209**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*46*	*166*	*15*	*68*	*690*	*0*	*37*	*577*	*73*	*5*	*424*	*116*	*2,217*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**46**	**166**	**15**	**68**	**690**	**0**	**37**	**577**	**73**	**5**	**424**	**116**	**2,217**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*69*	*101*	*24*	*88*	*646*	*16*	*73*	*512*	*73*	*3*	*380*	*139*	*2,124*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**69**	**101**	**24**	**88**	**646**	**16**	**73**	**512**	**73**	**3**	**380**	**139**	**2,124**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*41*	*296*	*30*	*61*	*715*	*5*	*66*	*565*	*96*	*10*	*513*	*174*	*2,572*
Year 2040 General Plan Cond = e + max(l-c,0)	**41**	**296**	**30**	**61**	**715**	**5**	**66**	**565**	**96**	**10**	**513**	**174**	**2,572**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*49*	*304*	*27*	*86*	*703*	*0*	*40*	*577*	*102*	*8*	*546*	*129*	*2,571*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**49**	**304**	**27**	**86**	**703**	**0**	**40**	**577**	**102**	**8**	**546**	**129**	**2,571**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*78*	*185*	*44*	*88*	*654*	*29*	*91*	*528*	*83*	*4*	*515*	*151*	*2,450*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**78**	**185**	**44**	**88**	**654**	**29**	**91**	**528**	**83**	**4**	**515**	**151**	**2,450**

Intersection Number: 8
Traffix Node Number: 3822
Intersection Name: Tenth Street and Taylor Street
Peak Hour: AM
Count Date: 9/20/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**63**	**391**	**39**	**0**	**635**	**107**	**0**	**0**	**0**	**64**	**285**	**0**	**1,584**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**65**	**403**	**41**	**0**	**655**	**111**	**0**	**0**	**0**	**66**	**294**	**0**	**1,635**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*16*	*298*	*9*	*0*	*785*	*18*	*0*	*0*	*0*	*25*	*296*	*0*	*1,447*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*10*	*218*	*9*	*99*	*703*	*16*	*61*	*595*	*33*	*19*	*331*	*14*	*2,108*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*14*	*246*	*13*	*108*	*695*	*15*	*62*	*558*	*36*	*21*	*294*	*18*	*2,080*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*41*	*295*	*41*	*99*	*587*	*99*	*61*	*595*	*33*	*50*	*329*	*14*	*2,243*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*57*	*333*	*45*	*108*	*580*	*93*	*62*	*558*	*36*	*55*	*292*	*18*	*2,236*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*14*	*367*	*12*	*120*	*717*	*35*	*72*	*600*	*22*	*20*	*492*	*27*	*2,498*
Year 2030 Cond = e + max(g-c,0)	**14**	**367**	**12**	**120**	**717**	**35**	**72**	**600**	**22**	**20**	**492**	**27**	**2,498**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*19*	*352*	*11*	*122*	*708*	*42*	*81*	*594*	*22*	*23*	*478*	*34*	*2,486*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**19**	**352**	**11**	**122**	**708**	**42**	**81**	**594**	**22**	**23**	**478**	**34**	**2,486**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*17*	*398*	*6*	*129*	*702*	*23*	*84*	*577*	*24*	*21*	*454*	*23*	*2,458*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**17**	**398**	**6**	**129**	**702**	**23**	**84**	**577**	**24**	**21**	**454**	**23**	**2,458**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*18*	*492*	*15*	*138*	*728*	*51*	*82*	*605*	*22*	*21*	*626*	*38*	*2,836*
Year 2040 General Plan Cond = e + max(l-c,0)	**18**	**492**	**15**	**138**	**728**	**51**	**82**	**605**	**22**	**21**	**626**	**38**	**2,836**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*27*	*463*	*13*	*142*	*713*	*64*	*98*	*594*	*22*	*27*	*600*	*50*	*2,813*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**27**	**463**	**13**	**142**	**713**	**64**	**98**	**594**	**22**	**27**	**600**	**50**	**2,813**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*20*	*524*	*6*	*146*	*707*	*30*	*103*	*593*	*24*	*21*	*588*	*27*	*2,789*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**20**	**524**	**6**	**146**	**707**	**30**	**103**	**593**	**24**	**21**	**588**	**27**	**2,789**

Intersection Number: 9
Traffix Node Number: 3581
Intersection Name: Tenth Street and Hedding Street
Peak Hour: AM
Count Date: 9/20/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**45**	**246**	**42**	**738**	**790**	**99**	**0**	**0**	**0**	**84**	**265**	**105**	**2,414**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**47**	**254**	**44**	**761**	**814**	**102**	**0**	**0**	**0**	**87**	**274**	**109**	**2,492**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*33*	*296*	*3*	*845*	*406*	*6*	*0*	*0*	*0*	*21*	*170*	*359*	*2,139*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*11*	*218*	*2*	*535*	*502*	*28*	*0*	*800*	*31*	*19*	*216*	*165*	*2,527*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*11*	*249*	*6*	*510*	*519*	*13*	*1*	*806*	*33*	*25*	*198*	*157*	*2,528*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*16*	*187*	*29*	*482*	*910*	*124*	*0*	*800*	*31*	*79*	*320*	*50*	*3,028*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*16*	*214*	*47*	*459*	*927*	*109*	*1*	*806*	*33*	*91*	*302*	*48*	*3,052*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*18*	*397*	*58*	*433*	*567*	*29*	*1*	*837*	*6*	*5*	*350*	*238*	*2,939*
Year 2030 Cond = e + max(g-c,0)	**18**	**397**	**58**	**433**	**567**	**29**	**1**	**837**	**6**	**5**	**350**	**238**	**2,939**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*16*	*389*	*55*	*444*	*571*	*29*	*1*	*835*	*4*	*5*	*350*	*232*	*2,931*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**16**	**389**	**55**	**444**	**571**	**29**	**1**	**835**	**4**	**5**	**350**	**232**	**2,931**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*8*	*436*	*68*	*451*	*587*	*14*	*1*	*833*	*5*	*7*	*347*	*221*	*2,978*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**8**	**436**	**68**	**451**	**587**	**14**	**1**	**833**	**5**	**7**	**347**	**221**	**2,978**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*23*	*546*	*105*	*433*	*621*	*30*	*1*	*868*	*6*	*5*	*461*	*299*	*3,398*
Year 2040 General Plan Cond = e + max(l-c,0)	**23**	**546**	**105**	**433**	**621**	**30**	**1**	**868**	**6**	**5**	**461**	**299**	**3,398**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*20*	*532*	*100*	*444*	*628*	*30*	*2*	*864*	*4*	*5*	*462*	*287*	*3,378*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**20**	**532**	**100**	**444**	**628**	**30**	**2**	**864**	**4**	**5**	**462**	**287**	**3,378**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*8*	*591*	*120*	*451*	*643*	*15*	*1*	*855*	*5*	*7*	*471*	*274*	*3,441*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**8**	**591**	**120**	**451**	**643**	**15**	**1**	**855**	**5**	**7**	**471**	**274**	**3,441**

Intersection Number: 10
Traffix Node Number: 3469
Intersection Name: Eleventh Street and Hedding Street
Peak Hour: AM
Count Date: 7/18/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**0**	**0**	**0**	**0**	**781**	**0**	**148**	**0**	**780**	**0**	**282**	**0**	**1,991**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**0**	**0**	**0**	**0**	**805**	**0**	**153**	**0**	**804**	**0**	**291**	**0**	**2,053**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*0*	*0*	*0*	*595*	*0*	*478*	*0*	*606*	*0*	*160*	*0*	*1,839*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*0*	*0*	*0*	*0*	*603*	*88*	*241*	*0*	*411*	*0*	*205*	*0*	*1,548*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*0*	*0*	*0*	*0*	*622*	*82*	*229*	*0*	*366*	*0*	*186*	*0*	*1,485*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*0*	*0*	*0*	*813*	*88*	*77*	*0*	*545*	*0*	*336*	*0*	*1,859*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*0*	*0*	*0*	*832*	*82*	*73*	*0*	*486*	*0*	*317*	*0*	*1,790*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*0*	*0*	*0*	*651*	*158*	*285*	*0*	*341*	*32*	*358*	*0*	*1,825*
Year 2030 Cond = e + max(g-c,0)	**0**	**0**	**0**	**0**	**651**	**158**	**285**	**0**	**341**	**32**	**358**	**0**	**1,825**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*0*	*0*	*0*	*660*	*153*	*280*	*0*	*344*	*31*	*359*	*0*	*1,827*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**0**	**0**	**0**	**660**	**153**	**280**	**0**	**344**	**31**	**359**	**0**	**1,827**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*0*	*0*	*0*	*661*	*159*	*267*	*0*	*356*	*37*	*355*	*0*	*1,835*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**0**	**0**	**0**	**661**	**159**	**267**	**0**	**356**	**37**	**355**	**0**	**1,835**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*0*	*0*	*0*	*691*	*217*	*322*	*0*	*341*	*58*	*486*	*0*	*2,115*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**0**	**0**	**0**	**691**	**217**	**322**	**0**	**341**	**58**	**486**	**0**	**2,115**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*0*	*0*	*0*	*707*	*207*	*313*	*0*	*344*	*56*	*487*	*0*	*2,114*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**0**	**0**	**0**	**707**	**207**	**313**	**0**	**344**	**56**	**487**	**0**	**2,114**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*0*	*0*	*0*	*694*	*224*	*298*	*0*	*356*	*68*	*496*	*0*	*2,136*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**0**	**0**	**0**	**694**	**224**	**298**	**0**	**356**	**68**	**496**	**0**	**2,136**

Intersection Number: 11
Traffix Node Number: 3576
Intersection Name: Oakland Road/Thirteenth Street and Hedding Street
Peak Hour: AM
Count Date: 9/20/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**151**	**141**	**96**	**225**	**472**	**23**	**28**	**464**	**162**	**41**	**197**	**245**	**2,245**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**156**	**146**	**99**	**232**	**487**	**24**	**29**	**479**	**167**	**43**	**203**	**253**	**2,318**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*39*	*603*	*403*	*158*	*554*	*86*	*3*	*601*	*25*	*0*	*58*	*605*	*3,135*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*121*	*504*	*214*	*209*	*595*	*40*	*4*	*662*	*0*	*2*	*71*	*402*	*2,824*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*84*	*310*	*3*	*57*	*592*	*106*	*6*	*576*	*48*	*11*	*70*	*360*	*2,223*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*238*	*122*	*53*	*283*	*528*	*11*	*30*	*540*	*0*	*45*	*216*	*168*	*2,234*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*201*	*75*	*1*	*84*	*525*	*44*	*32*	*459*	*190*	*54*	*215*	*151*	*2,030*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*182*	*662*	*307*	*143*	*651*	*27*	*2*	*729*	*0*	*0*	*201*	*470*	*3,374*
Year 2030 Cond = e + max(g-c,0)	**299**	**280**	**146**	**283**	**584**	**11**	**30**	**607**	**0**	**45**	**346**	**236**	**2,867**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*190*	*656*	*301*	*161*	*647*	*35*	*1*	*723*	*0*	*0*	*202*	*465*	*3,381*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**307**	**274**	**140**	**283**	**580**	**11**	**30**	**601**	**0**	**45**	**347**	**231**	**2,849**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*343*	*555*	*13*	*174*	*330*	*51*	*15*	*641*	*56*	*0*	*208*	*440*	*2,826*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**460**	**320**	**11**	**201**	**525**	**44**	**41**	**524**	**198**	**54**	**353**	**231**	**2,961**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*233*	*794*	*385*	*143*	*698*	*27*	*2*	*785*	*0*	*0*	*310*	*527*	*3,904*
Year 2040 General Plan Cond = e + max(l-c,0)	**350**	**412**	**224**	**283**	**631**	**11**	**30**	**663**	**0**	**45**	**455**	**293**	**3,397**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*248*	*782*	*373*	*161*	*691*	*35*	*1*	*774*	*0*	*0*	*311*	*517*	*3,893*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**365**	**400**	**212**	**283**	**624**	**11**	**30**	**652**	**0**	**45**	**456**	**283**	**3,361**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*558*	*759*	*22*	*271*	*330*	*51*	*23*	*695*	*63*	*0*	*323*	*507*	*3,602*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**675**	**524**	**20**	**298**	**525**	**44**	**49**	**578**	**205**	**54**	**468**	**298**	**3,737**

Intersection Number: 12
Traffix Node Number: 3421
Intersection Name: Oakland Road and Commercial Street
Peak Hour: AM
Count Date: 9/20/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**48**	**521**	**92**	**247**	**384**	**681**	**215**	**927**	**215**	**121**	**53**	**30**	**3,534**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**50**	**537**	**95**	**255**	**396**	**702**	**222**	**956**	**222**	**125**	**55**	**31**	**3,646**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*2*	*486*	*4*	*212*	*586*	*727*	*301*	*951*	*302*	*23*	*21*	*2*	*3,617*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*2*	*486*	*5*	*389*	*653*	*834*	*208*	*1033*	*204*	*18*	*22*	*2*	*3,856*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*2*	*503*	*5*	*343*	*702*	*112*	*91*	*1126*	*179*	*25*	*15*	*2*	*3,105*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*50*	*537*	*96*	*432*	*463*	*809*	*153*	*1038*	*150*	*98*	*56*	*31*	*3,913*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*50*	*554*	*96*	*386*	*512*	*108*	*67*	*1131*	*132*	*127*	*39*	*31*	*3,233*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*3*	*816*	*32*	*465*	*680*	*932*	*242*	*1247*	*203*	*38*	*126*	*1*	*4,785*
Year 2030 Cond = e + max(g-c,0)	**51**	**867**	**123**	**508**	**490**	**907**	**187**	**1252**	**150**	**118**	**160**	**31**	**4,844**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*4*	*797*	*31*	*451*	*673*	*954*	*236*	*1246*	*223*	*32*	*125*	*1*	*4,773*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**52**	**848**	**122**	**494**	**483**	**929**	**181**	**1251**	**169**	**112**	**159**	**31**	**4,831**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*3*	*897*	*28*	*381*	*682*	*363*	*152*	*1388*	*220*	*35*	*167*	*1*	*4,317*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**51**	**948**	**119**	**424**	**512**	**359**	**128**	**1393**	**173**	**137**	**191**	**31**	**4,466**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*4*	*1091*	*55*	*529*	*703*	*1014*	*270*	*1425*	*203*	*54*	*212*	*1*	*5,561*
Year 2040 General Plan Cond = e + max(l-c,0)	**52**	**1142**	**146**	**572**	**513**	**989**	**215**	**1430**	**150**	**134**	**246**	**31**	**5,620**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*5*	*1056*	*53*	*503*	*689*	*1054*	*259*	*1424*	*239*	*44*	*210*	*1*	*5,537*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**53**	**1107**	**144**	**546**	**499**	**1029**	**204**	**1429**	**185**	**124**	**244**	**31**	**5,595**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*4*	*1225*	*47*	*412*	*682*	*572*	*203*	*1606*	*255*	*43*	*293*	*1*	*5,343*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**52**	**1276**	**138**	**455**	**512**	**568**	**179**	**1611**	**208**	**145**	**317**	**31**	**5,492**

Intersection Number: 13
Traffix Node Number: 3294
Intersection Name: Commercial Street and Berryessa Road
Peak Hour: AM
Count Date: 9/25/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**50**	**0**	**148**	**1149**	**916**	**14**	**2**	**7**	**0**	**7**	**256**	**282**	**2,831**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**52**	**0**	**153**	**1184**	**944**	**15**	**3**	**8**	**0**	**8**	**264**	**291**	**2,922**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*16*	*11*	*21*	*1459*	*945*	*25*	*2*	*13*	*6*	*80*	*417*	*162*	*3,157*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*7*	*8*	*31*	*1753*	*813*	*29*	*3*	*12*	*4*	*35*	*367*	*303*	*3,365*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*50*	*8*	*31*	*1246*	*1379*	*26*	*2*	*7*	*13*	*78*	*484*	*282*	*3,606*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*23*	*0*	*163*	*1478*	*812*	*19*	*4*	*7*	*0*	*4*	*232*	*432*	*3,174*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*86*	*0*	*163*	*1011*	*1378*	*16*	*3*	*4*	*7*	*8*	*331*	*411*	*3,418*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*14*	*18*	*170*	*1819*	*1074*	*38*	*6*	*16*	*7*	*75*	*681*	*451*	*4,369*
Year 2030 Cond = e + max(g-c,0)	**30**	**18**	**302**	**1544**	**1073**	**28**	**7**	**11**	**7**	**44**	**546**	**580**	**4,190**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*10*	*17*	*167*	*1853*	*1061*	*38*	*6*	*16*	*8*	*76*	*653*	*438*	*4,343*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**26**	**17**	**299**	**1578**	**1060**	**28**	**7**	**11**	**8**	**45**	**518**	**567**	**4,164**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*9*	*18*	*194*	*1475*	*1559*	*37*	*5*	*13*	*16*	*91*	*825*	*264*	*4,506*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**86**	**18**	**326**	**1240**	**1558**	**27**	**6**	**10**	**10**	**21**	**672**	**411**	**4,385**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*19*	*26*	*286*	*1874*	*1292*	*46*	*8*	*20*	*10*	*109*	*942*	*574*	*5,206*
Year 2040 General Plan Cond = e + max(l-c,0)	**35**	**26**	**418**	**1599**	**1291**	**36**	**9**	**15**	**10**	**78**	**807**	**703**	**5,027**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*13*	*25*	*280*	*1936*	*1267*	*46*	*8*	*20*	*11*	*111*	*891*	*551*	*5,159*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**29**	**25**	**412**	**1661**	**1266**	**36**	**9**	**15**	**11**	**80**	**756**	**680**	**4,980**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*9*	*27*	*330*	*1665*	*1709*	*47*	*8*	*18*	*19*	*102*	*1109*	*264*	*5,307*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**86**	**27**	**462**	**1430**	**1708**	**37**	**9**	**15**	**13**	**32**	**956**	**411**	**5,186**

Intersection Number: 14
Traffix Node Number: 4122
Intersection Name: Sierra Road and Berryessa Road
Peak Hour: AM
Count Date: 5/9/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**287**	**0**	**53**	**47**	**1448**	**0**	**0**	**0**	**0**	**0**	**381**	**76**	**2,292**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**296**	**0**	**55**	**49**	**1492**	**0**	**0**	**0**	**0**	**0**	**393**	**79**	**2,364**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*733*	*0*	*0*	*0*	*1696*	*0*	*0*	*0*	*0*	*0*	*129*	*310*	*2,868*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*577*	*141*	*7*	*94*	*1885*	*0*	*0*	*78*	*134*	*3*	*139*	*257*	*3,315*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*648*	*37*	*37*	*97*	*1806*	*0*	*0*	*82*	*196*	*3*	*252*	*259*	*3,417*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*233*	*141*	*62*	*143*	*1681*	*0*	*0*	*78*	*134*	*3*	*403*	*65*	*2,943*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*262*	*37*	*92*	*146*	*1602*	*0*	*0*	*82*	*196*	*3*	*516*	*66*	*3,002*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*657*	*195*	*79*	*68*	*2096*	*103*	*82*	*78*	*214*	*45*	*451*	*375*	*4,443*
Year 2030 Cond = e + max(g-c,0)	**313**	**195**	**134**	**143**	**1892**	**103**	**82**	**78**	**214**	**45**	**715**	**183**	**4,097**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*657*	*207*	*62*	*50*	*2083*	*104*	*80*	*80*	*213*	*39*	*445*	*342*	*4,362*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**313**	**207**	**117**	**143**	**1879**	**104**	**80**	**80**	**213**	**39**	**709**	**150**	**4,034**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*718*	*78*	*86*	*62*	*2065*	*76*	*85*	*75*	*287*	*100*	*593*	*329*	*4,554*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**332**	**78**	**141**	**146**	**1861**	**76**	**85**	**82**	**287**	**100**	**857**	**136**	**4,181**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*724*	*240*	*139*	*68*	*2272*	*190*	*150*	*78*	*281*	*81*	*712*	*474*	*5,408*
Year 2040 General Plan Cond = e + max(l-c,0)	**380**	**240**	**194**	**143**	**2068**	**190**	**150**	**78**	**281**	**81**	**976**	**282**	**5,062**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*723*	*262*	*107*	*50*	*2248*	*191*	*148*	*82*	*279*	*69*	*701*	*412*	*5,270*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**379**	**262**	**162**	**143**	**2044**	**191**	**148**	**82**	**279**	**69**	**965**	**220**	**4,942**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*776*	*112*	*126*	*62*	*2281*	*139*	*156*	*75*	*364*	*181*	*877*	*388*	*5,536*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**390**	**112**	**181**	**146**	**2077**	**139**	**156**	**82**	**364**	**181**	**1141**	**195**	**5,162**

Intersection Number: 15
Traffix Node Number: 4136
Intersection Name: Flea Market Entrance/Green Street and Berryessa Road
Peak Hour: AM
Count Date: 5/9/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**0**	**0**	**0**	**0**	**1523**	**44**	**6**	**0**	**6**	**18**	**400**	**3**	**2,000**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**0**	**0**	**0**	**0**	**1570**	**46**	**7**	**0**	**7**	**19**	**413**	**4**	**2,066**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*0*	*0*	*0*	*1695*	*7*	*1*	*0*	*2*	*5*	*125*	*0*	*1,835*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*1*	*0*	*1*	*6*	*1978*	*73*	*0*	*1*	*0*	*0*	*142*	*4*	*2,206*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*1*	*0*	*1*	*7*	*1902*	*79*	*0*	*0*	*0*	*0*	*286*	*4*	*2,280*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*1*	*0*	*1*	*6*	*1853*	*112*	*0*	*1*	*0*	*0*	*430*	*8*	*2,412*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*1*	*0*	*1*	*7*	*1777*	*118*	*0*	*0*	*0*	*0*	*574*	*8*	*2,486*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*56*	*11*	*74*	*21*	*2070*	*137*	*82*	*10*	*153*	*45*	*450*	*116*	*3,225*
Year 2030 Cond = e + max(g-c,0)	**56**	**11**	**74**	**21**	**1945**	**137**	**82**	**10**	**153**	**45**	**738**	**120**	**3,392**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*54*	*43*	*96*	*15*	*2054*	*137*	*81*	*36*	*154*	*37*	*420*	*129*	*3,256*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**54**	**43**	**96**	**15**	**1929**	**137**	**81**	**36**	**154**	**37**	**708**	**133**	**3,423**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*53*	*14*	*119*	*18*	*1953*	*111*	*85*	*9*	*212*	*100*	*543*	*119*	*3,336*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**53**	**14**	**119**	**18**	**1828**	**111**	**85**	**9**	**212**	**100**	**831**	**123**	**3,503**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*102*	*21*	*134*	*33*	*2148*	*190*	*151*	*17*	*281*	*83*	*707*	*209*	*4,075*
Year 2040 General Plan Cond = e + max(l-c,0)	**102**	**21**	**134**	**33**	**2023**	**190**	**151**	**17**	**281**	**83**	**995**	**213**	**4,242**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*98*	*78*	*175*	*23*	*2117*	*190*	*149*	*65*	*282*	*69*	*653*	*234*	*4,131*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**98**	**78**	**175**	**23**	**1992**	**190**	**149**	**65**	**282**	**69**	**941**	**238**	**4,298**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*97*	*25*	*217*	*28*	*1996*	*139*	*155*	*17*	*390*	*183*	*757*	*215*	*4,218*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**97**	**25**	**217**	**28**	**1871**	**139**	**155**	**17**	**390**	**183**	**1045**	**219**	**4,385**

Intersection Number: 16
Traffix Node Number: 4137
Intersection Name: BART Station Way and Berryessa Road
Peak Hour: AM
Count Date: 5/9/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**0**	**0**	**0**	**0**	**1554**	**0**	**0**	**0**	**0**	**0**	**436**	**0**	**1,990**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**0**	**0**	**0**	**0**	**1602**	**0**	**0**	**0**	**0**	**0**	**450**	**0**	**2,052**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*0*	*0*	*0*	*1702*	*0*	*0*	*0*	*0*	*0*	*127*	*0*	*1,829*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*0*	*0*	*0*	*0*	*2056*	*0*	*0*	*0*	*0*	*0*	*143*	*0*	*2,199*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*0*	*0*	*0*	*0*	*1988*	*0*	*0*	*0*	*0*	*0*	*286*	*0*	*2,274*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*0*	*0*	*0*	*1956*	*0*	*0*	*0*	*0*	*0*	*466*	*0*	*2,422*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*0*	*0*	*0*	*1888*	*0*	*0*	*0*	*0*	*0*	*609*	*0*	*2,497*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*0*	*0*	*0*	*2215*	*250*	*74*	*0*	*71*	*101*	*474*	*0*	*3,185*
Year 2030 Cond = e + max(g-c,0)	**0**	**0**	**0**	**0**	**2115**	**250**	**74**	**0**	**71**	**101**	**797**	**0**	**3,408**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*0*	*0*	*0*	*2208*	*246*	*71*	*0*	*58*	*99*	*494*	*0*	*3,176*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**0**	**0**	**0**	**2108**	**246**	**71**	**0**	**58**	**99**	**817**	**0**	**3,399**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*0*	*0*	*0*	*2089*	*265*	*112*	*0*	*83*	*146*	*594*	*0*	*3,289*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**0**	**0**	**0**	**1989**	**265**	**112**	**0**	**83**	**146**	**917**	**0**	**3,512**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*0*	*0*	*0*	*2348*	*459*	*135*	*0*	*130*	*185*	*750*	*0*	*4,007*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**0**	**0**	**0**	**2248**	**459**	**135**	**0**	**130**	**185**	**1073**	**0**	**4,230**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*0*	*0*	*0*	*2335*	*451*	*131*	*0*	*106*	*181*	*787*	*0*	*3,991*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**0**	**0**	**0**	**2235**	**451**	**131**	**0**	**106**	**181**	**1110**	**0**	**4,214**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*0*	*0*	*0*	*2174*	*485*	*205*	*0*	*152*	*267*	*850*	*0*	*4,133*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**0**	**0**	**0**	**2074**	**485**	**205**	**0**	**152**	**267**	**1173**	**0**	**4,356**

Intersection Number: 17
Traffix Node Number: 3661
Intersection Name: Lundy Avenue and Sierra Road
Peak Hour: AM
Count Date: 9/25/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**31**	**245**	**17**	**167**	**93**	**67**	**24**	**740**	**37**	**84**	**84**	**76**	**1,665**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**32**	**253**	**18**	**173**	**96**	**70**	**25**	**763**	**39**	**87**	**87**	**79**	**1,722**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*51*	*59*	*0*	*6*	*100*	*9*	*11*	*862*	*210*	*147*	*68*	*164*	*1,687*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*42*	*67*	*0*	*10*	*38*	*36*	*12*	*975*	*53*	*76*	*56*	*161*	*1,526*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*41*	*68*	*0*	*7*	*37*	*32*	*12*	*946*	*50*	*55*	*55*	*176*	*1,479*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*26*	*261*	*0*	*177*	*36*	*97*	*26*	*876*	*10*	*45*	*72*	*78*	*1,704*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*26*	*262*	*0*	*174*	*36*	*93*	*26*	*847*	*9*	*33*	*70*	*91*	*1,666*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*57*	*175*	*16*	*101*	*117*	*86*	*14*	*1096*	*81*	*110*	*83*	*197*	*2,133*
Year 2030 Cond = e + max(g-c,0)	**41**	**369**	**16**	**268**	**115**	**147**	**28**	**997**	**38**	**79**	**99**	**114**	**2,311**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*53*	*136*	*4*	*97*	*142*	*59*	*13*	*1139*	*69*	*108*	*82*	*159*	*2,061*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**37**	**330**	**4**	**264**	**140**	**120**	**27**	**1040**	**26**	**77**	**98**	**78**	**2,241**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*45*	*139*	*6*	*117*	*126*	*42*	*14*	*1108*	*71*	*100*	*82*	*171*	*2,021*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**30**	**333**	**6**	**284**	**125**	**103**	**28**	**1009**	**30**	**78**	**97**	**91**	**2,213**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*69*	*265*	*29*	*176*	*183*	*127*	*15*	*1196*	*105*	*138*	*106*	*227*	*2,636*
Year 2040 General Plan Cond = e + max(l-c,0)	**53**	**459**	**29**	**343**	**181**	**188**	**29**	**1097**	**62**	**107**	**122**	**144**	**2,814**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*62*	*193*	*8*	*169*	*228*	*78*	*14*	*1276*	*82*	*134*	*103*	*159*	*2,506*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**46**	**387**	**8**	**336**	**226**	**139**	**28**	**1177**	**39**	**103**	**119**	**78**	**2,686**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*49*	*199*	*11*	*208*	*201*	*50*	*15*	*1243*	*89*	*138*	*104*	*171*	*2,478*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**34**	**393**	**11**	**375**	**200**	**111**	**29**	**1144**	**48**	**116**	**119**	**91**	**2,670**

Intersection Number: 18
Traffix Node Number: 3076
Intersection Name: Lundy Avenue and Berryessa Road *
Peak Hour: AM
Count Date: 9/20/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**144**	**190**	**136**	**302**	**1451**	**290**	**129**	**349**	**294**	**91**	**251**	**100**	**3,727**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**149**	**196**	**141**	**312**	**1495**	**299**	**133**	**360**	**303**	**94**	**259**	**104**	**3,845**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*109*	*131*	*85*	*157*	*1330*	*122*	*71*	*757*	*265*	*31*	*83*	*12*	*3,153*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*169*	*70*	*71*	*57*	*1600*	*86*	*116*	*820*	*291*	*6*	*111*	*26*	*3,423*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*144*	*92*	*50*	*54*	*1575*	*92*	*123*	*791*	*275*	*60*	*196*	*30*	*3,482*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*209*	*105*	*118*	*113*	*1765*	*211*	*178*	*423*	*329*	*18*	*287*	*118*	*3,874*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*184*	*138*	*83*	*107*	*1740*	*225*	*185*	*394*	*313*	*123*	*372*	*122*	*3,986*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*279*	*199*	*85*	*86*	*1881*	*217*	*68*	*895*	*307*	*53*	*401*	*95*	*4,566*
Year 2030 Cond = e + max(g-c,0)	**319**	**234**	**132**	**142**	**2046**	**342**	**178**	**498**	**345**	**65**	**577**	**187**	**5,065**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*243*	*174*	*75*	*68*	*1917*	*171*	*59*	*931*	*299*	*40*	*424*	*104*	*4,505*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**283**	**209**	**122**	**124**	**2082**	**296**	**178**	**534**	**337**	**52**	**600**	**196**	**5,013**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*213*	*174*	*67*	*91*	*1813*	*182*	*62*	*856*	*335*	*138*	*458*	*112*	*4,501*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**253**	**220**	**100**	**144**	**1978**	**315**	**185**	**459**	**373**	**201**	**634**	**204**	**5,066**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*370*	*306*	*96*	*111*	*2116*	*326*	*68*	*958*	*320*	*93*	*643*	*153*	*5,560*
Year 2040 General Plan Cond = e + max(l-c,0)	**410**	**341**	**143**	**167**	**2281**	**451**	**178**	**561**	**358**	**105**	**819**	**245**	**6,059**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*305*	*260*	*79*	*77*	*2181*	*242*	*59*	*1023*	*306*	*69*	*684*	*169*	*5,454*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**345**	**295**	**126**	**133**	**2346**	**367**	**178**	**626**	**344**	**81**	**860**	**261**	**5,962**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*271*	*242*	*81*	*122*	*2011*	*257*	*62*	*911*	*385*	*203*	*677*	*180*	*5,402*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**311**	**288**	**114**	**175**	**2176**	**390**	**185**	**514**	**423**	**266**	**853**	**272**	**5,967**

Intersection Number: 19
Traffix Node Number: 3295
Intersection Name: Flickinger Avenue/Jackson Avenue and Berryessa Road
Peak Hour: AM
Count Date: 9/25/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**68**	**215**	**208**	**201**	**1597**	**302**	**483**	**394**	**320**	**100**	**592**	**24**	**4,504**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**71**	**222**	**215**	**208**	**1646**	**312**	**498**	**406**	**330**	**104**	**610**	**25**	**4,647**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*16*	*13*	*52*	*81*	*1077*	*8*	*29*	*413*	*561*	*27*	*390*	*23*	*2,690*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*65*	*12*	*55*	*82*	*1158*	*4*	*28*	*591*	*567*	*30*	*431*	*34*	*3,057*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*55*	*12*	*56*	*78*	*1116*	*3*	*16*	*577*	*594*	*30*	*501*	*35*	*3,073*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*120*	*205*	*218*	*209*	*1727*	*156*	*481*	*584*	*336*	*107*	*651*	*36*	*4,830*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*110*	*205*	*219*	*200*	*1685*	*117*	*275*	*570*	*363*	*107*	*721*	*37*	*4,609*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*66*	*124*	*23*	*98*	*1652*	*55*	*16*	*791*	*408*	*125*	*578*	*43*	*3,979*
Year 2030 Cond = e + max(g-c,0)	**121**	**317**	**218**	**225**	**2221**	**207**	**481**	**784**	**336**	**202**	**798**	**45**	**5,955**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*45*	*116*	*22*	*96*	*1649*	*51*	*12*	*781*	*404*	*125*	*578*	*42*	*3,921*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**120**	**309**	**218**	**223**	**2218**	**203**	**481**	**774**	**336**	**202**	**798**	**44**	**5,926**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*58*	*109*	*21*	*93*	*1601*	*25*	*17*	*784*	*367*	*133*	*612*	*39*	*3,859*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**113**	**302**	**219**	**215**	**2170**	**139**	**276**	**777**	**363**	**210**	**832**	**41**	**5,657**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*66*	*217*	*23*	*112*	*2063*	*97*	*16*	*957*	*408*	*204*	*701*	*51*	*4,915*
Year 2040 General Plan Cond = e + max(l-c,0)	**121**	**410**	**218**	**239**	**2632**	**249**	**481**	**950**	**336**	**281**	**921**	**53**	**6,891**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*45*	*202*	*22*	*107*	*2059*	*91*	*12*	*939*	*404*	*204*	*700*	*49*	*4,834*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**120**	**395**	**218**	**234**	**2628**	**243**	**481**	**932**	**336**	**281**	**920**	**51**	**6,839**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*60*	*190*	*21*	*105*	*2006*	*43*	*18*	*956*	*367*	*219*	*705*	*42*	*4,732*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**115**	**383**	**219**	**227**	**2575**	**157**	**277**	**949**	**363**	**296**	**925**	**44**	**6,530**

Intersection Number: 20
Traffix Node Number: 3595
Intersection Name: Jackson Avenue and Mabury Road
Peak Hour: AM
Count Date: 9/25/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**157**	**350**	**98**	**203**	**789**	**183**	**161**	**512**	**193**	**143**	**348**	**151**	**3,288**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**162**	**361**	**101**	**210**	**813**	**189**	**166**	**528**	**199**	**148**	**359**	**156**	**3,392**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*49*	*90*	*46*	*281*	*370*	*40*	*21*	*859*	*152*	*15*	*58*	*14*	*1,995*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*54*	*80*	*48*	*341*	*729*	*30*	*21*	*971*	*225*	*12*	*133*	*30*	*2,674*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*49*	*84*	*48*	*373*	*626*	*36*	*26*	*944*	*194*	*15*	*39*	*13*	*2,447*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*167*	*321*	*103*	*270*	*1172*	*142*	*166*	*640*	*272*	*118*	*434*	*172*	*3,977*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*162*	*337*	*103*	*302*	*1069*	*170*	*171*	*613*	*241*	*148*	*241*	*145*	*3,702*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*74*	*378*	*57*	*369*	*906*	*103*	*29*	*1023*	*264*	*39*	*166*	*13*	*3,421*
Year 2030 Cond = e + max(g-c,0)	**187**	**619**	**112**	**298**	**1349**	**215**	**174**	**692**	**311**	**145**	**467**	**172**	**4,741**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*67*	*383*	*57*	*374*	*906*	*85*	*31*	*1018*	*242*	*34*	*168*	*14*	*3,379*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**180**	**624**	**112**	**303**	**1349**	**197**	**176**	**687**	**289**	**140**	**469**	**172**	**4,698**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*52*	*381*	*59*	*417*	*797*	*100*	*31*	*964*	*261*	*38*	*78*	*10*	*3,188*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**165**	**634**	**114**	**346**	**1240**	**234**	**176**	**633**	**308**	**171**	**280**	**145**	**4,446**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*90*	*627*	*64*	*393*	*1053*	*163*	*36*	*1066*	*297*	*62*	*193*	*13*	*4,057*
Year 2040 General Plan Cond = e + max(l-c,0)	**203**	**868**	**119**	**322**	**1496**	**275**	**181**	**735**	**344**	**168**	**494**	**172**	**5,377**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*77*	*635*	*64*	*401*	*1053*	*131*	*39*	*1058*	*257*	*52*	*197*	*14*	*3,978*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**190**	**876**	**119**	**330**	**1496**	**243**	**184**	**727**	**304**	**158**	**498**	**172**	**5,297**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*55*	*628*	*69*	*453*	*939*	*153*	*35*	*981*	*316*	*58*	*111*	*10*	*3,808*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**168**	**881**	**124**	**382**	**1382**	**287**	**180**	**650**	**363**	**191**	**313**	**145**	**5,066**

Intersection Number: 21
Traffix Node Number: 3623
Intersection Name: King Road and Mabury Road
Peak Hour: AM
Count Date: 9/25/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**282**	**245**	**104**	**172**	**929**	**123**	**112**	**441**	**373**	**91**	**195**	**69**	**3,136**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**291**	**253**	**108**	**178**	**958**	**127**	**116**	**455**	**385**	**94**	**201**	**72**	**3,238**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*238*	*178*	*19*	*20*	*536*	*12*	*10*	*715*	*376*	*16*	*60*	*81*	*2,261*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*237*	*83*	*17*	*24*	*975*	*12*	*7*	*820*	*480*	*27*	*159*	*137*	*2,978*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*190*	*153*	*17*	*21*	*835*	*12*	*2*	*786*	*579*	*33*	*50*	*75*	*2,753*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*290*	*118*	*97*	*182*	*1397*	*127*	*81*	*560*	*489*	*105*	*300*	*128*	*3,874*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*232*	*217*	*97*	*179*	*1257*	*127*	*23*	*526*	*588*	*111*	*168*	*67*	*3,592*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*243*	*272*	*26*	*95*	*1132*	*24*	*1*	*992*	*495*	*95*	*203*	*277*	*3,855*
Year 2030 Cond = e + max(g-c,0)	**296**	**307**	**106**	**253**	**1554**	**139**	**81**	**732**	**504**	**173**	**344**	**268**	**4,757**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*221*	*258*	*21*	*68*	*1140*	*18*	*0*	*978*	*490*	*124*	*205*	*215*	*3,738*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**290**	**293**	**101**	**226**	**1562**	**133**	**81**	**718**	**499**	**202**	**346**	**206**	**4,657**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*123*	*299*	*21*	*71*	*1005*	*37*	*0*	*916*	*602*	*185*	*106*	*103*	*3,468*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**232**	**363**	**101**	**229**	**1427**	**152**	**23**	**656**	**611**	**263**	**224**	**95**	**4,376**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*248*	*429*	*34*	*154*	*1263*	*34*	*1*	*1135*	*508*	*151*	*239*	*394*	*4,590*
Year 2040 General Plan Cond = e + max(l-c,0)	**301**	**464**	**114**	**312**	**1685**	**149**	**81**	**875**	**517**	**229**	**380**	**385**	**5,492**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*221*	*404*	*24*	*104*	*1277*	*23*	*0*	*1110*	*498*	*204*	*244*	*280*	*4,389*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**290**	**439**	**104**	**262**	**1699**	**138**	**81**	**850**	**507**	**282**	**385**	**271**	**5,308**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*123*	*421*	*24*	*112*	*1147*	*57*	*0*	*1024*	*622*	*311*	*153*	*127*	*4,121*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**232**	**485**	**104**	**270**	**1569**	**172**	**23**	**764**	**631**	**389**	**271**	**119**	**5,029**

Intersection Number: 22
Traffix Node Number: 4135
Intersection Name: Lenfest Road/BART Station Way and Mabury Road
Peak Hour: AM
Count Date: 5/9/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**0**	**0**	**0**	**0**	**1295**	**38**	**15**	**0**	**99**	**54**	**297**	**0**	**1,798**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**0**	**0**	**0**	**0**	**1335**	**40**	**16**	**0**	**102**	**56**	**306**	**0**	**1,855**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*0*	*0*	*0*	*1058*	*94*	*30*	*0*	*55*	*9*	*127*	*0*	*1,373*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*0*	*0*	*0*	*0*	*1608*	*84*	*26*	*1*	*85*	*94*	*300*	*0*	*2,198*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*0*	*0*	*0*	*0*	*1516*	*88*	*26*	*0*	*81*	*14*	*133*	*0*	*1,858*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*0*	*0*	*0*	*1885*	*36*	*14*	*1*	*132*	*141*	*479*	*0*	*2,688*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*0*	*0*	*0*	*1793*	*37*	*14*	*0*	*128*	*61*	*312*	*0*	*2,345*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*111*	*3*	*64*	*212*	*1618*	*1*	*8*	*21*	*65*	*112*	*496*	*88*	*2,799*
Year 2030 Cond = e + max(g-c,0)	**111**	**3**	**64**	**212**	**1895**	**36**	**14**	**21**	**132**	**159**	**675**	**88**	**3,410**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*110*	*4*	*64*	*203*	*1616*	*1*	*7*	*22*	*62*	*116*	*466*	*84*	*2,755*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**110**	**4**	**64**	**203**	**1893**	**36**	**14**	**22**	**132**	**163**	**645**	**84**	**3,370**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*93*	*35*	*88*	*226*	*1473*	*1*	*7*	*20*	*32*	*22*	*291*	*100*	*2,388*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**93**	**35**	**88**	**226**	**1793**	**37**	**14**	**20**	**128**	**69**	**470**	**100**	**3,073**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*204*	*6*	*117*	*389*	*1626*	*1*	*8*	*38*	*65*	*127*	*659*	*161*	*3,401*
Year 2040 General Plan Cond = e + max(l-c,0)	**204**	**6**	**117**	**389**	**1903**	**36**	**14**	**38**	**132**	**174**	**838**	**161**	**4,012**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*202*	*7*	*117*	*373*	*1622*	*1*	*7*	*39*	*62*	*134*	*604*	*154*	*3,322*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**202**	**7**	**117**	**373**	**1899**	**36**	**14**	**39**	**132**	**181**	**783**	**154**	**3,937**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*171*	*64*	*161*	*415*	*1473*	*1*	*7*	*37*	*32*	*29*	*422*	*183*	*2,995*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**171**	**64**	**161**	**415**	**1793**	**37**	**14**	**37**	**128**	**76**	**601**	**183**	**3,680**

Intersection Number: 23
Traffix Node Number: 3665
Intersection Name: Flea Market Entrance/Sierra Road and Mabury Road
Peak Hour: AM
Count Date: 5/9/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**2**	**0**	**5**	**19**	**1388**	**13**	**11**	**0**	**14**	**17**	**343**	**9**	**1,821**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**3**	**0**	**6**	**20**	**1431**	**14**	**12**	**0**	**15**	**18**	**354**	**10**	**1,883**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*0*	*0*	*0*	*1112*	*0*	*0*	*0*	*0*	*0*	*136*	*0*	*1,248*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*201*	*0*	*18*	*166*	*1526*	*0*	*0*	*0*	*0*	*0*	*375*	*48*	*2,334*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*96*	*0*	*24*	*270*	*1326*	*0*	*0*	*0*	*0*	*0*	*123*	*6*	*1,845*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*204*	*0*	*24*	*186*	*1845*	*14*	*12*	*0*	*15*	*18*	*593*	*58*	*2,969*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*99*	*0*	*30*	*290*	*1645*	*14*	*12*	*0*	*15*	*18*	*320*	*16*	*2,459*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*448*	*0*	*40*	*200*	*1603*	*0*	*0*	*0*	*0*	*0*	*658*	*341*	*3,290*
Year 2030 Cond = e + max(g-c,0)	**448**	**0**	**40**	**200**	**1922**	**14**	**12**	**0**	**15**	**18**	**876**	**341**	**3,886**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*451*	*0*	*40*	*191*	*1608*	*0*	*0*	*0*	*0*	*0*	*628*	*352*	*3,270*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**451**	**0**	**40**	**191**	**1927**	**14**	**12**	**0**	**15**	**18**	**846**	**352**	**3,866**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*146*	*0*	*120*	*435*	*1099*	*0*	*0*	*0*	*0*	*0*	*293*	*82*	*2,175*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**146**	**0**	**120**	**435**	**1645**	**14**	**12**	**0**	**15**	**18**	**490**	**82**	**2,977**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*654*	*0*	*59*	*229*	*1668*	*0*	*0*	*0*	*0*	*0*	*893*	*585*	*4,088*
Year 2040 General Plan Cond = e + max(l-c,0)	**654**	**0**	**59**	**229**	**1987**	**14**	**12**	**0**	**15**	**18**	**1111**	**585**	**4,684**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*659*	*0*	*59*	*212*	*1676*	*0*	*0*	*0*	*0*	*0*	*838*	*605*	*4,049*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**659**	**0**	**59**	**212**	**1995**	**14**	**12**	**0**	**15**	**18**	**1056**	**605**	**4,645**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*188*	*0*	*200*	*573*	*1099*	*0*	*0*	*0*	*0*	*0*	*434*	*146*	*2,640*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**188**	**0**	**200**	**573**	**1645**	**14**	**12**	**0**	**15**	**18**	**631**	**146**	**3,442**

Intersection Number: 24
Traffix Node Number: 3625
Intersection Name: King Road and McKee Road
Peak Hour: AM
Count Date: 9/25/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**411**	**264**	**54**	**317**	**800**	**120**	**195**	**606**	**185**	**43**	**504**	**327**	**3,826**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**424**	**272**	**56**	**327**	**825**	**124**	**201**	**625**	**191**	**45**	**520**	**337**	**3,947**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*111*	*20*	*8*	*112*	*1534*	*23*	*167*	*294*	*39*	*8*	*697*	*373*	*3,386*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*29*	*14*	*7*	*97*	*1336*	*27*	*166*	*442*	*139*	*8*	*567*	*285*	*3,117*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*99*	*22*	*8*	*110*	*1424*	*27*	*170*	*455*	*57*	*9*	*614*	*332*	*3,327*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*111*	*190*	*49*	*283*	*719*	*128*	*200*	*773*	*291*	*45*	*423*	*257*	*3,469*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*378*	*274*	*56*	*321*	*766*	*128*	*204*	*786*	*209*	*46*	*458*	*300*	*3,926*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*82*	*95*	*18*	*113*	*1602*	*126*	*237*	*600*	*87*	*10*	*785*	*362*	*4,117*
Year 2030 Cond = e + max(g-c,0)	**164**	**271**	**60**	**299**	**985**	**227**	**271**	**931**	**291**	**47**	**641**	**334**	**4,521**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*72*	*92*	*17*	*108*	*1602*	*129*	*234*	*598*	*88*	*10*	*767*	*362*	*4,079*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**154**	**268**	**59**	**294**	**985**	**230**	**268**	**929**	**291**	**47**	**623**	**334**	**4,482**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*144*	*186*	*20*	*108*	*1651*	*175*	*240*	*657*	*59*	*11*	*804*	*404*	*4,459*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**423**	**438**	**68**	**321**	**993**	**276**	**274**	**988**	**211**	**48**	**648**	**372**	**5,060**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*126*	*163*	*28*	*127*	*1824*	*208*	*296*	*732*	*87*	*12*	*967*	*427*	*4,997*
Year 2040 General Plan Cond = e + max(l-c,0)	**208**	**339**	**70**	**313**	**1207**	**309**	**330**	**1063**	**291**	**49**	**823**	**399**	**5,401**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*108*	*157*	*26*	*118*	*1824*	*214*	*291*	*728*	*88*	*12*	*933*	*426*	*4,925*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**190**	**333**	**68**	**304**	**1207**	**315**	**325**	**1059**	**291**	**49**	**789**	**398**	**5,328**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*182*	*323*	*30*	*108*	*1840*	*299*	*299*	*826*	*60*	*12*	*962*	*464*	*5,405*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**461**	**575**	**78**	**321**	**1182**	**400**	**333**	**1157**	**212**	**49**	**806**	**432**	**6,006**

Intersection Number: 25
Traffix Node Number: 3574
Intersection Name: Berryessa Road and Mabury Road
Peak Hour: AM
Count Date: 11/15/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**49**	**722**	**51**	**200**	**152**	**172**	**53**	**338**	**37**	**13**	**68**	**46**	**1,901**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**51**	**744**	**53**	**207**	**157**	**178**	**55**	**349**	**39**	**14**	**71**	**48**	**1,966**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*2*	*958*	*8*	*58*	*232*	*131*	*57*	*601*	*212*	*5*	*5*	*0*	*2,269*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*0*	*821*	*4*	*107*	*290*	*25*	*1*	*597*	*159*	*1*	*0*	*0*	*2,005*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*0*	*1440*	*1*	*1*	*10*	*481*	*34*	*842*	*342*	*0*	*1*	*0*	*3,152*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*638*	*27*	*256*	*215*	*34*	*1*	*347*	*29*	*3*	*0*	*0*	*1,549*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*1226*	*7*	*4*	*7*	*528*	*33*	*590*	*169*	*0*	*14*	*0*	*2,577*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*1088*	*0*	*181*	*225*	*0*	*4*	*1025*	*220*	*10*	*3*	*0*	*2,756*
Year 2030 Cond = e + max(g-c,0)	**0**	**905**	**27**	**330**	**215**	**34**	**4**	**775**	**90**	**12**	**3**	**0**	**2,394**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*1078*	*5*	*154*	*263*	*5*	*5*	*1015*	*200*	*9*	*1*	*0*	*2,735*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**895**	**28**	**303**	**215**	**34**	**5**	**765**	**70**	**11**	**1**	**0**	**2,326**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*1606*	*1*	*2*	*27*	*394*	*59*	*1184*	*344*	*4*	*8*	*1*	*3,630*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**1392**	**7**	**5**	**24**	**528**	**58**	**932**	**171**	**4**	**21**	**1**	**3,142**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*1311*	*0*	*243*	*225*	*0*	*7*	*1382*	*271*	*18*	*5*	*0*	*3,462*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**1128**	**27**	**392**	**215**	**34**	**7**	**1132**	**141**	**20**	**5**	**0**	**3,100**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*1293*	*6*	*193*	*263*	*5*	*8*	*1363*	*234*	*16*	*1*	*0*	*3,382*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**1110**	**29**	**342**	**215**	**34**	**8**	**1113**	**104**	**18**	**1**	**0**	**2,973**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*1745*	*1*	*2*	*42*	*394*	*80*	*1469*	*346*	*7*	*13*	*1*	*4,100*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**1531**	**7**	**5**	**39**	**528**	**79**	**1217**	**173**	**7**	**26**	**1**	**3,612**

Intersection Number: 26
Traffix Node Number: 3106
Intersection Name: Lundy Avenue and Murphy Avenue
Peak Hour: AM
Count Date: 9/25/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**106**	**91**	**66**	**372**	**1519**	**71**	**58**	**394**	**325**	**105**	**411**	**150**	**3,668**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**110**	**94**	**68**	**384**	**1566**	**74**	**60**	**406**	**335**	**109**	**424**	**155**	**3,785**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*2*	*41*	*6*	*329*	*1809*	*18*	*130*	*550*	*743*	*77*	*656*	*28*	*4,389*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*0*	*45*	*7*	*365*	*1805*	*21*	*120*	*609*	*795*	*72*	*634*	*30*	*4,503*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*0*	*44*	*7*	*380*	*1798*	*19*	*118*	*606*	*795*	*70*	*626*	*32*	*4,495*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*98*	*69*	*420*	*1563*	*77*	*55*	*465*	*387*	*102*	*410*	*157*	*3,803*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*97*	*69*	*435*	*1556*	*75*	*54*	*462*	*387*	*99*	*405*	*159*	*3,799*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*7*	*78*	*24*	*378*	*1798*	*29*	*182*	*668*	*876*	*118*	*876*	*231*	*5,265*
Year 2030 Cond = e + max(g-c,0)	**7**	**131**	**86**	**433**	**1563**	**85**	**117**	**524**	**468**	**148**	**652**	**358**	**4,572**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*3*	*72*	*23*	*369*	*1822*	*29*	*179*	*686*	*861*	*105*	*879*	*226*	*5,254*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**3**	**125**	**85**	**424**	**1580**	**85**	**114**	**542**	**453**	**135**	**655**	**353**	**4,554**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*5*	*63*	*21*	*409*	*1767*	*29*	*165*	*665*	*909*	*108*	*877*	*210*	*5,228*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**5**	**116**	**83**	**464**	**1556**	**85**	**101**	**521**	**501**	**137**	**656**	**337**	**4,563**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*13*	*106*	*39*	*389*	*1798*	*35*	*233*	*718*	*943*	*156*	*1078*	*399*	*5,907*
Year 2040 General Plan Cond = e + max(l-c,0)	**13**	**159**	**101**	**444**	**1563**	**91**	**168**	**574**	**535**	**186**	**854**	**526**	**5,214**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*6*	*94*	*37*	*373*	*1836*	*35*	*228*	*751*	*916*	*133*	*1084*	*390*	*5,883*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**6**	**147**	**99**	**428**	**1594**	**91**	**163**	**607**	**508**	**163**	**860**	**517**	**5,183**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*10*	*79*	*33*	*433*	*1767*	*38*	*205*	*715*	*1004*	*139*	*1087*	*359*	*5,869*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**10**	**132**	**95**	**488**	**1556**	**94**	**141**	**571**	**596**	**168**	**866**	**486**	**5,204**

Intersection Number: 1
Traffix Node Number: 3021
Intersection Name: Oakland Road and US 101 (N) *
Peak Hour: PM
Count Date: 12/11/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**389**	**1183**	**0**	**422**	**1**	**176**	**0**	**544**	**159**	**0**	**0**	**0**	**2,874**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**401**	**1219**	**0**	**435**	**2**	**182**	**0**	**561**	**164**	**0**	**0**	**0**	**2,964**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*1024*	*1378*	*0*	*371*	*0*	*195*	*0*	*983*	*350*	*0*	*0*	*0*	*4,301*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*1011*	*1144*	*0*	*383*	*0*	*85*	*0*	*523*	*354*	*0*	*0*	*0*	*3,500*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*0*	*1603*	*0*	*228*	*0*	*25*	*0*	*354*	*0*	*0*	*0*	*0*	*2,210*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*396*	*1012*	*0*	*447*	*0*	*79*	*0*	*298*	*168*	*0*	*0*	*0*	*2,401*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*1444*	*0*	*267*	*0*	*23*	*0*	*202*	*0*	*0*	*0*	*0*	*1,937*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*1136*	*1479*	*0*	*444*	*0*	*27*	*0*	*1024*	*355*	*0*	*0*	*0*	*4,465*
Year 2030 Cond = e + max(g-c,0)	**521**	**1347**	**0**	**508**	**0**	**79**	**0**	**799**	**169**	**0**	**0**	**0**	**3,424**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*1124*	*1480*	*0*	*440*	*0*	*26*	*0*	*1068*	*355*	*0*	*0*	*0*	*4,493*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**509**	**1348**	**0**	**504**	**0**	**79**	**0**	**843**	**169**	**0**	**0**	**0**	**3,453**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*2049*	*0*	*331*	*0*	*0*	*0*	*790*	*0*	*0*	*0*	*0*	*3,170*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**1890**	**0**	**370**	**0**	**23**	**0**	**638**	**0**	**0**	**0**	**0**	**2,922**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*1241*	*1758*	*0*	*495*	*0*	*27*	*0*	*1442*	*356*	*0*	*0*	*0*	*5,319*
Year 2040 General Plan Cond = e + max(l-c,0)	**626**	**1626**	**0**	**559**	**0**	**79**	**0**	**1217**	**170**	**0**	**0**	**0**	**4,278**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*1218*	*1760*	*0*	*487*	*0*	*26*	*0*	*1522*	*356*	*0*	*0*	*0*	*5,369*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**603**	**1628**	**0**	**551**	**0**	**79**	**0**	**1297**	**170**	**0**	**0**	**0**	**4,329**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*2420*	*0*	*416*	*0*	*0*	*0*	*1154*	*0*	*0*	*0*	*0*	*3,990*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**2261**	**0**	**455**	**0**	**23**	**0**	**1002**	**0**	**0**	**0**	**0**	**3,742**

Intersection Number: 2
Traffix Node Number: 3022
Intersection Name: Oakland Road and US 101 (S) *
Peak Hour: PM
Count Date: 12/11/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**0**	**544**	**822**	**0**	**0**	**0**	**566**	**389**	**0**	**174**	**24**	**311**	**2,830**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**0**	**561**	**847**	**0**	**0**	**0**	**584**	**401**	**0**	**180**	**25**	**321**	**2,919**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*918*	*653*	*0*	*0*	*0*	*66*	*782*	*0*	*837*	*0*	*551*	*3,807*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*0*	*746*	*484*	*0*	*0*	*0*	*46*	*634*	*0*	*1045*	*0*	*243*	*3,198*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*0*	*1293*	*335*	*0*	*0*	*0*	*8*	*354*	*0*	*0*	*0*	*0*	*1,990*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*456*	*628*	*0*	*0*	*0*	*407*	*325*	*0*	*388*	*0*	*142*	*2,345*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*936*	*435*	*0*	*0*	*0*	*71*	*182*	*0*	*0*	*0*	*0*	*1,623*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*915*	*619*	*0*	*0*	*0*	*47*	*917*	*0*	*962*	*0*	*462*	*3,922*
Year 2030 Cond = e + max(g-c,0)	**0**	**625**	**763**	**0**	**0**	**0**	**408**	**608**	**0**	**388**	**0**	**361**	**3,152**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*917*	*612*	*0*	*0*	*0*	*49*	*944*	*0*	*957*	*0*	*478*	*3,957*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**627**	**756**	**0**	**0**	**0**	**410**	**635**	**0**	**388**	**0**	**377**	**3,192**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*1595*	*465*	*0*	*0*	*0*	*3*	*791*	*0*	*0*	*0*	*0*	*2,854*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**1238**	**565**	**0**	**0**	**0**	**71**	**619**	**0**	**0**	**0**	**0**	**2,492**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*1055*	*732*	*0*	*0*	*0*	*48*	*1152*	*0*	*962*	*0*	*644*	*4,593*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**765**	**876**	**0**	**0**	**0**	**409**	**843**	**0**	**388**	**0**	**543**	**3,823**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*1060*	*719*	*0*	*0*	*0*	*52*	*1202*	*0*	*957*	*0*	*673*	*4,663*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**770**	**863**	**0**	**0**	**0**	**413**	**893**	**0**	**388**	**0**	**572**	**3,898**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*1846*	*574*	*0*	*0*	*0*	*3*	*1155*	*0*	*0*	*0*	*0*	*3,578*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**1489**	**674**	**0**	**0**	**0**	**71**	**983**	**0**	**0**	**0**	**0**	**3,216**

Intersection Number: 3
Traffix Node Number: 1003
Intersection Name: Berryessa Road and US 101 (N)
Peak Hour: PM
Count Date: 1/1/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**0**	**800**	**0**	**0**	**0**	**0**	**0**	**714**	**0**	**0**	**0**	**0**	**1,514**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**0**	**825**	**0**	**0**	**0**	**0**	**0**	**736**	**0**	**0**	**0**	**0**	**1,561**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*956*	*0*	*0*	*0*	*0*	*0*	*1311*	*0*	*0*	*0*	*0*	*2,267*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*0*	*1223*	*0*	*0*	*0*	*0*	*0*	*1384*	*0*	*0*	*0*	*0*	*2,607*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*749*	*919*	*0*	*173*	*0*	*234*	*0*	*1748*	*169*	*0*	*0*	*0*	*3,992*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*1092*	*0*	*0*	*0*	*0*	*0*	*809*	*0*	*0*	*0*	*0*	*1,901*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*749*	*793*	*0*	*173*	*0*	*234*	*0*	*1173*	*169*	*0*	*0*	*0*	*3,291*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*1569*	*0*	*0*	*0*	*0*	*0*	*1703*	*0*	*0*	*0*	*0*	*3,272*
Year 2030 Cond = e + max(g-c,0)	**0**	**1569**	**0**	**0**	**0**	**0**	**0**	**1703**	**0**	**0**	**0**	**0**	**3,272**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*1562*	*0*	*0*	*0*	*0*	*0*	*1702*	*0*	*0*	*0*	*0*	*3,264*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**1562**	**0**	**0**	**0**	**0**	**0**	**1702**	**0**	**0**	**0**	**0**	**3,264**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*1031*	*1049*	*0*	*81*	*0*	*281*	*0*	*2022*	*116*	*0*	*0*	*0*	*4,580*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**1031**	**1049**	**0**	**81**	**0**	**281**	**0**	**2022**	**116**	**0**	**0**	**0**	**4,580**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*1858*	*0*	*0*	*0*	*0*	*0*	*1969*	*0*	*0*	*0*	*0*	*3,827*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**1858**	**0**	**0**	**0**	**0**	**0**	**1969**	**0**	**0**	**0**	**0**	**3,827**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*1844*	*0*	*0*	*0*	*0*	*0*	*1967*	*0*	*0*	*0*	*0*	*3,811*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**1844**	**0**	**0**	**0**	**0**	**0**	**1967**	**0**	**0**	**0**	**0**	**3,811**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*1266*	*1157*	*0*	*81*	*0*	*320*	*0*	*2250*	*116*	*0*	*0*	*0*	*5,190*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**1266**	**1157**	**0**	**81**	**0**	**320**	**0**	**2250**	**116**	**0**	**0**	**0**	**5,190**

Intersection Number: 4
Traffix Node Number: 1004
Intersection Name: Berryessa Road and US 101 (S)
Peak Hour: PM
Count Date: 1/1/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**0**	**800**	**0**	**0**	**0**	**0**	**0**	**714**	**0**	**0**	**0**	**0**	**1,514**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**0**	**825**	**0**	**0**	**0**	**0**	**0**	**736**	**0**	**0**	**0**	**0**	**1,561**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*756*	*200*	*36*	*0*	*6*	*123*	*1276*	*0*	*0*	*0*	*0*	*2,397*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*0*	*762*	*0*	*0*	*0*	*0*	*0*	*1363*	*0*	*0*	*0*	*0*	*2,125*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*0*	*817*	*338*	*0*	*0*	*0*	*185*	*850*	*0*	*435*	*0*	*1070*	*3,695*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*831*	*0*	*0*	*0*	*0*	*0*	*823*	*0*	*0*	*0*	*0*	*1,654*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*886*	*138*	*0*	*0*	*0*	*62*	*490*	*0*	*435*	*0*	*1070*	*3,081*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*1165*	*0*	*0*	*0*	*0*	*0*	*1673*	*0*	*0*	*0*	*0*	*2,838*
Year 2030 Cond = e + max(g-c,0)	**0**	**1165**	**0**	**0**	**0**	**0**	**0**	**1673**	**0**	**0**	**0**	**0**	**2,838**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*1178*	*0*	*0*	*0*	*0*	*0*	*1673*	*0*	*0*	*0*	*0*	*2,851*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**1178**	**0**	**0**	**0**	**0**	**0**	**1673**	**0**	**0**	**0**	**0**	**2,851**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*990*	*339*	*0*	*0*	*0*	*236*	*950*	*0*	*349*	*0*	*1213*	*4,077*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**990**	**339**	**0**	**0**	**0**	**236**	**950**	**0**	**349**	**0**	**1213**	**4,077**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*1501*	*0*	*0*	*0*	*0*	*0*	*1931*	*0*	*0*	*0*	*0*	*3,432*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**1501**	**0**	**0**	**0**	**0**	**0**	**1931**	**0**	**0**	**0**	**0**	**3,432**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*1524*	*0*	*0*	*0*	*0*	*0*	*1931*	*0*	*0*	*0*	*0*	*3,455*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**1524**	**0**	**0**	**0**	**0**	**0**	**1931**	**0**	**0**	**0**	**0**	**3,455**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*1135*	*340*	*0*	*0*	*0*	*278*	*1033*	*0*	*349*	*0*	*1333*	*4,468*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**1135**	**340**	**0**	**0**	**0**	**278**	**1033**	**0**	**349**	**0**	**1333**	**4,468**

Intersection Number: 5
Traffix Node Number: 4010
Intersection Name: US 101 and Mabury Road (E)
Peak Hour: PM
Count Date: 5/9/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**75**	**9**	**212**	**98**	**362**	**6**	**26**	**3**	**8**	**12**	**711**	**14**	**1,536**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**78**	**10**	**219**	**101**	**373**	**7**	**27**	**4**	**9**	**13**	**733**	**15**	**1,589**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*20*	*10*	*444*	*71*	*142*	*19*	*42*	*31*	*46*	*21*	*616*	*0*	*1,462*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*55*	*4*	*298*	*14*	*278*	*411*	*142*	*28*	*205*	*37*	*1201*	*2*	*2,675*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*41*	*11*	*478*	*20*	*215*	*20*	*45*	*35*	*39*	*20*	*779*	*11*	*1,714*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*113*	*4*	*147*	*20*	*509*	*399*	*127*	*4*	*168*	*29*	*1318*	*17*	*2,855*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*99*	*11*	*253*	*28*	*446*	*8*	*30*	*8*	*8*	*12*	*896*	*26*	*1,825*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*81*	*40*	*305*	*6*	*639*	*733*	*255*	*62*	*264*	*29*	*1426*	*2*	*3,842*
Year 2030 Cond = e + max(g-c,0)	**81**	**40**	**305**	**6**	**639**	**733**	**255**	**62**	**264**	**29**	**1426**	**2**	**3,842**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*79*	*38*	*313*	*6*	*627*	*717*	*265*	*61*	*267*	*31*	*1421*	*3*	*3,828*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**79**	**38**	**313**	**6**	**627**	**717**	**265**	**61**	**267**	**31**	**1421**	**3**	**3,828**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*61*	*18*	*420*	*96*	*530*	*20*	*46*	*43*	*40*	*18*	*793*	*21*	*2,106*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**61**	**18**	**420**	**96**	**530**	**20**	**46**	**43**	**40**	**18**	**793**	**21**	**2,106**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*103*	*70*	*310*	*6*	*940*	*1002*	*350*	*90*	*314*	*29*	*1614*	*2*	*4,830*
Year 2040 General Plan Cond = e + max(l-c,0)	**103**	**70**	**310**	**6**	**940**	**1002**	**350**	**90**	**314**	**29**	**1614**	**2**	**4,830**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*99*	*66*	*325*	*6*	*917*	*972*	*367*	*89*	*318*	*31*	*1604*	*3*	*4,797*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**99**	**66**	**325**	**6**	**917**	**972**	**367**	**89**	**318**	**31**	**1604**	**3**	**4,797**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*77*	*23*	*420*	*159*	*793*	*20*	*46*	*50*	*41*	*18*	*804*	*29*	*2,480*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**77**	**23**	**420**	**159**	**793**	**20**	**46**	**50**	**41**	**18**	**804**	**29**	**2,480**

Intersection Number: 6
Traffix Node Number: 1002
Intersection Name: US 101 and Mabury Road (W)
Peak Hour: PM
Count Date: 5/9/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**23**	**1**	**68**	**19**	**391**	**6**	**6**	**0**	**9**	**5**	**696**	**15**	**1,239**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**24**	**2**	**71**	**20**	**403**	**7**	**7**	**0**	**10**	**6**	**718**	**16**	**1,284**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*12*	*0*	*87*	*4*	*204*	*0*	*0*	*0*	*0*	*0*	*551*	*16*	*874*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*8*	*357*	*12*	*13*	*396*	*128*	*854*	*6*	*24*	*268*	*374*	*13*	*2,453*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*15*	*0*	*21*	*12*	*282*	*0*	*0*	*0*	*0*	*0*	*789*	*39*	*1,158*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*16*	*359*	*10*	*29*	*595*	*135*	*861*	*6*	*34*	*274*	*487*	*13*	*2,819*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*27*	*0*	*17*	*28*	*481*	*0*	*0*	*0*	*0*	*0*	*956*	*39*	*1,548*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*7*	*282*	*26*	*80*	*615*	*286*	*936*	*12*	*48*	*272*	*496*	*11*	*3,071*
Year 2030 Cond = e + max(g-c,0)	**7**	**282**	**26**	**80**	**615**	**286**	**936**	**12**	**48**	**272**	**496**	**11**	**3,071**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*7*	*269*	*26*	*86*	*608*	*275*	*932*	*11*	*51*	*269*	*497*	*9*	*3,040*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**7**	**269**	**26**	**86**	**608**	**275**	**932**	**11**	**51**	**269**	**497**	**9**	**3,040**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*14*	*0*	*22*	*26*	*606*	*0*	*0*	*0*	*0*	*0*	*811*	*33*	*1,512*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**14**	**0**	**22**	**26**	**606**	**0**	**0**	**0**	**0**	**0**	**811**	**33**	**1,512**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*7*	*282*	*38*	*135*	*798*	*418*	*1004*	*17*	*68*	*275*	*598*	*11*	*3,651*
Year 2040 General Plan Cond = e + max(l-c,0)	**7**	**282**	**38**	**135**	**798**	**418**	**1004**	**17**	**68**	**275**	**598**	**11**	**3,651**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*7*	*269*	*37*	*146*	*784*	*398*	*997*	*15*	*73*	*270*	*599*	*9*	*3,604*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**7**	**269**	**37**	**146**	**784**	**398**	**997**	**15**	**73**	**270**	**599**	**9**	**3,604**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*14*	*0*	*22*	*38*	*876*	*0*	*0*	*0*	*0*	*0*	*829*	*33*	*1,812*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**14**	**0**	**22**	**38**	**876**	**0**	**0**	**0**	**0**	**0**	**829**	**33**	**1,812**

Intersection Number: 7
Traffix Node Number: 3467
Intersection Name: Eleventh Street and Taylor Street
Peak Hour: PM
Count Date: 10/8/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**0**	**0**	**0**	**24**	**292**	**0**	**137**	**363**	**55**	**0**	**683**	**52**	**1,606**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**0**	**0**	**0**	**24**	**292**	**0**	**137**	**363**	**55**	**0**	**683**	**52**	**1,606**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*0*	*0*	*9*	*487*	*0*	*0*	*299*	*37*	*0*	*722*	*20*	*1,574*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*106*	*528*	*124*	*13*	*433*	*73*	*3*	*170*	*21*	*91*	*603*	*14*	*2,179*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*137*	*409*	*155*	*10*	*397*	*150*	*23*	*126*	*19*	*113*	*542*	*30*	*2,111*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*106*	*528*	*124*	*28*	*260*	*73*	*140*	*206*	*31*	*91*	*570*	*36*	*2,194*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*137*	*409*	*155*	*25*	*238*	*150*	*160*	*153*	*28*	*113*	*513*	*62*	*2,143*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*75*	*597*	*141*	*30*	*505*	*14*	*4*	*319*	*30*	*102*	*611*	*30*	*2,458*
Year 2030 Cond = e + max(g-c,0)	**75**	**597**	**141**	**30**	**505**	**14**	**4**	**319**	**30**	**102**	**611**	**30**	**2,458**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*106*	*584*	*132*	*28*	*501*	*21*	*5*	*321*	*23*	*116*	*616*	*17*	*2,470*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**106**	**584**	**132**	**28**	**501**	**21**	**5**	**321**	**23**	**116**	**616**	**17**	**2,470**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*137*	*477*	*128*	*20*	*441*	*141*	*22*	*238*	*38*	*75*	*579*	*43*	*2,339*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**137**	**477**	**128**	**20**	**441**	**141**	**22**	**238**	**38**	**75**	**579**	**43**	**2,339**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*75*	*655*	*155*	*45*	*565*	*14*	*4*	*443*	*38*	*112*	*617*	*43*	*2,766*
Year 2040 General Plan Cond = e + max(l-c,0)	**75**	**655**	**155**	**45**	**565**	**14**	**4**	**443**	**38**	**112**	**617**	**43**	**2,766**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*106*	*631*	*139*	*41*	*557*	*21*	*6*	*446*	*24*	*137*	*626*	*20*	*2,754*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**106**	**631**	**139**	**41**	**557**	**21**	**6**	**446**	**24**	**137**	**626**	**20**	**2,754**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*137*	*534*	*128*	*28*	*478*	*141*	*22*	*331*	*54*	*75*	*610*	*53*	*2,591*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**137**	**534**	**128**	**28**	**478**	**141**	**22**	**331**	**54**	**75**	**610**	**53**	**2,591**

Intersection Number: 8
Traffix Node Number: 3822
Intersection Name: Tenth Street and Taylor Street
Peak Hour: PM
Count Date: 9/20/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**92**	**964**	**95**	**0**	**281**	**54**	**0**	**0**	**0**	**73**	**677**	**0**	**2,236**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**95**	**994**	**98**	**0**	**290**	**56**	**0**	**0**	**0**	**76**	**698**	**0**	**2,307**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*120*	*1243*	*175*	*0*	*451*	*102*	*0*	*0*	*0*	*125*	*613*	*0*	*2,829*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*37*	*648*	*92*	*3*	*531*	*49*	*9*	*157*	*10*	*44*	*650*	*9*	*2,239*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*60*	*626*	*87*	*9*	*500*	*80*	*9*	*205*	*12*	*36*	*643*	*17*	*2,284*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*29*	*518*	*52*	*3*	*370*	*27*	*9*	*157*	*10*	*27*	*735*	*9*	*1,946*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*48*	*501*	*49*	*9*	*339*	*44*	*9*	*205*	*12*	*22*	*728*	*17*	*1,982*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*46*	*700*	*96*	*6*	*602*	*37*	*23*	*308*	*13*	*47*	*672*	*24*	*2,574*
Year 2030 Cond = e + max(g-c,0)	**46**	**700**	**96**	**6**	**602**	**37**	**23**	**308**	**13**	**47**	**672**	**24**	**2,574**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*51*	*655*	*138*	*5*	*591*	*60*	*17*	*302*	*17*	*70*	*629*	*36*	*2,571*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**51**	**655**	**138**	**5**	**591**	**60**	**17**	**302**	**17**	**70**	**629**	**36**	**2,571**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*69*	*670*	*86*	*21*	*565*	*50*	*15*	*344*	*14*	*58*	*666*	*22*	*2,580*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**69**	**670**	**86**	**21**	**565**	**50**	**15**	**344**	**14**	**58**	**666**	**22**	**2,580**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*54*	*744*	*100*	*8*	*662*	*37*	*34*	*433*	*16*	*49*	*690*	*37*	*2,864*
Year 2040 General Plan Cond = e + max(l-c,0)	**54**	**744**	**100**	**8**	**662**	**37**	**34**	**433**	**16**	**49**	**690**	**37**	**2,864**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*62*	*660*	*177*	*6*	*641*	*69*	*23*	*423*	*22*	*92*	*629*	*58*	*2,862*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**62**	**660**	**177**	**6**	**641**	**69**	**23**	**423**	**22**	**92**	**629**	**58**	**2,862**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*77*	*706*	*86*	*31*	*619*	*50*	*20*	*459*	*15*	*77*	*686*	*27*	*2,853*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**77**	**706**	**86**	**31**	**619**	**50**	**20**	**459**	**15**	**77**	**686**	**27**	**2,853**

Intersection Number: 9
Traffix Node Number: 3581
Intersection Name: Tenth Street and Hedding Street
Peak Hour: PM
Count Date: 9/20/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**61**	**855**	**136**	**275**	**481**	**168**	**0**	**0**	**0**	**136**	**562**	**56**	**2,730**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**63**	**881**	**141**	**284**	**496**	**174**	**0**	**0**	**0**	**141**	**580**	**58**	**2,818**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*62*	*1305*	*158*	*220*	*584*	*75*	*0*	*0*	*0*	*106*	*544*	*51*	*3,105*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*328*	*801*	*386*	*48*	*336*	*4*	*21*	*182*	*4*	*28*	*548*	*14*	*2,700*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*258*	*779*	*473*	*87*	*421*	*2*	*11*	*253*	*3*	*82*	*482*	*13*	*2,864*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*329*	*541*	*369*	*62*	*285*	*9*	*21*	*182*	*4*	*37*	*584*	*16*	*2,440*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*259*	*526*	*456*	*112*	*358*	*5*	*11*	*253*	*3*	*109*	*514*	*15*	*2,620*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*337*	*857*	*472*	*130*	*412*	*2*	*4*	*376*	*0*	*35*	*555*	*23*	*3,203*
Year 2030 Cond = e + max(g-c,0)	**337**	**857**	**472**	**130**	**412**	**2**	**4**	**376**	**0**	**35**	**555**	**23**	**3,203**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*336*	*848*	*478*	*130*	*414*	*2*	*7*	*368*	*0*	*48*	*534*	*33*	*3,198*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**336**	**848**	**478**	**130**	**414**	**2**	**7**	**368**	**0**	**48**	**534**	**33**	**3,198**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*273*	*866*	*517*	*161*	*493*	*1*	*4*	*431*	*0*	*14*	*534*	*31*	*3,325*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**273**	**866**	**517**	**161**	**493**	**1**	**4**	**431**	**0**	**14**	**534**	**31**	**3,325**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*344*	*904*	*543*	*199*	*476*	*2*	*4*	*538*	*0*	*41*	*560*	*31*	*3,642*
Year 2040 General Plan Cond = e + max(l-c,0)	**344**	**904**	**543**	**199**	**476**	**2**	**4**	**538**	**0**	**41**	**560**	**31**	**3,642**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*343*	*887*	*554*	*198*	*479*	*2*	*7*	*523*	*0*	*65*	*534*	*49*	*3,641*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**343**	**887**	**554**	**198**	**479**	**2**	**7**	**523**	**0**	**65**	**534**	**49**	**3,641**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*285*	*939*	*554*	*222*	*553*	*1*	*4*	*580*	*0*	*14*	*577*	*46*	*3,775*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**285**	**939**	**554**	**222**	**553**	**1**	**4**	**580**	**0**	**14**	**577**	**46**	**3,775**

Intersection Number: 10
Traffix Node Number: 3469
Intersection Name: Eleventh Street and Hedding Street
Peak Hour: PM
Count Date: 7/18/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**0**	**0**	**0**	**0**	**588**	**0**	**130**	**0**	**193**	**0**	**738**	**0**	**1,649**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**0**	**0**	**0**	**0**	**606**	**0**	**134**	**0**	**199**	**0**	**761**	**0**	**1,700**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*0*	*0*	*0*	*639*	*0*	*68*	*0*	*219*	*0*	*652*	*0*	*1,578*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*0*	*0*	*0*	*0*	*296*	*421*	*60*	*0*	*74*	*284*	*622*	*0*	*1,757*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*0*	*0*	*0*	*0*	*389*	*309*	*155*	*0*	*86*	*359*	*542*	*0*	*1,840*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*0*	*0*	*0*	*281*	*421*	*118*	*0*	*67*	*284*	*726*	*0*	*1,897*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*0*	*0*	*0*	*369*	*309*	*221*	*0*	*78*	*359*	*633*	*0*	*1,969*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*0*	*0*	*0*	*393*	*464*	*119*	*0*	*135*	*288*	*691*	*0*	*2,090*
Year 2030 Cond = e + max(g-c,0)	**0**	**0**	**0**	**0**	**393**	**464**	**119**	**0**	**135**	**288**	**691**	**0**	**2,090**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*0*	*0*	*0*	*407*	*448*	*156*	*0*	*121*	*308*	*664*	*0*	*2,104*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**0**	**0**	**0**	**407**	**448**	**156**	**0**	**121**	**308**	**664**	**0**	**2,104**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*0*	*0*	*0*	*490*	*371*	*157*	*0*	*133*	*295*	*660*	*0*	*2,106*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**0**	**0**	**0**	**490**	**371**	**157**	**0**	**133**	**295**	**660**	**0**	**2,106**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*0*	*0*	*0*	*473*	*499*	*168*	*0*	*185*	*292*	*748*	*0*	*2,365*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**0**	**0**	**0**	**473**	**499**	**168**	**0**	**185**	**292**	**748**	**0**	**2,365**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*0*	*0*	*0*	*499*	*471*	*236*	*0*	*161*	*328*	*699*	*0*	*2,394*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**0**	**0**	**0**	**499**	**471**	**236**	**0**	**161**	**328**	**699**	**0**	**2,394**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*0*	*0*	*0*	*575*	*422*	*158*	*0*	*172*	*295*	*758*	*0*	*2,380*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**0**	**0**	**0**	**575**	**422**	**158**	**0**	**172**	**295**	**758**	**0**	**2,380**

Intersection Number: 11
Traffix Node Number: 3576
Intersection Name: Oakland Road/Thirteenth Street and Hedding Street
Peak Hour: PM
Count Date: 9/20/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**248**	**499**	**259**	**166**	**332**	**62**	**47**	**233**	**34**	**65**	**602**	**246**	**2,793**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**256**	**515**	**267**	**172**	**343**	**64**	**49**	**241**	**36**	**67**	**621**	**254**	**2,885**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*493*	*827*	*398*	*28*	*188*	*1*	*8*	*497*	*6*	*2*	*552*	*190*	*3,190*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*631*	*735*	*400*	*18*	*117*	*13*	*14*	*399*	*1*	*71*	*513*	*127*	*3,039*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*470*	*719*	*144*	*9*	*258*	*43*	*44*	*177*	*0*	*0*	*580*	*130*	*2,574*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*394*	*458*	*269*	*111*	*213*	*76*	*55*	*193*	*6*	*136*	*577*	*170*	*2,658*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*244*	*448*	*97*	*55*	*413*	*106*	*85*	*86*	*0*	*0*	*649*	*174*	*2,356*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*594*	*877*	*395*	*29*	*281*	*4*	*8*	*605*	*1*	*1*	*600*	*203*	*3,598*
Year 2030 Cond = e + max(g-c,0)	**394**	**600**	**269**	**122**	**377**	**76**	**55**	**399**	**6**	**136**	**664**	**246**	**3,344**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*563*	*867*	*426*	*27*	*301*	*4*	*19*	*585*	*1*	*0*	*560*	*252*	*3,605*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**394**	**590**	**295**	**120**	**397**	**76**	**60**	**379**	**6**	**136**	**624**	**295**	**3,372**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*607*	*851*	*162*	*38*	*287*	*19*	*24*	*496*	*6*	*0*	*613*	*219*	*3,322*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**381**	**580**	**115**	**84**	**442**	**106**	**85**	**405**	**6**	**0**	**682**	**263**	**3,148**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*594*	*995*	*395*	*39*	*418*	*4*	*8*	*776*	*1*	*1*	*672*	*267*	*4,170*
Year 2040 General Plan Cond = e + max(l-c,0)	**394**	**718**	**269**	**132**	**514**	**76**	**55**	**570**	**6**	**136**	**736**	**310**	**3,916**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*563*	*977*	*447*	*35*	*454*	*4*	*24*	*740*	*1*	*0*	*599*	*357*	*4,201*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**394**	**700**	**316**	**128**	**550**	**76**	**65**	**534**	**6**	**136**	**663**	**400**	**3,968**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*722*	*961*	*177*	*63*	*311*	*19*	*24*	*762*	*11*	*0*	*641*	*294*	*3,985*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**496**	**690**	**130**	**109**	**466**	**106**	**85**	**671**	**11**	**0**	**710**	**338**	**3,811**

Intersection Number: 12
Traffix Node Number: 3421
Intersection Name: Oakland Road and Commercial Street
Peak Hour: PM
Count Date: 9/20/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**25**	**1012**	**292**	**115**	**105**	**328**	**381**	**510**	**125**	**275**	**259**	**21**	**3,448**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**26**	**1043**	**301**	**119**	**109**	**338**	**393**	**526**	**129**	**284**	**267**	**22**	**3,557**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*2*	*1403*	*76*	*6*	*31*	*595*	*514*	*560*	*33*	*555*	*255*	*2*	*4,032*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*2*	*1637*	*99*	*6*	*25*	*653*	*329*	*401*	*129*	*346*	*427*	*2*	*4,056*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*3*	*1560*	*143*	*6*	*103*	*137*	*95*	*425*	*60*	*328*	*489*	*1*	*3,350*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*26*	*1277*	*324*	*119*	*88*	*396*	*252*	*377*	*225*	*177*	*439*	*22*	*3,721*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*27*	*1200*	*368*	*119*	*181*	*78*	*73*	*399*	*156*	*168*	*501*	*11*	*3,280*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*2*	*1896*	*93*	*50*	*141*	*715*	*431*	*768*	*146*	*441*	*382*	*4*	*5,069*
Year 2030 Cond = e + max(g-c,0)	**26**	**1536**	**324**	**163**	**204**	**458**	**354**	**744**	**242**	**272**	**439**	**24**	**4,785**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*2*	*1879*	*100*	*55*	*137*	*705*	*435*	*796*	*147*	*440*	*385*	*4*	*5,085*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**26**	**1519**	**325**	**168**	**200**	**448**	**358**	**772**	**243**	**271**	**439**	**24**	**4,792**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*2*	*1913*	*163*	*65*	*302*	*231*	*180*	*842*	*93*	*366*	*532*	*3*	*4,692*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**27**	**1553**	**388**	**178**	**380**	**172**	**158**	**816**	**189**	**206**	**544**	**13**	**4,623**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*2*	*2111*	*93*	*86*	*238*	*767*	*516*	*1074*	*161*	*521*	*382*	*5*	*5,956*
Year 2040 General Plan Cond = e + max(l-c,0)	**26**	**1751**	**324**	**199**	**301**	**510**	**439**	**1050**	**257**	**352**	**439**	**25**	**5,672**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*2*	*2080*	*100*	*95*	*230*	*748*	*523*	*1126*	*162*	*518*	*385*	*6*	*5,975*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**26**	**1720**	**325**	**208**	**293**	**491**	**446**	**1102**	**258**	**349**	**439**	**26**	**5,682**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*2*	*2207*	*180*	*114*	*468*	*309*	*250*	*1190*	*121*	*397*	*568*	*5*	*5,811*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**27**	**1847**	**405**	**227**	**546**	**250**	**228**	**1164**	**217**	**237**	**580**	**15**	**5,742**

Intersection Number: 13
Traffix Node Number: 3294
Intersection Name: Commercial Street and Berryessa Road
Peak Hour: PM
Count Date: 9/25/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**110**	**0**	**730**	**261**	**440**	**3**	**11**	**4**	**16**	**6**	**758**	**38**	**2,377**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**114**	**0**	**753**	**269**	**454**	**4**	**12**	**5**	**17**	**7**	**781**	**40**	**2,456**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*306*	*14*	*697*	*355*	*543*	*6*	*24*	*45*	*46*	*18*	*1286*	*19*	*3,359*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*207*	*11*	*846*	*387*	*603*	*6*	*27*	*51*	*6*	*12*	*1223*	*28*	*3,407*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*193*	*10*	*813*	*47*	*1010*	*6*	*28*	*6*	*65*	*21*	*1453*	*69*	*3,721*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*77*	*0*	*902*	*301*	*514*	*4*	*15*	*11*	*2*	*5*	*743*	*49*	*2,623*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*72*	*0*	*869*	*36*	*921*	*4*	*16*	*1*	*36*	*10*	*948*	*90*	*3,002*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*197*	*16*	*957*	*593*	*1045*	*15*	*42*	*28*	*10*	*21*	*1644*	*68*	*4,636*
Year 2030 Cond = e + max(g-c,0)	**77**	**16**	**1013**	**507**	**956**	**13**	**30**	**11**	**6**	**14**	**1164**	**89**	**3,896**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*195*	*15*	*965*	*574*	*1060*	*14*	*41*	*30*	*10*	*21*	*1642*	*70*	*4,637*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**77**	**15**	**1021**	**488**	**971**	**12**	**29**	**11**	**6**	**14**	**1162**	**91**	**3,897**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*67*	*15*	*950*	*285*	*1399*	*14*	*47*	*19*	*78*	*15*	*1763*	*49*	*4,701*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**72**	**15**	**1006**	**274**	**1310**	**12**	**35**	**14**	**49**	**10**	**1258**	**90**	**4,144**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*197*	*21*	*1049*	*765*	*1413*	*22*	*54*	*28*	*13*	*29*	*1994*	*101*	*5,686*
Year 2040 General Plan Cond = e + max(l-c,0)	**77**	**21**	**1105**	**679**	**1324**	**20**	**42**	**11**	**9**	**22**	**1514**	**122**	**4,946**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*195*	*19*	*1064*	*730*	*1440*	*21*	*53*	*30*	*14*	*28*	*1992*	*105*	*5,691*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**77**	**19**	**1120**	**644**	**1351**	**19**	**41**	**11**	**10**	**21**	**1512**	**126**	**4,951**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*67*	*19*	*1064*	*483*	*1724*	*21*	*62*	*30*	*88*	*15*	*2021*	*49*	*5,643*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**72**	**19**	**1120**	**472**	**1635**	**19**	**50**	**25**	**59**	**10**	**1516**	**90**	**5,086**

Intersection Number: 14
Traffix Node Number: 4122
Intersection Name: Sierra Road and Berryessa Road
Peak Hour: PM
Count Date: 5/9/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**143**	**0**	**37**	**41**	**625**	**0**	**0**	**0**	**0**	**0**	**1246**	**125**	**2,217**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**148**	**0**	**39**	**43**	**644**	**0**	**0**	**0**	**0**	**0**	**1284**	**129**	**2,287**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*475*	*0*	*0*	*0*	*429*	*0*	*0*	*0*	*0*	*0*	*1278*	*726*	*2,908*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*395*	*103*	*76*	*41*	*595*	*0*	*0*	*156*	*5*	*99*	*1490*	*505*	*3,465*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*396*	*100*	*76*	*46*	*662*	*0*	*0*	*27*	*5*	*170*	*1489*	*630*	*3,601*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*123*	*103*	*115*	*84*	*810*	*0*	*0*	*156*	*5*	*99*	*1496*	*90*	*3,081*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*123*	*100*	*115*	*89*	*877*	*0*	*0*	*27*	*5*	*170*	*1495*	*112*	*3,113*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*528*	*128*	*107*	*98*	*1123*	*106*	*104*	*191*	*54*	*162*	*1852*	*657*	*5,110*
Year 2030 Cond = e + max(g-c,0)	**256**	**128**	**146**	**141**	**1338**	**106**	**104**	**191**	**54**	**162**	**1858**	**242**	**4,726**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*520*	*127*	*92*	*79*	*1075*	*103*	*104*	*203*	*48*	*161*	*1801*	*683*	*4,996*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**248**	**127**	**131**	**122**	**1290**	**103**	**104**	**203**	**48**	**161**	**1807**	**268**	**4,612**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*483*	*116*	*102*	*94*	*1087*	*106*	*90*	*108*	*124*	*249*	*1781*	*727*	*5,067*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**210**	**116**	**141**	**137**	**1302**	**106**	**90**	**108**	**124**	**249**	**1787**	**209**	**4,579**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*638*	*148*	*133*	*145*	*1563*	*194*	*191*	*220*	*96*	*215*	*2153*	*783*	*6,478*
Year 2040 General Plan Cond = e + max(l-c,0)	**366**	**148**	**172**	**188**	**1778**	**194**	**191**	**220**	**96**	**215**	**2159**	**368**	**6,093**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*625*	*147*	*106*	*111*	*1476*	*190*	*190*	*243*	*84*	*213*	*2060*	*831*	*6,274*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**353**	**147**	**145**	**154**	**1691**	**190**	**190**	**243**	**84**	**213**	**2066**	**416**	**5,889**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*556*	*130*	*124*	*134*	*1441*	*195*	*166*	*176*	*223*	*315*	*2024*	*808*	*6,291*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**283**	**130**	**163**	**177**	**1656**	**195**	**166**	**176**	**223**	**315**	**2030**	**290**	**5,803**

Intersection Number: 15
Traffix Node Number: 4136
Intersection Name: Flea Market Entrance/Green Street and Berryessa Road
Peak Hour: PM
Count Date: 5/9/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**0**	**0**	**0**	**0**	**641**	**21**	**24**	**0**	**9**	**7**	**1258**	**5**	**1,965**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**0**	**0**	**0**	**0**	**661**	**22**	**25**	**0**	**10**	**8**	**1297**	**6**	**2,029**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*0*	*0*	*0*	*422*	*3*	*7*	*0*	*7*	*3*	*1276*	*0*	*1,718*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*5*	*2*	*6*	*1*	*632*	*21*	*60*	*0*	*0*	*0*	*1565*	*2*	*2,294*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*6*	*0*	*7*	*2*	*702*	*7*	*35*	*0*	*0*	*0*	*1562*	*3*	*2,324*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*5*	*2*	*6*	*1*	*871*	*40*	*78*	*0*	*0*	*0*	*1586*	*8*	*2,597*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*6*	*0*	*7*	*2*	*941*	*26*	*53*	*0*	*0*	*0*	*1583*	*9*	*2,627*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*39*	*17*	*222*	*26*	*1234*	*115*	*131*	*17*	*55*	*117*	*1832*	*113*	*3,918*
Year 2030 Cond = e + max(g-c,0)	**39**	**17**	**222**	**26**	**1473**	**115**	**131**	**17**	**55**	**117**	**1853**	**119**	**4,184**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*39*	*54*	*190*	*21*	*1172*	*112*	*131*	*60*	*48*	*116*	*1740*	*139*	*3,822*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**39**	**54**	**190**	**21**	**1411**	**112**	**131**	**60**	**48**	**116**	**1761**	**145**	**4,088**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*42*	*18*	*231*	*25*	*1126*	*110*	*106*	*21*	*123*	*199*	*1631*	*142*	*3,774*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**42**	**18**	**231**	**25**	**1365**	**110**	**106**	**21**	**123**	**199**	**1652**	**148**	**4,040**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*67*	*29*	*402*	*46*	*1737*	*194*	*191*	*31*	*101*	*215*	*2054*	*206*	*5,272*
Year 2040 General Plan Cond = e + max(l-c,0)	**67**	**29**	**402**	**46**	**1976**	**194**	**191**	**31**	**101**	**215**	**2075**	**212**	**5,538**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*68*	*98*	*344*	*38*	*1622*	*189*	*190*	*110*	*89*	*213*	*1886*	*254*	*5,099*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**68**	**98**	**344**	**38**	**1861**	**189**	**190**	**110**	**89**	**213**	**1907**	**260**	**5,365**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*72*	*33*	*418*	*45*	*1479*	*195*	*166*	*39*	*226*	*366*	*1689*	*258*	*4,985*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**72**	**33**	**418**	**45**	**1718**	**195**	**166**	**39**	**226**	**366**	**1710**	**264**	**5,251**

Intersection Number: 16
Traffix Node Number: 4137
Intersection Name: BART Station Way and Berryessa Road
Peak Hour: PM
Count Date: 5/9/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**0**	**0**	**0**	**0**	**663**	**0**	**0**	**0**	**0**	**0**	**1297**	**0**	**1,960**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**0**	**0**	**0**	**0**	**684**	**0**	**0**	**0**	**0**	**0**	**1337**	**0**	**2,021**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*0*	*0*	*0*	*425*	*0*	*0*	*0*	*0*	*0*	*1283*	*0*	*1,708*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*0*	*0*	*0*	*0*	*654*	*0*	*0*	*0*	*0*	*0*	*1630*	*0*	*2,284*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*0*	*0*	*0*	*0*	*711*	*0*	*0*	*0*	*0*	*0*	*1605*	*0*	*2,316*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*0*	*0*	*0*	*913*	*0*	*0*	*0*	*0*	*0*	*1684*	*0*	*2,597*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*0*	*0*	*0*	*970*	*0*	*0*	*0*	*0*	*0*	*1659*	*0*	*2,629*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*0*	*0*	*0*	*1155*	*180*	*272*	*0*	*126*	*100*	*1998*	*0*	*3,831*
Year 2030 Cond = e + max(g-c,0)	**0**	**0**	**0**	**0**	**1414**	**180**	**272**	**0**	**126**	**100**	**2052**	**0**	**4,144**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*0*	*0*	*0*	*1165*	*170*	*270*	*0*	*122*	*93*	*1966*	*0*	*3,786*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**0**	**0**	**0**	**1424**	**170**	**270**	**0**	**122**	**93**	**2020**	**0**	**4,099**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*0*	*0*	*0*	*1091*	*245*	*328*	*0*	*189*	*124*	*1846*	*0*	*3,823*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**0**	**0**	**0**	**1350**	**245**	**328**	**0**	**189**	**124**	**1900**	**0**	**4,136**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*0*	*0*	*0*	*1572*	*330*	*498*	*0*	*231*	*184*	*2304*	*0*	*5,119*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**0**	**0**	**0**	**1831**	**330**	**498**	**0**	**231**	**184**	**2358**	**0**	**5,432**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*0*	*0*	*0*	*1591*	*311*	*495*	*0*	*223*	*171*	*2246*	*0*	*5,037*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**0**	**0**	**0**	**1850**	**311**	**495**	**0**	**223**	**171**	**2300**	**0**	**5,350**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*0*	*0*	*0*	*1407*	*450*	*602*	*0*	*347*	*228*	*2047*	*0*	*5,081*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**0**	**0**	**0**	**1666**	**450**	**602**	**0**	**347**	**228**	**2101**	**0**	**5,394**

Intersection Number: 17
Traffix Node Number: 3661
Intersection Name: Lundy Avenue and Sierra Road
Peak Hour: PM
Count Date: 9/25/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**127**	**1088**	**132**	**59**	**46**	**28**	**48**	**301**	**51**	**33**	**49**	**37**	**1,999**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**131**	**1121**	**136**	**61**	**48**	**29**	**50**	**311**	**53**	**34**	**51**	**39**	**2,064**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*186*	*891*	*7*	*0*	*115*	*10*	*15*	*82*	*154*	*193*	*137*	*67*	*1,857*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*211*	*1044*	*6*	*0*	*86*	*12*	*31*	*91*	*47*	*54*	*72*	*56*	*1,710*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*201*	*1003*	*2*	*0*	*92*	*12*	*27*	*95*	*48*	*56*	*71*	*55*	*1,662*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*156*	*1274*	*117*	*0*	*36*	*31*	*66*	*320*	*16*	*10*	*27*	*33*	*2,085*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*146*	*1233*	*39*	*0*	*38*	*31*	*62*	*324*	*17*	*10*	*26*	*32*	*1,958*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*272*	*1248*	*48*	*28*	*120*	*23*	*95*	*348*	*92*	*68*	*158*	*77*	*2,577*
Year 2030 Cond = e + max(g-c,0)	**217**	**1478**	**159**	**28**	**70**	**42**	**130**	**577**	**61**	**24**	**113**	**54**	**2,952**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*257*	*1289*	*37*	*28*	*126*	*21*	*72*	*325*	*70*	*61*	*185*	*69*	*2,540*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**202**	**1519**	**148**	**28**	**76**	**40**	**107**	**554**	**39**	**17**	**140**	**46**	**2,915**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*204*	*1241*	*97*	*22*	*138*	*19*	*46*	*300*	*76*	*64*	*147*	*66*	*2,420*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**149**	**1471**	**134**	**22**	**84**	**38**	**81**	**529**	**45**	**18**	**102**	**43**	**2,716**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*323*	*1418*	*83*	*52*	*148*	*33*	*149*	*562*	*129*	*80*	*230*	*95*	*3,302*
Year 2040 General Plan Cond = e + max(l-c,0)	**268**	**1648**	**194**	**52**	**98**	**52**	**184**	**791**	**98**	**36**	**185**	**72**	**3,677**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*296*	*1493*	*63*	*51*	*160*	*28*	*107*	*520*	*89*	*66*	*279*	*79*	*3,231*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**241**	**1723**	**174**	**51**	**110**	**47**	**142**	**749**	**58**	**22**	**234**	**56**	**3,606**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*206*	*1440*	*176*	*41*	*176*	*24*	*61*	*470*	*99*	*71*	*210*	*75*	*3,049*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**151**	**1670**	**213**	**41**	**122**	**43**	**96**	**699**	**68**	**25**	**165**	**52**	**3,345**

Intersection Number: 18
Traffix Node Number: 3076
Intersection Name: Lundy Avenue and Berryessa Road *
Peak Hour: PM
Count Date: 12/11/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**133**	**537**	**439**	**152**	**439**	**201**	**151**	**223**	**142**	**274**	**988**	**141**	**3,820**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**138**	**554**	**453**	**157**	**453**	**208**	**156**	**230**	**147**	**283**	**1018**	**146**	**3,943**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*31*	*847*	*140*	*104*	*338*	*166*	*112*	*168*	*55*	*197*	*968*	*118*	*3,244*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*37*	*945*	*57*	*52*	*601*	*229*	*95*	*101*	*17*	*222*	*1244*	*164*	*3,764*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*50*	*915*	*52*	*52*	*564*	*275*	*101*	*118*	*98*	*226*	*1231*	*148*	*3,830*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*144*	*652*	*184*	*79*	*716*	*271*	*132*	*138*	*45*	*308*	*1294*	*192*	*4,156*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*157*	*622*	*168*	*79*	*679*	*317*	*141*	*162*	*190*	*312*	*1281*	*176*	*4,283*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*192*	*1028*	*46*	*85*	*1053*	*142*	*222*	*323*	*92*	*267*	*1692*	*311*	*5,453*
Year 2030 Cond = e + max(g-c,0)	**299**	**735**	**184**	**112**	**1168**	**271**	**259**	**360**	**120**	**353**	**1742**	**339**	**5,943**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*180*	*1072*	*38*	*74*	*1094*	*112*	*180*	*294*	*62*	*251*	*1706*	*280*	*5,343*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**287**	**779**	**184**	**101**	**1209**	**271**	**217**	**331**	**90**	**337**	**1756**	**308**	**5,871**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*173*	*994*	*98*	*77*	*1012*	*130*	*173*	*266*	*151*	*299*	*1620*	*258*	*5,251*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**280**	**701**	**214**	**104**	**1127**	**317**	**213**	**310**	**243**	**385**	**1670**	**286**	**5,849**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*321*	*1097*	*46*	*112*	*1429*	*142*	*328*	*508*	*155*	*305*	*2065*	*433*	*6,941*
Year 2040 General Plan Cond = e + max(l-c,0)	**428**	**804**	**184**	**139**	**1544**	**271**	**365**	**545**	**183**	**391**	**2115**	**461**	**7,431**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*299*	*1178*	*38*	*93*	*1504*	*112*	*251*	*455*	*99*	*276*	*2091*	*376*	*6,772*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**406**	**885**	**184**	**120**	**1619**	**271**	**288**	**492**	**127**	**362**	**2141**	**404**	**7,300**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*276*	*1059*	*137*	*97*	*1385*	*130*	*233*	*389*	*196*	*359*	*1944*	*349*	*6,554*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**383**	**766**	**253**	**124**	**1500**	**317**	**273**	**433**	**288**	**445**	**1994**	**377**	**7,152**

Intersection Number: 19
Traffix Node Number: 3295
Intersection Name: Flickinger Avenue/Jackson Avenue and Berryessa Road
Peak Hour: PM
Count Date: 9/25/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**61**	**530**	**314**	**133**	**657**	**442**	**224**	**174**	**94**	**333**	**1177**	**60**	**4,199**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**63**	**547**	**324**	**138**	**677**	**456**	**231**	**180**	**97**	**344**	**1213**	**62**	**4,332**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*24*	*784*	*80*	*59*	*745*	*160*	*4*	*24*	*38*	*366*	*912*	*23*	*3,219*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*65*	*883*	*67*	*58*	*977*	*137*	*3*	*24*	*41*	*375*	*1028*	*76*	*3,734*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*54*	*799*	*86*	*59*	*1013*	*103*	*3*	*24*	*42*	*503*	*900*	*64*	*3,650*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*104*	*646*	*271*	*136*	*909*	*390*	*173*	*180*	*100*	*353*	*1329*	*115*	*4,707*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*93*	*562*	*330*	*138*	*945*	*294*	*173*	*180*	*101*	*481*	*1197*	*103*	*4,597*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*78*	*1073*	*119*	*32*	*1294*	*57*	*30*	*158*	*115*	*292*	*1625*	*85*	*4,958*
Year 2030 Cond = e + max(g-c,0)	**117**	**836**	**323**	**136**	**1226**	**390**	**200**	**314**	**174**	**353**	**1926**	**124**	**6,120**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*53*	*1061*	*119*	*30*	*1326*	*36*	*23*	*150*	*116*	*311*	*1607*	*51*	*4,883*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**104**	**824**	**323**	**136**	**1258**	**390**	**193**	**306**	**175**	**353**	**1908**	**115**	**6,086**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*42*	*1024*	*157*	*31*	*1298*	*63*	*18*	*144*	*130*	*289*	*1504*	*83*	*4,783*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**93**	**787**	**401**	**138**	**1230**	**294**	**188**	**300**	**189**	**481**	**1801**	**122**	**6,024**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*89*	*1232*	*163*	*32*	*1559*	*57*	*52*	*269*	*176*	*292*	*2123*	*92*	*6,136*
Year 2040 General Plan Cond = e + max(l-c,0)	**128**	**995**	**367**	**136**	**1491**	**390**	**222**	**425**	**235**	**353**	**2424**	**131**	**7,298**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*53*	*1210*	*163*	*30*	*1617*	*36*	*40*	*255*	*179*	*311*	*2090*	*51*	*6,035*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**104**	**973**	**367**	**136**	**1549**	**390**	**210**	**411**	**238**	**353**	**2391**	**115**	**7,238**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*42*	*1212*	*216*	*31*	*1536*	*63*	*30*	*244*	*203*	*289*	*2007*	*99*	*5,972*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**93**	**975**	**460**	**138**	**1468**	**294**	**200**	**400**	**262**	**481**	**2304**	**138**	**7,213**

Intersection Number: 20
Traffix Node Number: 3595
Intersection Name: Jackson Avenue and Mabury Road
Peak Hour: PM
Count Date: 9/25/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**103**	**613**	**247**	**89**	**245**	**153**	**142**	**205**	**68**	**259**	**594**	**125**	**2,843**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**107**	**632**	**255**	**92**	**253**	**158**	**147**	**212**	**71**	**267**	**612**	**129**	**2,935**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*41*	*1232*	*268*	*49*	*102*	*29*	*34*	*119*	*24*	*175*	*337*	*15*	*2,425*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*45*	*1234*	*308*	*52*	*229*	*33*	*44*	*108*	*15*	*290*	*649*	*20*	*3,027*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*29*	*1215*	*350*	*52*	*78*	*37*	*38*	*126*	*21*	*270*	*545*	*36*	*2,797*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*111*	*634*	*295*	*95*	*380*	*162*	*157*	*192*	*44*	*382*	*924*	*134*	*3,511*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*76*	*623*	*337*	*95*	*193*	*166*	*151*	*219*	*62*	*362*	*820*	*150*	*3,255*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*37*	*1316*	*332*	*66*	*301*	*46*	*96*	*403*	*70*	*341*	*846*	*34*	*3,888*
Year 2030 Cond = e + max(g-c,0)	**111**	**716**	**319**	**109**	**452**	**175**	**209**	**487**	**99**	**433**	**1121**	**148**	**4,380**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*44*	*1298*	*337*	*67*	*306*	*43*	*105*	*394*	*61*	*352*	*821*	*34*	*3,862*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**111**	**698**	**324**	**110**	**457**	**172**	**218**	**478**	**90**	**444**	**1096**	**148**	**4,347**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*17*	*1256*	*395*	*71*	*136*	*54*	*108*	*410*	*71*	*359*	*720*	*32*	*3,629*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**76**	**664**	**382**	**114**	**251**	**183**	**221**	**503**	**112**	**451**	**995**	**150**	**4,103**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*37*	*1384*	*352*	*78*	*361*	*56*	*139*	*649*	*115*	*384*	*1010*	*45*	*4,610*
Year 2040 General Plan Cond = e + max(l-c,0)	**111**	**784**	**339**	**121**	**512**	**185**	**252**	**733**	**144**	**476**	**1285**	**159**	**5,102**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*44*	*1351*	*361*	*80*	*371*	*52*	*155*	*632*	*99*	*404*	*965*	*46*	*4,560*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**111**	**751**	**348**	**123**	**522**	**181**	**268**	**716**	**128**	**496**	**1240**	**160**	**5,045**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*17*	*1291*	*433*	*86*	*184*	*69*	*167*	*646*	*113*	*433*	*865*	*32*	*4,336*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**76**	**699**	**420**	**129**	**299**	**198**	**280**	**739**	**154**	**525**	**1140**	**150**	**4,810**

Intersection Number: 21
Traffix Node Number: 3623
Intersection Name: King Road and Mabury Road
Peak Hour: PM
Count Date: 9/25/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**95**	**681**	**151**	**59**	**183**	**105**	**96**	**271**	**88**	**210**	**692**	**119**	**2,750**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**98**	**702**	**156**	**61**	**189**	**109**	**99**	**280**	**91**	**217**	**713**	**123**	**2,838**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*122*	*890*	*25*	*20*	*112*	*23*	*12*	*241*	*31*	*412*	*504*	*200*	*2,592*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*207*	*1058*	*24*	*18*	*259*	*10*	*13*	*181*	*39*	*458*	*936*	*173*	*3,376*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*143*	*1041*	*26*	*18*	*93*	*8*	*13*	*195*	*41*	*515*	*829*	*162*	*3,084*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*183*	*870*	*150*	*55*	*336*	*47*	*100*	*210*	*99*	*263*	*1145*	*106*	*3,565*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*119*	*853*	*157*	*55*	*157*	*38*	*100*	*227*	*101*	*320*	*1038*	*100*	*3,264*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*324*	*1185*	*111*	*39*	*366*	*4*	*17*	*425*	*96*	*519*	*1118*	*217*	*4,421*
Year 2030 Cond = e + max(g-c,0)	**300**	**997**	**237**	**76**	**443**	**47**	**104**	**454**	**156**	**324**	**1327**	**150**	**4,616**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*279*	*1176*	*85*	*29*	*373*	*10*	*18*	*407*	*104*	*516*	*1127*	*202*	*4,326*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**255**	**988**	**211**	**66**	**450**	**47**	**105**	**436**	**164**	**321**	**1336**	**135**	**4,515**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*176*	*1126*	*88*	*28*	*190*	*4*	*18*	*383*	*265*	*608*	*1024*	*100*	*4,010*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**152**	**938**	**219**	**65**	**254**	**38**	**105**	**415**	**325**	**413**	**1233**	**100**	**4,256**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*421*	*1290*	*183*	*56*	*456*	*4*	*20*	*628*	*144*	*569*	*1269*	*253*	*5,293*
Year 2040 General Plan Cond = e + max(l-c,0)	**397**	**1102**	**309**	**93**	**533**	**47**	**107**	**657**	**204**	**374**	**1478**	**186**	**5,488**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*339*	*1274*	*135*	*39*	*468*	*10*	*22*	*596*	*159*	*565*	*1287*	*226*	*5,120*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**315**	**1086**	**261**	**76**	**545**	**47**	**109**	**625**	**219**	**370**	**1496**	**159**	**5,309**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*203*	*1197*	*139*	*36*	*270*	*4*	*23*	*539*	*452*	*685*	*1187*	*100*	*4,835*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**179**	**1009**	**270**	**73**	**334**	**38**	**110**	**571**	**512**	**490**	**1396**	**100**	**5,081**

Intersection Number: 22
Traffix Node Number: 4135
Intersection Name: Lenfest Road/BART Station Way and Mabury Road
Peak Hour: PM
Count Date: 5/9/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**0**	**0**	**0**	**0**	**368**	**20**	**45**	**0**	**54**	**74**	**915**	**0**	**1,476**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**0**	**0**	**0**	**0**	**380**	**21**	**47**	**0**	**56**	**77**	**943**	**0**	**1,524**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*0*	*0*	*0*	*220*	*48*	*90*	*0*	*14*	*70*	*1029*	*0*	*1,471*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*0*	*0*	*0*	*0*	*463*	*44*	*86*	*0*	*105*	*86*	*1487*	*0*	*2,271*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*0*	*0*	*0*	*0*	*235*	*44*	*85*	*0*	*19*	*83*	*1425*	*0*	*1,891*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*0*	*0*	*0*	*623*	*19*	*45*	*0*	*147*	*93*	*1401*	*0*	*2,328*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*0*	*0*	*0*	*395*	*19*	*44*	*0*	*61*	*90*	*1339*	*0*	*1,949*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*190*	*36*	*289*	*90*	*669*	*14*	*1*	*4*	*27*	*76*	*1530*	*98*	*3,024*
Year 2030 Cond = e + max(g-c,0)	**190**	**36**	**289**	**90**	**829**	**19**	**45**	**4**	**147**	**93**	**1444**	**98**	**3,284**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*179*	*37*	*288*	*89*	*641*	*11*	*0*	*5*	*28*	*77*	*1521*	*101*	*2,977*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**179**	**37**	**288**	**89**	**801**	**19**	**45**	**5**	**147**	**93**	**1435**	**101**	**3,239**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*229*	*37*	*314*	*139*	*466*	*11*	*1*	*45*	*21*	*63*	*1405*	*103*	*2,834*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**229**	**37**	**314**	**139**	**626**	**19**	**44**	**45**	**63**	**90**	**1339**	**103**	**3,049**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*348*	*66*	*530*	*165*	*840*	*14*	*1*	*7*	*27*	*76*	*1566*	*179*	*3,819*
Year 2040 General Plan Cond = e + max(l-c,0)	**348**	**66**	**530**	**165**	**1000**	**19**	**45**	**7**	**147**	**93**	**1480**	**179**	**4,079**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*329*	*68*	*528*	*164*	*789*	*11*	*0*	*9*	*28*	*77*	*1550*	*185*	*3,738*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**329**	**68**	**528**	**164**	**949**	**19**	**45**	**9**	**147**	**93**	**1464**	**185**	**4,000**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*419*	*68*	*576*	*255*	*659*	*11*	*1*	*83*	*22*	*63*	*1405*	*188*	*3,750*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**419**	**68**	**576**	**255**	**819**	**19**	**44**	**83**	**64**	**90**	**1339**	**188**	**3,965**

Intersection Number: 23
Traffix Node Number: 3665
Intersection Name: Flea Market Entrance/Sierra Road and Mabury Road
Peak Hour: PM
Count Date: 5/9/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**18**	**0**	**22**	**3**	**426**	**2**	**11**	**0**	**7**	**1**	**944**	**3**	**1,437**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**19**	**0**	**23**	**4**	**439**	**3**	**12**	**0**	**8**	**2**	**973**	**4**	**1,487**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*0*	*0*	*0*	*232*	*0*	*0*	*0*	*0*	*0*	*1099*	*0*	*1,331*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*93*	*0*	*132*	*19*	*548*	*0*	*0*	*0*	*0*	*0*	*1441*	*202*	*2,435*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*26*	*0*	*252*	*22*	*229*	*0*	*0*	*0*	*0*	*0*	*1255*	*45*	*1,829*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*112*	*0*	*155*	*23*	*755*	*3*	*12*	*0*	*8*	*2*	*1315*	*206*	*2,591*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*45*	*0*	*275*	*26*	*433*	*3*	*12*	*0*	*8*	*2*	*1129*	*49*	*1,982*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*468*	*0*	*146*	*72*	*849*	*0*	*0*	*0*	*0*	*0*	*1565*	*427*	*3,527*
Year 2030 Cond = e + max(g-c,0)	**468**	**0**	**146**	**72**	**1056**	**3**	**12**	**0**	**8**	**2**	**1439**	**427**	**3,633**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*476*	*0*	*143*	*71*	*811*	*0*	*0*	*0*	*0*	*0*	*1564*	*439*	*3,504*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**476**	**0**	**143**	**71**	**1018**	**3**	**12**	**0**	**8**	**2**	**1438**	**439**	**3,610**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*128*	*0*	*447*	*200*	*517*	*0*	*0*	*0*	*0*	*0*	*1051*	*139*	*2,482*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**128**	**0**	**447**	**200**	**721**	**3**	**12**	**0**	**8**	**2**	**1129**	**139**	**2,789**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*781*	*0*	*158*	*116*	*1099*	*0*	*0*	*0*	*0*	*0*	*1669*	*615*	*4,438*
Year 2040 General Plan Cond = e + max(l-c,0)	**781**	**0**	**158**	**116**	**1306**	**3**	**12**	**0**	**8**	**2**	**1543**	**615**	**4,544**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*796*	*0*	*152*	*114*	*1031*	*0*	*0*	*0*	*0*	*0*	*1667*	*637*	*4,397*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**796**	**0**	**152**	**114**	**1238**	**3**	**12**	**0**	**8**	**2**	**1541**	**637**	**4,503**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*213*	*0*	*610*	*349*	*757*	*0*	*0*	*0*	*0*	*0*	*1051*	*217*	*3,197*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**213**	**0**	**610**	**349**	**961**	**3**	**12**	**0**	**8**	**2**	**1129**	**217**	**3,504**

Intersection Number: 24
Traffix Node Number: 3625
Intersection Name: King Road and McKee Road
Peak Hour: PM
Count Date: 9/25/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**516**	**468**	**147**	**86**	**780**	**148**	**142**	**173**	**74**	**89**	**662**	**300**	**3,585**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**532**	**483**	**152**	**89**	**804**	**153**	**147**	**179**	**77**	**92**	**683**	**310**	**3,701**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*112*	*617*	*107*	*12*	*1090*	*286*	*29*	*17*	*5*	*58*	*1289*	*168*	*3,790*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*129*	*740*	*129*	*10*	*894*	*284*	*25*	*11*	*6*	*71*	*979*	*118*	*3,396*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*151*	*759*	*134*	*13*	*972*	*281*	*28*	*18*	*6*	*67*	*1125*	*128*	*3,682*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*549*	*606*	*174*	*74*	*659*	*152*	*127*	*116*	*78*	*105*	*519*	*218*	*3,377*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*571*	*625*	*179*	*90*	*717*	*150*	*142*	*180*	*78*	*101*	*596*	*236*	*3,666*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*158*	*879*	*183*	*25*	*1177*	*365*	*152*	*99*	*8*	*6*	*1346*	*204*	*4,602*
Year 2030 Cond = e + max(g-c,0)	**578**	**745**	**228**	**89**	**942**	**233**	**254**	**204**	**80**	**105**	**886**	**304**	**4,648**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*158*	*873*	*184*	*24*	*1154*	*371*	*147*	*88*	*7*	*11*	*1354*	*193*	*4,564*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**578**	**739**	**229**	**88**	**919**	**239**	**249**	**193**	**79**	**105**	**894**	**293**	**4,605**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*172*	*965*	*177*	*30*	*1249*	*338*	*183*	*196*	*4*	*13*	*1397*	*274*	*4,998*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**592**	**831**	**222**	**107**	**994**	**207**	**297**	**358**	**78**	**101**	**868**	**382**	**5,038**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*183*	*994*	*228*	*38*	*1413*	*432*	*258*	*173*	*9*	*6*	*1652*	*275*	*5,661*
Year 2040 General Plan Cond = e + max(l-c,0)	**603**	**860**	**273**	**102**	**1178**	**300**	**360**	**278**	**81**	**105**	**1192**	**375**	**5,707**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*183*	*984*	*230*	*36*	*1370*	*443*	*248*	*152*	*7*	*11*	*1666*	*256*	*5,586*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**603**	**850**	**275**	**100**	**1135**	**311**	**350**	**257**	**79**	**105**	**1206**	**356**	**5,627**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*189*	*1136*	*212*	*44*	*1479*	*386*	*313*	*344*	*4*	*13*	*1624*	*395*	*6,139*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**609**	**1002**	**257**	**121**	**1224**	**255**	**427**	**506**	**78**	**101**	**1095**	**503**	**6,179**

Intersection Number: 25
Traffix Node Number: 3574
Intersection Name: Berryessa Road and Mabury Road
Peak Hour: PM
Count Date: 11/15/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**14**	**583**	**66**	**72**	**51**	**141**	**112**	**586**	**16**	**76**	**112**	**90**	**1,919**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**15**	**601**	**68**	**75**	**53**	**146**	**116**	**604**	**17**	**79**	**116**	**93**	**1,983**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*0*	*822*	*73*	*9*	*63*	*25*	*117*	*1166*	*27*	*109*	*233*	*149*	*2,793*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*1*	*811*	*6*	*14*	*1*	*15*	*168*	*1199*	*16*	*397*	*102*	*50*	*2,780*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*0*	*1271*	*0*	*1*	*3*	*56*	*389*	*1531*	*0*	*340*	*76*	*12*	*3,679*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*16*	*593*	*6*	*80*	*1*	*88*	*167*	*637*	*10*	*367*	*51*	*31*	*2,046*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*1050*	*0*	*8*	*3*	*177*	*388*	*969*	*0*	*310*	*38*	*7*	*2,950*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*2*	*1253*	*7*	*42*	*2*	*4*	*61*	*1570*	*23*	*236*	*159*	*121*	*3,480*
Year 2030 Cond = e + max(g-c,0)	**17**	**1035**	**7**	**108**	**2**	**88**	**167**	**1008**	**17**	**367**	**108**	**102**	**3,025**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*2*	*1264*	*7*	*42*	*2*	*2*	*94*	*1550*	*24*	*200*	*149*	*142*	*3,478*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**17**	**1046**	**7**	**108**	**2**	**88**	**167**	**988**	**18**	**367**	**98**	**123**	**3,028**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*1603*	*1*	*1*	*8*	*136*	*289*	*1810*	*0*	*342*	*107*	*27*	*4,324*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**1382**	**1**	**8**	**8**	**257**	**388**	**1248**	**0**	**312**	**69**	**22**	**3,695**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*2*	*1621*	*7*	*66*	*2*	*4*	*61*	*1879*	*29*	*236*	*206*	*181*	*4,294*
Year 2040 General Plan Cond = e + max(l-c,0)	**17**	**1403**	**7**	**132**	**2**	**88**	**167**	**1317**	**23**	**367**	**155**	**162**	**3,839**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*2*	*1642*	*7*	*65*	*3*	*2*	*94*	*1843*	*31*	*200*	*189*	*218*	*4,296*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**17**	**1424**	**7**	**131**	**3**	**88**	**167**	**1281**	**25**	**367**	**138**	**199**	**3,846**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*1880*	*1*	*1*	*12*	*202*	*289*	*2043*	*0*	*344*	*132*	*40*	*4,944*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**1659**	**1**	**8**	**12**	**323**	**388**	**1481**	**0**	**314**	**94**	**35**	**4,315**

Intersection Number: 26
Traffix Node Number: 3106
Intersection Name: Lundy Avenue and Murphy Avenue
Peak Hour: PM
Count Date: 12/11/18

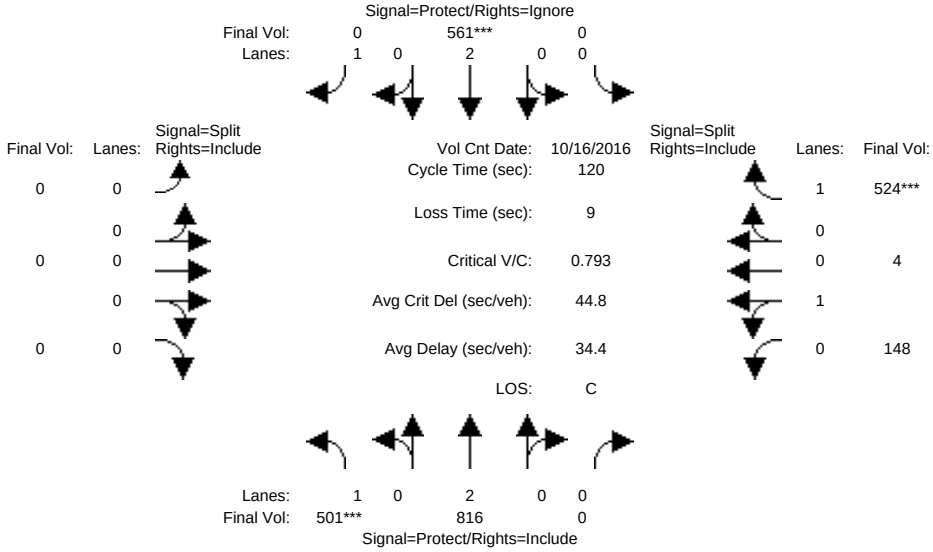
	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	**142**	**509**	**415**	**138**	**582**	**232**	**73**	**135**	**214**	**683**	**1558**	**145**	**4,826**
Existing Conditions (a) (with 1% compound growth if older than 2 years)	**147**	**525**	**428**	**143**	**600**	**240**	**76**	**140**	**221**	**704**	**1606**	**150**	**4,980**
Model - Year 2015 (Updated to 2018) on Existing Network (b)	*57*	*574*	*269*	*11*	*785*	*162*	*44*	*67*	*100*	*693*	*1772*	*0*	*4,534*
Model - Year 2015 (Updated to 2018) on 2040 Network + Mabury Intc (c)	*56*	*672*	*297*	*13*	*746*	*176*	*46*	*77*	*84*	*779*	*1761*	*0*	*4,707*
Model - Year 2015 (Updated to 2018) on 2040 Network + Berryessa Intc (d)	*76*	*604*	*301*	*13*	*715*	*179*	*45*	*79*	*87*	*783*	*1730*	*1*	*4,613*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*144*	*623*	*456*	*145*	*570*	*254*	*78*	*150*	*186*	*790*	*1596*	*0*	*4,992*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*166*	*555*	*460*	*145*	*546*	*257*	*77*	*152*	*192*	*794*	*1568*	*151*	*5,064*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*219*	*760*	*346*	*46*	*1006*	*228*	*88*	*153*	*173*	*864*	*1733*	*3*	*5,619*
Year 2030 Cond = e + max(g-c,0)	**307**	**711**	**505**	**178**	**830**	**306**	**120**	**226**	**275**	**875**	**1596**	**3**	**5,932**
Model - Year 2030 Proposed Project with Mabury Intc (h)	*227*	*782*	*333*	*45*	*1003*	*230*	*83*	*146*	*160*	*842*	*1776*	*1*	*5,628*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**315**	**733**	**492**	**177**	**827**	**308**	**115**	**219**	**262**	**853**	**1611**	**1**	**5,913**
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*245*	*704*	*369*	*39*	*1013*	*208*	*72*	*142*	*155*	*904*	*1708*	*5*	*5,564*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**335**	**655**	**528**	**171**	**844**	**286**	**104**	**215**	**260**	**915**	**1568**	**155**	**6,037**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*354*	*833*	*386*	*73*	*1222*	*271*	*123*	*217*	*247*	*935*	*1733*	*5*	*6,399*
Year 2040 General Plan Cond = e + max(l-c,0)	**442**	**784**	**545**	**205**	**1046**	**349**	**155**	**290**	**349**	**946**	**1596**	**5**	**6,712**
Model - Year 2040 Proposed Project with Mabury Intc (m)	*369*	*874*	*363*	*71*	*1218*	*275*	*114*	*204*	*224*	*894*	*1789*	*2*	*6,397*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**457**	**825**	**522**	**203**	**1042**	**353**	**146**	**277**	**326**	**905**	**1624**	**2**	**6,682**
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*386*	*788*	*425*	*61*	*1262*	*232*	*95*	*195*	*212*	*1004*	*1708*	*8*	*6,376*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**476**	**739**	**584**	**193**	**1093**	**310**	**127**	**268**	**317**	**1015**	**1568**	**158**	**6,849**

Appendix D
Intersection Level of Service Calculations

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3021: 101/OAKLAND (N)



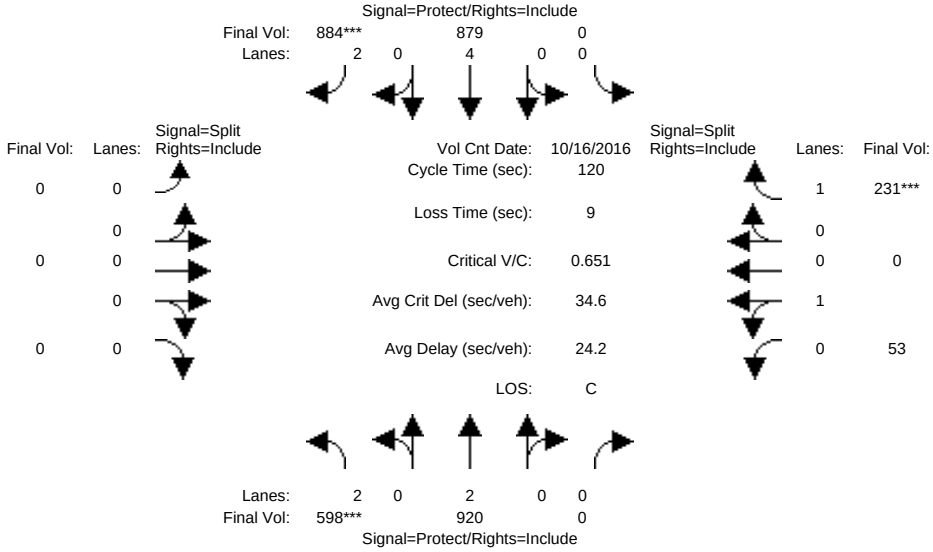
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 16 Oct 2016 << 7:30-8:30																
Base Vol:	501	816	0		0	561	857		0	0	0		148	4	524	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	501	816	0		0	561	857		0	0	0		148	4	524	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	501	816	0		0	561	857		0	0	0		148	4	524	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	501	816	0		0	561	0		0	0	0		148	4	524	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	501	816	0		0	561	0		0	0	0		148	4	524	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	501	816	0		0	561	0		0	0	0		148	4	524	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.95	0.95	0.92	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.97	0.03	1.00	
Final Sat.:	1750	3800	0		0	3800	1750		0	0	0		1753	47	1750	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.21	0.00		0.00	0.15	0.00		0.00	0.00	0.00		0.08	0.08	0.30	
Crit Moves:	****					****									****	
Green Time:	43.3	65.7	0.0		0.0	22.3	0.0		0.0	0.0	0.0		45.3	45.3	45.3	
Volume/Cap:	0.79	0.39	0.00		0.00	0.79	0.00		0.00	0.00	0.00		0.22	0.22	0.79	
Delay/Veh:	41.1	15.8	0.0		0.0	52.7	0.0		0.0	0.0	0.0		25.5	25.5	39.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	41.1	15.8	0.0		0.0	52.7	0.0		0.0	0.0	0.0		25.5	25.5	39.7	
LOS by Move:	D	B	A		A	D	A		A	A	A		C	C	D	
HCM2kAvgQ:	19	8	0		0	12	0		0	0	0		4	4	20	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3021: 101/OAKLAND (N)



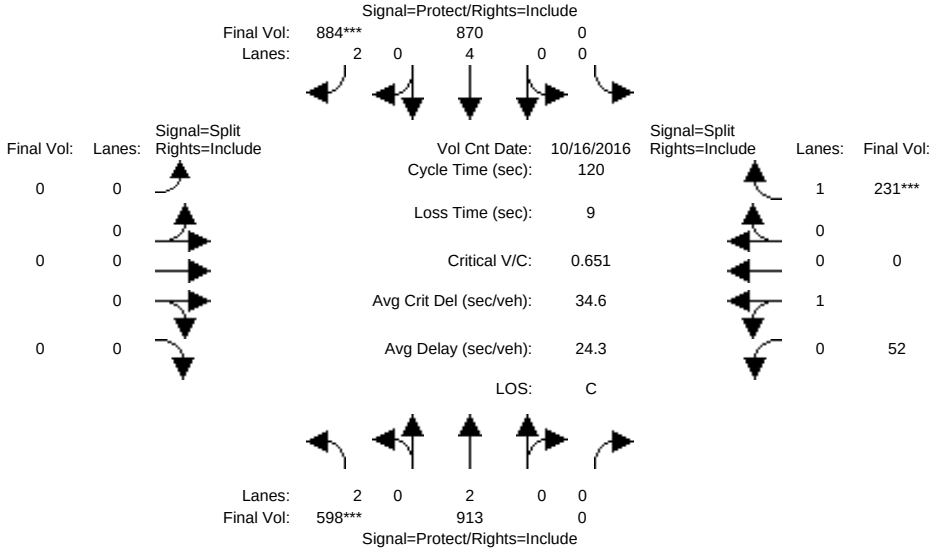
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 16 Oct 2016 << 7:30-8:30																
Base Vol:	598	920	0		0	879	884		0	0	0		53	0	231	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	598	920	0		0	879	884		0	0	0		53	0	231	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	598	920	0		0	879	884		0	0	0		53	0	231	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	598	920	0		0	879	884		0	0	0		53	0	231	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	598	920	0		0	879	884		0	0	0		53	0	231	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	598	920	0		0	879	884		0	0	0		53	0	231	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	1.00	0.83		0.92	1.00	0.92		0.95	0.95	0.92	
Lanes:	2.00	2.00	0.00		0.00	4.00	2.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	3150	3800	0		0	7600	3150		0	0	0		1800	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.24	0.00		0.00	0.12	0.28		0.00	0.00	0.00		0.03	0.00	0.13	
Crit Moves:	****						****								****	
Green Time:	35.0	86.7	0.0		0.0	51.7	51.7		0.0	0.0	0.0		24.3	0.0	24.3	
Volume/Cap:	0.65	0.34	0.00		0.00	0.27	0.65		0.00	0.00	0.00		0.15	0.00	0.65	
Delay/Veh:	38.9	6.2	0.0		0.0	22.0	28.2		0.0	0.0	0.0		39.5	0.0	48.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	38.9	6.2	0.0		0.0	22.0	28.2		0.0	0.0	0.0		39.5	0.0	48.2	
LOS by Move:	D	A	A		A	C	C		A	A	A		D	A	D	
HCM2kAvgQ:	12	6	0		0	5	16		0	0	0		2	0	9	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3021: 101/OAKLAND (N)



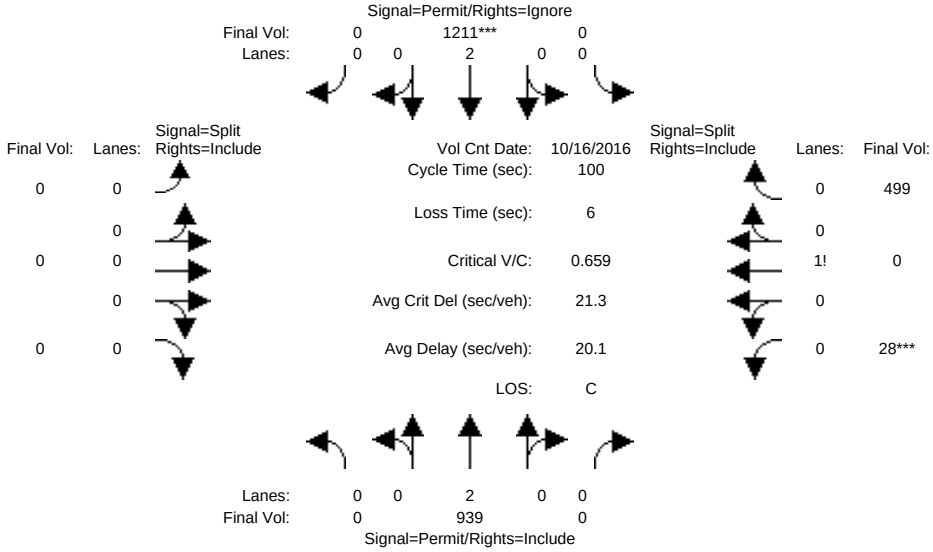
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 16 Oct 2016 << 7:30-8:30																
Base Vol:	598		913	0	0		870	884	0		0	0	52		0	231
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	598		913	0	0		870	884	0		0	0	52		0	231
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	598		913	0	0		870	884	0		0	0	52		0	231
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	598		913	0	0		870	884	0		0	0	52		0	231
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	598		913	0	0		870	884	0		0	0	52		0	231
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	598		913	0	0		870	884	0		0	0	52		0	231
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.92		1.00	0.83	0.92		1.00	0.92	0.95		0.95	0.92
Lanes:	2.00		2.00	0.00	0.00		4.00	2.00	0.00		0.00	0.00	1.00		0.00	1.00
Final Sat.:	3150		3800	0	0		7600	3150	0		0	0	1800		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.19		0.24	0.00	0.00		0.11	0.28	0.00		0.00	0.00	0.03		0.00	0.13
Crit Moves:	****							****								****
Green Time:	35.0		86.7	0.0	0.0		51.7	51.7	0.0		0.0	0.0	24.3		0.0	24.3
Volume/Cap:	0.65		0.33	0.00	0.00		0.27	0.65	0.00		0.00	0.00	0.14		0.00	0.65
Delay/Veh:	38.9		6.2	0.0	0.0		22.0	28.2	0.0		0.0	0.0	39.5		0.0	48.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	38.9		6.2	0.0	0.0		22.0	28.2	0.0		0.0	0.0	39.5		0.0	48.2
LOS by Move:	D		A	A	A		C	C	A		A	A	D		A	D
HCM2kAvgQ:	12		6	0	0		5	16	0		0	0	2		0	9

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3021: 101/OAKLAND (N)



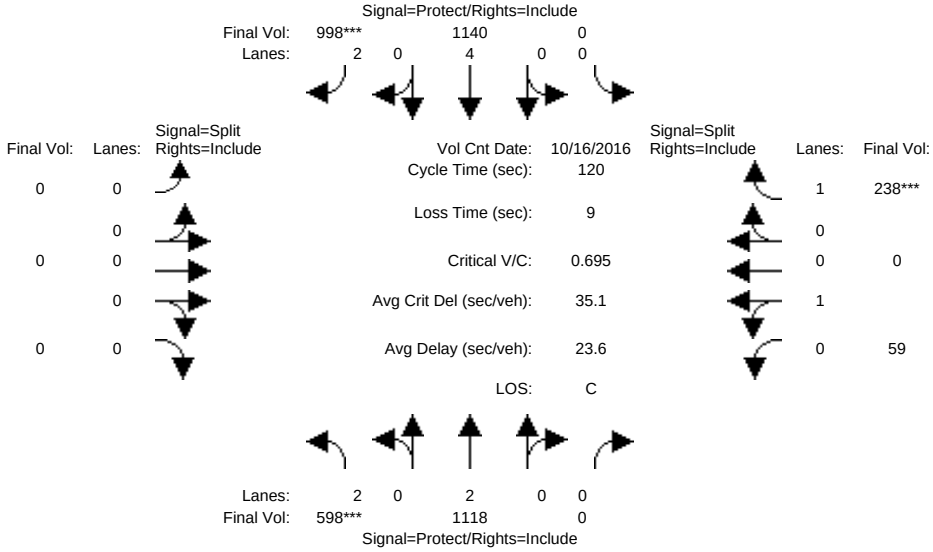
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Oct 2016 << 7:30-8:30												
Base Vol:	0	939	0	0	1211	0	0	0	0	28	0	499
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	939	0	0	1211	0	0	0	0	28	0	499
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	939	0	0	1211	0	0	0	0	28	0	499
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	939	0	0	1211	0	0	0	0	28	0	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	939	0	0	1211	0	0	0	0	28	0	499
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	939	0	0	1211	0	0	0	0	28	0	499
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.05	0.00	0.95
Final Sat.:	0	3800	0	0	3800	0	0	0	0	93	0	1657
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Crit Moves:					****					****		
Green Time:	0.0	48.3	0.0	0.0	48.3	0.0	0.0	0.0	0.0	45.7	0.0	45.7
Volume/Cap:	0.00	0.51	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.00	0.66
Delay/Veh:	0.0	18.0	0.0	0.0	20.5	0.0	0.0	0.0	0.0	23.2	0.0	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:	0.0	18.0	0.0	0.0	20.5	0.0	0.0	0.0	0.0	23.2	0.0	23.2
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	C
HCM2kAvgQ:	0	10	0	0	15	0	0	0	0	14	0	14

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3021: 101/OAKLAND (N)



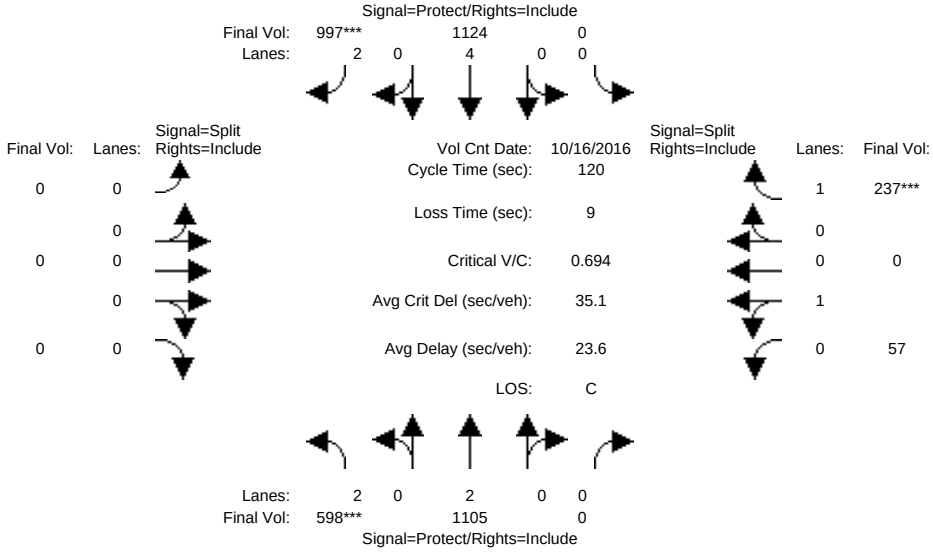
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 16 Oct 2016 << 7:30-8:30																
Base Vol:	598	1118	0		0	1140	998		0	0	0		59	0	238	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	598	1118	0		0	1140	998		0	0	0		59	0	238	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	598	1118	0		0	1140	998		0	0	0		59	0	238	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	598	1118	0		0	1140	998		0	0	0		59	0	238	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	598	1118	0		0	1140	998		0	0	0		59	0	238	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	598	1118	0		0	1140	998		0	0	0		59	0	238	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	1.00	0.83		0.92	1.00	0.92		0.95	0.95	0.92	
Lanes:	2.00	2.00	0.00		0.00	4.00	2.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	3150	3800	0		0	7600	3150		0	0	0		1800	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.29	0.00		0.00	0.15	0.32		0.00	0.00	0.00		0.03	0.00	0.14	
Crit Moves:	****						****								****	
Green Time:	32.8	87.5	0.0		0.0	54.7	54.7		0.0	0.0	0.0		23.5	0.0	23.5	
Volume/Cap:	0.69	0.40	0.00		0.00	0.33	0.69		0.00	0.00	0.00		0.17	0.00	0.69	
Delay/Veh:	41.6	6.3	0.0		0.0	20.9	27.5		0.0	0.0	0.0		40.4	0.0	51.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	41.6	6.3	0.0		0.0	20.9	27.5		0.0	0.0	0.0		40.4	0.0	51.0	
LOS by Move:	D	A	A		A	C	C		A	A	A		D	A	D	
HCM2kAvgQ:	13	8	0		0	7	18		0	0	0		2	0	10	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3021: 101/OAKLAND (N)



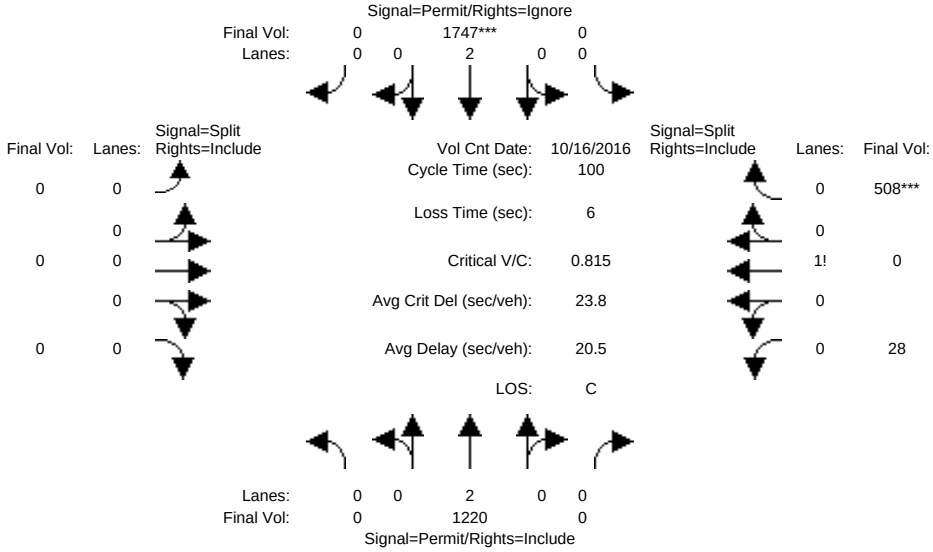
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		0		0		10		10		0		0		0		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 16 Oct 2016 << 7:30-8:30																								
Base Vol:	598		1105		0		0		1124		997		0		0		0		57		0		237	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	598		1105		0		0		1124		997		0		0		0		57		0		237	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ATI:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	598		1105		0		0		1124		997		0		0		0		57		0		237	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	598		1105		0		0		1124		997		0		0		0		57		0		237	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	598		1105		0		0		1124		997		0		0		0		57		0		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	
FinalVolume:	598		1105		0		0		1124		997		0		0		0		57		0		237	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.83		1.00		0.92		0.92		1.00		0.83		0.92		1.00		0.92		0.95		0.95		0.92	
Lanes:	2.00		2.00		0.00		0.00		4.00		2.00		0.00		0.00		0.00		1.00		0.00		1.00	
Final Sat.:	3150		3800		0		0		7600		3150		0		0		0		1800		0		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.19		0.29		0.00		0.00		0.15		0.32		0.00		0.00		0.00		0.03		0.00		0.14	
Crit Moves:	****										****												****	
Green Time:	32.8		87.6		0.0		0.0		54.7		54.7		0.0		0.0		0.0		23.4		0.0		23.4	
Volume/Cap:	0.69		0.40		0.00		0.00		0.32		0.69		0.00		0.00		0.00		0.16		0.00		0.69	
Delay/Veh:	41.5		6.3		0.0		0.0		20.9		27.4		0.0		0.0		0.0		40.4		0.0		51.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	41.5		6.3		0.0		0.0		20.9		27.4		0.0		0.0		0.0		40.4		0.0		51.0	
LOS by Move:	D		A		A		A		C		C		A		A		A		D		A		D	
HCM2kAvgQ:	13		8		0		0		6		18		0		0		0		2		0		10	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3021: 101/OAKLAND (N)



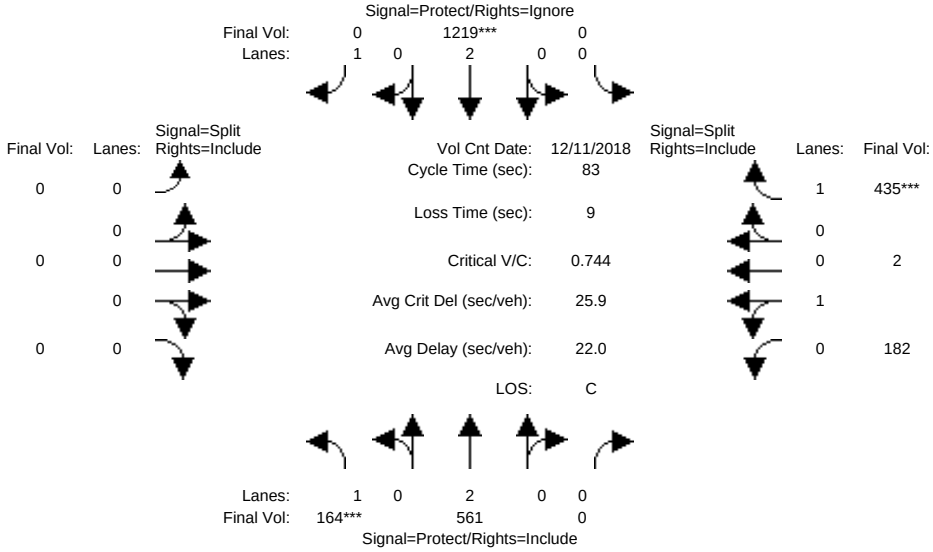
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Oct 2016 << 7:30-8:30												
Base Vol:	0	1220	0	0	1747	0	0	0	0	28	0	508
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1220	0	0	1747	0	0	0	0	28	0	508
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1220	0	0	1747	0	0	0	0	28	0	508
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1220	0	0	1747	0	0	0	0	28	0	508
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1220	0	0	1747	0	0	0	0	28	0	508
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1220	0	0	1747	0	0	0	0	28	0	508
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.05	0.00	0.95
Final Sat.:	0	3800	0	0	3800	0	0	0	0	91	0	1659
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Crit Moves:					****							****
Green Time:	0.0	56.4	0.0	0.0	56.4	0.0	0.0	0.0	0.0	37.6	0.0	37.6
Volume/Cap:	0.00	0.57	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.81	0.00	0.81
Delay/Veh:	0.0	14.4	0.0	0.0	20.1	0.0	0.0	0.0	0.0	35.8	0.0	35.8
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	14.4	0.0	0.0	20.1	0.0	0.0	0.0	0.0	35.8	0.0	35.8
LOS by Move:	A	B	A	A	C	A	A	A	A	D	A	D
HCM2kAvgQ:	0	12	0	0	23	0	0	0	0	18	0	18

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3021: 101/OAKLAND (N)



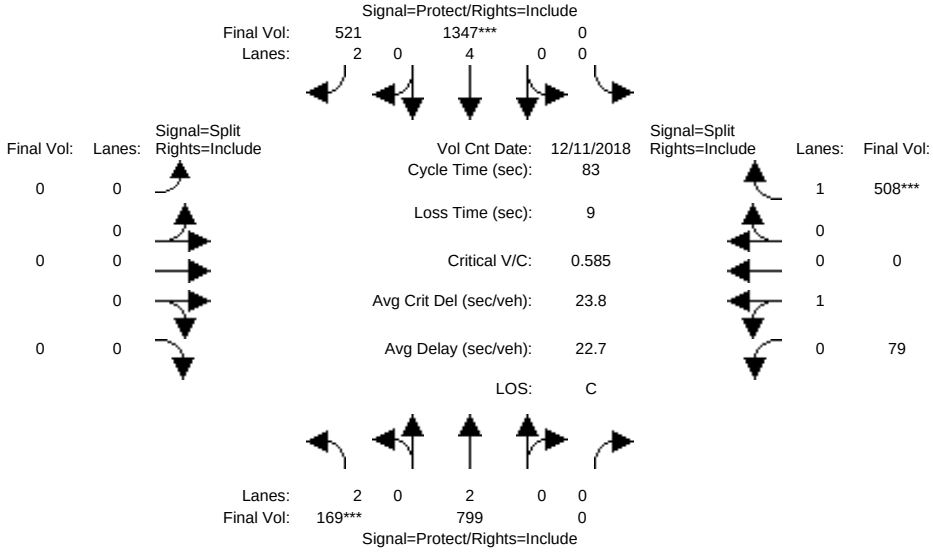
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10		0	0	10		10	0		0	0	10		10	10
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM																
Base Vol:	164	561		0	0	1219		401	0		0	0	182		2	435
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	164	561		0	0	1219		401	0		0	0	182		2	435
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
ATI:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	164	561		0	0	1219		401	0		0	0	182		2	435
User Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	164	561		0	0	1219		0	0		0	0	182		2	435
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	164	561		0	0	1219		0	0		0	0	182		2	435
PCE Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	164	561		0	0	1219		0	0		0	0	182		2	435
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92		1.00	0.92	0.95		0.95	0.92
Lanes:	1.00	2.00		0.00	0.00	2.00		1.00	0.00		0.00	0.00	0.99		0.01	1.00
Final Sat.:	1750	3800		0	0	3800		1750	0		0	0	1780		20	1750
Capacity Analysis Module:																
Vol/Sat:	0.09	0.15		0.00	0.00	0.32		0.00	0.00		0.00	0.00	0.10		0.10	0.25
Crit Moves:	****					****										****
Green Time:	10.5	46.3		0.0	0.0	35.8		0.0	0.0		0.0	0.0	27.7		27.7	27.7
Volume/Cap:	0.74	0.26		0.00	0.00	0.74		0.00	0.00		0.00	0.00	0.31		0.31	0.74
Delay/Veh:	47.8	9.6		0.0	0.0	21.6		0.0	0.0		0.0	0.0	20.8		20.8	29.6
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	47.8	9.6		0.0	0.0	21.6		0.0	0.0		0.0	0.0	20.8		20.8	29.6
LOS by Move:	D	A		A	A	C		A	A		A	A	C		C	C
HCM2kAvgQ:	6	4		0	0	14		0	0		0	0	4		4	12

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3021: 101/OAKLAND (N)



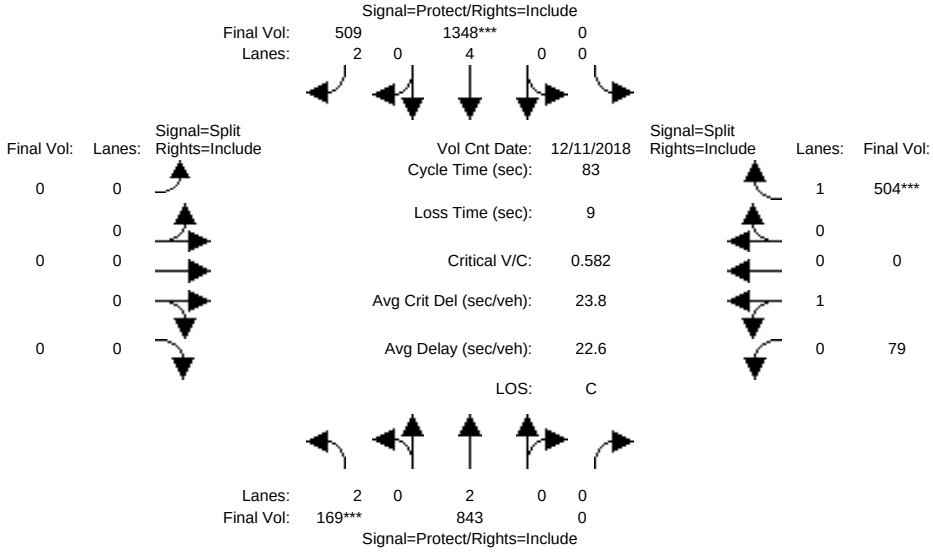
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM																
Base Vol:	169	799	0		0	1347	521		0	0	0		79	0	508	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	169	799	0		0	1347	521		0	0	0		79	0	508	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	169	799	0		0	1347	521		0	0	0		79	0	508	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	169	799	0		0	1347	521		0	0	0		79	0	508	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	169	799	0		0	1347	521		0	0	0		79	0	508	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	169	799	0		0	1347	521		0	0	0		79	0	508	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	1.00	0.83		0.92	1.00	0.92		0.95	0.95	0.92	
Lanes:	2.00	2.00	0.00		0.00	4.00	2.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	3150	3800	0		0	7600	3150		0	0	0		1800	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.21	0.00		0.00	0.18	0.17		0.00	0.00	0.00		0.04	0.00	0.29	
Crit Moves:	****					****									****	
Green Time:	7.6	32.8	0.0		0.0	25.2	25.2		0.0	0.0	0.0		41.2	0.0	41.2	
Volume/Cap:	0.58	0.53	0.00		0.00	0.58	0.55		0.00	0.00	0.00		0.09	0.00	0.58	
Delay/Veh:	39.2	19.6	0.0		0.0	24.9	24.8		0.0	0.0	0.0		11.0	0.0	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:	39.2	19.6	0.0		0.0	24.9	24.8		0.0	0.0	0.0		11.0	0.0	15.8	
LOS by Move:	D	B	A		A	C	C		A	A	A		B	A	B	
HCM2kAvgQ:	3	8	0		0	8	7		0	0	0		1	0	10	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3021: 101/OAKLAND (N)



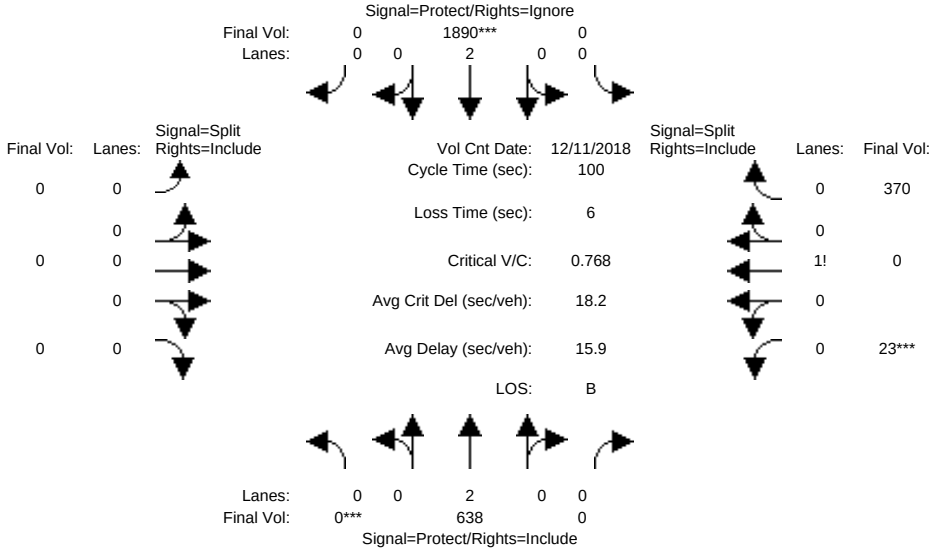
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM																
Base Vol:	169	843	0		0	1348	509		0	0	0		79	0	504	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	169	843	0		0	1348	509		0	0	0		79	0	504	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	169	843	0		0	1348	509		0	0	0		79	0	504	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	169	843	0		0	1348	509		0	0	0		79	0	504	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	169	843	0		0	1348	509		0	0	0		79	0	504	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	169	843	0		0	1348	509		0	0	0		79	0	504	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	1.00	0.83		0.92	1.00	0.92		0.95	0.95	0.92	
Lanes:	2.00	2.00	0.00		0.00	4.00	2.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	3150	3800	0		0	7600	3150		0	0	0		1800	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.22	0.00		0.00	0.18	0.16		0.00	0.00	0.00		0.04	0.00	0.29	
Crit Moves:	****					****									****	
Green Time:	7.6	32.9	0.0		0.0	25.3	25.3		0.0	0.0	0.0		41.1	0.0	41.1	
Volume/Cap:	0.58	0.56	0.00		0.00	0.58	0.53		0.00	0.00	0.00		0.09	0.00	0.58	
Delay/Veh:	39.1	19.9	0.0		0.0	24.8	24.5		0.0	0.0	0.0		11.1	0.0	15.9	
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:	39.1	19.9	0.0		0.0	24.8	24.5		0.0	0.0	0.0		11.1	0.0	15.9	
LOS by Move:	D	B	A		A	C	C		A	A	A		B	A	B	
HCM2kAvgQ:	3	9	0		0	8	7		0	0	0		1	0	10	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3021: 101/OAKLAND (N)



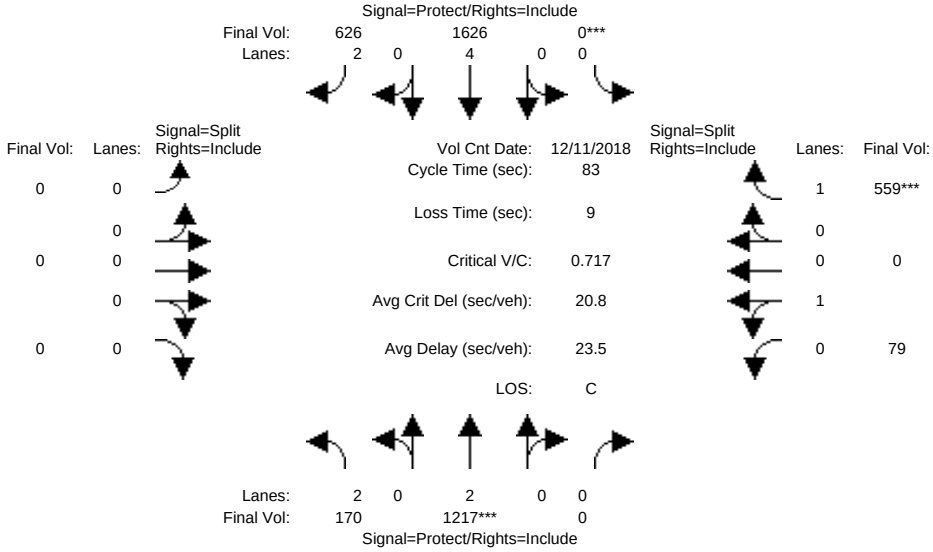
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	0		10		0		0		10		0		0		0		0		10		0		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM																								
Base Vol:	0		638		0		0		1890		0		0		0		0		23		0		370	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		638		0		0		1890		0		0		0		0		23		0		370	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ATI:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		638		0		0		1890		0		0		0		0		23		0		370	
User Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		638		0		0		1890		0		0		0		0		23		0		370	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		638		0		0		1890		0		0		0		0		23		0		370	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	0		638		0		0		1890		0		0		0		0		23		0		370	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92		0.92		0.92		0.92	
Lanes:	0.00		2.00		0.00		0.00		2.00		0.00		0.00		0.00		0.00		0.06		0.00		0.94	
Final Sat.:	0		3800		0		0		3800		0		0		0		0		102		0		1648	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.17		0.00		0.00		0.50		0.00		0.00		0.00		0.00		0.22		0.00		0.22	
Crit Moves:	****								****										****					
Green Time:	0.0		64.8		0.0		0.0		64.8		0.0		0.0		0.0		0.0		29.2		0.0		29.2	
Volume/Cap:	0.00		0.26		0.00		0.00		0.77		0.00		0.00		0.00		0.00		0.77		0.00		0.77	
Delay/Veh:	0.0		7.5		0.0		0.0		13.9		0.0		0.0		0.0		0.0		39.2		0.0		39.2	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	0.0		7.5		0.0		0.0		13.9		0.0		0.0		0.0		0.0		39.2		0.0		39.2	
LOS by Move:	A		A		A		A		B		A		A		A		A		D		A		D	
HCM2kAvgQ:	0		4		0		0		21		0		0		0		0		14		0		14	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3021: 101/OAKLAND (N)



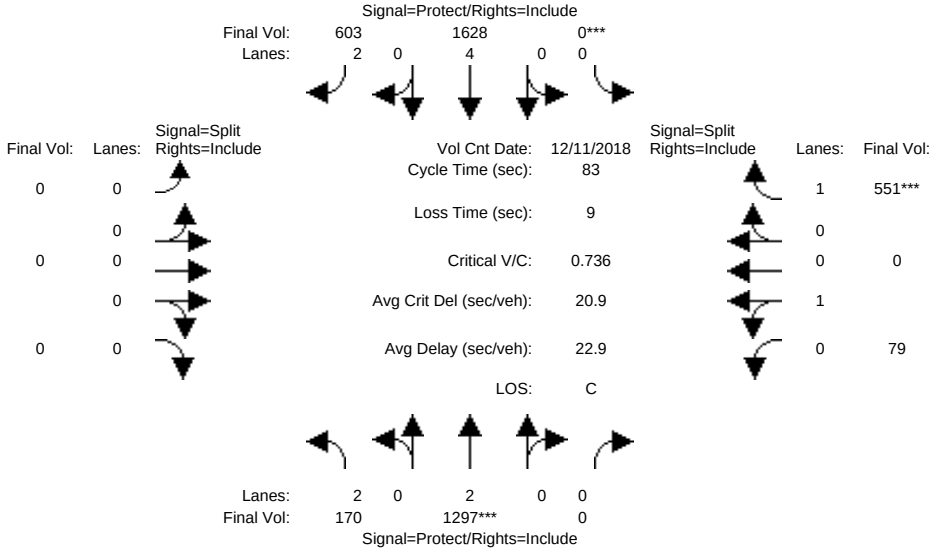
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM																
Base Vol:	170	1217		0	0	1626		626	0		0	0	79		0	559
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	170	1217		0	0	1626		626	0		0	0	79		0	559
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
ATI:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	170	1217		0	0	1626		626	0		0	0	79		0	559
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	170	1217		0	0	1626		626	0		0	0	79		0	559
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	170	1217		0	0	1626		626	0		0	0	79		0	559
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	170	1217		0	0	1626		626	0		0	0	79		0	559
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83	1.00		0.92	0.92	1.00		0.83	0.92		1.00	0.92	0.95		0.95	0.92
Lanes:	2.00	2.00		0.00	0.00	4.00		2.00	0.00		0.00	0.00	1.00		0.00	1.00
Final Sat.:	3150	3800		0	0	7600		3150	0		0	0	1800		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.05	0.32		0.00	0.00	0.21		0.20	0.00		0.00	0.00	0.04		0.00	0.32
Crit Moves:		****			****											****
Green Time:	10.5	37.0		0.0	0.0	26.6		26.6	0.0		0.0	0.0	37.0		0.0	37.0
Volume/Cap:	0.43	0.72		0.00	0.00	0.67		0.62	0.00		0.00	0.00	0.10		0.00	0.72
Delay/Veh:	34.2	20.2		0.0	0.0	25.1		25.1	0.0		0.0	0.0	13.4		0.0	22.0
User DelAdj:	1.00	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	20.2		0.0	0.0	25.1		25.1	0.0		0.0	0.0	13.4		0.0	22.0
LOS by Move:	C	C		A	A	C		C	A		A	A	B		A	C
HCM2kAvgQ:	3	14		0	0	10		9	0		0	0	1		0	14

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3021: 101/OAKLAND (N)



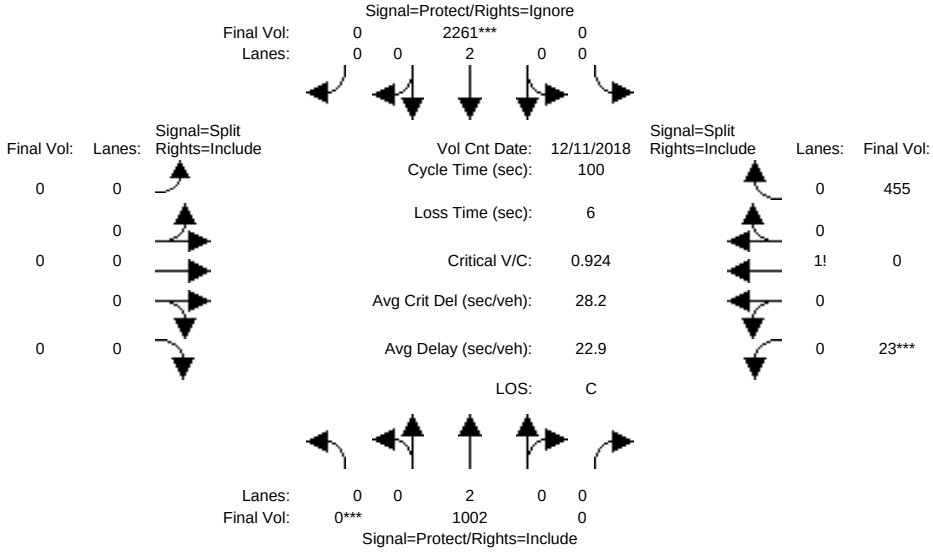
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM																
Base Vol:	170	1297		0	0	1628		603	0		0	0	79		0	551
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	170	1297		0	0	1628		603	0		0	0	79		0	551
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
ATI:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	170	1297		0	0	1628		603	0		0	0	79		0	551
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	170	1297		0	0	1628		603	0		0	0	79		0	551
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	170	1297		0	0	1628		603	0		0	0	79		0	551
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	170	1297		0	0	1628		603	0		0	0	79		0	551
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83	1.00		0.92	0.92	1.00		0.83	0.92		1.00	0.92	0.95		0.95	0.92
Lanes:	2.00	2.00		0.00	0.00	4.00		2.00	0.00		0.00	0.00	1.00		0.00	1.00
Final Sat.:	3150	3800		0	0	7600		3150	0		0	0	1800		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.05	0.34		0.00	0.00	0.21		0.19	0.00		0.00	0.00	0.04		0.00	0.31
Crit Moves:		****			****											****
Green Time:	10.9	38.5		0.0	0.0	27.6		27.6	0.0		0.0	0.0	35.5		0.0	35.5
Volume/Cap:	0.41	0.74		0.00	0.00	0.64		0.58	0.00		0.00	0.00	0.10		0.00	0.74
Delay/Veh:	33.8	19.8		0.0	0.0	24.1		23.6	0.0		0.0	0.0	14.3		0.0	23.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	33.8	19.8		0.0	0.0	24.1		23.6	0.0		0.0	0.0	14.3		0.0	23.7
LOS by Move:	C	B		A	A	C		C	A		A	A	B		A	C
HCM2kAvgQ:	3	15		0	0	10		8	0		0	0	1		0	14

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3021: 101/OAKLAND (N)



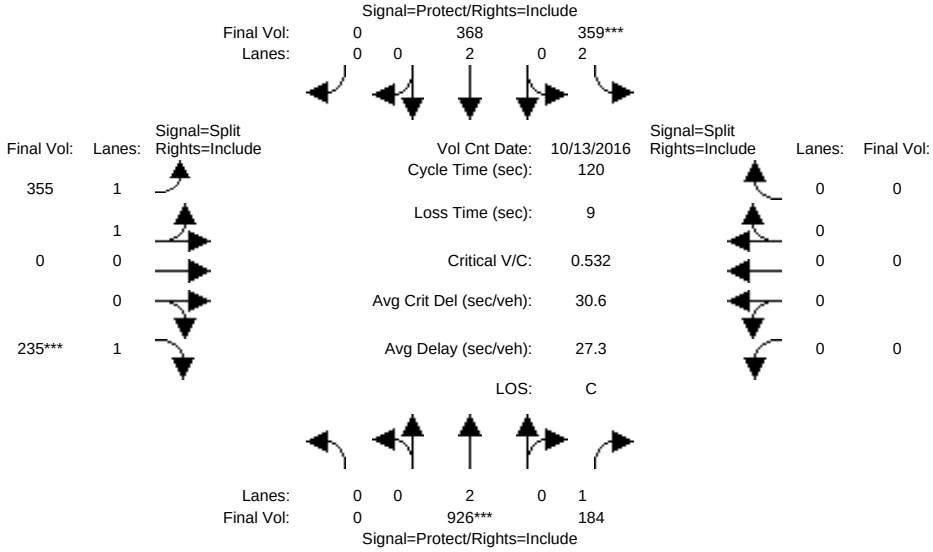
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	1002	0	0	2261	0	0	0	0	23	0	455
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1002	0	0	2261	0	0	0	0	23	0	455
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1002	0	0	2261	0	0	0	0	23	0	455
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1002	0	0	2261	0	0	0	0	23	0	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1002	0	0	2261	0	0	0	0	23	0	455
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1002	0	0	2261	0	0	0	0	23	0	455
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.05	0.00	0.95
Final Sat.:	0	3800	0	0	3800	0	0	0	0	84	0	1666
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Crit Moves:	****				****					****		
Green Time:	0.0	64.4	0.0	0.0	64.4	0.0	0.0	0.0	0.0	29.6	0.0	29.6
Volume/Cap:	0.00	0.41	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.92	0.00	0.92
Delay/Veh:	0.0	8.7	0.0	0.0	22.2	0.0	0.0	0.0	0.0	56.5	0.0	56.5
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	8.7	0.0	0.0	22.2	0.0	0.0	0.0	0.0	56.5	0.0	56.5
LOS by Move:	A	A	A	A	C	A	A	A	A	E	A	E
HCM2kAvgQ:	0	7	0	0	35	0	0	0	0	20	0	20

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3022: 101/OAKLAND (S)



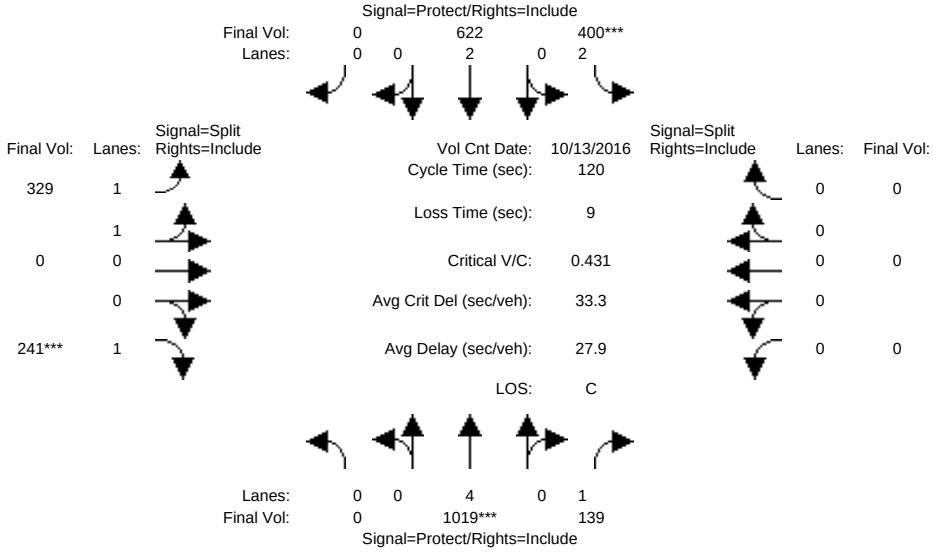
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10		0	10	10	10		0	0		0
Y+R:	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0		4.0
Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30																
Base Vol:	0	926	184		359	368		0	355		0	235	0		0	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	926	184		359	368		0	355		0	235	0		0	0
Added Vol:	0	0	0		0	0		0	0		0	0	0		0	0
ATI:	0	0	0		0	0		0	0		0	0	0		0	0
Initial Fut:	0	926	184		359	368		0	355		0	235	0		0	0
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	926	184		359	368		0	355		0	235	0		0	0
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
Reduced Vol:	0	926	184		359	368		0	355		0	235	0		0	0
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0	926	184		359	368		0	355		0	235	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00	0.92		0.83	1.00		0.92	0.93		1.00	0.92	0.92		1.00	0.92
Lanes:	0.00	2.00	1.00		2.00	2.00		0.00	2.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	0	3800	1750		3150	3800		0	3550		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.11		0.11	0.10		0.00	0.10		0.00	0.13	0.00		0.00	0.00
Crit Moves:		****			****							****				
Green Time:	0.0	55.0	55.0		25.7	80.7		0.0	30.3		0.0	30.3	0.0		0.0	0.0
Volume/Cap:	0.00	0.53	0.23		0.53	0.14		0.00	0.40		0.00	0.53	0.00		0.00	0.00
Delay/Veh:	0.0	23.6	19.8		42.6	7.2		0.0	37.5		0.0	40.0	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	23.6	19.8		42.6	7.2		0.0	37.5		0.0	40.0	0.0		0.0	0.0
LOS by Move:	A	C	B		D	A		A	D		A	D	A		A	A
HCM2kAvgQ:	0	12	4		7	2		0	6		0	8	0		0	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3022: 101/OAKLAND (S)



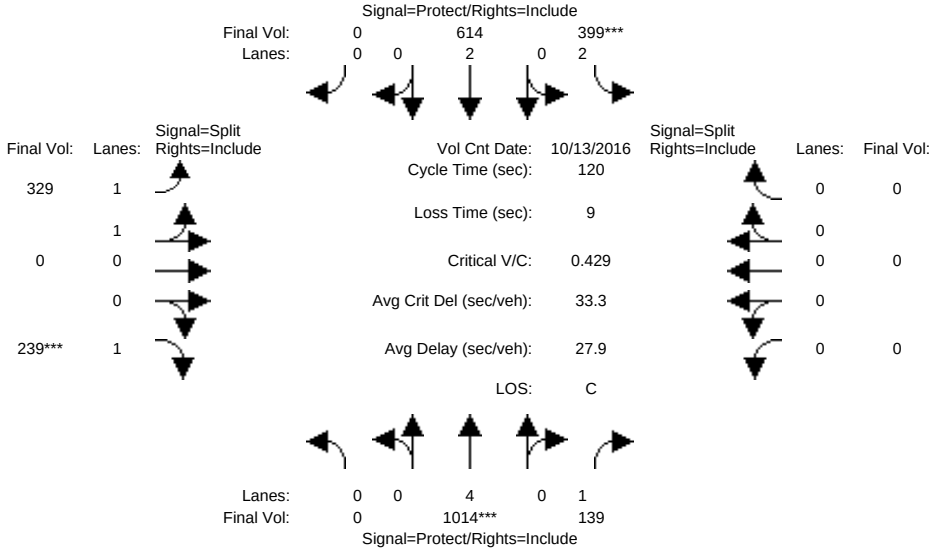
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10		0	10	10	10		0	0		0
Y+R:	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0		4.0
Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30																
Base Vol:	0	1019	139		400	622		0	329		0	241	0		0	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1019	139		400	622		0	329		0	241	0		0	0
Added Vol:	0	0	0		0	0		0	0		0	0	0		0	0
ATI:	0	0	0		0	0		0	0		0	0	0		0	0
Initial Fut:	0	1019	139		400	622		0	329		0	241	0		0	0
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	1019	139		400	622		0	329		0	241	0		0	0
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1019	139		400	622		0	329		0	241	0		0	0
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0	1019	139		400	622		0	329		0	241	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00	0.92		0.83	1.00		0.92	0.93		1.00	0.92	0.92		1.00	0.92
Lanes:	0.00	4.00	1.00		2.00	2.00		0.00	2.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	0	7600	1750		3150	3800		0	3550		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.08		0.13	0.16		0.00	0.09		0.00	0.14	0.00		0.00	0.00
Crit Moves:		****			****							****				
Green Time:	0.0	37.3	37.3		35.3	72.7		0.0	38.3		0.0	38.3	0.0		0.0	0.0
Volume/Cap:	0.00	0.43	0.26		0.43	0.27		0.00	0.29		0.00	0.43	0.00		0.00	0.00
Delay/Veh:	0.0	33.0	31.2		34.5	11.2		0.0	30.8		0.0	32.8	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	33.0	31.2		34.5	11.2		0.0	30.8		0.0	32.8	0.0		0.0	0.0
LOS by Move:	A	C	C		C	B		A	C		A	C	A		A	A
HCM2kAvgQ:	0	8	4		7	5		0	5		0	8	0		0	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3022: 101/OAKLAND (S)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	0	10	10		7	10		0	10	10	10		0	0		0
Y+R:	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0		4.0

Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30

Base Vol:	0	1014	139		399	614		0	329		0	239		0	0	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Initial Bse:	0	1014	139		399	614		0	329		0	239		0	0	0
Added Vol:	0	0	0		0	0		0	0		0	0		0	0	0
ATI:	0	0	0		0	0		0	0		0	0		0	0	0
Initial Fut:	0	1014	139		399	614		0	329		0	239		0	0	0
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
PHF Volume:	0	1014	139		399	614		0	329		0	239		0	0	0
Reduct Vol:	0	0	0		0	0		0	0		0	0		0	0	0
Reduced Vol:	0	1014	139		399	614		0	329		0	239		0	0	0
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
FinalVolume:	0	1014	139		399	614		0	329		0	239		0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900		1900	1900		1900	1900		1900	1900		1900	1900	1900
Adjustment:	0.92	1.00	0.92		0.83	1.00		0.92	0.93		1.00	0.92		0.92	1.00	0.92
Lanes:	0.00	4.00	1.00		2.00	2.00		0.00	2.00		0.00	1.00		0.00	0.00	0.00
Final Sat.:	0	7600	1750		3150	3800		0	3550		0	1750		0	0	0

Capacity Analysis Module:

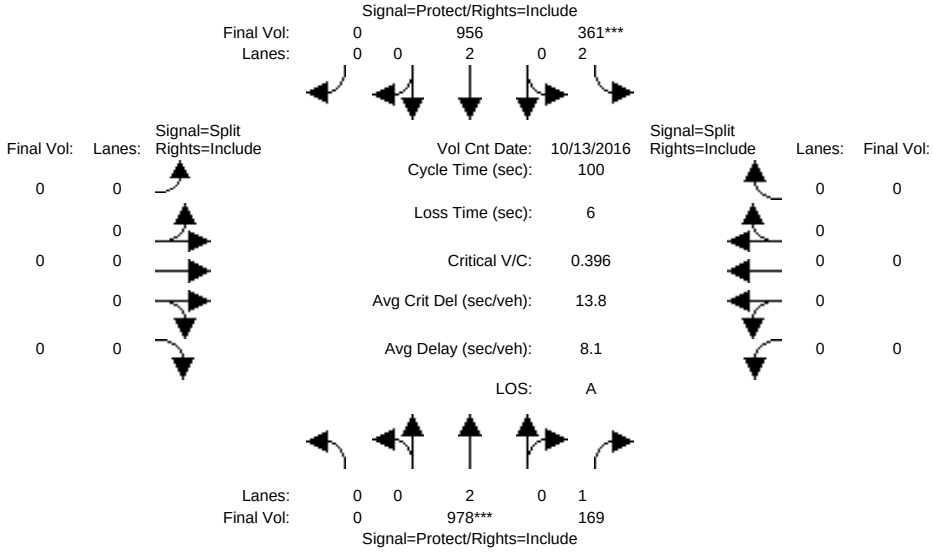
Vol/Sat:	0.00	0.13	0.08		0.13	0.16		0.00	0.09		0.00	0.14		0.00	0.00	0.00
Crit Moves:		****			****							****				
Green Time:	0.0	37.3	37.3		35.4	72.8		0.0	38.2		0.0	38.2		0.0	0.0	0.0
Volume/Cap:	0.00	0.43	0.26		0.43	0.27		0.00	0.29		0.00	0.43		0.00	0.00	0.00
Delay/Veh:	0.0	33.0	31.2		34.4	11.1		0.0	30.9		0.0	32.8		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	33.0	31.2		34.4	11.1		0.0	30.9		0.0	32.8		0.0	0.0	0.0
LOS by Move:	A	C	C		C	B		A	C		A	C		A	A	A
HCM2kAvgQ:	0	7	4		7	5		0	5		0	8		0	0	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3022: 101/OAKLAND (S)



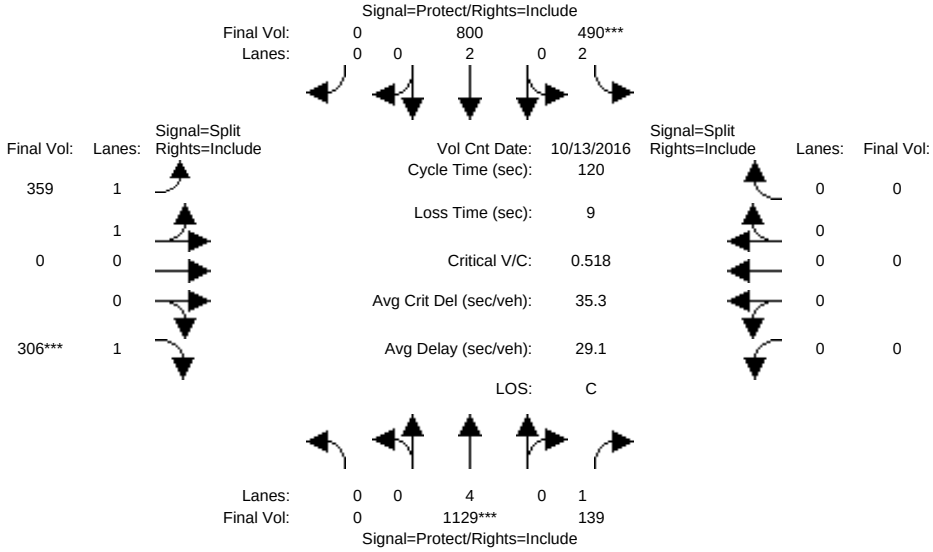
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30												
Base Vol:	0	978	169	361	956	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	978	169	361	956	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	978	169	361	956	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	978	169	361	956	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	978	169	361	956	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	978	169	361	956	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.10	0.11	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green Time:	0.0	65.0	65.0	29.0	94.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.15	0.40	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.3	6.8	28.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.3	6.8	28.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	C	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	7	2	5	1	0	0	0	0	0	0	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3022: 101/OAKLAND (S)



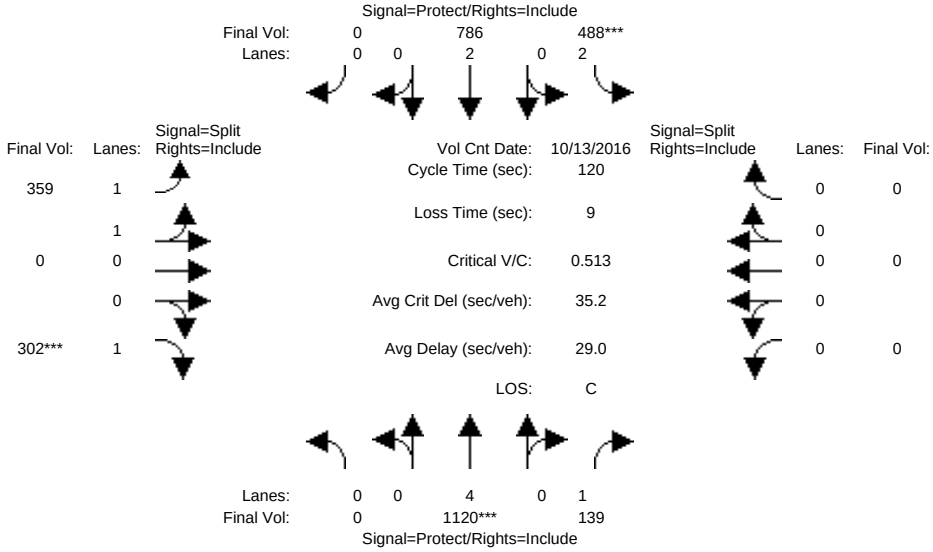
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30																
Base Vol:	0	1129	139		490	800	0		359	0	306		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1129	139		490	800	0		359	0	306		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1129	139		490	800	0		359	0	306		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1129	139		490	800	0		359	0	306		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1129	139		490	800	0		359	0	306		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1129	139		490	800	0		359	0	306		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.93	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	4.00	1.00		2.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	7600	1750		3150	3800	0		3550	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.08		0.16	0.21	0.00		0.10	0.00	0.17		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green Time:	0.0	34.4	34.4		36.0	70.5	0.0		40.5	0.0	40.5		0.0	0.0	0.0	
Volume/Cap:	0.00	0.52	0.28		0.52	0.36	0.00		0.30	0.00	0.52		0.00	0.00	0.00	
Delay/Veh:	0.0	36.1	33.4		35.3	13.0	0.0		29.4	0.0	32.7		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	36.1	33.4		35.3	13.0	0.0		29.4	0.0	32.7		0.0	0.0	0.0	
LOS by Move:	A	D	C		D	B	A		C	A	C		A	A	A	
HCM2kAvgQ:	0	9	4		9	8	0		5	0	10		0	0	0	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3022: 101/OAKLAND (S)



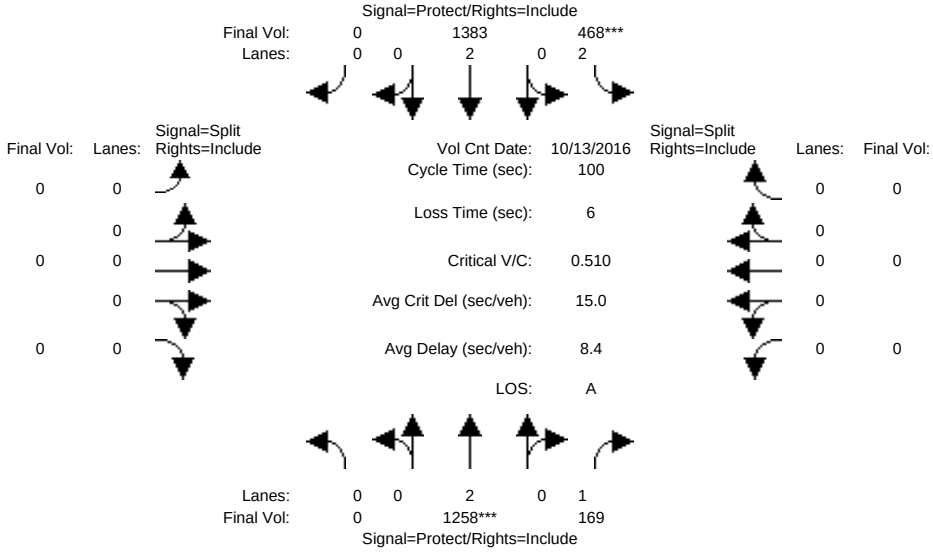
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	0		10		10		7		10		0		10		10		10		0		0		0	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30																								
Base Vol:	0	1120		139		488		786		0		359		0		302		0		0		0		
Growth Adj:	1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		
Initial Bse:	0	1120		139		488		786		0		359		0		302		0		0		0		
Added Vol:	0	0		0		0		0		0		0		0		0		0		0		0		
ATI:	0	0		0		0		0		0		0		0		0		0		0		0		
Initial Fut:	0	1120		139		488		786		0		359		0		302		0		0		0		
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		
PHF Adj:	1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		
PHF Volume:	0	1120		139		488		786		0		359		0		302		0		0		0		
Reduct Vol:	0	0		0		0		0		0		0		0		0		0		0		0		
Reduced Vol:	0	1120		139		488		786		0		359		0		302		0		0		0		
PCE Adj:	1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		
MLF Adj:	1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		
FinalVolume:	0	1120		139		488		786		0		359		0		302		0		0		0		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		
Adjustment:	0.92	1.00		0.92		0.83		1.00		0.92		0.93		1.00		0.92		0.92		1.00		0.92		
Lanes:	0.00	4.00		1.00		2.00		2.00		0.00		2.00		0.00		1.00		0.00		0.00		0.00		
Final Sat.:	0	7600		1750		3150		3800		0		3550		0		1750		0		0		0		
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.15		0.08		0.15		0.21		0.00		0.10		0.00		0.17		0.00		0.00		0.00		
Crit Moves:		****				****										****								
Green Time:	0.0	34.4		34.4		36.2		70.7		0.0		40.3		0.0		40.3		0.0		0.0		0.0		
Volume/Cap:	0.00	0.51		0.28		0.51		0.35		0.00		0.30		0.00		0.51		0.00		0.00		0.00		
Delay/Veh:	0.0	36.0		33.4		35.1		12.9		0.0		29.6		0.0		32.7		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	36.0		33.4		35.1		12.9		0.0		29.6		0.0		32.7		0.0		0.0		0.0		
LOS by Move:	A	D		C		D		B		A		C		A		C		A		A		A		
HCM2kAvgQ:	0	9		4		9		7		0		5		0		10		0		0		0		

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3022: 101/OAKLAND (S)



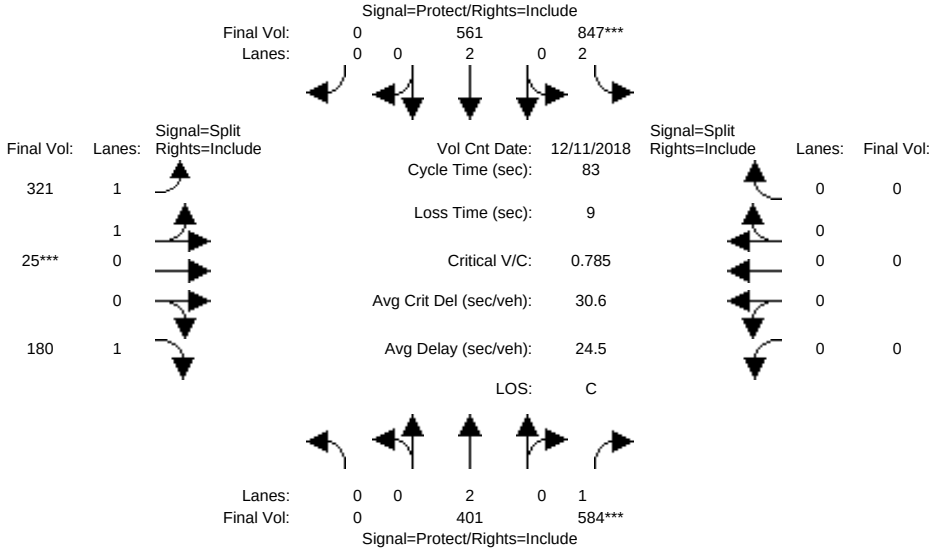
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30												
Base Vol:	0	1258	169	468	1383	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1258	169	468	1383	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1258	169	468	1383	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1258	169	468	1383	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1258	169	468	1383	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1258	169	468	1383	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.10	0.15	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green Time:	0.0	64.9	64.9	29.1	94.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.15	0.51	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.4	6.9	30.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.4	6.9	30.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	C	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	10	2	8	2	0	0	0	0	0	0	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3022: 101/OAKLAND (S)



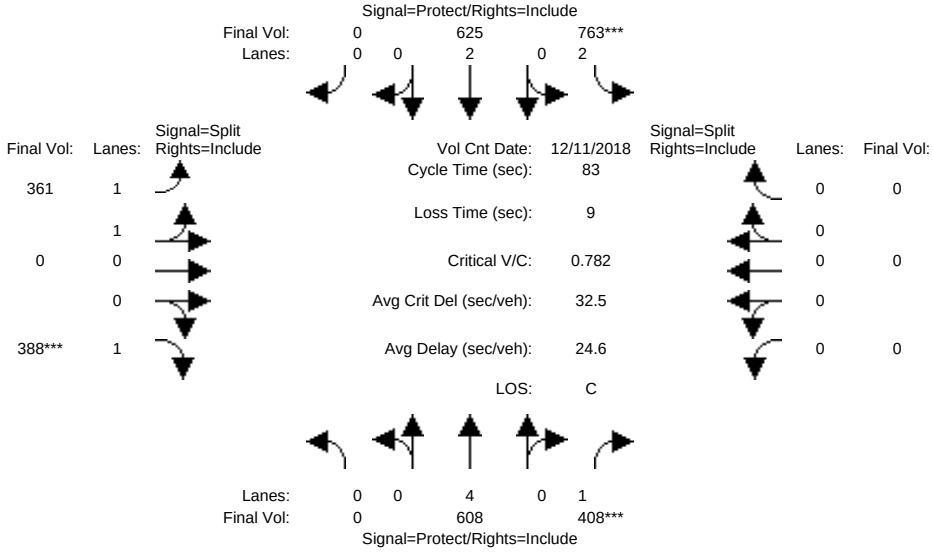
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM																
Base Vol:	0	401	584		847	561	0		321	25	180		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	401	584		847	561	0		321	25	180		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	401	584		847	561	0		321	25	180		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	401	584		847	561	0		321	25	180		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	401	584		847	561	0		321	25	180		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	401	584		847	561	0		321	25	180		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.93	0.95	0.92		0.92	1.00	0.92	
Lanes:	0.00	2.00	1.00		2.00	2.00	0.00		1.86	0.14	1.00		0.00	0.00	0.00	
Final Sat.:	0	3800	1750		3150	3800	0		3293	256	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.33		0.27	0.15	0.00		0.10	0.10	0.10		0.00	0.00	0.00	
Crit Moves:			****		****					****						
Green Time:	0.0	35.0	35.0		28.2	63.2	0.0		10.8	10.8	10.8		0.0	0.0	0.0	
Volume/Cap:	0.00	0.25	0.79		0.79	0.19	0.00		0.75	0.75	0.79		0.00	0.00	0.00	
Delay/Veh:	0.0	15.6	26.6		28.8	2.8	0.0		41.5	41.5	52.0		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	26.6		28.8	2.8	0.0		41.5	41.5	52.0		0.0	0.0	0.0	
LOS by Move:	A	B	C		C	A	A		D	D	D		A	A	A	
HCM2kAvgQ:	0	3	16		14	2	0		6	6	7		0	0	0	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3022: 101/OAKLAND (S)



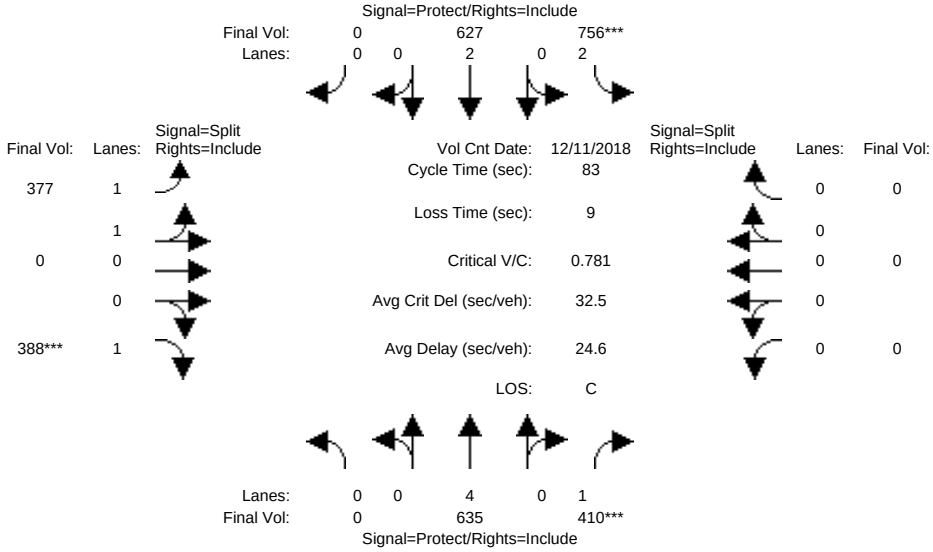
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM																
Base Vol:	0	608	408		763	625	0		361	0	388		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	608	408		763	625	0		361	0	388		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	608	408		763	625	0		361	0	388		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	608	408		763	625	0		361	0	388		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	608	408		763	625	0		361	0	388		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	608	408		763	625	0		361	0	388		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.93	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	4.00	1.00		2.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	7600	1750		3150	3800	0		3550	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08	0.23		0.24	0.16	0.00		0.10	0.00	0.22		0.00	0.00	0.00	
Crit Moves:			****		****						****					
Green Time:	0.0	24.7	24.7		25.7	50.5	0.0		23.5	0.0	23.5		0.0	0.0	0.0	
Volume/Cap:	0.00	0.27	0.78		0.78	0.27	0.00		0.36	0.00	0.78		0.00	0.00	0.00	
Delay/Veh:	0.0	22.3	34.2		30.2	7.7	0.0		23.9	0.0	35.2		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	22.3	34.2		30.2	7.7	0.0		23.9	0.0	35.2		0.0	0.0	0.0	
LOS by Move:	A	C	C		C	A	A		C	A	D		A	A	A	
HCM2kAvgQ:	0	3	12		13	4	0		4	0	12		0	0	0	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3022: 101/OAKLAND (S)



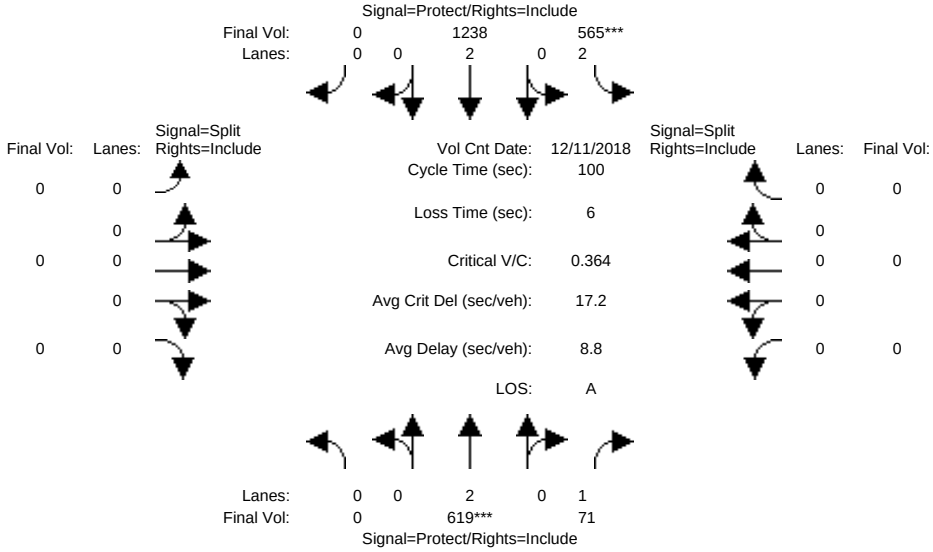
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM																
Base Vol:	0	635	410		756	627	0		377	0	388		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	635	410		756	627	0		377	0	388		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	635	410		756	627	0		377	0	388		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	635	410		756	627	0		377	0	388		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	635	410		756	627	0		377	0	388		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	635	410		756	627	0		377	0	388		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.93	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	4.00	1.00		2.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	7600	1750		3150	3800	0		3550	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08	0.23		0.24	0.17	0.00		0.11	0.00	0.22		0.00	0.00	0.00	
Crit Moves:			****		****						****					
Green Time:	0.0	24.9	24.9		25.5	50.4	0.0		23.6	0.0	23.6		0.0	0.0	0.0	
Volume/Cap:	0.00	0.28	0.78		0.78	0.27	0.00		0.37	0.00	0.78		0.00	0.00	0.00	
Delay/Veh:	0.0	22.2	34.0		30.3	7.7	0.0		24.0	0.0	35.1		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	22.2	34.0		30.3	7.7	0.0		24.0	0.0	35.1		0.0	0.0	0.0	
LOS by Move:	A	C	C		C	A	A		C	A	D		A	A	A	
HCM2kAvgQ:	0	3	12		13	4	0		4	0	12		0	0	0	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3022: 101/OAKLAND (S)



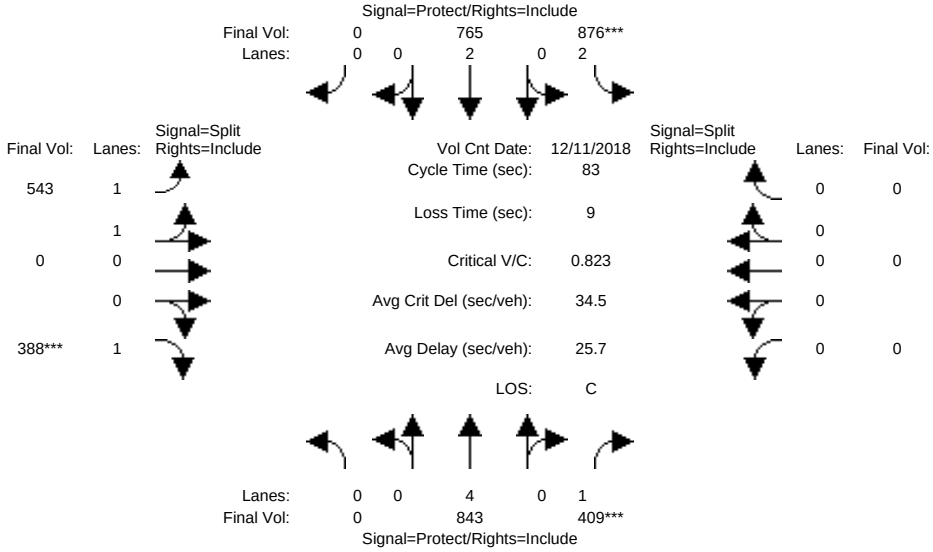
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	619	71	565	1238	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	619	71	565	1238	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	619	71	565	1238	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	619	71	565	1238	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	619	71	565	1238	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	619	71	565	1238	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.04	0.18	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green Time:	0.0	44.7	44.7	49.3	94.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.36	0.09	0.36	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.4	16.0	15.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.4	16.0	15.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	B	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	6	1	6	2	0	0	0	0	0	0	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3022: 101/OAKLAND (S)



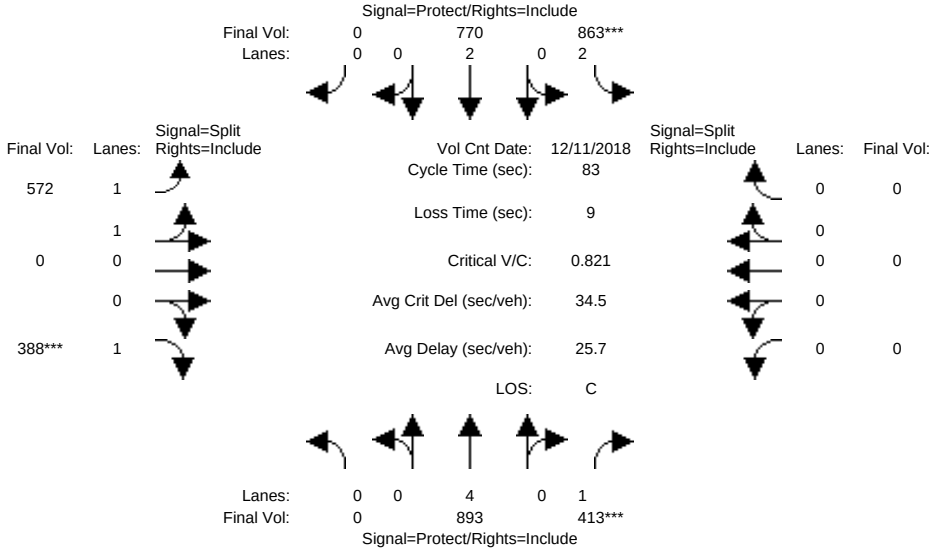
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM																
Base Vol:	0	843	409		876	765	0		543	0	388		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	843	409		876	765	0		543	0	388		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	843	409		876	765	0		543	0	388		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	843	409		876	765	0		543	0	388		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	843	409		876	765	0		543	0	388		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	843	409		876	765	0		543	0	388		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.93	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	4.00	1.00		2.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	7600	1750		3150	3800	0		3550	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.23		0.28	0.20	0.00		0.15	0.00	0.22		0.00	0.00	0.00	
Crit Moves:			****		****						****					
Green Time:	0.0	23.6	23.6		28.1	51.6	0.0		22.4	0.0	22.4		0.0	0.0	0.0	
Volume/Cap:	0.00	0.39	0.82		0.82	0.32	0.00		0.57	0.00	0.82		0.00	0.00	0.00	
Delay/Veh:	0.0	24.0	38.4		30.5	7.5	0.0		27.0	0.0	39.6		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	24.0	38.4		30.5	7.5	0.0		27.0	0.0	39.6		0.0	0.0	0.0	
LOS by Move:	A	C	D		C	A	A		C	A	D		A	A	A	
HCM2kAvgQ:	0	5	13		15	5	0		7	0	13		0	0	0	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3022: 101/OAKLAND (S)



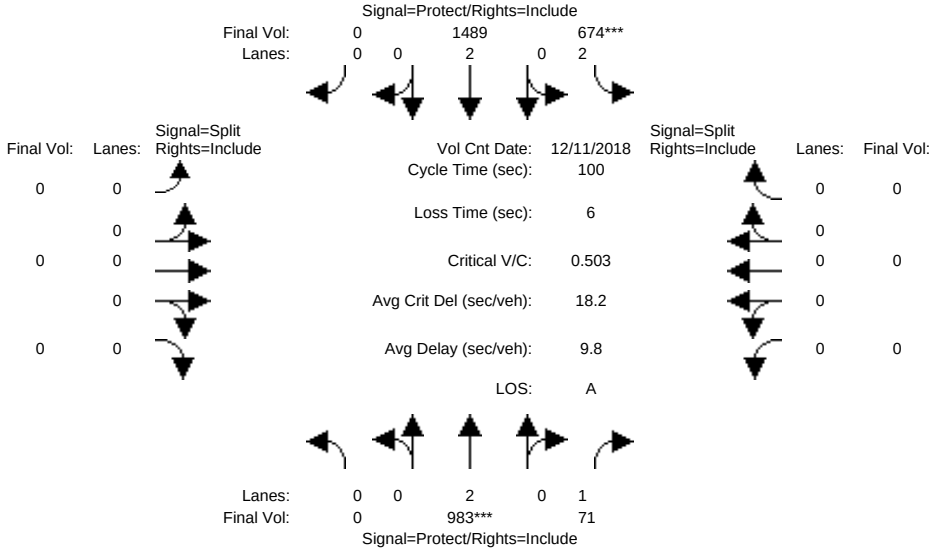
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM																
Base Vol:	0	893	413		863	770	0		572	0	388		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	893	413		863	770	0		572	0	388		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	893	413		863	770	0		572	0	388		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	893	413		863	770	0		572	0	388		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	893	413		863	770	0		572	0	388		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	893	413		863	770	0		572	0	388		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.93	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	4.00	1.00		2.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	7600	1750		3150	3800	0		3550	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.24		0.27	0.20	0.00		0.16	0.00	0.22		0.00	0.00	0.00	
Crit Moves:			****		****						****					
Green Time:	0.0	23.9	23.9		27.7	51.6	0.0		22.4	0.0	22.4		0.0	0.0	0.0	
Volume/Cap:	0.00	0.41	0.82		0.82	0.33	0.00		0.60	0.00	0.82		0.00	0.00	0.00	
Delay/Veh:	0.0	24.0	37.9		30.6	7.5	0.0		27.4	0.0	39.3		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	24.0	37.9		30.6	7.5	0.0		27.4	0.0	39.3		0.0	0.0	0.0	
LOS by Move:	A	C	D		C	A	A		C	A	D		A	A	A	
HCM2kAvgQ:	0	5	13		15	5	0		8	0	13		0	0	0	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3022: 101/OAKLAND (S)



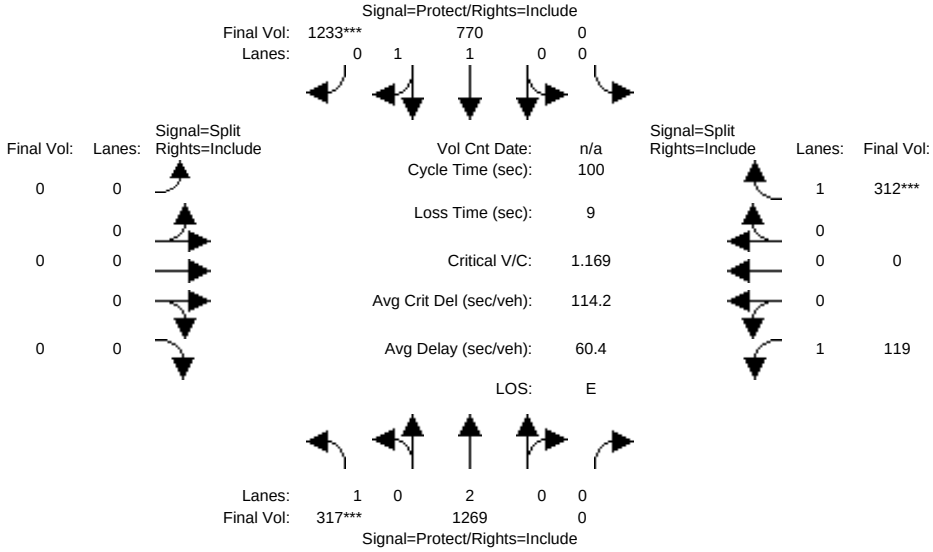
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	0	10	10		7	10		0	0	0		0	0	0		0
Y+R:	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM																
Base Vol:	0	983	71		674	1489		0	0	0		0	0	0		0
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	983	71		674	1489		0	0	0		0	0	0		0
Added Vol:	0	0	0		0	0		0	0	0		0	0	0		0
ATI:	0	0	0		0	0		0	0	0		0	0	0		0
Initial Fut:	0	983	71		674	1489		0	0	0		0	0	0		0
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	983	71		674	1489		0	0	0		0	0	0		0
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	0	983	71		674	1489		0	0	0		0	0	0		0
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	0	983	71		674	1489		0	0	0		0	0	0		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00	0.92		0.83	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	0.00	2.00	1.00		2.00	2.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
Final Sat.:	0	3800	1750		3150	3800		0	0	0		0	0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.04		0.21	0.39		0.00	0.00	0.00		0.00	0.00	0.00		0.00
Crit Moves:		****			****											
Green Time:	0.0	51.4	51.4		42.6	94.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Volume/Cap:	0.00	0.50	0.08		0.50	0.42		0.00	0.00	0.00		0.00	0.00	0.00		0.00
Delay/Veh:	0.0	16.1	12.3		21.3	0.4		0.0	0.0	0.0		0.0	0.0	0.0		0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	0.0	16.1	12.3		21.3	0.4		0.0	0.0	0.0		0.0	0.0	0.0		0.0
LOS by Move:	A	B	B		C	A		A	A	A		A	A	A		A
HCM2kAvgQ:	0	10	1		9	3		0	0	0		0	0	0		0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #1003: 101/BERRYESSA (N)



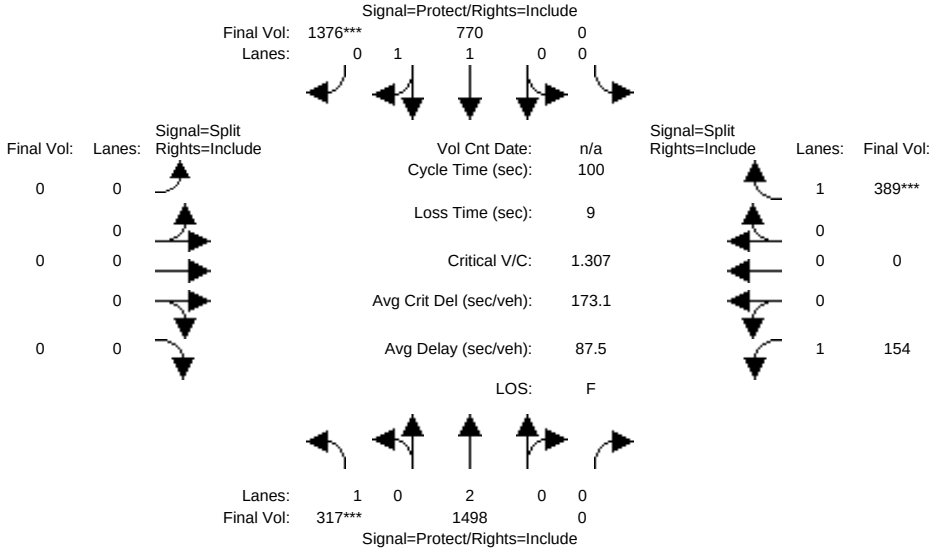
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		0	0	0		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	317	1269	0		0	770	1233		0	0	0		119	0	312	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	317	1269	0		0	770	1233		0	0	0		119	0	312	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	317	1269	0		0	770	1233		0	0	0		119	0	312	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	317	1269	0		0	770	1233		0	0	0		119	0	312	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	317	1269	0		0	770	1233		0	0	0		119	0	312	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	317	1269	0		0	770	1233		0	0	0		119	0	312	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	1750	3800	0		0	1900	1750		0	0	0		1750	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.33	0.00		0.00	0.41	0.70		0.00	0.00	0.00		0.07	0.00	0.18	
Crit Moves:	****						****								****	
Green Time:	15.5	75.8	0.0		0.0	60.3	60.3		0.0	0.0	0.0		15.2	0.0	15.2	
Volume/Cap:	1.17	0.44	0.00		0.00	0.67	1.17		0.00	0.00	0.00		0.45	0.00	1.17	
Delay/Veh:	150.6	4.5	0.0		0.0	13.9	102.7		0.0	0.0	0.0		39.7	0.0	151.2	
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:	150.6	4.5	0.0		0.0	13.9	102.7		0.0	0.0	0.0		39.7	0.0	151.2	
LOS by Move:	F	A	A		A	B	F		A	A	A		D	A	F	
HCM2kAvgQ:	20	7	0		0	16	67		0	0	0		4	0	20	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #1003: 101/BERRYESSA (N)



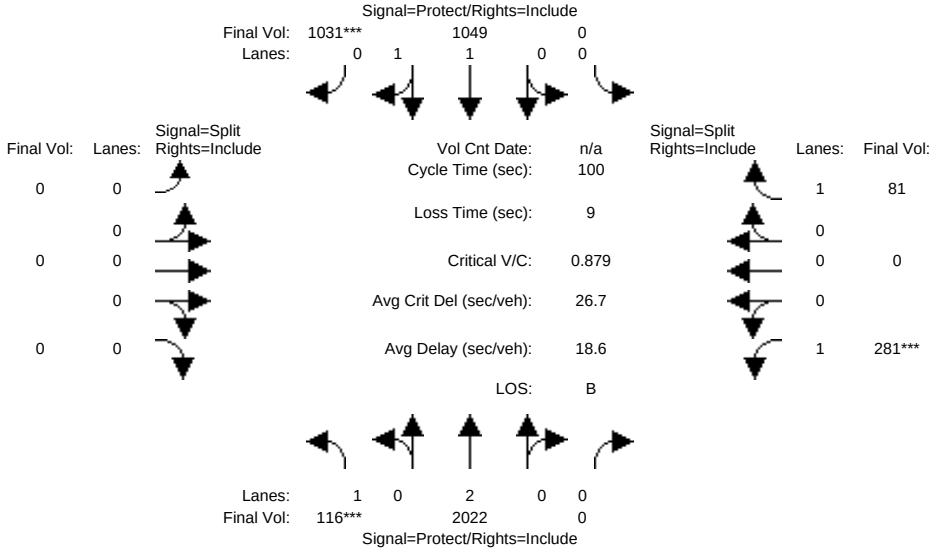
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	317		1498	0	0		770	1376	0		0	0	154		0	389
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	317		1498	0	0		770	1376	0		0	0	154		0	389
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	317		1498	0	0		770	1376	0		0	0	154		0	389
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	317		1498	0	0		770	1376	0		0	0	154		0	389
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	317		1498	0	0		770	1376	0		0	0	154		0	389
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	317		1498	0	0		770	1376	0		0	0	154		0	389
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	0.00	0.00		1.00	1.00	0.00		0.00	0.00	1.00		0.00	1.00
Final Sat.:	1750		3800	0	0		1900	1750	0		0	0	1750		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.18		0.39	0.00	0.00		0.41	0.79	0.00		0.00	0.00	0.09		0.00	0.22
Crit Moves:	****							****								****
Green Time:	13.9		74.0	0.0	0.0		60.1	60.1	0.0		0.0	0.0	17.0		0.0	17.0
Volume/Cap:	1.31		0.53	0.00	0.00		0.67	1.31	0.00		0.00	0.00	0.52		0.00	1.31
Delay/Veh:	207.9		5.8	0.0	0.0		13.9	162.8	0.0		0.0	0.0	39.4		0.0	202.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	207.9		5.8	0.0	0.0		13.9	162.8	0.0		0.0	0.0	39.4		0.0	202.0
LOS by Move:	F		A	A	A		B	F	A		A	A	D		A	F
HCM2kAvgQ:	23		10	0	0		16	89	0		0	0	5		0	27

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #1003: 101/BERRYESSA (N)



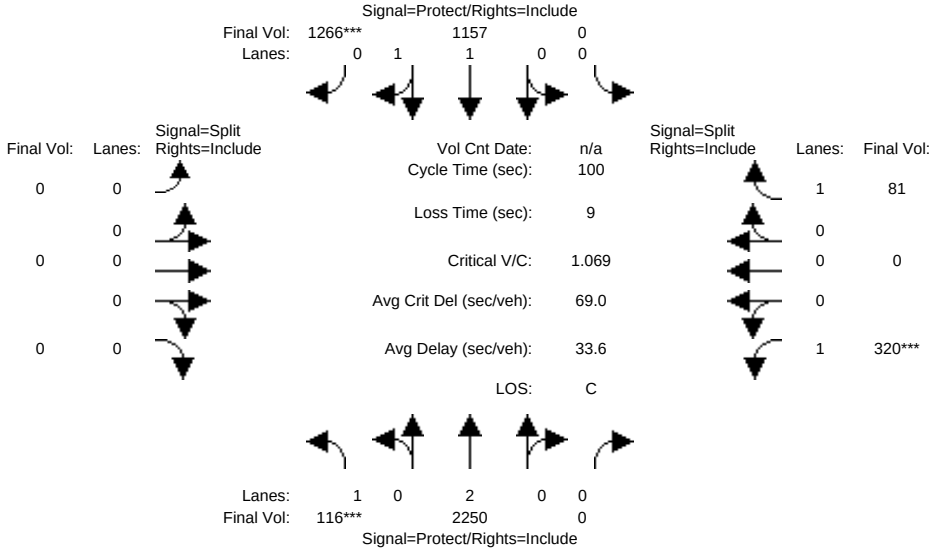
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	116	2022		0	0	1049		1031	0		0	0	281		0	81
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:	116	2022		0	0	1049		1031	0		0	0	281		0	81
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
ATI:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	116	2022		0	0	1049		1031	0		0	0	281		0	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:	116	2022		0	0	1049		1031	0		0	0	281		0	81
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	116	2022		0	0	1049		1031	0		0	0	281		0	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
FinalVolume:	116	2022		0	0	1049		1031	0		0	0	281		0	81
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00	2.00		0.00	0.00	1.00		1.00	0.00		0.00	0.00	1.00		0.00	1.00
Final Sat.:	1750	3800		0	0	1899		1800	0		0	0	1750		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.07	0.53		0.00	0.00	0.55		0.57	0.00		0.00	0.00	0.16		0.00	0.05
Crit Moves:	****							****					****			
Green Time:	7.5	72.7		0.0	0.0	65.2		65.2	0.0		0.0	0.0	18.3		0.0	18.3
Volume/Cap:	0.88	0.73		0.00	0.00	0.85		0.88	0.00		0.00	0.00	0.88		0.00	0.25
Delay/Veh:	89.8	9.0		0.0	0.0	16.5		18.3	0.0		0.0	0.0	62.9		0.0	35.4
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:	89.8	9.0		0.0	0.0	16.5		18.3	0.0		0.0	0.0	62.9		0.0	35.4
LOS by Move:	F	A		A	A	B		B	A		A	A	E		A	D
HCM2kAvgQ:	6	19		0	0	27		30	0		0	0	12		0	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #1003: 101/BERRYESSA (N)



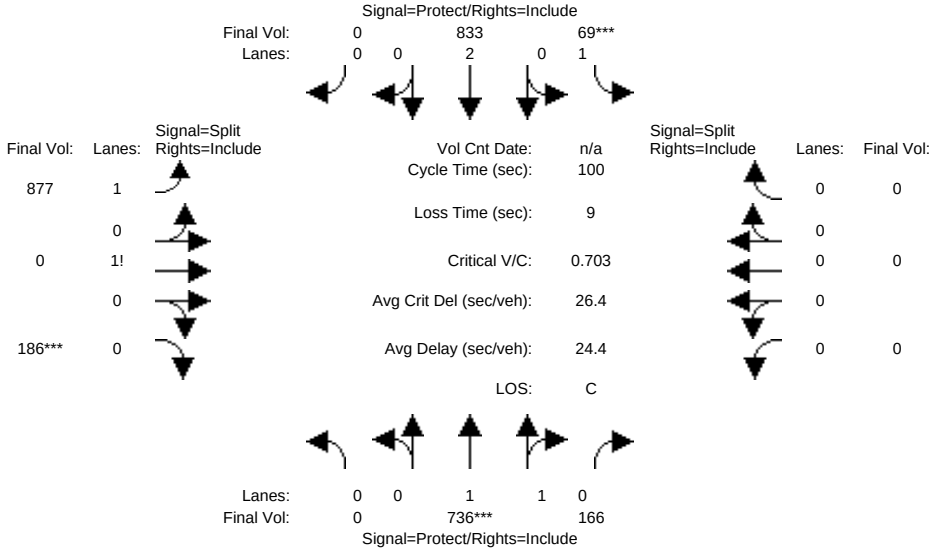
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	116	2250		0	0	1157		1266	0		0	0	320		0	81
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:	116	2250		0	0	1157		1266	0		0	0	320		0	81
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
ATI:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	116	2250		0	0	1157		1266	0		0	0	320		0	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:	116	2250		0	0	1157		1266	0		0	0	320		0	81
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	116	2250		0	0	1157		1266	0		0	0	320		0	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
FinalVolume:	116	2250		0	0	1157		1266	0		0	0	320		0	81
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00	2.00		0.00	0.00	1.00		1.00	0.00		0.00	0.00	1.00		0.00	1.00
Final Sat.:	1750	3800		0	0	1900		1750	0		0	0	1750		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.07	0.59		0.00	0.00	0.61		0.72	0.00		0.00	0.00	0.18		0.00	0.05
Crit Moves:	****							****					****			
Green Time:	7.0	74.1		0.0	0.0	67.1		67.1	0.0		0.0	0.0	16.9		0.0	16.9
Volume/Cap:	0.95	0.80		0.00	0.00	0.91		1.08	0.00		0.00	0.00	1.08		0.00	0.27
Delay/Veh:	111.0	10.0		0.0	0.0	19.0		60.8	0.0		0.0	0.0	116.4		0.0	36.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	111.0	10.0		0.0	0.0	19.0		60.8	0.0		0.0	0.0	116.4		0.0	36.7
LOS by Move:	F	A		A	A	B		E	A		A	A	F		A	D
HCM2kAvgQ:	7	23		0	0	34		59	0		0	0	18		0	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #1004: 101/BERRYESSA (S)



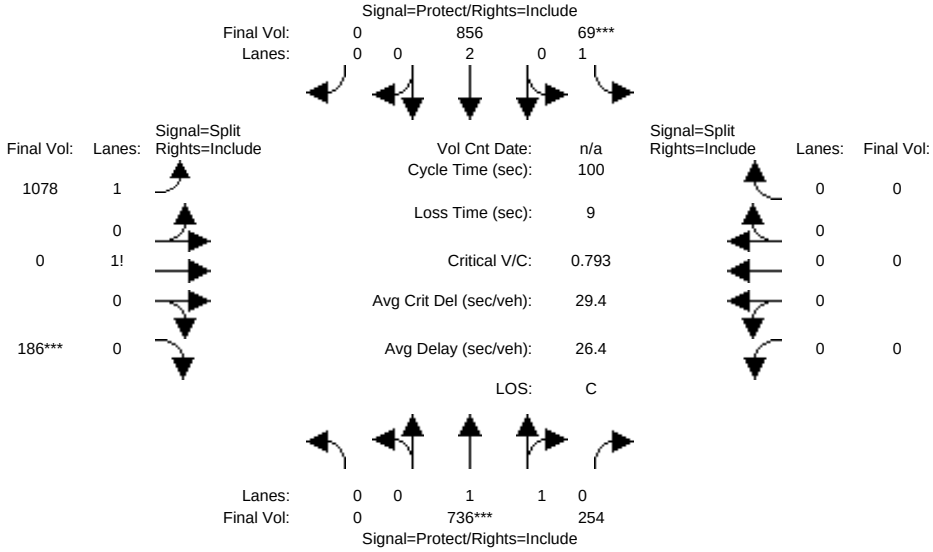
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	736	166	69	833	0	877	0	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	736	166	69	833	0	877	0	186	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	736	166	69	833	0	877	0	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	736	166	69	833	0	877	0	186	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	736	166	69	833	0	877	0	186	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	736	166	69	833	0	877	0	186	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.62	0.38	1.00	2.00	0.00	1.70	0.00	0.30	0.00	0.00	0.00
Final Sat.:	0	3019	681	1750	3800	0	2979	0	521	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.04	0.22	0.00	0.29	0.00	0.36	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	34.1	34.1	7.0	41.1	0.0	49.9	0.0	49.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.72	0.72	0.56	0.53	0.00	0.59	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	0.0	30.7	30.7	50.9	22.6	0.0	18.3	0.0	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	30.7	30.7	50.9	22.6	0.0	18.3	0.0	21.2	0.0	0.0	0.0
LOS by Move:	A	C	C	D	C	A	B	A	C	A	A	A
HCM2kAvgQ:	0	13	13	3	10	0	12	0	17	0	0	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #1004: 101/BERRYESSA (S)



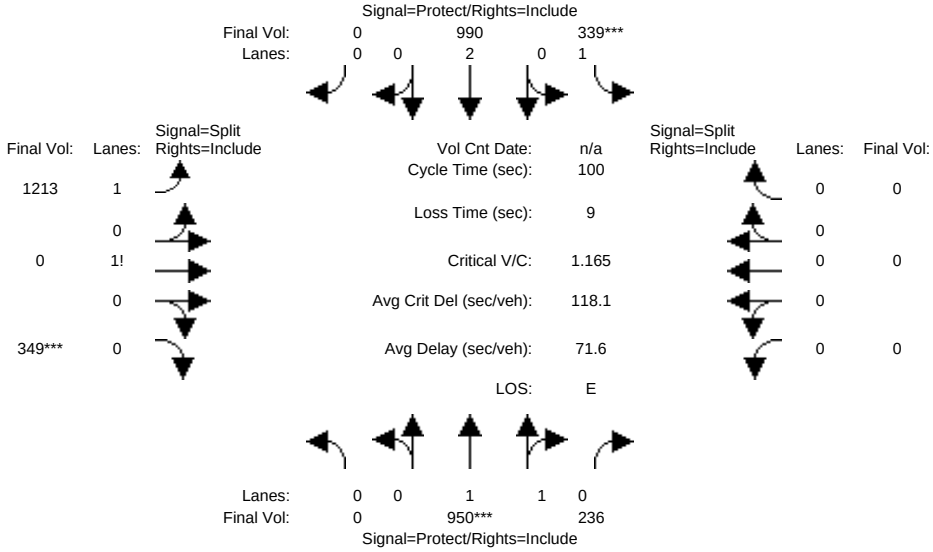
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	736	254	69	856	0	1078	0	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	736	254	69	856	0	1078	0	186	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	736	254	69	856	0	1078	0	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	736	254	69	856	0	1078	0	186	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	736	254	69	856	0	1078	0	186	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	736	254	69	856	0	1078	0	186	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.47	0.53	1.00	2.00	0.00	1.74	0.00	0.26	0.00	0.00	0.00
Final Sat.:	0	2750	949	1750	3800	0	3051	0	449	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.04	0.23	0.00	0.35	0.00	0.41	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	33.0	33.0	7.0	40.0	0.0	51.0	0.0	51.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.81	0.81	0.56	0.56	0.00	0.69	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	34.9	34.9	50.9	23.7	0.0	19.7	0.0	23.8	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	34.9	34.9	50.9	23.7	0.0	19.7	0.0	23.8	0.0	0.0	0.0
LOS by Move:	A	C	C	D	C	A	B	A	C	A	A	A
HCM2kAvgQ:	0	16	16	3	10	0	16	0	22	0	0	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #1004: 101/BERRYESSA (S)



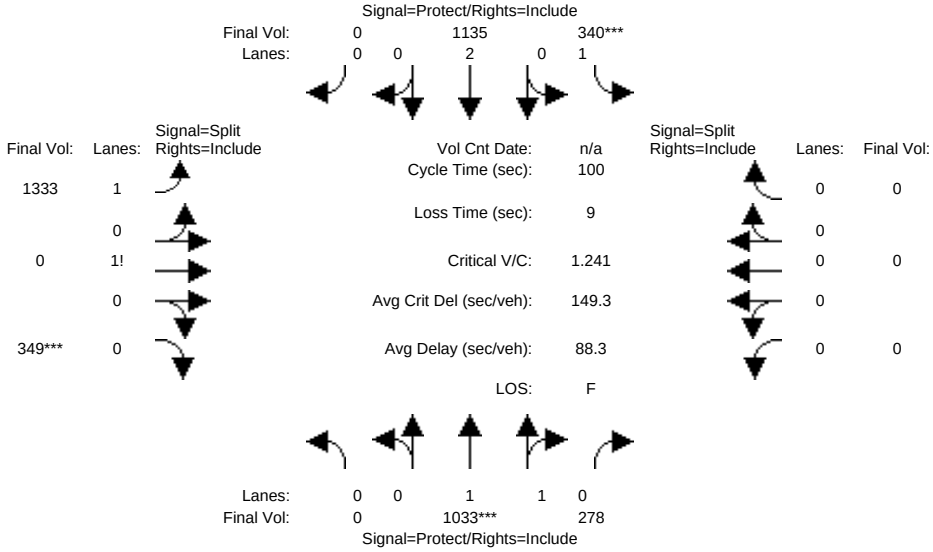
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		10	0	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	0	950	236		339	990	0		1213	0	349		0	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:	0	950	236		339	990	0		1213	0	349		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	950	236		339	990	0		1213	0	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:	0	950	236		339	990	0		1213	0	349		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	950	236		339	990	0		1213	0	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	
FinalVolume:	0	950	236		339	990	0		1213	0	349		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.98	0.95		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	1.59	0.41		1.00	2.00	0.00		1.63	0.00	0.37		0.00	0.00	0.00	
Final Sat.:	0	2963	736		1750	3800	0		2861	0	639		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.32	0.32		0.19	0.26	0.00		0.42	0.00	0.55		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green Time:	0.0	27.5	27.5		16.6	44.1	0.0		46.9	0.0	46.9		0.0	0.0	0.0	
Volume/Cap:	0.00	1.17	1.17		1.17	0.59	0.00		0.90	0.00	1.17		0.00	0.00	0.00	
Delay/Veh:	0.0	121	121.5		146.9	21.7	0.0		31.7	0.0	109.4		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	121	121.5		146.9	21.7	0.0		31.7	0.0	109.4		0.0	0.0	0.0	
LOS by Move:	A	F	F		F	C	A		C	A	F		A	A	A	
HCM2kAvgQ:	0	33	33		21	12	0		27	0	53		0	0	0	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #1004: 101/BERRYESSA (S)



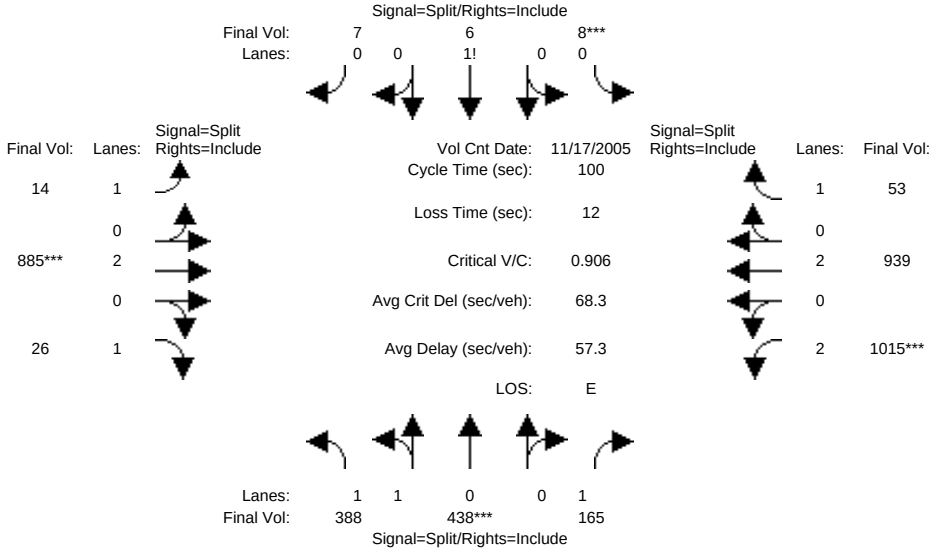
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		10	0	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	0	1033	278		340	1135	0		1333	0	349		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:	0	1033	278		340	1135	0		1333	0	349		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1033	278		340	1135	0		1333	0	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:	0	1033	278		340	1135	0		1333	0	349		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1033	278		340	1135	0		1333	0	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	
FinalVolume:	0	1033	278		340	1135	0		1333	0	349		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.98	0.95		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	1.56	0.44		1.00	2.00	0.00		1.66	0.00	0.34		0.00	0.00	0.00	
Final Sat.:	0	2915	784		1750	3800	0		2899	0	601		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.35		0.19	0.30	0.00		0.46	0.00	0.58		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green Time:	0.0	28.6	28.6		15.7	44.2	0.0		46.8	0.0	46.8		0.0	0.0	0.0	
Volume/Cap:	0.00	1.24	1.24		1.24	0.68	0.00		0.98	0.00	1.24		0.00	0.00	0.00	
Delay/Veh:	0.0	152	152.2		177.5	23.3	0.0		44.1	0.0	141.4		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	152	152.2		177.5	23.3	0.0		44.1	0.0	141.4		0.0	0.0	0.0	
LOS by Move:	A	F	F		F	C	A		D	A	F		A	A	A	
HCM2kAvgQ:	0	39	39		23	15	0		33	0	62		0	0	0	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #4010: US 101/MABURY (E)



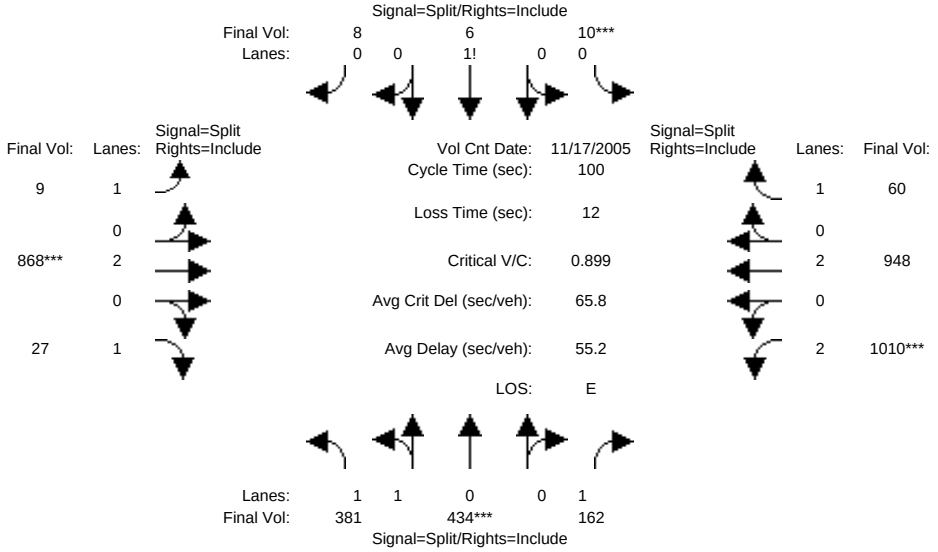
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 7:00-8:00												
Base Vol:	388	438	165	8	6	7	14	885	26	1015	939	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	388	438	165	8	6	7	14	885	26	1015	939	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	438	165	8	6	7	14	885	26	1015	939	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	388	438	165	8	6	7	14	885	26	1015	939	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	438	165	8	6	7	14	885	26	1015	939	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	388	438	165	8	6	7	14	885	26	1015	939	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	0.38	0.29	0.33	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1900	1750	667	500	583	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.23	0.09	0.01	0.01	0.01	0.01	0.23	0.01	0.32	0.25	0.03
Crit Moves:		****		****				****		****		
Green Time:	22.9	22.9	22.9	10.0	10.0	10.0	23.1	23.1	23.1	32.0	32.0	32.0
Volume/Cap:	0.97	1.01	0.41	0.12	0.12	0.12	0.03	1.01	0.06	1.01	0.77	0.09
Delay/Veh:	62.3	71.8	35.9	42.4	42.4	42.4	29.9	70.6	30.3	64.1	35.5	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	71.8	35.9	42.4	42.4	42.4	29.9	70.6	30.3	64.1	35.5	24.2
LOS by Move:	E	E	D	D	D	D	C	E	C	E	D	C
HCM2kAvgQ:	18	20	5	1	1	1	0	20	1	26	15	1

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #4010: US 101/MABURY (E)



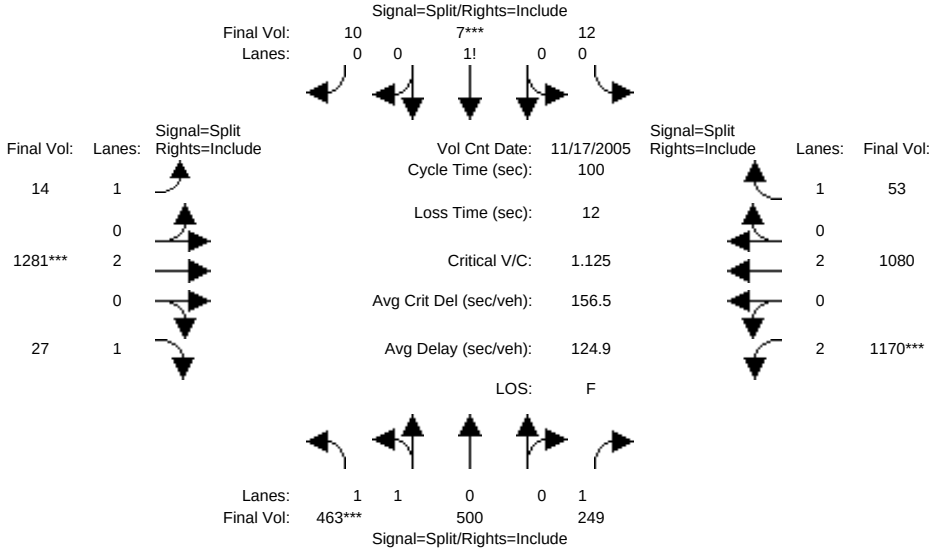
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 7:00-8:00												
Base Vol:	381	434	162	10	6	8	9	868	27	1010	948	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:	381	434	162	10	6	8	9	868	27	1010	948	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	381	434	162	10	6	8	9	868	27	1010	948	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:	381	434	162	10	6	8	9	868	27	1010	948	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	434	162	10	6	8	9	868	27	1010	948	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
FinalVolume:	381	434	162	10	6	8	9	868	27	1010	948	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	0.42	0.25	0.33	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1900	1750	729	438	583	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.23	0.09	0.01	0.01	0.01	0.01	0.23	0.02	0.32	0.25	0.03
Crit Moves:		****		****				****		****		
Green Time:	22.9	22.9	22.9	10.0	10.0	10.0	22.9	22.9	22.9	32.2	32.2	32.2
Volume/Cap:	0.95	1.00	0.40	0.14	0.14	0.14	0.02	1.00	0.07	1.00	0.78	0.11
Delay/Veh:	58.7	69.2	35.7	42.7	42.7	42.7	30.0	68.2	30.5	61.4	35.5	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	69.2	35.7	42.7	42.7	42.7	30.0	68.2	30.5	61.4	35.5	24.2
LOS by Move:	E	E	D	D	D	D	C	E	C	E	D	C
HCM2kAvgQ:	17	19	5	1	1	1	0	19	1	26	15	1

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #4010: US 101/MABURY (E)



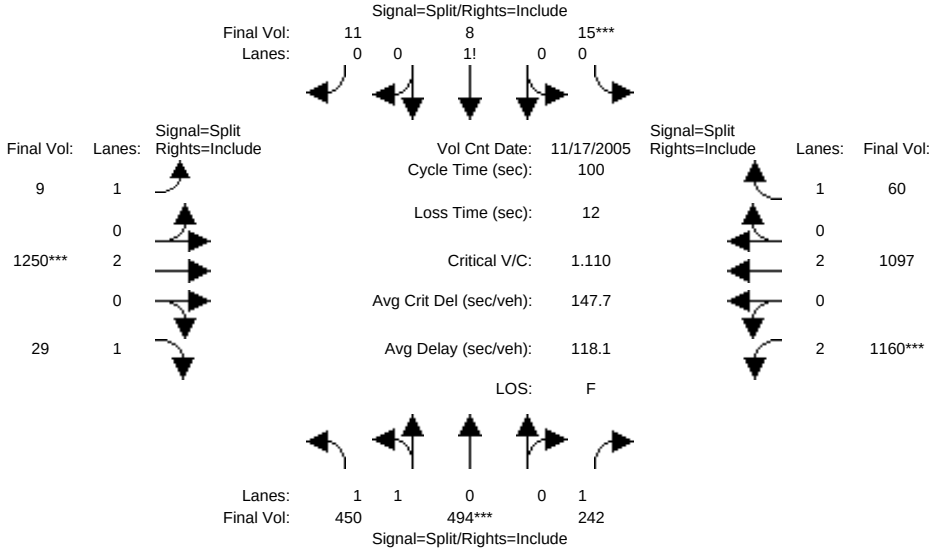
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 7:00-8:00												
Base Vol:	463	500	249	12	7	10	14	1281	27	1170	1080	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	463	500	249	12	7	10	14	1281	27	1170	1080	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	463	500	249	12	7	10	14	1281	27	1170	1080	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	463	500	249	12	7	10	14	1281	27	1170	1080	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	500	249	12	7	10	14	1281	27	1170	1080	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	463	500	249	12	7	10	14	1281	27	1170	1080	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	0.42	0.24	0.34	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1900	1750	724	422	603	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.14	0.02	0.02	0.02	0.01	0.34	0.02	0.37	0.28	0.03
Crit Moves:	****				****			****		****		
Green Time:	21.2	21.2	21.2	10.0	10.0	10.0	27.0	27.0	27.0	29.8	29.8	29.8
Volume/Cap:	1.25	1.24	0.67	0.17	0.17	0.17	0.03	1.25	0.06	1.25	0.95	0.10
Delay/Veh:	161.5	159	45.5	43.2	43.2	43.2	27.0	156	27.3	155.5	52.3	25.8
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:	161.5	159	45.5	43.2	43.2	43.2	27.0	156	27.3	155.5	52.3	25.8
LOS by Move:	F	F	D	D	D	D	C	F	C	F	D	C
HCM2kAvgQ:	30	30	9	1	1	1	0	38	1	41	21	1

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #4010: US 101/MABURY (E)



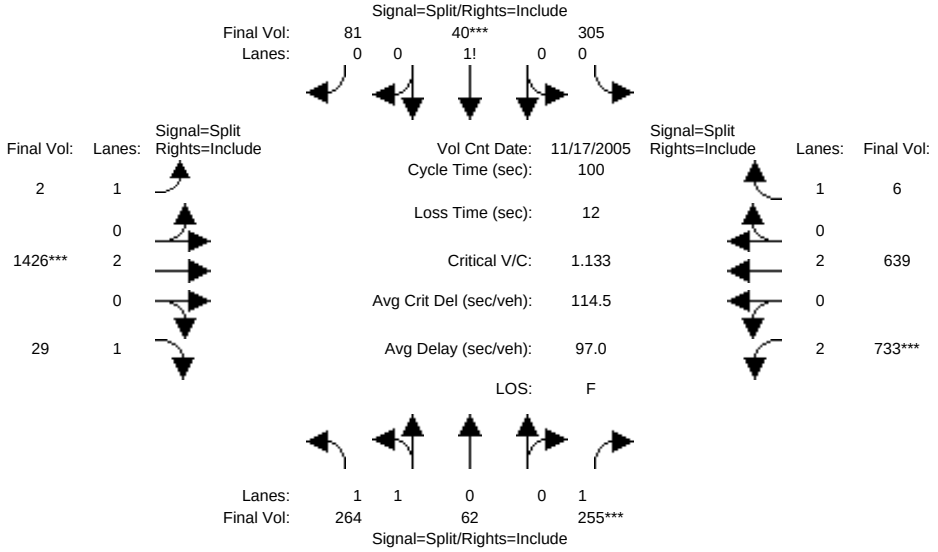
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 7:00-8:00												
Base Vol:	450	494	242	15	8	11	9	1250	29	1160	1097	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:	450	494	242	15	8	11	9	1250	29	1160	1097	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	494	242	15	8	11	9	1250	29	1160	1097	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:	450	494	242	15	8	11	9	1250	29	1160	1097	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	494	242	15	8	11	9	1250	29	1160	1097	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
FinalVolume:	450	494	242	15	8	11	9	1250	29	1160	1097	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	0.44	0.24	0.32	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1900	1750	772	412	566	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.14	0.02	0.02	0.02	0.01	0.33	0.02	0.37	0.29	0.03
Crit Moves:		****		****				****		****		
Green Time:	21.2	21.2	21.2	10.0	10.0	10.0	26.8	26.8	26.8	30.0	30.0	30.0
Volume/Cap:	1.21	1.23	0.65	0.19	0.19	0.19	0.02	1.23	0.06	1.23	0.96	0.11
Delay/Veh:	147.3	153	44.7	43.8	43.8	43.8	27.0	148	27.5	146.6	53.4	25.8
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:	147.3	153	44.7	43.8	43.8	43.8	27.0	148	27.5	146.6	53.4	25.8
LOS by Move:	F	F	D	D	D	D	C	F	C	F	D	C
HCM2kAvgQ:	28	29	8	1	1	1	0	36	1	40	22	1

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #4010: US 101/MABURY (E)



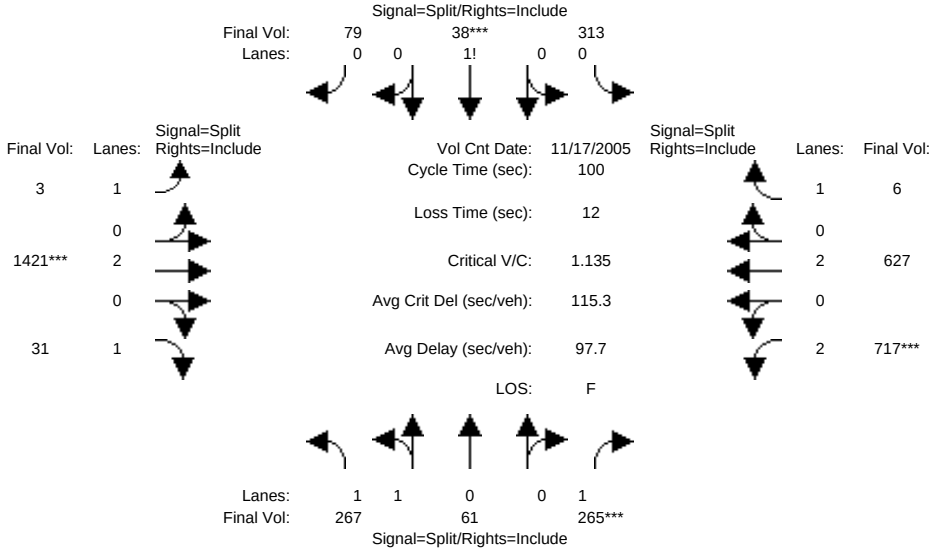
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 4:45-5:45												
Base Vol:	264	62	255	305	40	81	2	1426	29	733	639	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	62	255	305	40	81	2	1426	29	733	639	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	62	255	305	40	81	2	1426	29	733	639	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	62	255	305	40	81	2	1426	29	733	639	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	62	255	305	40	81	2	1426	29	733	639	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	264	62	255	305	40	81	2	1426	29	733	639	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.62	0.38	1.00	0.72	0.09	0.19	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2875	675	1750	1253	164	333	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.15	0.24	0.24	0.24	0.00	0.38	0.02	0.23	0.17	0.00
Crit Moves:			****		****			****		****		
Green Time:	12.9	12.9	12.9	21.5	21.5	21.5	33.1	33.1	33.1	20.5	20.5	20.5
Volume/Cap:	0.71	0.71	1.13	1.13	1.13	1.13	0.00	1.13	0.05	1.13	0.82	0.02
Delay/Veh:	51.0	51.0	144.0	127.0	127	127.0	22.4	104	22.9	117.8	47.3	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	51.0	144.0	127.0	127	127.0	22.4	104	22.9	117.8	47.3	31.8
LOS by Move:	D	D	F	F	F	F	C	F	C	F	D	C
HCM2kAvgQ:	7	7	16	25	25	25	0	36	1	24	12	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #4010: US 101/MABURY (E)



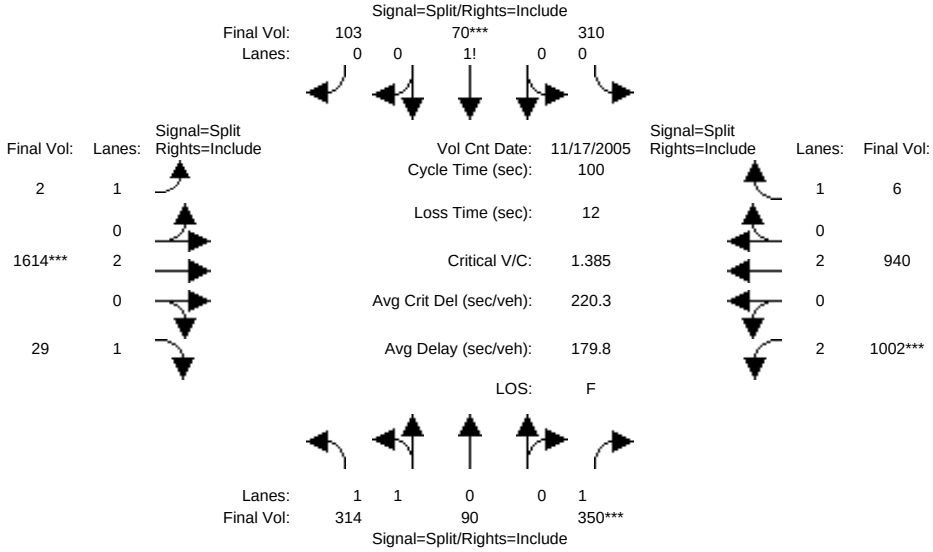
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 4:45-5:45												
Base Vol:	267	61	265	313	38	79	3	1421	31	717	627	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	61	265	313	38	79	3	1421	31	717	627	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	61	265	313	38	79	3	1421	31	717	627	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	61	265	313	38	79	3	1421	31	717	627	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	61	265	313	38	79	3	1421	31	717	627	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	61	265	313	38	79	3	1421	31	717	627	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.63	0.37	1.00	0.73	0.09	0.18	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2890	660	1750	1274	155	322	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.15	0.25	0.25	0.25	0.00	0.37	0.02	0.23	0.17	0.00
Crit Moves:			****		****			****		****		
Green Time:	13.3	13.3	13.3	21.7	21.7	21.7	32.9	32.9	32.9	20.1	20.1	20.1
Volume/Cap:	0.69	0.69	1.13	1.13	1.13	1.13	0.01	1.13	0.05	1.13	0.82	0.02
Delay/Veh:	49.5	49.5	143.4	127.4	127	127.4	22.5	105	23.1	119.1	48.0	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	49.5	143.4	127.4	127	127.4	22.5	105	23.1	119.1	48.0	32.2
LOS by Move:	D	D	F	F	F	F	C	F	C	F	D	C
HCM2kAvgQ:	7	7	16	25	25	25	0	36	1	23	12	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #4010: US 101/MABURY (E)



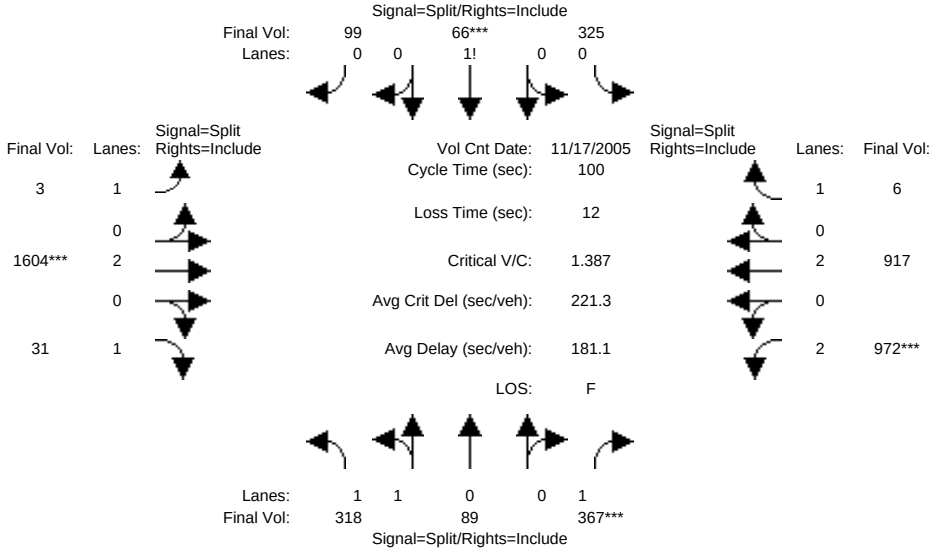
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 4:45-5:45												
Base Vol:	314	90	350	310	70	103	2	1614	29	1002	940	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	90	350	310	70	103	2	1614	29	1002	940	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	314	90	350	310	70	103	2	1614	29	1002	940	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	314	90	350	310	70	103	2	1614	29	1002	940	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	90	350	310	70	103	2	1614	29	1002	940	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	314	90	350	310	70	103	2	1614	29	1002	940	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.56	0.44	1.00	0.65	0.14	0.21	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2759	791	1750	1123	254	373	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.20	0.28	0.28	0.28	0.00	0.42	0.02	0.32	0.25	0.00
Crit Moves:			****		****			****		****		
Green Time:	14.4	14.4	14.4	19.9	19.9	19.9	30.7	30.7	30.7	23.0	23.0	23.0
Volume/Cap:	0.79	0.79	1.39	1.39	1.39	1.39	0.00	1.39	0.05	1.39	1.08	0.01
Delay/Veh:	52.9	52.9	238.7	230.2	230	230.2	24.1	213	24.6	220.3	91.9	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	52.9	238.7	230.2	230	230.2	24.1	213	24.6	220.3	91.9	29.8
LOS by Move:	D	D	F	F	F	F	C	F	C	F	F	C
HCM2kAvgQ:	9	9	27	36	36	36	0	54	1	41	23	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #4010: US 101/MABURY (E)



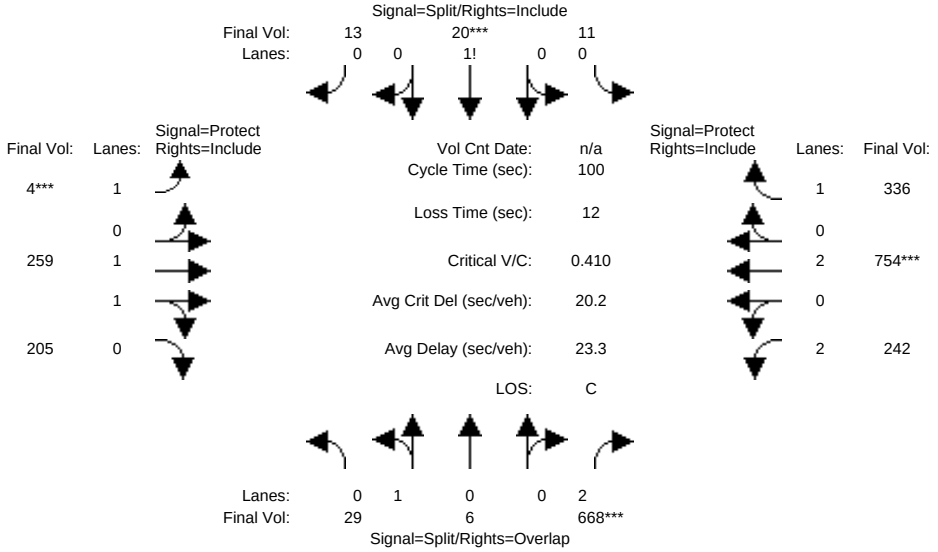
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 4:45-5:45												
Base Vol:	318	89	367	325	66	99	3	1604	31	972	917	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	89	367	325	66	99	3	1604	31	972	917	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	89	367	325	66	99	3	1604	31	972	917	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	318	89	367	325	66	99	3	1604	31	972	917	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	89	367	325	66	99	3	1604	31	972	917	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	318	89	367	325	66	99	3	1604	31	972	917	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.57	0.43	1.00	0.67	0.13	0.20	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2774	776	1750	1161	236	354	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.21	0.28	0.28	0.28	0.00	0.42	0.02	0.31	0.24	0.00
Crit Moves:			****		****			****		****		
Green Time:	15.1	15.1	15.1	20.2	20.2	20.2	30.4	30.4	30.4	22.3	22.3	22.3
Volume/Cap:	0.76	0.76	1.39	1.39	1.39	1.39	0.01	1.39	0.06	1.39	1.08	0.02
Delay/Veh:	50.3	50.3	238.2	230.6	231	230.6	24.3	214	24.8	221.7	95.3	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	50.3	238.2	230.6	231	230.6	24.3	214	24.8	221.7	95.3	30.4
LOS by Move:	D	D	F	F	F	F	C	F	C	F	F	C
HCM2kAvgQ:	8	8	28	36	36	36	0	53	1	40	23	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #1002: US 101/MABURY (W)



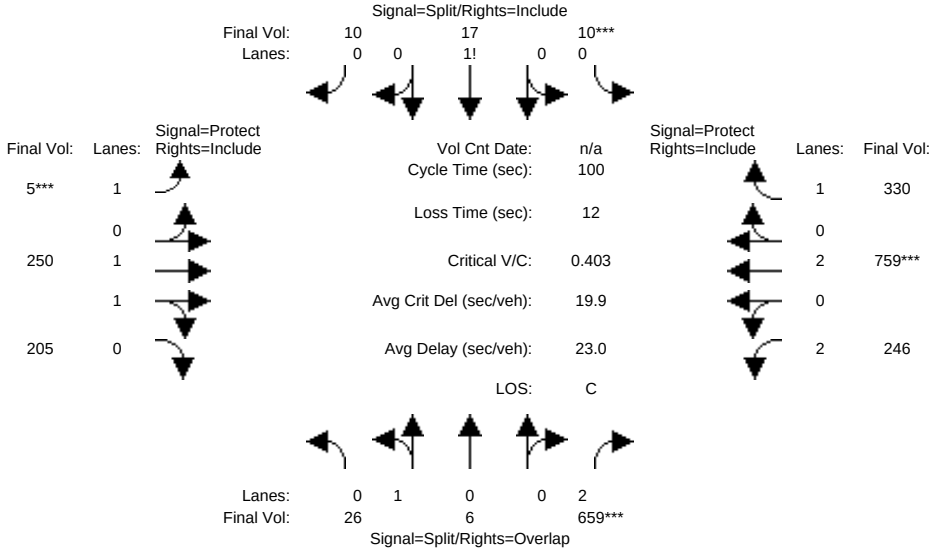
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	6	668	11	20	13	4	259	205	242	754	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	6	668	11	20	13	4	259	205	242	754	336
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	6	668	11	20	13	4	259	205	242	754	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	6	668	11	20	13	4	259	205	242	754	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	6	668	11	20	13	4	259	205	242	754	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	6	668	11	20	13	4	259	205	242	754	336
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.83	0.17	2.00	0.25	0.45	0.30	1.00	1.09	0.91	2.00	2.00	1.00
Final Sat.:	1491	309	3150	438	795	517	1750	2064	1634	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.21	0.03	0.03	0.03	0.00	0.13	0.13	0.08	0.20	0.19
Crit Moves:			****		****		****				****	
Green Time:	28.8	28.8	47.5	10.0	10.0	10.0	7.0	30.5	30.5	18.7	42.2	42.2
Volume/Cap:	0.07	0.07	0.45	0.25	0.25	0.25	0.03	0.41	0.41	0.41	0.47	0.45
Delay/Veh:	25.9	25.9	17.7	42.3	42.3	42.3	43.5	27.8	27.8	36.3	21.0	21.1
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:	25.9	25.9	17.7	42.3	42.3	42.3	43.5	27.8	27.8	36.3	21.0	21.1
LOS by Move:	C	C	B	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	1	1	8	2	2	2	0	6	6	4	8	8

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #1002: US 101/MABURY (W)



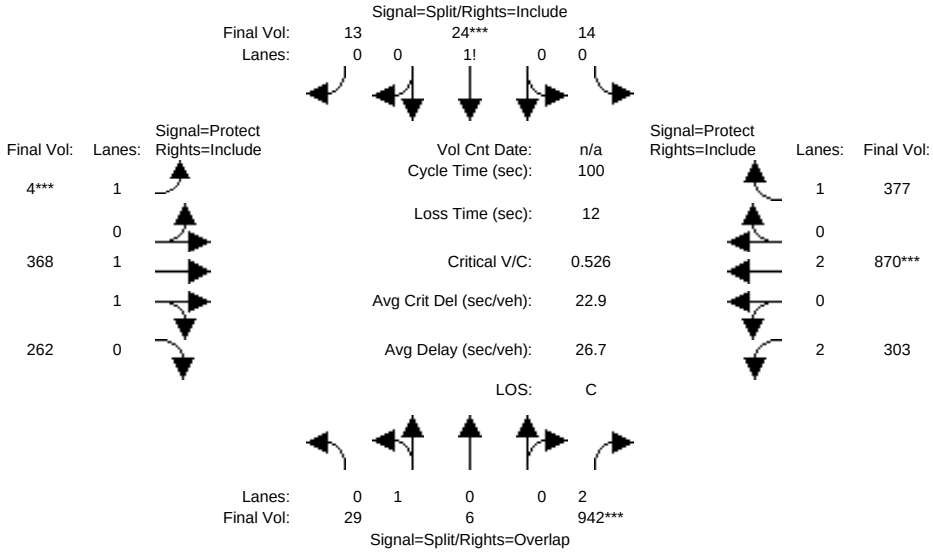
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	6	659	10	17	10	5	250	205	246	759	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	6	659	10	17	10	5	250	205	246	759	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	6	659	10	17	10	5	250	205	246	759	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	6	659	10	17	10	5	250	205	246	759	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	6	659	10	17	10	5	250	205	246	759	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	6	659	10	17	10	5	250	205	246	759	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	1.00	0.95	0.83	1.00	0.92
Lanes:	0.81	0.19	2.00	0.27	0.46	0.27	1.00	1.07	0.93	2.00	2.00	1.00
Final Sat.:	1462	337	3150	473	804	473	1750	2032	1666	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.21	0.02	0.02	0.02	0.00	0.12	0.12	0.08	0.20	0.19
Crit Moves:			****	****			****				****	
Green Time:	28.1	28.1	47.5	10.0	10.0	10.0	7.0	30.5	30.5	19.4	42.9	42.9
Volume/Cap:	0.06	0.06	0.44	0.21	0.21	0.21	0.04	0.40	0.40	0.40	0.47	0.44
Delay/Veh:	26.3	26.3	17.6	42.0	42.0	42.0	43.5	27.8	27.8	35.7	20.6	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:	26.3	26.3	17.6	42.0	42.0	42.0	43.5	27.8	27.8	35.7	20.6	20.5
LOS by Move:	C	C	B	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	1	1	8	1	1	1	0	6	6	4	8	8

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #1002: US 101/MABURY (W)



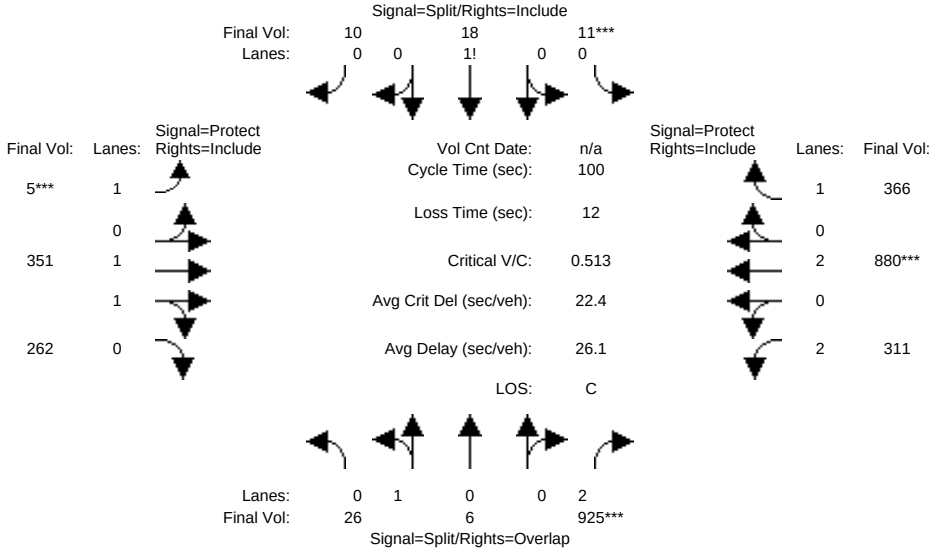
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	6	942	14	24	13	4	368	262	303	870	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	6	942	14	24	13	4	368	262	303	870	377
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	6	942	14	24	13	4	368	262	303	870	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	6	942	14	24	13	4	368	262	303	870	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	6	942	14	24	13	4	368	262	303	870	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	6	942	14	24	13	4	368	262	303	870	377
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.83	0.17	2.00	0.27	0.48	0.25	1.00	1.15	0.85	2.00	2.00	1.00
Final Sat.:	1491	309	3150	480	824	446	1750	2160	1538	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.30	0.03	0.03	0.03	0.00	0.17	0.17	0.10	0.23	0.22
Crit Moves:			****		****		****				****	
Green Time:	33.4	33.4	49.5	10.0	10.0	10.0	7.0	28.5	28.5	16.1	37.6	37.6
Volume/Cap:	0.06	0.06	0.60	0.29	0.29	0.29	0.03	0.60	0.60	0.60	0.61	0.57
Delay/Veh:	22.7	22.7	18.9	42.6	42.6	42.6	43.5	31.7	31.7	40.9	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	22.7	18.9	42.6	42.6	42.6	43.5	31.7	31.7	40.9	26.0	26.0
LOS by Move:	C	C	B	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	1	1	13	2	2	2	0	9	9	6	11	10

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #1002: US 101/MABURY (W)



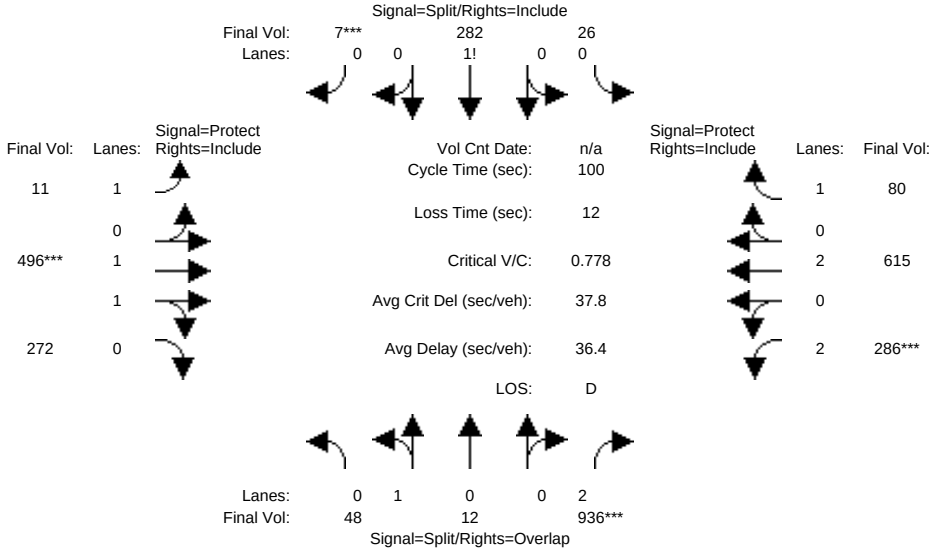
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	6	925	11	18	10	5	351	262	311	880	366
Growth Adj:	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:	26	6	925	11	18	10	5	351	262	311	880	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	6	925	11	18	10	5	351	262	311	880	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:	26	6	925	11	18	10	5	351	262	311	880	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	6	925	11	18	10	5	351	262	311	880	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
FinalVolume:	26	6	925	11	18	10	5	351	262	311	880	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.81	0.19	2.00	0.28	0.46	0.26	1.00	1.12	0.88	2.00	2.00	1.00
Final Sat.:	1462	337	3150	494	808	449	1750	2117	1581	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.29	0.02	0.02	0.02	0.00	0.17	0.17	0.10	0.23	0.21
Crit Moves:			****	****			****				****	
Green Time:	32.4	32.4	49.5	10.0	10.0	10.0	7.0	28.5	28.5	17.0	38.6	38.6
Volume/Cap:	0.05	0.05	0.59	0.22	0.22	0.22	0.04	0.58	0.58	0.58	0.60	0.54
Delay/Veh:	23.3	23.3	18.7	42.1	42.1	42.1	43.5	31.4	31.4	39.8	25.3	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	23.3	18.7	42.1	42.1	42.1	43.5	31.4	31.4	39.8	25.3	24.8
LOS by Move:	C	C	B	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	1	1	13	1	1	1	0	9	9	6	11	10

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #1002: US 101/MABURY (W)



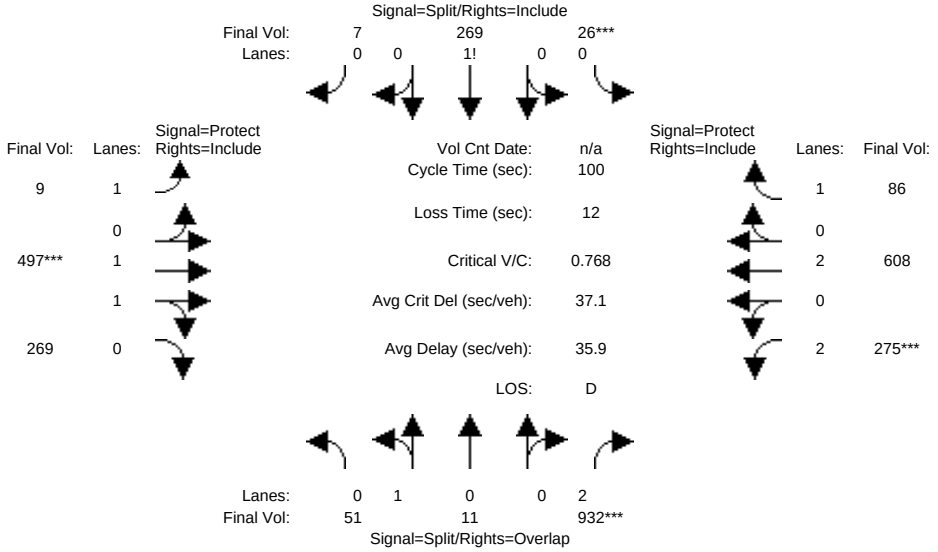
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	12	936	26	282	7	11	496	272	286	615	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	12	936	26	282	7	11	496	272	286	615	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	12	936	26	282	7	11	496	272	286	615	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	12	936	26	282	7	11	496	272	286	615	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	12	936	26	282	7	11	496	272	286	615	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	12	936	26	282	7	11	496	272	286	615	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.80	0.20	2.00	0.08	0.90	0.02	1.00	1.27	0.73	2.00	2.00	1.00
Final Sat.:	1440	360	3150	144	1567	39	1750	2389	1310	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.30	0.18	0.18	0.18	0.01	0.21	0.21	0.09	0.16	0.05
Crit Moves:			****			****		****		****		
Green Time:	26.5	26.5	38.2	23.1	23.1	23.1	11.6	26.7	26.7	11.7	26.8	26.8
Volume/Cap:	0.13	0.13	0.78	0.78	0.78	0.78	0.05	0.78	0.78	0.78	0.60	0.17
Delay/Veh:	28.0	28.0	30.5	45.3	45.3	45.3	39.5	37.9	37.9	53.0	33.0	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:	28.0	28.0	30.5	45.3	45.3	45.3	39.5	37.9	37.9	53.0	33.0	28.3
LOS by Move:	C	C	C	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	1	1	17	12	12	12	0	13	13	7	9	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #1002: US 101/MABURY (W)



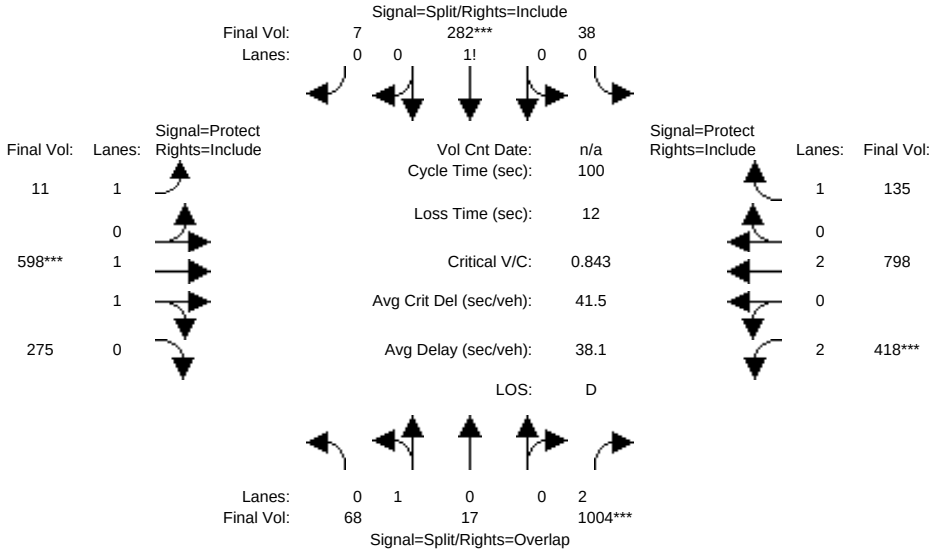
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	51	11	932	26	269	7	9	497	269	275	608	86
Growth Adj:	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:	51	11	932	26	269	7	9	497	269	275	608	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	11	932	26	269	7	9	497	269	275	608	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:	51	11	932	26	269	7	9	497	269	275	608	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	11	932	26	269	7	9	497	269	275	608	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
FinalVolume:	51	11	932	26	269	7	9	497	269	275	608	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.82	0.18	2.00	0.09	0.89	0.02	1.00	1.28	0.72	2.00	2.00	1.00
Final Sat.:	1481	319	3150	151	1559	41	1750	2400	1299	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.30	0.17	0.17	0.17	0.01	0.21	0.21	0.09	0.16	0.05
Crit Moves:			****	****				****		****		
Green Time:	27.2	27.2	38.5	22.5	22.5	22.5	11.7	27.0	27.0	11.4	26.7	26.7
Volume/Cap:	0.13	0.13	0.77	0.77	0.77	0.77	0.04	0.77	0.77	0.77	0.60	0.18
Delay/Veh:	27.6	27.6	29.8	45.2	45.2	45.2	39.3	37.3	37.3	52.7	33.0	28.5
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:	27.6	27.6	29.8	45.2	45.2	45.2	39.3	37.3	37.3	52.7	33.0	28.5
LOS by Move:	C	C	C	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	2	2	17	11	11	11	0	13	13	7	9	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #1002: US 101/MABURY (W)



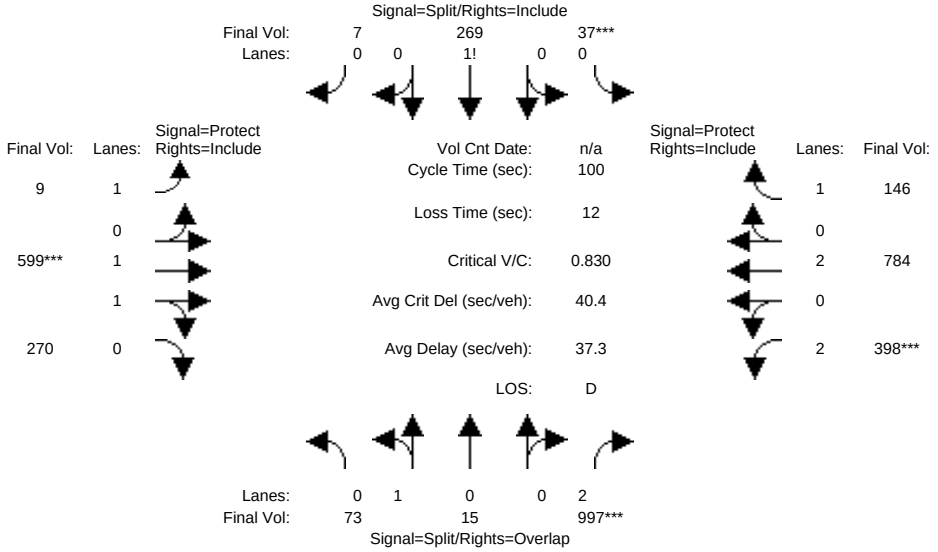
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	68	17	1004	38	282	7	11	598	275	418	798	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	17	1004	38	282	7	11	598	275	418	798	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	17	1004	38	282	7	11	598	275	418	798	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	17	1004	38	282	7	11	598	275	418	798	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	17	1004	38	282	7	11	598	275	418	798	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	17	1004	38	282	7	11	598	275	418	798	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.80	0.20	2.00	0.12	0.86	0.02	1.00	1.35	0.65	2.00	2.00	1.00
Final Sat.:	1440	360	3150	203	1509	37	1750	2534	1165	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.32	0.19	0.19	0.19	0.01	0.24	0.24	0.13	0.21	0.08
Crit Moves:			****		****			****		****		
Green Time:	22.1	22.1	37.8	22.2	22.2	22.2	10.9	28.0	28.0	15.7	32.8	32.8
Volume/Cap:	0.21	0.21	0.84	0.84	0.84	0.84	0.06	0.84	0.84	0.84	0.64	0.24
Delay/Veh:	32.1	32.1	34.0	52.5	52.5	52.5	40.0	40.3	40.3	53.3	29.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	32.1	34.0	52.5	52.5	52.5	40.0	40.3	40.3	53.3	29.7	24.7
LOS by Move:	C	C	C	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	2	2	19	13	13	13	0	16	16	10	11	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #1002: US 101/MABURY (W)



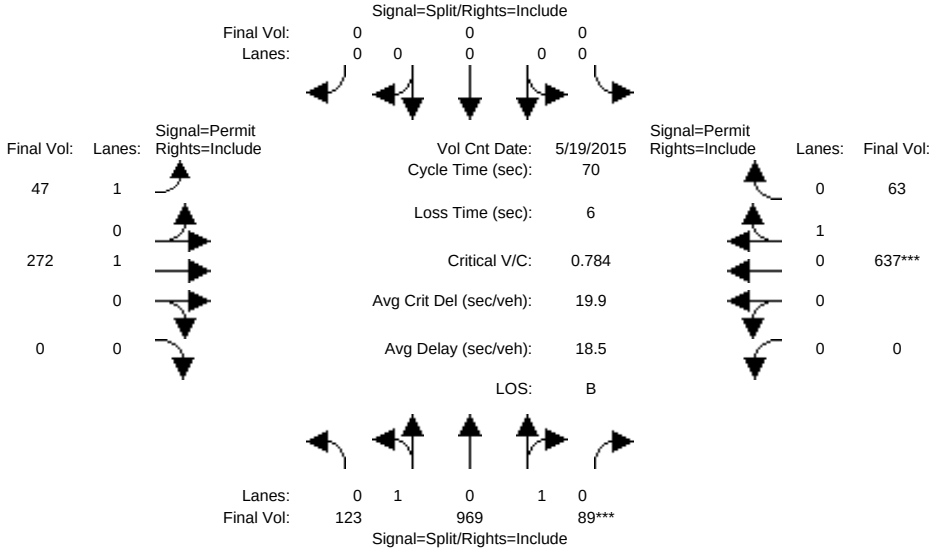
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	73	15	997	37	269	7	9	599	270	398	784	146
Growth Adj:	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:	73	15	997	37	269	7	9	599	270	398	784	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	15	997	37	269	7	9	599	270	398	784	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:	73	15	997	37	269	7	9	599	270	398	784	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	15	997	37	269	7	9	599	270	398	784	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	15	997	37	269	7	9	599	270	398	784	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.83	0.17	2.00	0.12	0.86	0.02	1.00	1.36	0.64	2.00	2.00	1.00
Final Sat.:	1493	307	3150	207	1504	39	1750	2550	1149	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.32	0.18	0.18	0.18	0.01	0.23	0.23	0.13	0.21	0.08
Crit Moves:			****	****				****		****		
Green Time:	22.9	22.9	38.1	21.6	21.6	21.6	11.0	28.3	28.3	15.2	32.5	32.5
Volume/Cap:	0.21	0.21	0.83	0.83	0.83	0.83	0.05	0.83	0.83	0.83	0.63	0.26
Delay/Veh:	31.5	31.5	33.0	51.8	51.8	51.8	39.9	39.3	39.3	52.7	29.8	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:	31.5	31.5	33.0	51.8	51.8	51.8	39.9	39.3	39.3	52.7	29.8	25.1
LOS by Move:	C	C	C	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	2	2	19	13	13	13	0	15	15	10	11	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3467: 11TH/TAYLOR



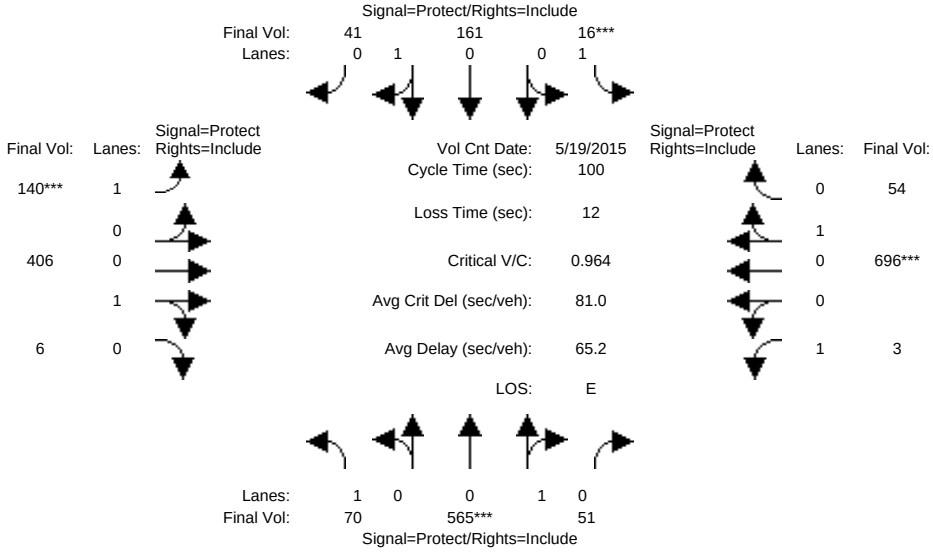
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	123	969	89	0	0	0	47	272	0	0	637	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	969	89	0	0	0	47	272	0	0	637	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	969	89	0	0	0	47	272	0	0	637	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	969	89	0	0	0	47	272	0	0	637	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	969	89	0	0	0	47	272	0	0	637	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	969	89	0	0	0	47	272	0	0	637	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.21	1.64	0.15	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.91	0.09
Final Sat.:	375	2954	271	0	0	0	1750	1900	0	0	1638	162
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.00	0.00	0.00	0.03	0.14	0.00	0.00	0.39	0.39
Crit Moves:			****								****	
Green Time:	29.3	29.3	29.3	0.0	0.0	0.0	34.7	34.7	0.0	0.0	34.7	34.7
Volume/Cap:	0.78	0.78	0.78	0.00	0.00	0.00	0.05	0.29	0.00	0.00	0.78	0.78
Delay/Veh:	20.4	20.4	20.4	0.0	0.0	0.0	9.2	10.5	0.0	0.0	19.2	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	20.4	20.4	0.0	0.0	0.0	9.2	10.5	0.0	0.0	19.2	19.2
LOS by Move:	C	C	C	A	A	A	A	B	A	A	B	B
HCM2kAvgQ:	14	14	14	0	0	0	1	4	0	0	15	15

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3467: 11TH/TAYLOR



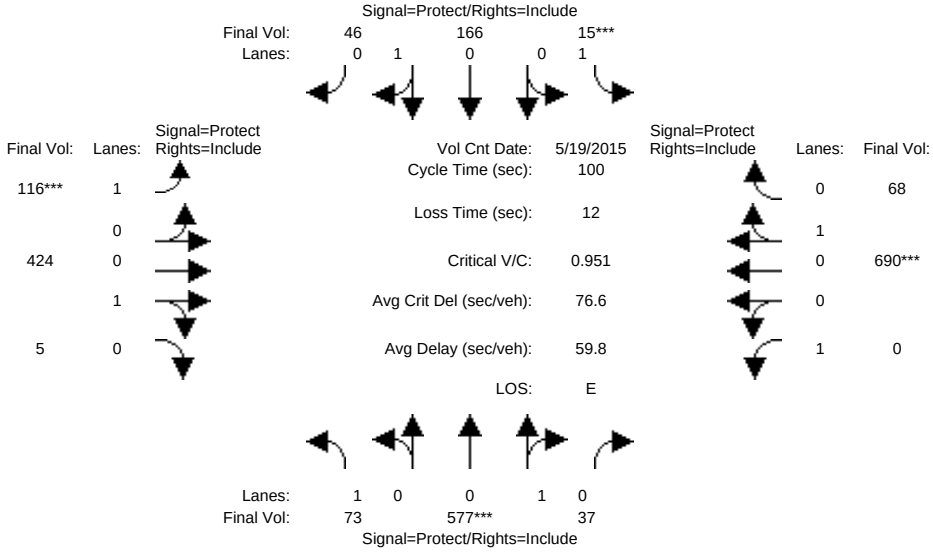
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	70	565	51	16	161	41	140	406	6	3	696	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	565	51	16	161	41	140	406	6	3	696	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	565	51	16	161	41	140	406	6	3	696	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	565	51	16	161	41	140	406	6	3	696	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	565	51	16	161	41	140	406	6	3	696	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	565	51	16	161	41	140	406	6	3	696	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.92	0.08	1.00	0.80	0.20	1.00	0.99	0.01	1.00	0.93	0.07
Final Sat.:	1750	1651	149	1750	1435	365	1750	1774	26	1750	1670	130
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.01	0.11	0.11	0.08	0.23	0.23	0.00	0.42	0.42
Crit Moves:		****		****			****				****	
Green Time:	15.4	33.0	33.0	7.0	24.7	24.7	7.7	36.7	36.7	11.2	40.2	40.2
Volume/Cap:	0.26	1.04	1.04	0.13	0.46	0.46	1.04	0.62	0.62	0.02	1.04	1.04
Delay/Veh:	37.8	79.9	79.9	44.1	32.7	32.7	133.3	27.8	27.8	39.5	72.9	72.9
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:	37.8	79.9	79.9	44.1	32.7	32.7	133.3	27.8	27.8	39.5	72.9	72.9
LOS by Move:	D	E	E	D	C	C	F	C	C	D	E	E
HCM2kAvgQ:	2	29	29	1	6	6	9	11	11	0	34	34

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3467: 11TH/TAYLOR



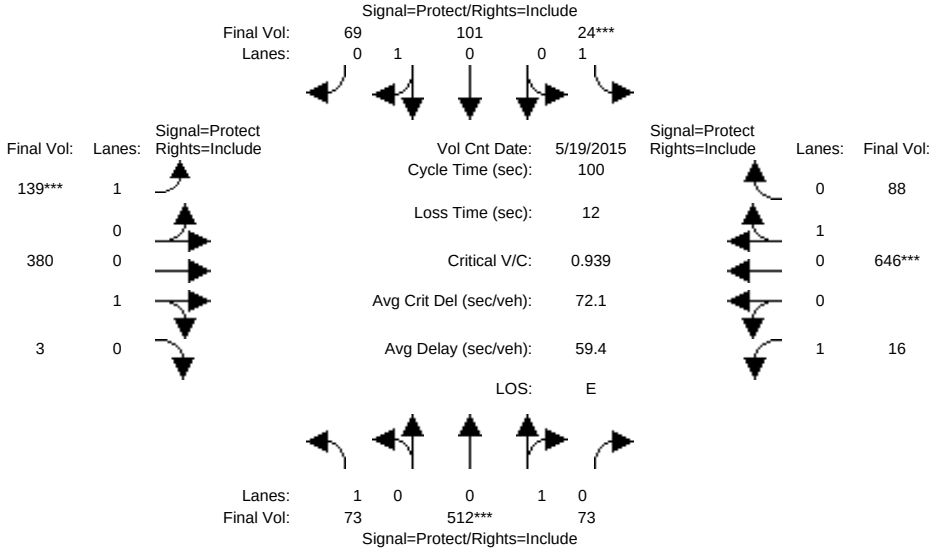
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	73	577	37	15	166	46	116	424	5	0	690	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	577	37	15	166	46	116	424	5	0	690	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	577	37	15	166	46	116	424	5	0	690	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	577	37	15	166	46	116	424	5	0	690	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	577	37	15	166	46	116	424	5	0	690	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	577	37	15	166	46	116	424	5	0	690	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.78	0.22	1.00	0.99	0.01	1.00	0.91	0.09
Final Sat.:	1750	1692	108	1750	1409	391	1750	1779	21	1750	1639	161
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.01	0.12	0.12	0.07	0.24	0.24	0.00	0.42	0.42
Crit Moves:		****		****			****				****	
Green Time:	15.0	33.1	33.1	7.0	25.2	25.2	7.0	47.9	47.9	0.0	40.9	40.9
Volume/Cap:	0.28	1.03	1.03	0.12	0.47	0.47	0.95	0.50	0.50	0.00	1.03	1.03
Delay/Veh:	38.3	78.2	78.2	44.1	32.5	32.5	111.0	18.3	18.3	0.0	70.7	70.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	78.2	78.2	44.1	32.5	32.5	111.0	18.3	18.3	0.0	70.7	70.7
LOS by Move:	D	E	E	D	C	C	F	B	B	A	E	E
HCM2kAvgQ:	2	28	28	1	6	6	7	10	10	0	34	34

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3467: 11TH/TAYLOR



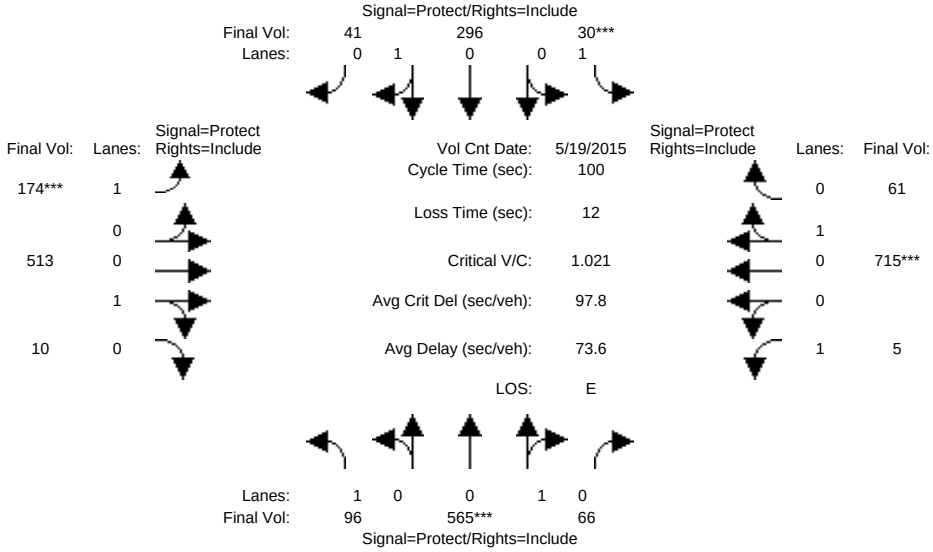
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	73	512	73	24	101	69	139	380	3	16	646	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	512	73	24	101	69	139	380	3	16	646	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	512	73	24	101	69	139	380	3	16	646	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	512	73	24	101	69	139	380	3	16	646	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	512	73	24	101	69	139	380	3	16	646	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	512	73	24	101	69	139	380	3	16	646	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.88	0.12	1.00	0.59	0.41	1.00	0.99	0.01	1.00	0.88	0.12
Final Sat.:	1750	1575	225	1750	1069	731	1750	1786	14	1750	1584	216
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.01	0.09	0.09	0.08	0.21	0.21	0.01	0.41	0.41
Crit Moves:		****		****			****				****	
Green Time:	16.2	32.4	32.4	7.0	23.2	23.2	7.9	36.6	36.6	12.0	40.7	40.7
Volume/Cap:	0.26	1.00	1.00	0.20	0.41	0.41	1.00	0.58	0.58	0.08	1.00	1.00
Delay/Veh:	37.1	71.7	71.7	44.6	33.2	33.2	123.2	26.9	26.9	39.2	63.6	63.6
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:	37.1	71.7	71.7	44.6	33.2	33.2	123.2	26.9	26.9	39.2	63.6	63.6
LOS by Move:	D	E	E	D	C	C	F	C	C	D	E	E
HCM2kAvgQ:	2	26	26	1	5	5	9	10	10	1	31	31

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3467: 11TH/TAYLOR



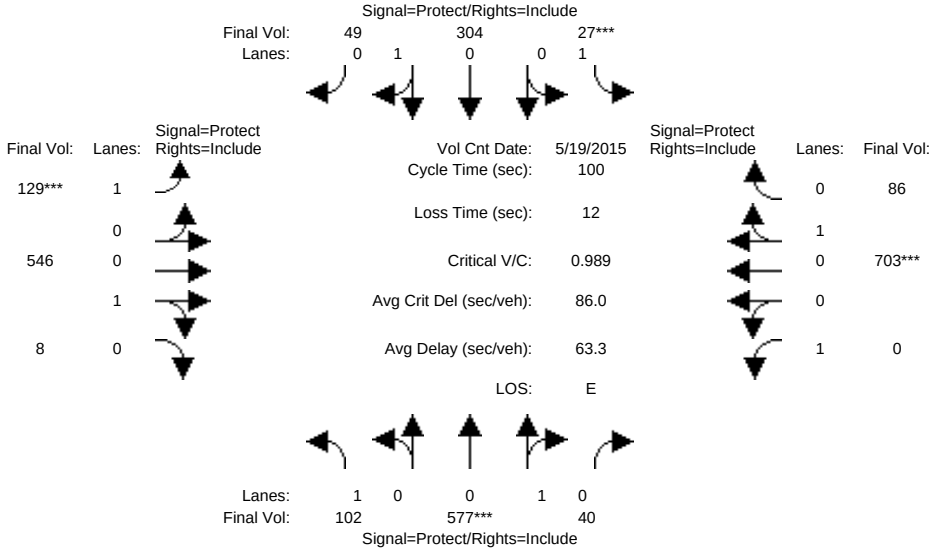
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	96	565	66	30	296	41	174	513	10	5	715	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	565	66	30	296	41	174	513	10	5	715	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	565	66	30	296	41	174	513	10	5	715	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	565	66	30	296	41	174	513	10	5	715	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	565	66	30	296	41	174	513	10	5	715	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	565	66	30	296	41	174	513	10	5	715	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.90	0.10	1.00	0.88	0.12	1.00	0.98	0.02	1.00	0.92	0.08
Final Sat.:	1750	1612	188	1750	1581	219	1750	1766	34	1750	1659	141
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.35	0.02	0.19	0.19	0.10	0.29	0.29	0.00	0.43	0.43
Crit Moves:		****		****			****				****	
Green Time:	10.7	32.2	32.2	7.0	28.6	28.6	9.1	39.3	39.3	9.5	39.6	39.6
Volume/Cap:	0.51	1.09	1.09	0.24	0.66	0.66	1.09	0.74	0.74	0.03	1.09	1.09
Delay/Veh:	44.6	97.3	97.3	45.0	34.5	34.5	142.0	30.1	30.1	41.2	90.2	90.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	97.3	97.3	45.0	34.5	34.5	142.0	30.1	30.1	41.2	90.2	90.2
LOS by Move:	D	F	F	D	C	C	F	C	C	D	F	F
HCM2kAvgQ:	4	32	32	1	10	10	11	16	16	0	38	38

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3467: 11TH/TAYLOR



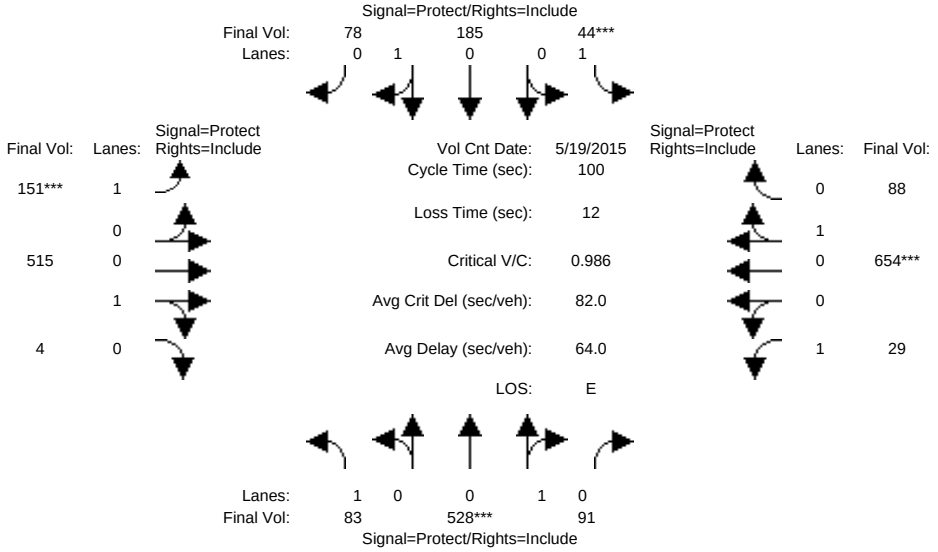
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	102	577	40	27	304	49	129	546	8	0	703	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:	102	577	40	27	304	49	129	546	8	0	703	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	577	40	27	304	49	129	546	8	0	703	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:	102	577	40	27	304	49	129	546	8	0	703	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	577	40	27	304	49	129	546	8	0	703	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
FinalVolume:	102	577	40	27	304	49	129	546	8	0	703	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.86	0.14	1.00	0.99	0.01	1.00	0.89	0.11
Final Sat.:	1750	1683	117	1750	1550	250	1750	1774	26	1750	1604	196
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.02	0.20	0.20	0.07	0.31	0.31	0.00	0.44	0.44
Crit Moves:		****		****			****				****	
Green Time:	10.4	32.5	32.5	7.0	29.1	29.1	7.0	48.5	48.5	0.0	41.5	41.5
Volume/Cap:	0.56	1.06	1.06	0.22	0.67	0.67	1.05	0.63	0.63	0.00	1.06	1.06
Delay/Veh:	46.6	86.5	86.5	44.8	34.7	34.7	142.7	20.7	20.7	0.0	77.8	77.8
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:	46.6	86.5	86.5	44.8	34.7	34.7	142.7	20.7	20.7	0.0	77.8	77.8
LOS by Move:	D	F	F	D	C	C	F	C	C	A	E	E
HCM2kAvgQ:	4	30	30	1	11	11	9	14	14	0	36	36

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3467: 11TH/TAYLOR



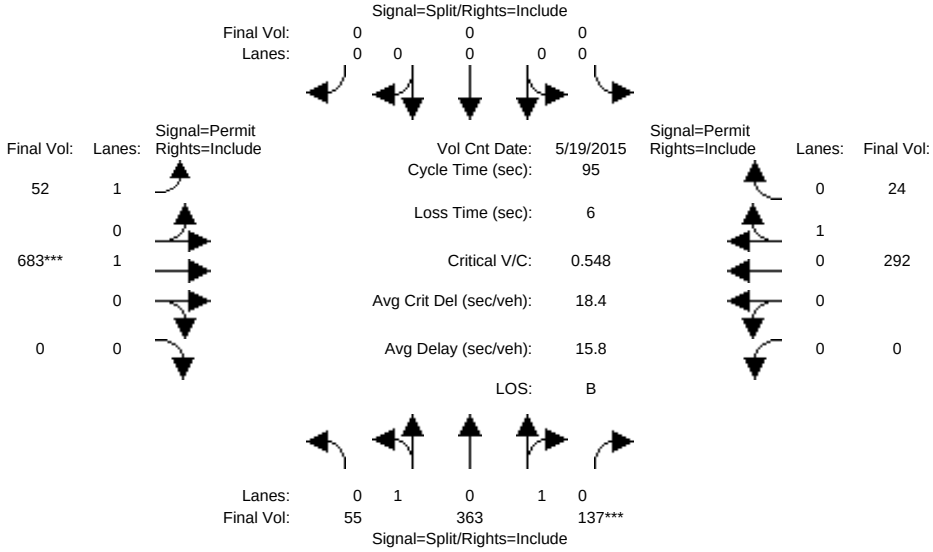
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	83	528	91	44	185	78	151	515	4	29	654	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	528	91	44	185	78	151	515	4	29	654	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	528	91	44	185	78	151	515	4	29	654	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	528	91	44	185	78	151	515	4	29	654	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	528	91	44	185	78	151	515	4	29	654	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	528	91	44	185	78	151	515	4	29	654	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.85	0.15	1.00	0.70	0.30	1.00	0.99	0.01	1.00	0.88	0.12
Final Sat.:	1750	1535	265	1750	1266	534	1750	1786	14	1750	1587	213
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.34	0.03	0.15	0.15	0.09	0.29	0.29	0.02	0.41	0.41
Crit Moves:		****		****			****				****	
Green Time:	13.0	33.1	33.1	7.0	27.1	27.1	8.3	38.6	38.6	9.4	39.6	39.6
Volume/Cap:	0.37	1.04	1.04	0.36	0.54	0.54	1.04	0.75	0.75	0.18	1.04	1.04
Delay/Veh:	40.8	81.1	81.1	46.2	32.3	32.3	131.6	31.0	31.0	42.3	74.7	74.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	81.1	81.1	46.2	32.3	32.3	131.6	31.0	31.0	42.3	74.7	74.7
LOS by Move:	D	F	F	D	C	C	F	C	C	D	E	E
HCM2kAvgQ:	3	29	29	2	8	8	9	16	16	1	34	34

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3467: 11TH/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30

Base Vol:	55	363	137	0	0	0	52	683	0	0	292	24
Growth Adj:	1.00	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	363	137	0	0	0	52	683	0	0	292	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	363	137	0	0	0	52	683	0	0	292	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	363	137	0	0	0	52	683	0	0	292	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	363	137	0	0	0	52	683	0	0	292	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	363	137	0	0	0	52	683	0	0	292	24

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.20	1.31	0.49	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.92	0.08
Final Sat.:	357	2355	889	0	0	0	1750	1900	0	0	1663	137

Capacity Analysis Module:

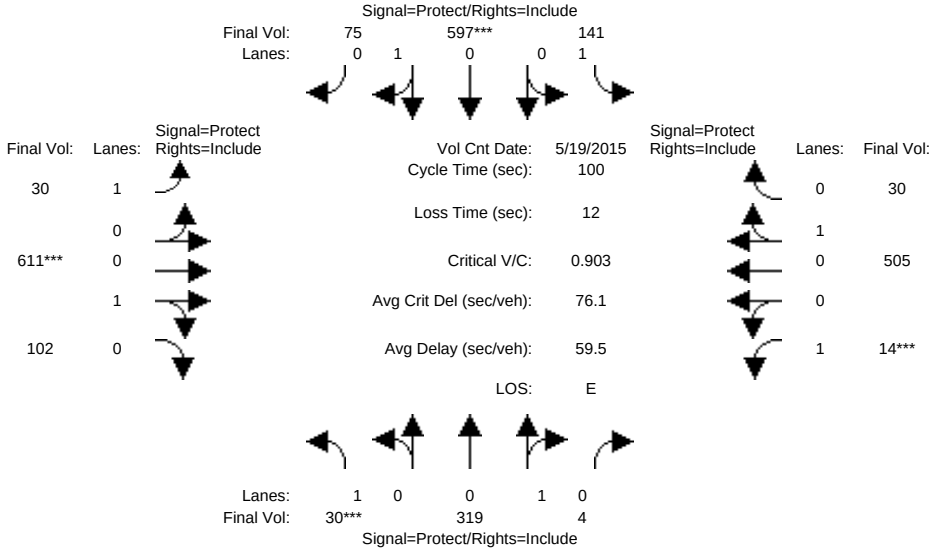
Vol/Sat:	0.15	0.15	0.15	0.00	0.00	0.00	0.03	0.36	0.00	0.00	0.18	0.18
Crit Moves:			****					****				
Green Time:	26.7	26.7	26.7	0.0	0.0	0.0	62.3	62.3	0.0	0.0	62.3	62.3
Volume/Cap:	0.55	0.55	0.55	0.00	0.00	0.00	0.05	0.55	0.00	0.00	0.27	0.27
Delay/Veh:	29.7	29.7	29.7	0.0	0.0	0.0	5.8	9.3	0.0	0.0	7.0	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	29.7	29.7	0.0	0.0	0.0	5.8	9.3	0.0	0.0	7.0	7.0
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	8	8	8	0	0	0	1	11	0	0	4	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3467: 11TH/TAYLOR



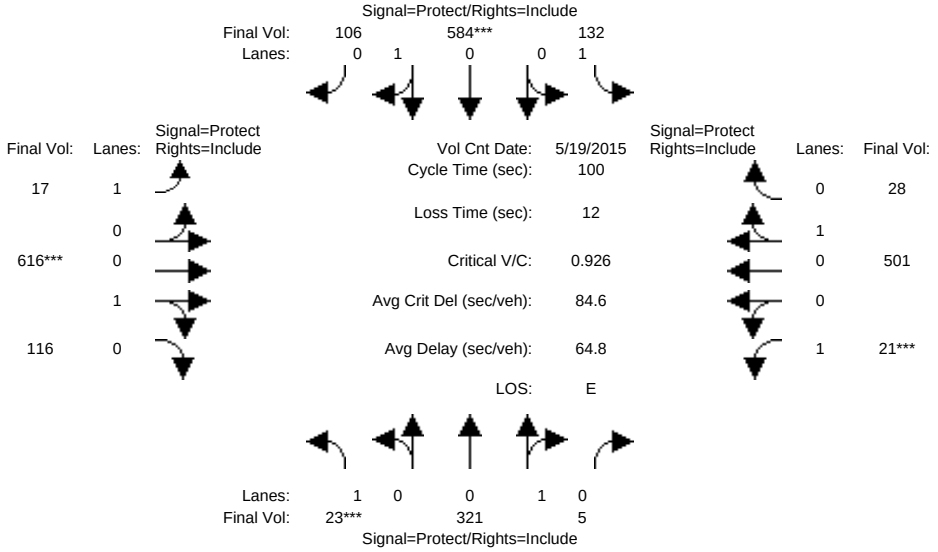
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	30	319	4	141	597	75	30	611	102	14	505	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	319	4	141	597	75	30	611	102	14	505	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	319	4	141	597	75	30	611	102	14	505	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	319	4	141	597	75	30	611	102	14	505	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	319	4	141	597	75	30	611	102	14	505	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	319	4	141	597	75	30	611	102	14	505	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.99	0.01	1.00	0.89	0.11	1.00	0.86	0.14	1.00	0.94	0.06
Final Sat.:	1750	1778	22	1750	1599	201	1750	1542	258	1750	1699	101
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.08	0.37	0.37	0.02	0.40	0.40	0.01	0.30	0.30
Crit Moves:	****				****			****		****		
Green Time:	7.0	29.6	29.6	13.3	35.9	35.9	8.6	38.1	38.1	7.0	36.5	36.5
Volume/Cap:	0.24	0.61	0.61	0.61	1.04	1.04	0.20	1.04	1.04	0.11	0.81	0.81
Delay/Veh:	45.0	32.2	32.2	45.4	78.2	78.2	43.2	76.1	76.1	44.0	36.4	36.4
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:	45.0	32.2	32.2	45.4	78.2	78.2	43.2	76.1	76.1	44.0	36.4	36.4
LOS by Move:	D	C	C	D	E	E	D	E	E	D	D	D
HCM2kAvgQ:	1	10	10	5	31	31	1	33	33	1	18	18

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3467: 11TH/TAYLOR



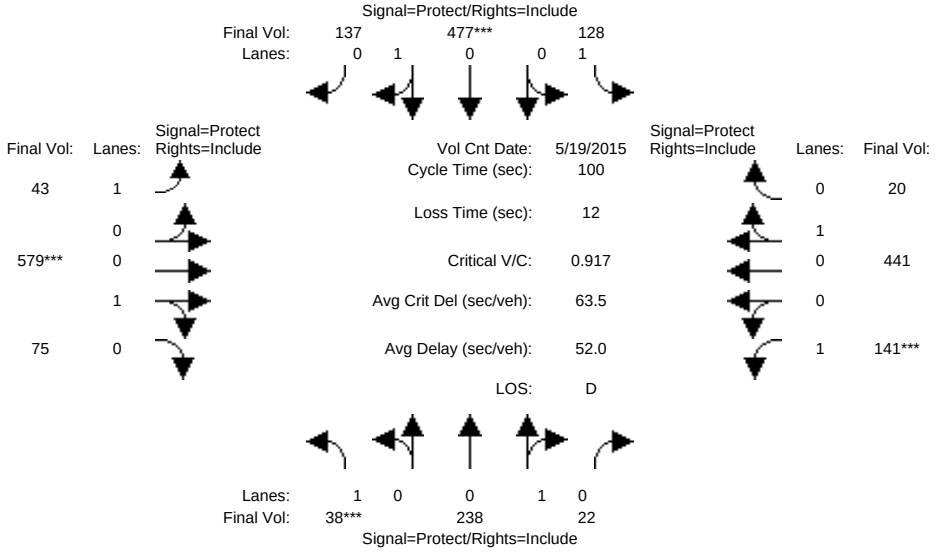
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	23	321	5	132	584	106	17	616	116	21	501	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	321	5	132	584	106	17	616	116	21	501	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	321	5	132	584	106	17	616	116	21	501	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	321	5	132	584	106	17	616	116	21	501	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	321	5	132	584	106	17	616	116	21	501	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	321	5	132	584	106	17	616	116	21	501	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.98	0.02	1.00	0.85	0.15	1.00	0.84	0.16	1.00	0.95	0.05
Final Sat.:	1750	1772	28	1750	1523	277	1750	1515	285	1750	1705	95
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.08	0.38	0.38	0.01	0.41	0.41	0.01	0.29	0.29
Crit Moves:	****				****			****		****		
Green Time:	7.0	30.3	30.3	12.6	35.9	35.9	8.7	38.1	38.1	7.0	36.4	36.4
Volume/Cap:	0.19	0.60	0.60	0.60	1.07	1.07	0.11	1.07	1.07	0.17	0.81	0.81
Delay/Veh:	44.6	31.5	31.5	45.8	86.9	86.9	42.4	84.8	84.8	44.4	35.9	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	31.5	31.5	45.8	86.9	86.9	42.4	84.8	84.8	44.4	35.9	35.9
LOS by Move:	D	C	C	D	F	F	D	F	F	D	D	D
HCM2kAvgQ:	1	10	10	5	33	33	1	35	35	1	17	17

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3467: 11TH/TAYLOR



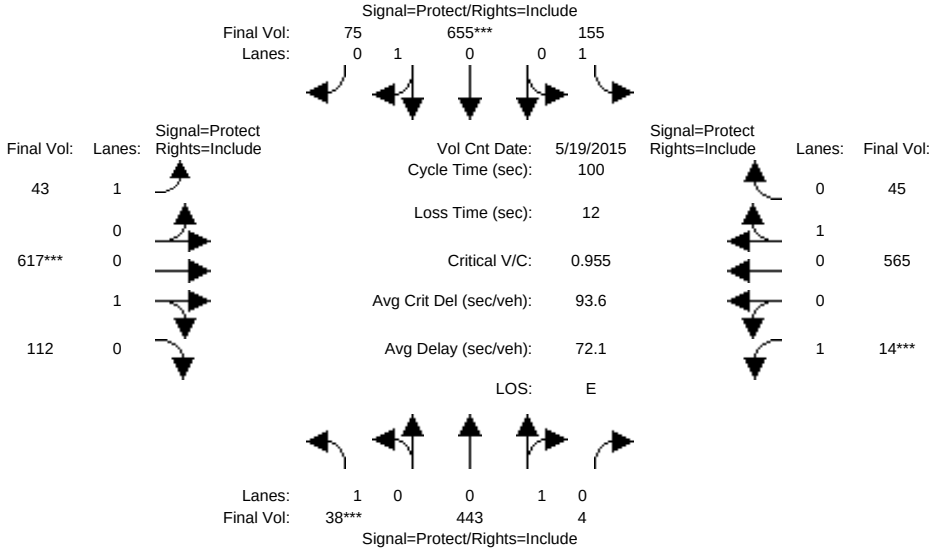
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	38	238	22	128	477	137	43	579	75	141	441	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	238	22	128	477	137	43	579	75	141	441	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	238	22	128	477	137	43	579	75	141	441	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	238	22	128	477	137	43	579	75	141	441	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	238	22	128	477	137	43	579	75	141	441	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	238	22	128	477	137	43	579	75	141	441	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.92	0.08	1.00	0.78	0.22	1.00	0.89	0.11	1.00	0.96	0.04
Final Sat.:	1750	1648	152	1750	1398	402	1750	1594	206	1750	1722	78
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.07	0.34	0.34	0.02	0.36	0.36	0.08	0.26	0.26
Crit Moves:	****				****			****		****		
Green Time:	7.0	28.0	28.0	14.2	35.2	35.2	9.8	37.5	37.5	8.3	36.0	36.0
Volume/Cap:	0.31	0.52	0.52	0.52	0.97	0.97	0.25	0.97	0.97	0.97	0.71	0.71
Delay/Veh:	45.7	31.2	31.2	41.6	59.9	59.9	42.4	57.7	57.7	110.7	31.3	31.3
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:	45.7	31.2	31.2	41.6	59.9	59.9	42.4	57.7	57.7	110.7	31.3	31.3
LOS by Move:	D	C	C	D	E	E	D	E	E	F	C	C
HCM2kAvgQ:	2	7	7	5	26	26	2	27	27	8	14	14

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3467: 11TH/TAYLOR



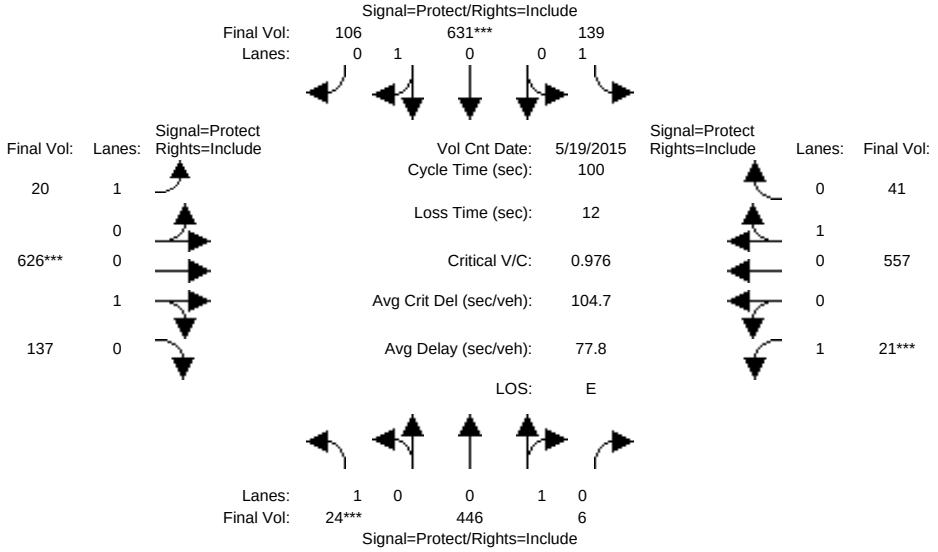
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	38	443	4	155	655	75	43	617	112	14	565	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:	38	443	4	155	655	75	43	617	112	14	565	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	443	4	155	655	75	43	617	112	14	565	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:	38	443	4	155	655	75	43	617	112	14	565	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	443	4	155	655	75	43	617	112	14	565	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
FinalVolume:	38	443	4	155	655	75	43	617	112	14	565	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.99	0.01	1.00	0.90	0.10	1.00	0.85	0.15	1.00	0.93	0.07
Final Sat.:	1750	1784	16	1750	1615	185	1750	1523	277	1750	1667	133
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.09	0.41	0.41	0.02	0.41	0.41	0.01	0.34	0.34
Crit Moves:	****				****			****		****		
Green Time:	7.0	32.5	32.5	11.6	37.0	37.0	7.5	37.0	37.0	7.0	36.4	36.4
Volume/Cap:	0.31	0.77	0.77	0.77	1.10	1.10	0.33	1.10	1.10	0.11	0.93	0.93
Delay/Veh:	45.7	36.4	36.4	58.8	95.3	95.3	45.3	95.3	95.3	44.0	50.4	50.4
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:	45.7	36.4	36.4	58.8	95.3	95.3	45.3	95.3	95.3	44.0	50.4	50.4
LOS by Move:	D	D	D	E	F	F	D	F	F	D	D	D
HCM2kAvgQ:	2	15	15	7	36	36	2	36	36	1	24	24

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3467: 11TH/TAYLOR



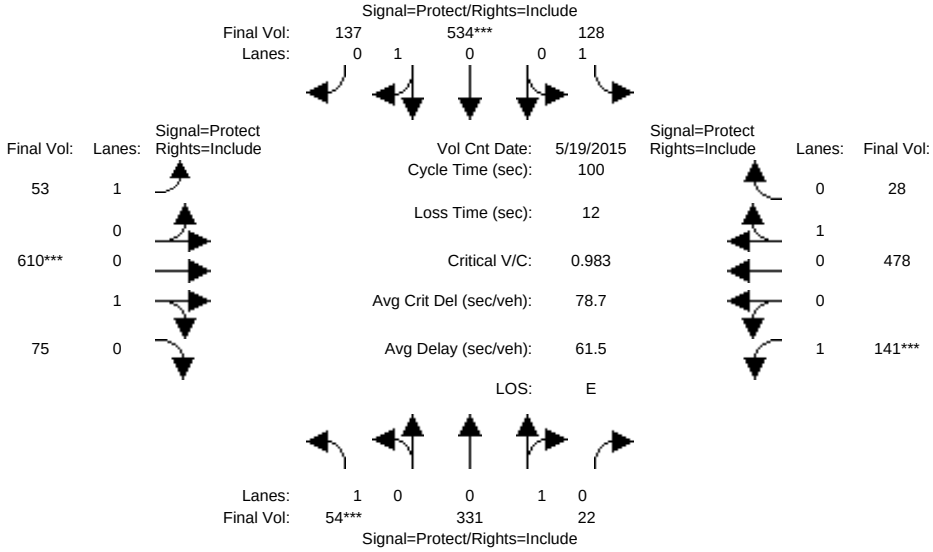
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	24	446	6	139	631	106	20	626	137	21	557	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	446	6	139	631	106	20	626	137	21	557	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	446	6	139	631	106	20	626	137	21	557	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	446	6	139	631	106	20	626	137	21	557	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	446	6	139	631	106	20	626	137	21	557	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	446	6	139	631	106	20	626	137	21	557	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.99	0.01	1.00	0.86	0.14	1.00	0.82	0.18	1.00	0.93	0.07
Final Sat.:	1750	1776	24	1750	1541	259	1750	1477	323	1750	1677	123
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.08	0.41	0.41	0.01	0.42	0.42	0.01	0.33	0.33
Crit Moves:	****				****			****		****		
Green Time:	7.0	32.9	32.9	10.4	36.4	36.4	7.8	37.6	37.6	7.0	36.9	36.9
Volume/Cap:	0.20	0.76	0.76	0.76	1.13	1.13	0.15	1.13	1.13	0.17	0.90	0.90
Delay/Veh:	44.6	35.8	35.8	60.7	107	107.1	43.5	106	105.9	44.4	45.3	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	35.8	35.8	60.7	107	107.1	43.5	106	105.9	44.4	45.3	45.3
LOS by Move:	D	D	D	E	F	F	D	F	F	D	D	D
HCM2kAvgQ:	1	15	15	6	38	38	1	40	40	1	22	22

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3467: 11TH/TAYLOR



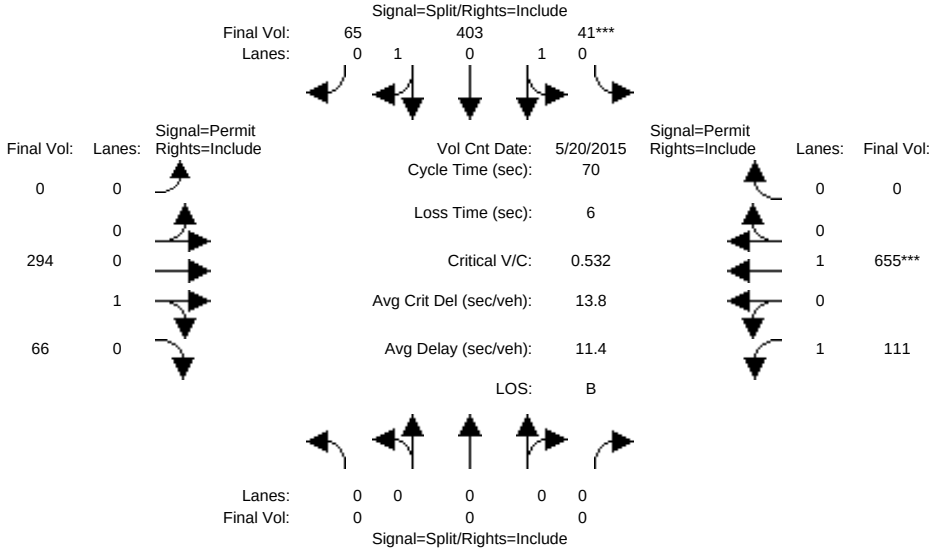
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	54	331	22	128	534	137	53	610	75	141	478	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	331	22	128	534	137	53	610	75	141	478	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	331	22	128	534	137	53	610	75	141	478	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	331	22	128	534	137	53	610	75	141	478	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	331	22	128	534	137	53	610	75	141	478	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	331	22	128	534	137	53	610	75	141	478	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.80	0.20	1.00	0.89	0.11	1.00	0.94	0.06
Final Sat.:	1750	1688	112	1750	1432	368	1750	1603	197	1750	1700	100
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.07	0.37	0.37	0.03	0.38	0.38	0.08	0.28	0.28
Crit Moves:	****				****			****		****		
Green Time:	7.0	31.5	31.5	11.7	36.2	36.2	8.9	37.0	37.0	7.8	35.9	35.9
Volume/Cap:	0.44	0.62	0.62	0.62	1.03	1.03	0.34	1.03	1.03	1.03	0.78	0.78
Delay/Veh:	47.1	31.4	31.4	47.9	74.9	74.9	44.1	74.2	74.2	131.0	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	31.4	31.4	47.9	74.9	74.9	44.1	74.2	74.2	131.0	34.9	34.9
LOS by Move:	D	C	C	D	E	E	D	E	E	F	C	C
HCM2kAvgQ:	2	10	10	5	30	30	2	31	31	9	16	16

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3822: TAYLOR/10TH



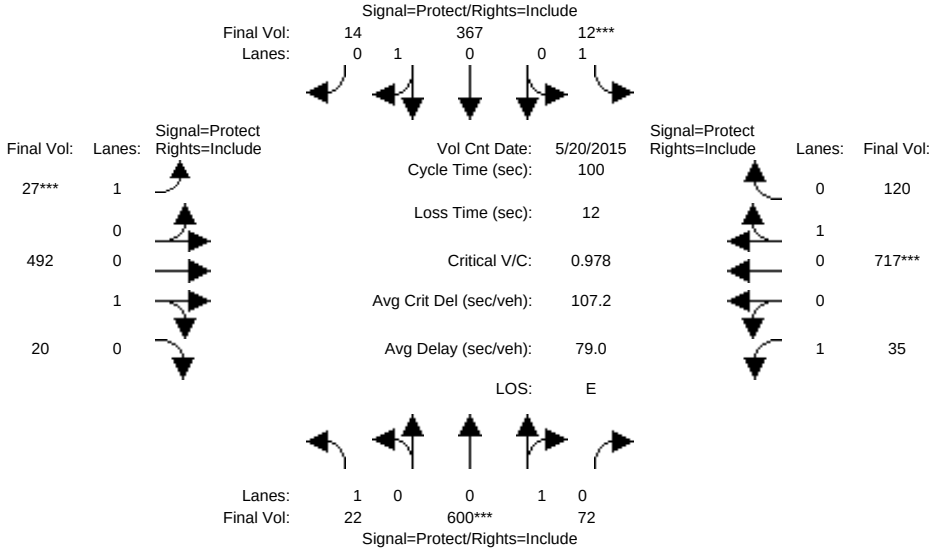
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	0	0	0	41	403	65	0	294	66	111	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	41	403	65	0	294	66	111	655	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	41	403	65	0	294	66	111	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	41	403	65	0	294	66	111	655	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	41	403	65	0	294	66	111	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
FinalVolume:	0	0	0	41	403	65	0	294	66	111	655	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.16	1.58	0.26	0.00	0.82	0.18	1.00	1.00	0.00
Final Sat.:	0	0	0	290	2850	460	0	1470	330	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.14	0.00	0.20	0.20	0.06	0.34	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	18.6	18.6	18.6	0.0	45.4	45.4	45.4	45.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.53	0.53	0.00	0.31	0.31	0.10	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	22.5	22.5	22.5	0.0	5.6	5.6	4.7	7.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.5	22.5	22.5	0.0	5.6	5.6	4.7	7.1	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	6	6	0	4	4	1	8	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3822: TAYLOR/10TH



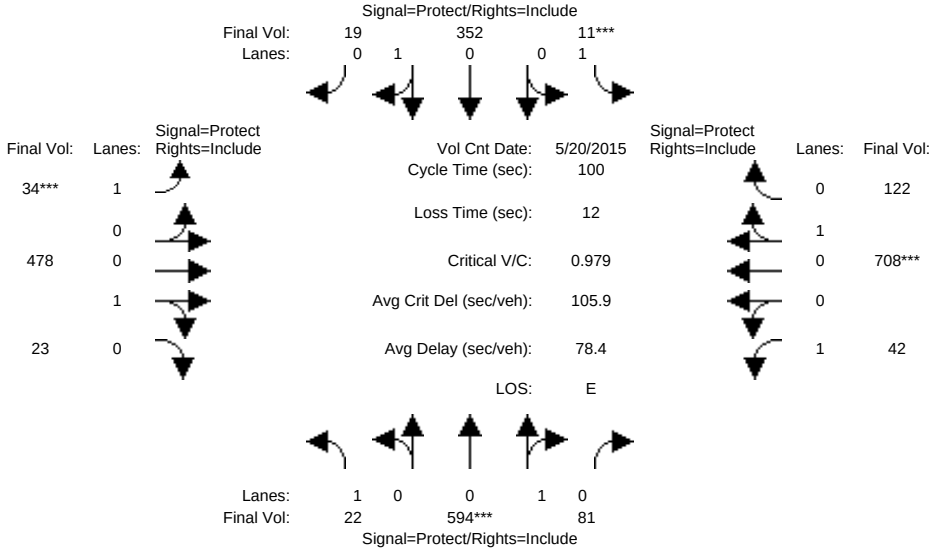
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	22	600	72	12	367	14	27	492	20	35	717	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	600	72	12	367	14	27	492	20	35	717	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	600	72	12	367	14	27	492	20	35	717	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	600	72	12	367	14	27	492	20	35	717	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	600	72	12	367	14	27	492	20	35	717	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	600	72	12	367	14	27	492	20	35	717	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.89	0.11	1.00	0.96	0.04	1.00	0.96	0.04	1.00	0.86	0.14
Final Sat.:	1750	1607	193	1750	1734	66	1750	1730	70	1750	1542	258
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.37	0.01	0.21	0.21	0.02	0.28	0.28	0.02	0.47	0.47
Crit Moves:		****		****			****				****	
Green Time:	9.9	33.0	33.0	7.0	30.0	30.0	7.0	38.6	38.6	9.5	41.0	41.0
Volume/Cap:	0.13	1.13	1.13	0.10	0.70	0.70	0.22	0.74	0.74	0.21	1.13	1.13
Delay/Veh:	41.4	113	112.8	43.9	35.3	35.3	44.8	30.6	30.6	42.4	106	105.6
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:	41.4	113	112.8	43.9	35.3	35.3	44.8	30.6	30.6	42.4	106	105.6
LOS by Move:	D	F	F	D	D	D	D	C	C	D	F	F
HCM2kAvgQ:	1	36	36	0	12	12	1	15	15	1	43	43

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3822: TAYLOR/10TH



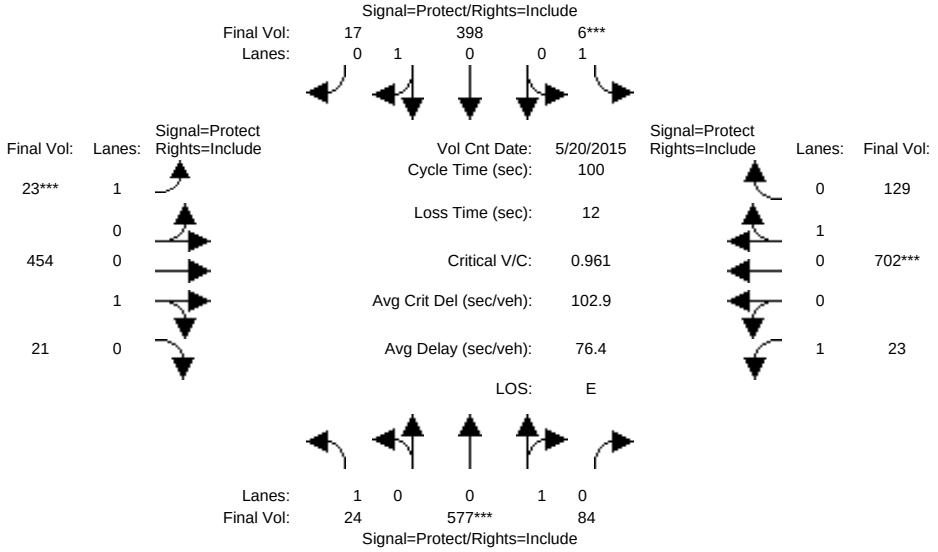
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	22	594	81	11	352	19	34	478	23	42	708	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	594	81	11	352	19	34	478	23	42	708	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	594	81	11	352	19	34	478	23	42	708	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	594	81	11	352	19	34	478	23	42	708	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	594	81	11	352	19	34	478	23	42	708	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	594	81	11	352	19	34	478	23	42	708	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.88	0.12	1.00	0.95	0.05	1.00	0.95	0.05	1.00	0.85	0.15
Final Sat.:	1750	1584	216	1750	1708	92	1750	1717	83	1750	1535	265
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.01	0.21	0.21	0.02	0.28	0.28	0.02	0.46	0.46
Crit Moves:		****		****			****				****	
Green Time:	10.2	33.2	33.2	7.0	30.0	30.0	7.0	38.2	38.2	9.6	40.8	40.8
Volume/Cap:	0.12	1.13	1.13	0.09	0.69	0.69	0.28	0.73	0.73	0.25	1.13	1.13
Delay/Veh:	41.2	111	111.5	43.8	34.6	34.6	45.3	30.4	30.4	42.6	105	104.6
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:	41.2	111	111.5	43.8	34.6	34.6	45.3	30.4	30.4	42.6	105	104.6
LOS by Move:	D	F	F	D	C	C	D	C	C	D	F	F
HCM2kAvgQ:	1	36	36	0	12	12	1	15	15	1	43	43

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3822: TAYLOR/10TH



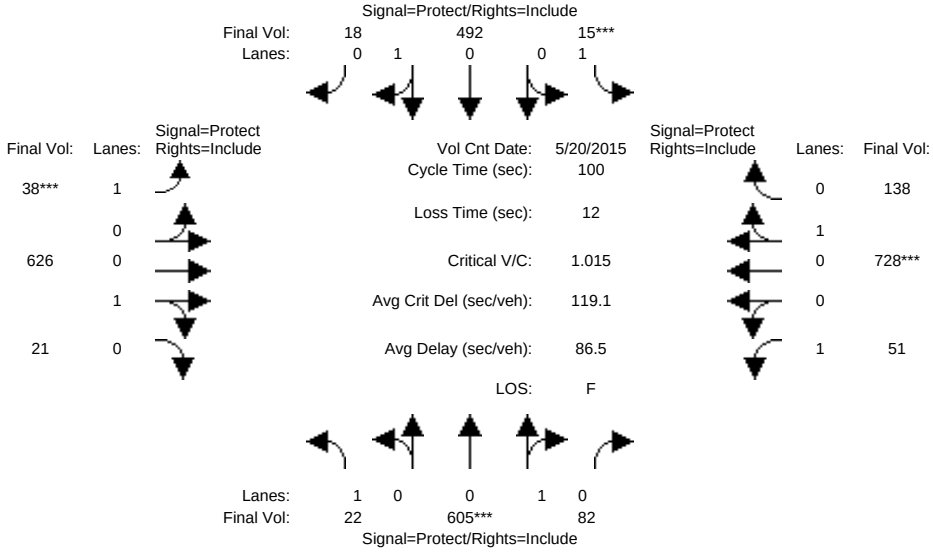
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	24	577	84	6	398	17	23	454	21	23	702	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	577	84	6	398	17	23	454	21	23	702	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	577	84	6	398	17	23	454	21	23	702	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	577	84	6	398	17	23	454	21	23	702	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	577	84	6	398	17	23	454	21	23	702	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	577	84	6	398	17	23	454	21	23	702	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.87	0.13	1.00	0.96	0.04	1.00	0.96	0.04	1.00	0.84	0.16
Final Sat.:	1750	1571	229	1750	1726	74	1750	1720	80	1750	1521	279
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.37	0.00	0.23	0.23	0.01	0.26	0.26	0.01	0.46	0.46
Crit Moves:		****		****			****				****	
Green Time:	9.3	32.8	32.8	7.0	30.5	30.5	7.0	38.1	38.1	10.1	41.2	41.2
Volume/Cap:	0.15	1.12	1.12	0.05	0.76	0.76	0.19	0.69	0.69	0.13	1.12	1.12
Delay/Veh:	42.2	108	108.3	43.6	37.3	37.3	44.6	29.1	29.1	41.3	101	100.6
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:	42.2	108	108.3	43.6	37.3	37.3	44.6	29.1	29.1	41.3	101	100.6
LOS by Move:	D	F	F	D	D	D	D	C	C	D	F	F
HCM2kAvgQ:	1	35	35	0	14	14	1	14	14	1	42	42

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3822: TAYLOR/10TH



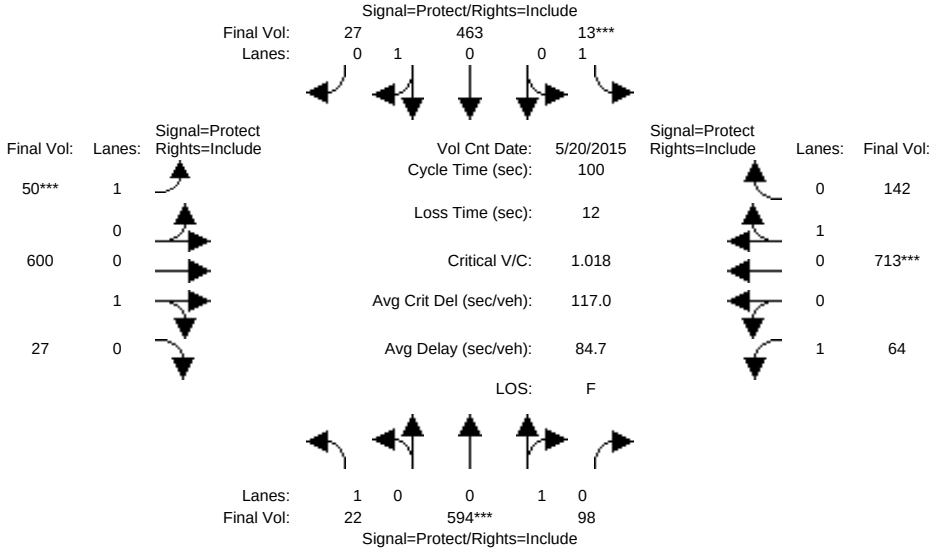
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	22	605	82	15	492	18	38	626	21	51	728	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	605	82	15	492	18	38	626	21	51	728	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	605	82	15	492	18	38	626	21	51	728	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	605	82	15	492	18	38	626	21	51	728	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	605	82	15	492	18	38	626	21	51	728	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	605	82	15	492	18	38	626	21	51	728	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.88	0.12	1.00	0.96	0.04	1.00	0.97	0.03	1.00	0.84	0.16
Final Sat.:	1750	1585	215	1750	1736	64	1750	1742	58	1750	1513	287
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.01	0.28	0.28	0.02	0.36	0.36	0.03	0.48	0.48
Crit Moves:		****		****			****				****	
Green Time:	7.9	32.7	32.7	7.0	31.9	31.9	7.0	40.4	40.4	7.9	41.3	41.3
Volume/Cap:	0.16	1.17	1.17	0.12	0.89	0.89	0.31	0.89	0.89	0.37	1.17	1.17
Delay/Veh:	43.5	126	125.7	44.1	48.1	48.1	45.7	40.8	40.8	45.4	118	118.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	126	125.7	44.1	48.1	48.1	45.7	40.8	40.8	45.4	118	118.3
LOS by Move:	D	F	F	D	D	D	D	D	D	D	F	F
HCM2kAvgQ:	1	38	38	1	19	19	2	23	23	2	47	47

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3822: TAYLOR/10TH



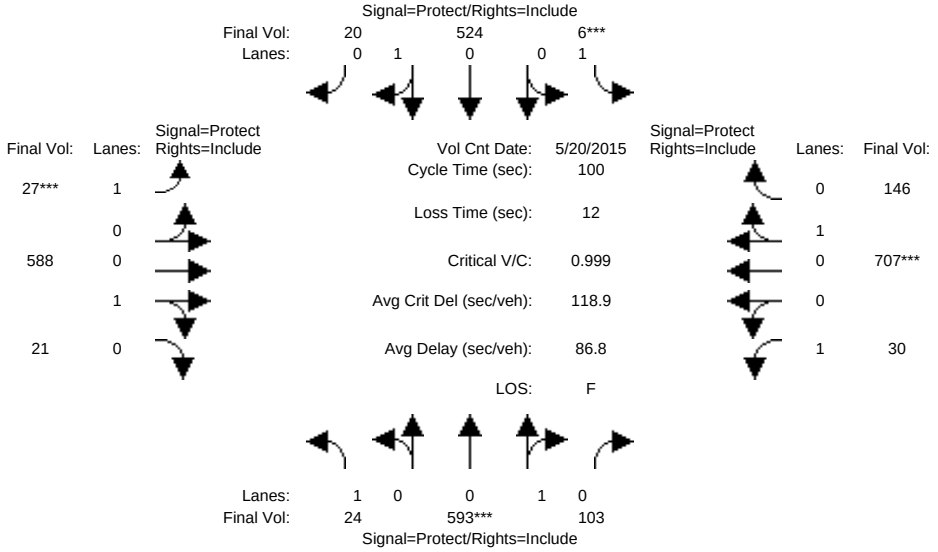
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	22	594	98	13	463	27	50	600	27	64	713	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	594	98	13	463	27	50	600	27	64	713	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	594	98	13	463	27	50	600	27	64	713	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	594	98	13	463	27	50	600	27	64	713	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	594	98	13	463	27	50	600	27	64	713	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	594	98	13	463	27	50	600	27	64	713	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.86	0.14	1.00	0.94	0.06	1.00	0.96	0.04	1.00	0.83	0.17
Final Sat.:	1750	1545	255	1750	1701	99	1750	1722	78	1750	1501	299
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.01	0.27	0.27	0.03	0.35	0.35	0.04	0.48	0.48
Crit Moves:		****		****			****				****	
Green Time:	8.2	33.1	33.1	7.0	31.9	31.9	7.0	39.9	39.9	8.0	40.9	40.9
Volume/Cap:	0.15	1.16	1.16	0.11	0.85	0.85	0.41	0.87	0.87	0.46	1.16	1.16
Delay/Veh:	43.2	124	123.6	44.0	43.7	43.7	46.7	39.2	39.2	46.3	117	116.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	124	123.6	44.0	43.7	43.7	46.7	39.2	39.2	46.3	117	116.8
LOS by Move:	D	F	F	D	D	D	D	D	D	D	F	F
HCM2kAvgQ:	1	38	38	0	18	18	2	22	22	3	46	46

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3822: TAYLOR/10TH



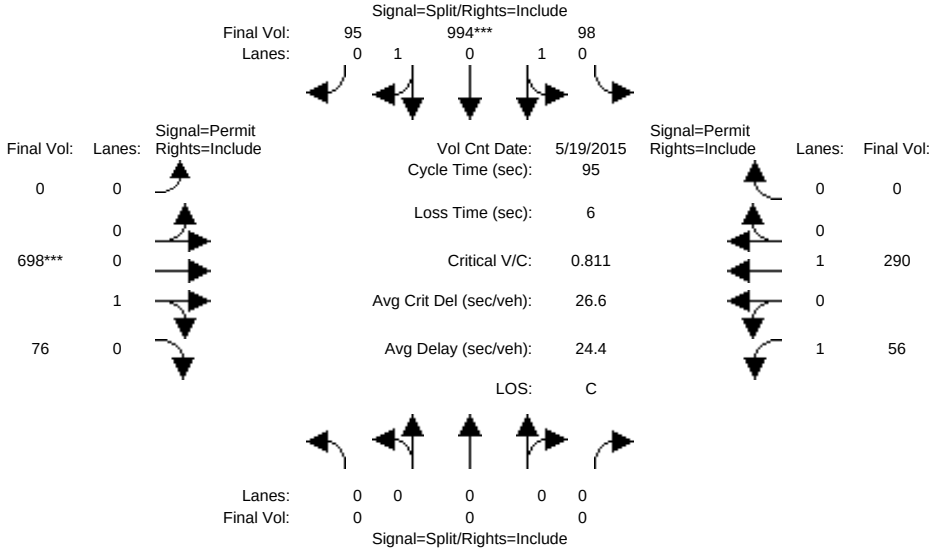
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	24	593	103	6	524	20	27	588	21	30	707	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:	24	593	103	6	524	20	27	588	21	30	707	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	593	103	6	524	20	27	588	21	30	707	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:	24	593	103	6	524	20	27	588	21	30	707	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	593	103	6	524	20	27	588	21	30	707	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	593	103	6	524	20	27	588	21	30	707	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.85	0.15	1.00	0.96	0.04	1.00	0.97	0.03	1.00	0.83	0.17
Final Sat.:	1750	1534	266	1750	1734	66	1750	1738	62	1750	1492	308
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.39	0.00	0.30	0.30	0.02	0.34	0.34	0.02	0.47	0.47
Crit Moves:		****		****			****				****	
Green Time:	7.6	33.2	33.2	7.0	32.7	32.7	7.0	39.6	39.6	8.2	40.8	40.8
Volume/Cap:	0.18	1.16	1.16	0.05	0.92	0.92	0.22	0.86	0.86	0.21	1.16	1.16
Delay/Veh:	44.0	124	124.0	43.6	53.1	53.1	44.8	37.5	37.5	43.6	118	117.5
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:	44.0	124	124.0	43.6	53.1	53.1	44.8	37.5	37.5	43.6	118	117.5
LOS by Move:	D	F	F	D	D	D	D	D	D	D	F	F
HCM2kAvgQ:	1	38	38	0	21	21	1	21	21	1	46	46

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3822: TAYLOR/10TH



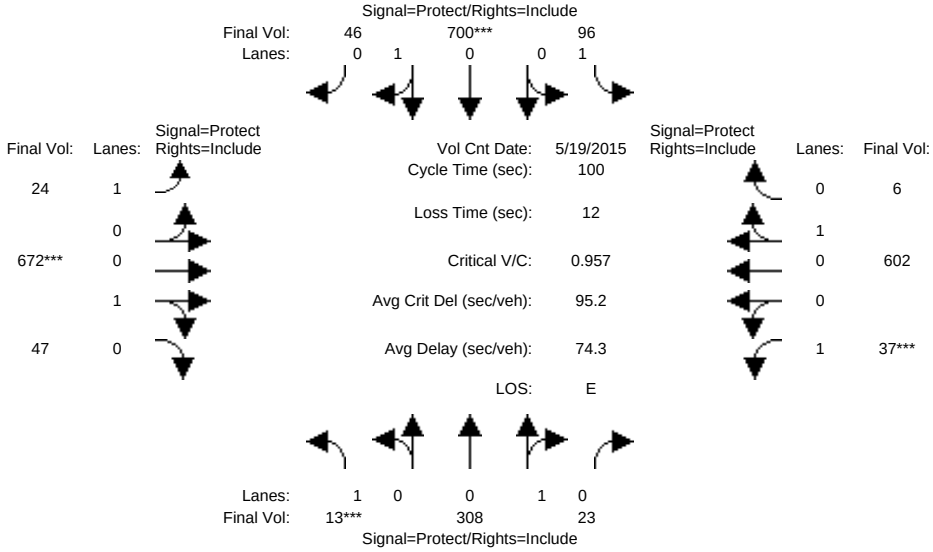
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	0	0	0	98	994	95	0	698	76	56	290	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	98	994	95	0	698	76	56	290	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	98	994	95	0	698	76	56	290	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	98	994	95	0	698	76	56	290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	98	994	95	0	698	76	56	290	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	98	994	95	0	698	76	56	290	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	1.67	0.16	0.00	0.90	0.10	1.00	1.00	0.00
Final Sat.:	0	0	0	297	3015	288	0	1623	177	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.33	0.33	0.00	0.43	0.43	0.03	0.15	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	38.6	38.6	38.6	0.0	50.4	50.4	50.4	50.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.81	0.81	0.81	0.00	0.81	0.81	0.06	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	28.5	28.5	28.5	0.0	23.7	23.7	10.9	12.5	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	28.5	28.5	28.5	0.0	23.7	23.7	10.9	12.5	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	B	B	A
HCM2kAvgQ:	0	0	0	18	18	18	0	21	21	1	5	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3822: TAYLOR/10TH



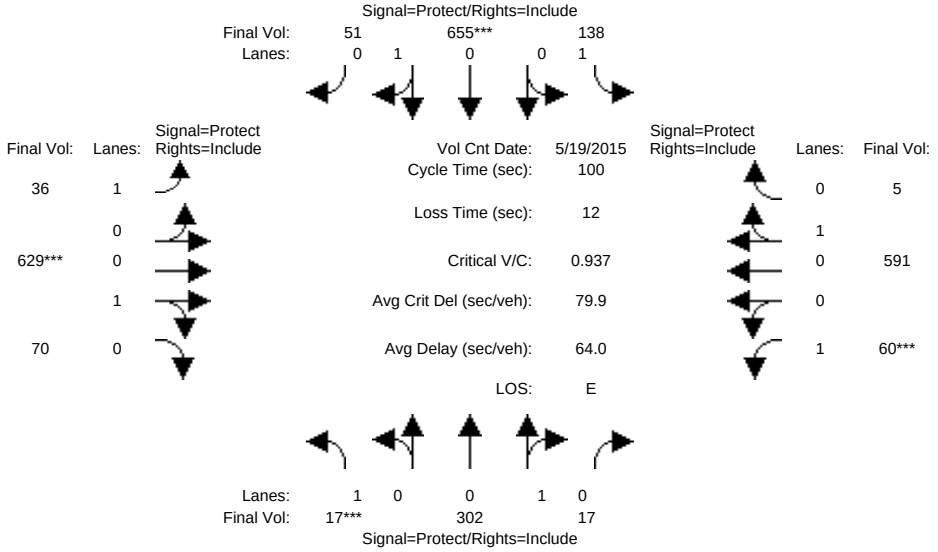
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	13	308	23	96	700	46	24	672	47	37	602	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	308	23	96	700	46	24	672	47	37	602	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	308	23	96	700	46	24	672	47	37	602	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	308	23	96	700	46	24	672	47	37	602	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	308	23	96	700	46	24	672	47	37	602	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	308	23	96	700	46	24	672	47	37	602	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.94	0.06	1.00	0.93	0.07	1.00	0.99	0.01
Final Sat.:	1750	1675	125	1750	1689	111	1750	1682	118	1750	1782	18
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.05	0.41	0.41	0.01	0.40	0.40	0.02	0.34	0.34
Crit Moves:	****				****			****		****		
Green Time:	7.0	32.4	32.4	12.3	37.7	37.7	7.4	36.3	36.3	7.0	35.9	35.9
Volume/Cap:	0.11	0.57	0.57	0.45	1.10	1.10	0.18	1.10	1.10	0.30	0.94	0.94
Delay/Veh:	44.0	29.4	29.4	42.1	96.3	96.3	44.1	97.5	97.5	45.6	53.1	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	29.4	29.4	42.1	96.3	96.3	44.1	97.5	97.5	45.6	53.1	53.1
LOS by Move:	D	C	C	D	F	F	D	F	F	D	D	D
HCM2kAvgQ:	0	9	9	3	37	37	1	36	36	1	24	24

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3822: TAYLOR/10TH



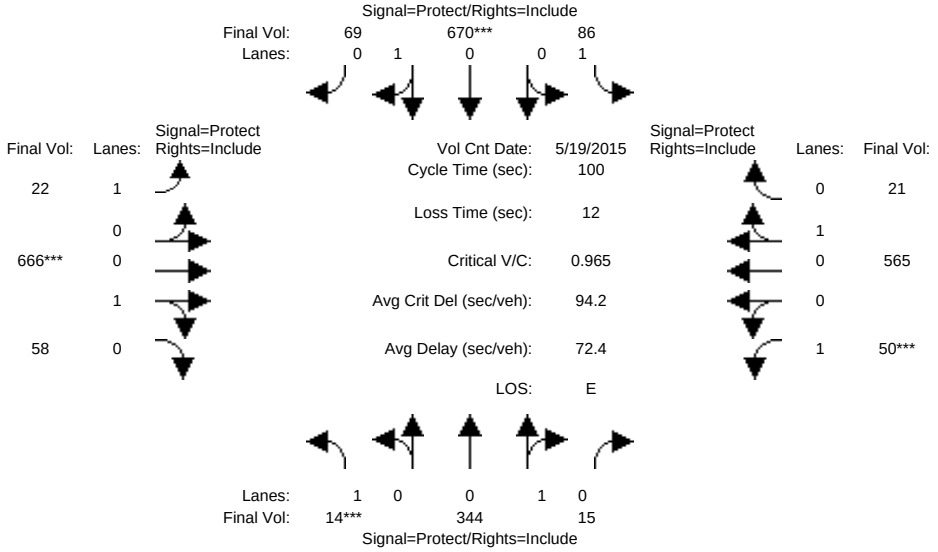
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	17	302	17	138	655	51	36	629	70	60	591	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	302	17	138	655	51	36	629	70	60	591	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	302	17	138	655	51	36	629	70	60	591	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	302	17	138	655	51	36	629	70	60	591	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	302	17	138	655	51	36	629	70	60	591	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	302	17	138	655	51	36	629	70	60	591	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.95	0.05	1.00	0.93	0.07	1.00	0.90	0.10	1.00	0.99	0.01
Final Sat.:	1750	1704	96	1750	1670	130	1750	1620	180	1750	1785	15
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.08	0.39	0.39	0.02	0.39	0.39	0.03	0.33	0.33
Crit Moves:	****				****			****		****		
Green Time:	7.0	30.6	30.6	13.6	37.2	37.2	7.6	36.8	36.8	7.0	36.2	36.2
Volume/Cap:	0.14	0.58	0.58	0.58	1.05	1.05	0.27	1.05	1.05	0.49	0.92	0.92
Delay/Veh:	44.2	30.8	30.8	44.1	81.5	81.5	44.6	81.9	81.9	47.8	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	30.8	30.8	44.1	81.5	81.5	44.6	81.9	81.9	47.8	48.1	48.1
LOS by Move:	D	C	C	D	F	F	D	F	F	D	D	D
HCM2kAvgQ:	1	9	9	5	33	33	1	33	33	3	23	23

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3822: TAYLOR/10TH



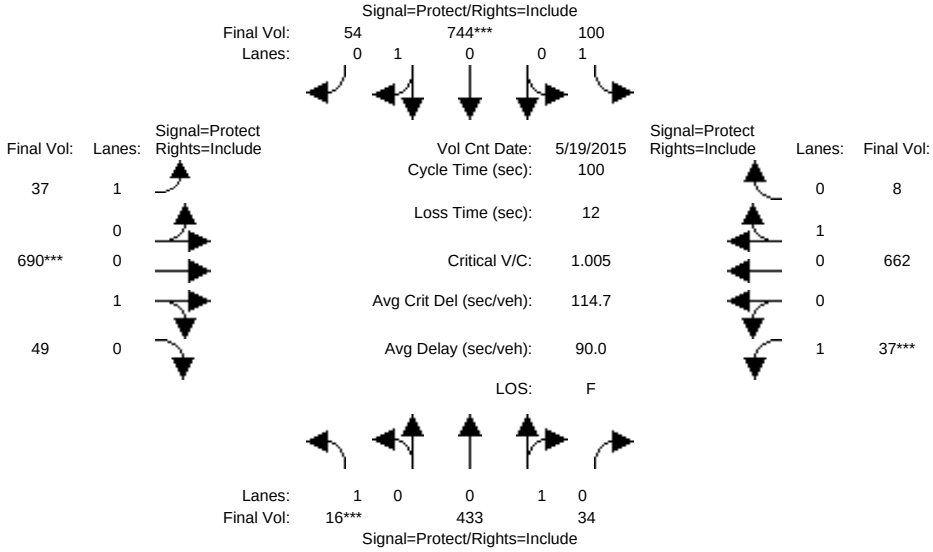
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	14	344	15	86	670	69	22	666	58	50	565	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	344	15	86	670	69	22	666	58	50	565	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	344	15	86	670	69	22	666	58	50	565	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	344	15	86	670	69	22	666	58	50	565	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	344	15	86	670	69	22	666	58	50	565	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	344	15	86	670	69	22	666	58	50	565	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.91	0.09	1.00	0.92	0.08	1.00	0.96	0.04
Final Sat.:	1750	1725	75	1750	1632	168	1750	1656	144	1750	1735	65
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.05	0.41	0.41	0.01	0.40	0.40	0.03	0.33	0.33
Crit Moves:	****				****			****		****		
Green Time:	7.0	32.8	32.8	11.5	37.4	37.4	7.7	36.6	36.6	7.0	35.9	35.9
Volume/Cap:	0.11	0.61	0.61	0.43	1.10	1.10	0.16	1.10	1.10	0.41	0.91	0.91
Delay/Veh:	44.0	30.0	30.0	42.6	96.0	96.0	43.7	96.7	96.7	46.7	47.0	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	30.0	30.0	42.6	96.0	96.0	43.7	96.7	96.7	46.7	47.0	47.0
LOS by Move:	D	C	C	D	F	F	D	F	F	D	D	D
HCM2kAvgQ:	1	10	10	3	37	37	1	36	36	2	22	22

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3822: TAYLOR/10TH



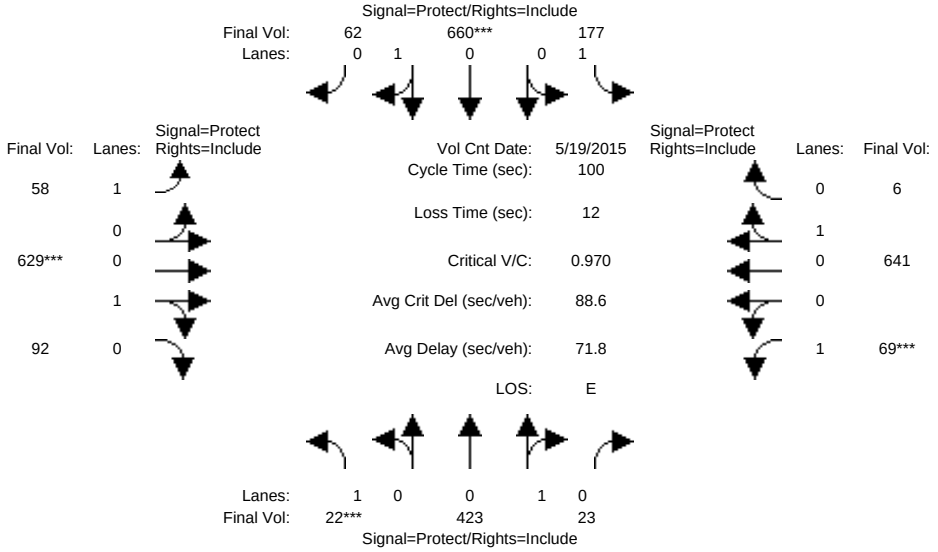
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	16	433	34	100	744	54	37	690	49	37	662	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	433	34	100	744	54	37	690	49	37	662	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	433	34	100	744	54	37	690	49	37	662	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	433	34	100	744	54	37	690	49	37	662	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	433	34	100	744	54	37	690	49	37	662	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	433	34	100	744	54	37	690	49	37	662	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.93	0.07	1.00	0.93	0.07	1.00	0.99	0.01
Final Sat.:	1750	1669	131	1750	1678	122	1750	1681	119	1750	1779	21
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.06	0.44	0.44	0.02	0.41	0.41	0.02	0.37	0.37
Crit Moves:	****				****			****		****		
Green Time:	7.0	35.8	35.8	9.7	38.4	38.4	7.0	35.6	35.6	7.0	35.6	35.6
Volume/Cap:	0.13	0.73	0.73	0.59	1.15	1.15	0.30	1.15	1.15	0.30	1.05	1.05
Delay/Veh:	44.1	32.0	32.0	48.8	116	115.9	45.6	118	118.4	45.6	80.4	80.4
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:	44.1	32.0	32.0	48.8	116	115.9	45.6	118	118.4	45.6	80.4	80.4
LOS by Move:	D	C	C	D	F	F	D	F	F	D	F	F
HCM2kAvgQ:	1	14	14	4	43	43	1	40	40	1	31	31

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3822: TAYLOR/10TH



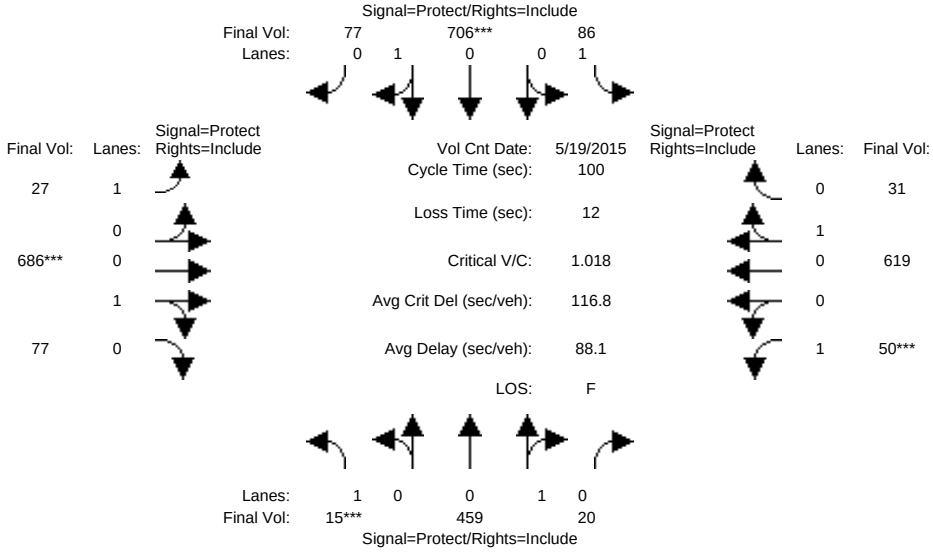
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	22	423	23	177	660	62	58	629	92	69	641	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	423	23	177	660	62	58	629	92	69	641	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	423	23	177	660	62	58	629	92	69	641	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	423	23	177	660	62	58	629	92	69	641	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	423	23	177	660	62	58	629	92	69	641	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	423	23	177	660	62	58	629	92	69	641	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.95	0.05	1.00	0.91	0.09	1.00	0.87	0.13	1.00	0.99	0.01
Final Sat.:	1750	1707	93	1750	1645	155	1750	1570	230	1750	1783	17
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.10	0.40	0.40	0.03	0.40	0.40	0.04	0.36	0.36
Crit Moves:	****				****			****		****		
Green Time:	7.0	31.3	31.3	12.8	37.0	37.0	7.2	37.0	37.0	7.0	36.8	36.8
Volume/Cap:	0.18	0.79	0.79	0.79	1.08	1.08	0.46	1.08	1.08	0.56	0.98	0.98
Delay/Veh:	44.5	39.0	39.0	59.7	91.1	91.1	47.3	91.1	91.1	50.9	60.2	60.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	39.0	39.0	59.7	91.1	91.1	47.3	91.1	91.1	50.9	60.2	60.2
LOS by Move:	D	D	D	E	F	F	D	F	F	D	E	E
HCM2kAvgQ:	1	15	15	8	35	35	2	35	35	3	27	27

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3822: TAYLOR/10TH



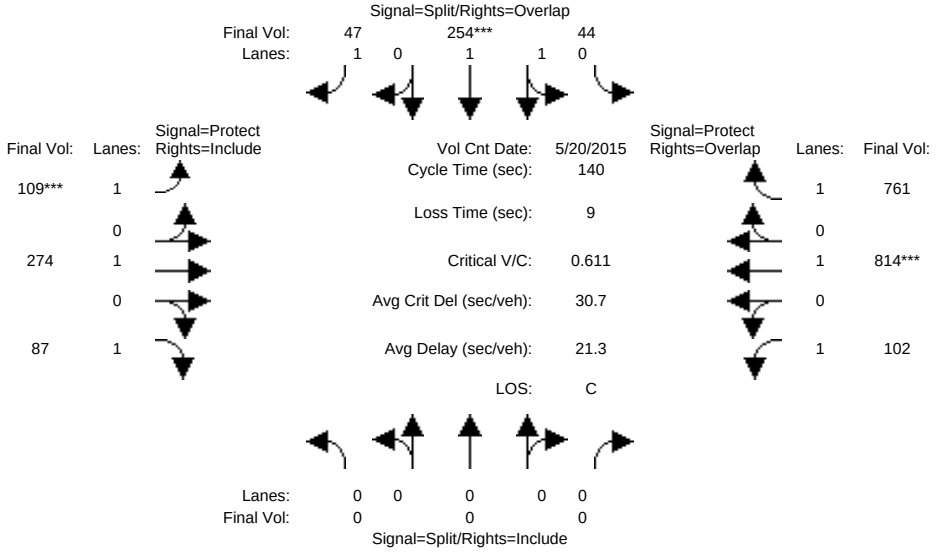
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	15	459	20	86	706	77	27	686	77	50	619	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	459	20	86	706	77	27	686	77	50	619	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	459	20	86	706	77	27	686	77	50	619	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	459	20	86	706	77	27	686	77	50	619	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	459	20	86	706	77	27	686	77	50	619	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	459	20	86	706	77	27	686	77	50	619	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.90	0.10	1.00	0.90	0.10	1.00	0.95	0.05
Final Sat.:	1750	1725	75	1750	1623	177	1750	1618	182	1750	1714	86
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.05	0.44	0.44	0.02	0.42	0.42	0.03	0.36	0.36
Crit Moves:	****				****			****		****		
Green Time:	7.0	35.2	35.2	9.3	37.5	37.5	7.1	36.5	36.5	7.0	36.5	36.5
Volume/Cap:	0.12	0.76	0.76	0.53	1.16	1.16	0.22	1.16	1.16	0.41	0.99	0.99
Delay/Veh:	44.1	33.8	33.8	46.6	119	119.4	44.8	120	120.2	46.7	64.2	64.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	33.8	33.8	46.6	119	119.4	44.8	120	120.2	46.7	64.2	64.2
LOS by Move:	D	C	C	D	F	F	D	F	F	D	E	E
HCM2kAvgQ:	1	15	15	4	43	43	1	42	42	2	28	28

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3581: HEDDING/10TH



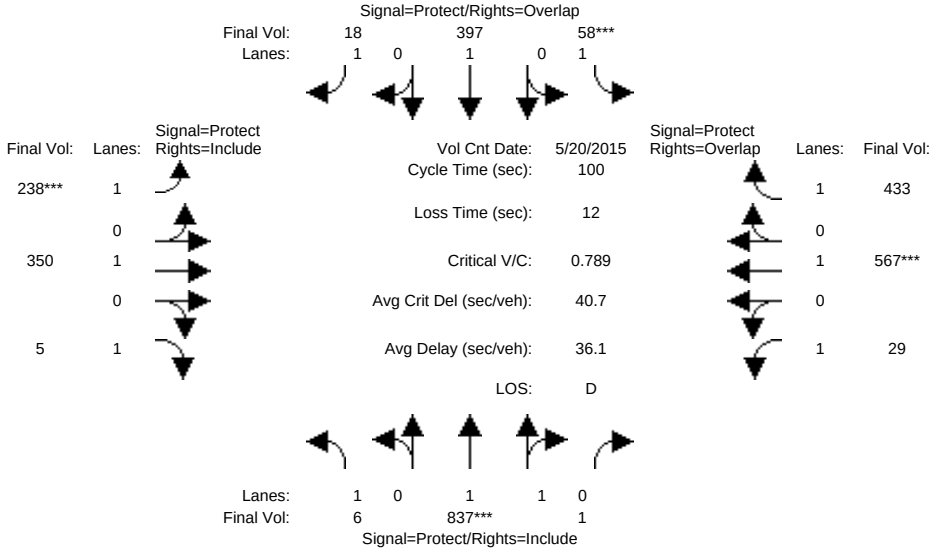
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	0	0	0	44	254	47	109	274	87	102	814	761
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	44	254	47	109	274	87	102	814	761
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	44	254	47	109	274	87	102	814	761
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	44	254	47	109	274	87	102	814	761
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	44	254	47	109	274	87	102	814	761
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	44	254	47	109	274	87	102	814	761
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.30	1.70	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	0	0	0	546	3153	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.03	0.06	0.14	0.05	0.06	0.43	0.43
Crit Moves:					****		****				****	
Green Time:	0.0	0.0	0.0	18.5	18.5	32.8	14.3	80.1	80.1	32.4	98.2	116.7
Volume/Cap:	0.00	0.00	0.00	0.61	0.61	0.11	0.61	0.25	0.09	0.25	0.61	0.52
Delay/Veh:	0.0	0.0	0.0	63.0	63.0	42.8	74.8	15.5	13.6	45.4	13.0	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	63.0	63.0	42.8	74.8	15.5	13.6	45.4	13.0	4.8
LOS by Move:	A	A	A	E	E	D	E	B	B	D	B	A
HCM2kAvgQ:	0	0	0	7	7	2	6	6	2	4	18	11

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3581: HEDDING/10TH



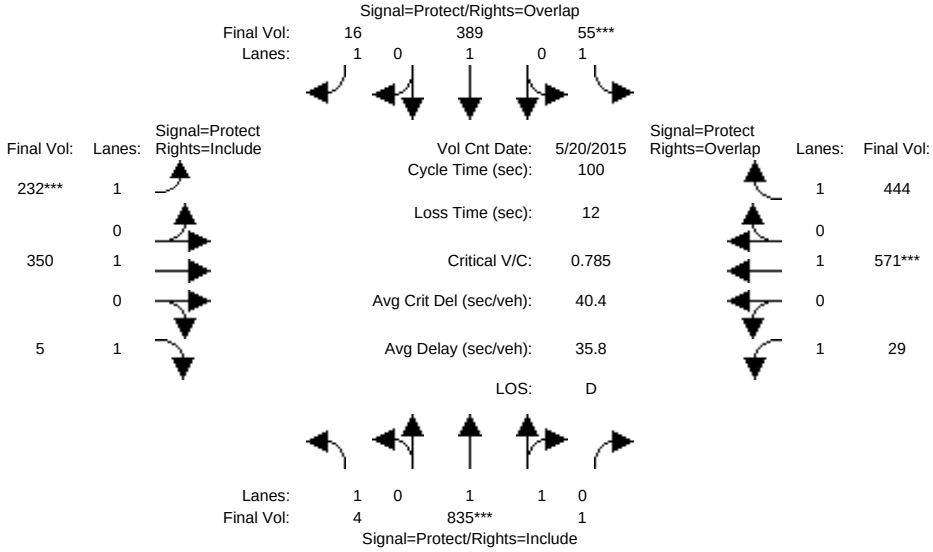
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	6	837	1	58	397	18	238	350	5	29	567	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	837	1	58	397	18	238	350	5	29	567	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	837	1	58	397	18	238	350	5	29	567	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	837	1	58	397	18	238	350	5	29	567	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	837	1	58	397	18	238	350	5	29	567	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	837	1	58	397	18	238	350	5	29	567	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3696	4	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.03	0.21	0.01	0.14	0.18	0.00	0.02	0.30	0.25
Crit Moves:		****		****			****				****	
Green Time:	8.7	27.8	27.8	7.0	26.0	42.7	16.7	38.6	38.6	14.7	36.6	43.6
Volume/Cap:	0.04	0.82	0.82	0.47	0.80	0.02	0.82	0.48	0.01	0.11	0.82	0.57
Delay/Veh:	41.9	38.9	38.9	47.6	43.7	16.6	56.3	23.6	18.9	37.2	36.1	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	38.9	38.9	47.6	43.7	16.6	56.3	23.6	18.9	37.2	36.1	22.2
LOS by Move:	D	D	D	D	D	B	E	C	B	D	D	C
HCM2kAvgQ:	0	15	15	3	14	0	10	8	0	1	18	11

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3581: HEDDING/10TH



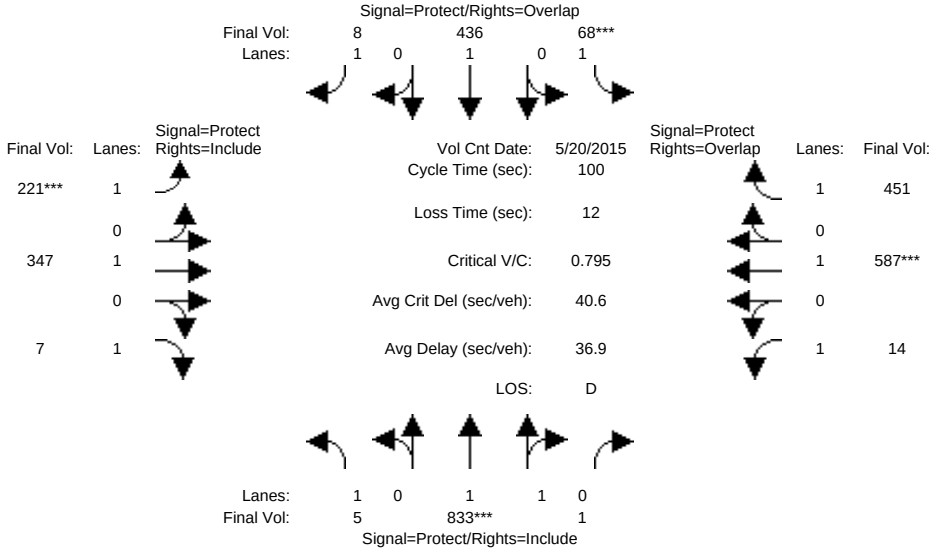
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	4	835	1	55	389	16	232	350	5	29	571	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:	4	835	1	55	389	16	232	350	5	29	571	444
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	835	1	55	389	16	232	350	5	29	571	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:	4	835	1	55	389	16	232	350	5	29	571	444
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	835	1	55	389	16	232	350	5	29	571	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
FinalVolume:	4	835	1	55	389	16	232	350	5	29	571	444
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3696	4	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.03	0.20	0.01	0.13	0.18	0.00	0.02	0.30	0.25
Crit Moves:		****		****			****				****	
Green Time:	8.9	27.8	27.8	7.0	25.9	42.2	16.3	38.6	38.6	14.7	36.9	43.9
Volume/Cap:	0.03	0.81	0.81	0.45	0.79	0.02	0.81	0.48	0.01	0.11	0.81	0.58
Delay/Veh:	41.7	38.8	38.8	47.3	42.9	16.9	56.6	23.6	18.9	37.2	35.7	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	38.8	38.8	47.3	42.9	16.9	56.6	23.6	18.9	37.2	35.7	22.2
LOS by Move:	D	D	D	D	D	B	E	C	B	D	D	C
HCM2kAvgQ:	0	15	15	2	13	0	10	8	0	1	18	11

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3581: HEDDING/10TH



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15

Base Vol:	5	833	1	68	436	8	221	347	7	14	587	451
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	833	1	68	436	8	221	347	7	14	587	451
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	833	1	68	436	8	221	347	7	14	587	451
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	833	1	68	436	8	221	347	7	14	587	451
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	833	1	68	436	8	221	347	7	14	587	451
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	833	1	68	436	8	221	347	7	14	587	451

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3696	4	1750	1900	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

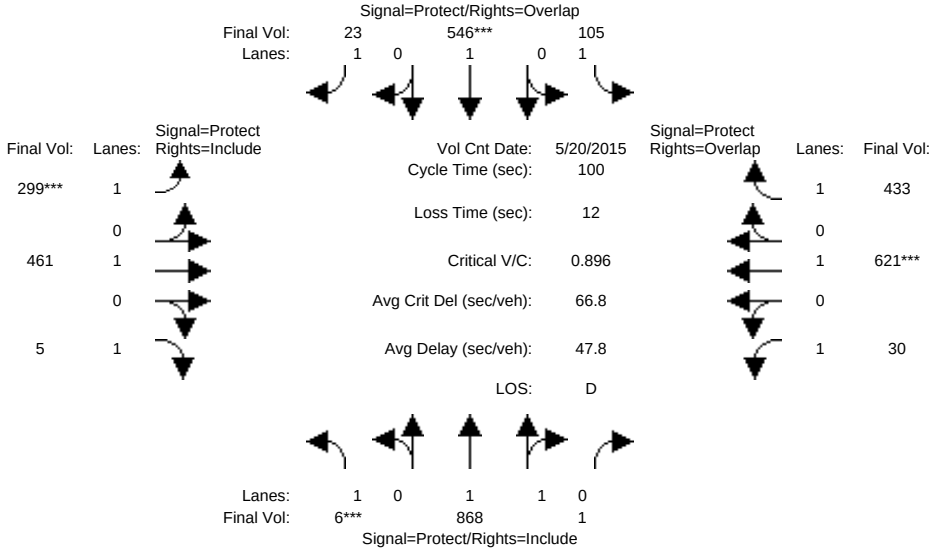
Vol/Sat:	0.00	0.23	0.23	0.04	0.23	0.00	0.13	0.18	0.00	0.01	0.31	0.26
Crit Moves:		****		****			****				****	
Green Time:	8.1	27.6	27.6	7.0	26.5	42.0	15.5	38.6	38.6	14.8	37.9	44.9
Volume/Cap:	0.04	0.82	0.82	0.56	0.86	0.01	0.82	0.47	0.01	0.05	0.82	0.57
Delay/Veh:	42.5	39.0	39.0	50.5	49.5	16.9	58.0	23.6	18.9	36.7	35.1	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	39.0	39.0	50.5	49.5	16.9	58.0	23.6	18.9	36.7	35.1	21.5
LOS by Move:	D	D	D	D	D	B	E	C	B	D	D	C
HCM2kAvgQ:	0	15	15	3	16	0	9	8	0	0	18	11

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3581: HEDDING/10TH



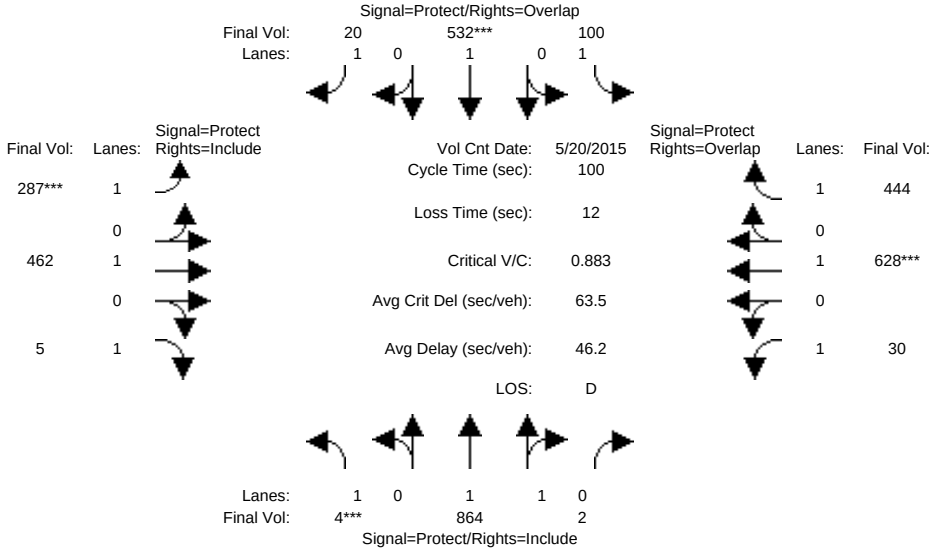
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	6	868	1	105	546	23	299	461	5	30	621	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	868	1	105	546	23	299	461	5	30	621	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	868	1	105	546	23	299	461	5	30	621	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	868	1	105	546	23	299	461	5	30	621	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	868	1	105	546	23	299	461	5	30	621	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	868	1	105	546	23	299	461	5	30	621	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3696	4	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.06	0.29	0.01	0.17	0.24	0.00	0.02	0.33	0.25
Crit Moves:	****				****		****				****	
Green Time:	7.0	28.2	28.2	8.4	29.6	47.3	17.6	39.9	39.9	11.5	33.7	42.1
Volume/Cap:	0.05	0.83	0.83	0.71	0.97	0.03	0.97	0.61	0.01	0.15	0.97	0.59
Delay/Veh:	43.6	39.4	39.4	59.8	64.9	14.1	83.7	25.3	18.1	40.2	60.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	39.4	39.4	59.8	64.9	14.1	83.7	25.3	18.1	40.2	60.5	23.5
LOS by Move:	D	D	D	E	E	B	F	C	B	D	E	C
HCM2kAvgQ:	0	15	15	5	22	0	15	12	0	1	25	11

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3581: HEDDING/10TH



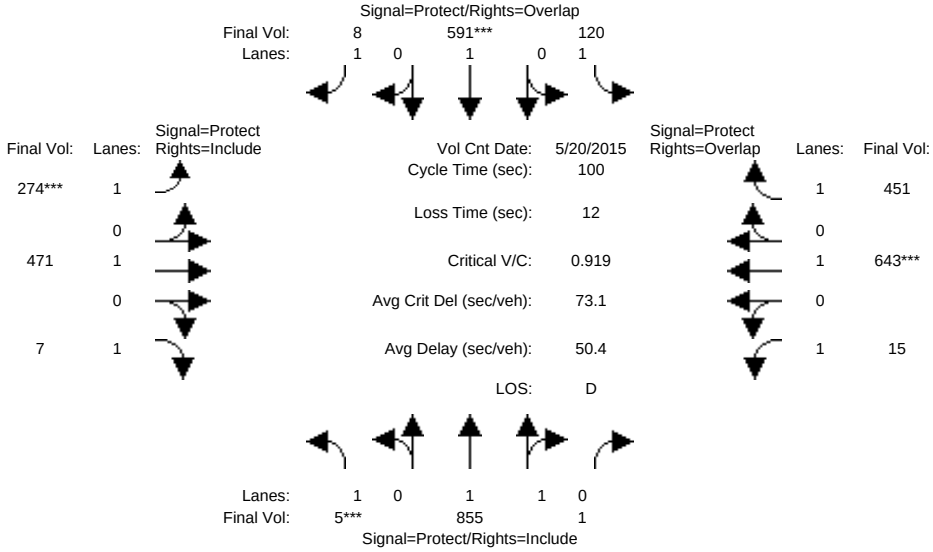
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	4	864	2	100	532	20	287	462	5	30	628	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:	4	864	2	100	532	20	287	462	5	30	628	444
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	864	2	100	532	20	287	462	5	30	628	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:	4	864	2	100	532	20	287	462	5	30	628	444
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	864	2	100	532	20	287	462	5	30	628	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
FinalVolume:	4	864	2	100	532	20	287	462	5	30	628	444
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3691	9	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.06	0.28	0.01	0.16	0.24	0.00	0.02	0.33	0.25
Crit Moves:	****				****		****				****	
Green Time:	7.0	27.9	27.9	8.4	29.3	46.4	17.2	40.2	40.2	11.6	34.6	42.9
Volume/Cap:	0.03	0.84	0.84	0.68	0.96	0.02	0.96	0.61	0.01	0.15	0.96	0.59
Delay/Veh:	43.5	40.1	40.1	57.1	62.2	14.5	81.2	25.1	18.0	40.1	56.7	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:	43.5	40.1	40.1	57.1	62.2	14.5	81.2	25.1	18.0	40.1	56.7	23.1
LOS by Move:	D	D	D	E	E	B	F	C	B	D	E	C
HCM2kAvgQ:	0	15	15	5	21	0	14	12	0	1	24	12

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3581: HEDDING/10TH



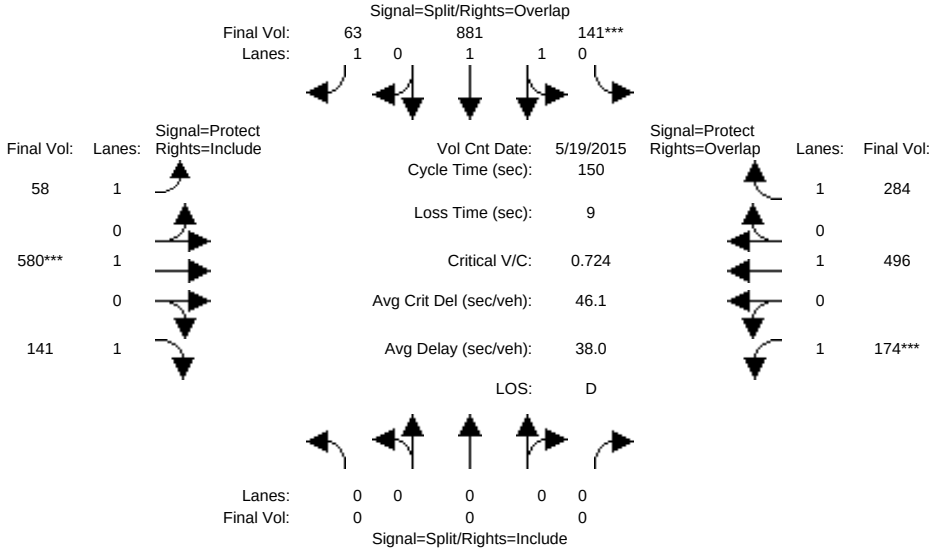
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	5	855	1	120	591	8	274	471	7	15	643	451
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	855	1	120	591	8	274	471	7	15	643	451
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	855	1	120	591	8	274	471	7	15	643	451
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	855	1	120	591	8	274	471	7	15	643	451
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	855	1	120	591	8	274	471	7	15	643	451
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	855	1	120	591	8	274	471	7	15	643	451
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3696	4	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.07	0.31	0.00	0.16	0.25	0.00	0.01	0.34	0.26
Crit Moves:	****				****		****				****	
Green Time:	7.0	29.4	29.4	8.9	31.3	47.0	15.7	38.8	38.8	11.0	34.0	42.9
Volume/Cap:	0.04	0.79	0.79	0.77	1.00	0.01	1.00	0.64	0.01	0.08	1.00	0.60
Delay/Veh:	43.5	36.4	36.4	65.4	69.9	14.1	94.9	26.8	18.8	40.2	67.0	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	36.4	36.4	65.4	69.9	14.1	94.9	26.8	18.8	40.2	67.0	23.3
LOS by Move:	D	D	D	E	E	B	F	C	B	D	E	C
HCM2kAvgQ:	0	14	14	6	25	0	14	12	0	0	27	12

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3581: HEDDING/10TH



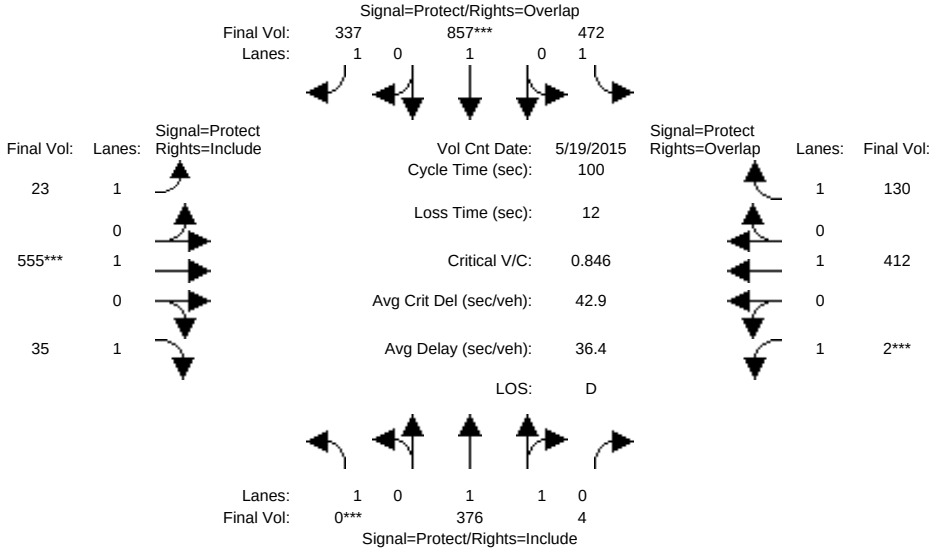
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	0	0	0	141	881	63	58	580	141	174	496	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	141	881	63	58	580	141	174	496	284
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	141	881	63	58	580	141	174	496	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	141	881	63	58	580	141	174	496	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	881	63	58	580	141	174	496	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	141	881	63	58	580	141	174	496	284
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.28	1.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	0	0	0	510	3189	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.28	0.04	0.03	0.31	0.08	0.10	0.26	0.16
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	57.2	57.2	69.9	12.7	63.2	63.2	20.6	71.1	128.3
Volume/Cap:	0.00	0.00	0.00	0.72	0.72	0.08	0.39	0.72	0.19	0.72	0.55	0.19
Delay/Veh:	0.0	0.0	0.0	42.9	42.9	22.4	72.6	41.8	27.9	79.3	30.5	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.9	42.9	22.4	72.6	41.8	27.9	79.3	30.5	2.2
LOS by Move:	A	A	A	D	D	C	E	D	C	E	C	A
HCM2kAvgQ:	0	0	0	21	21	2	3	23	4	10	16	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3581: HEDDING/10TH



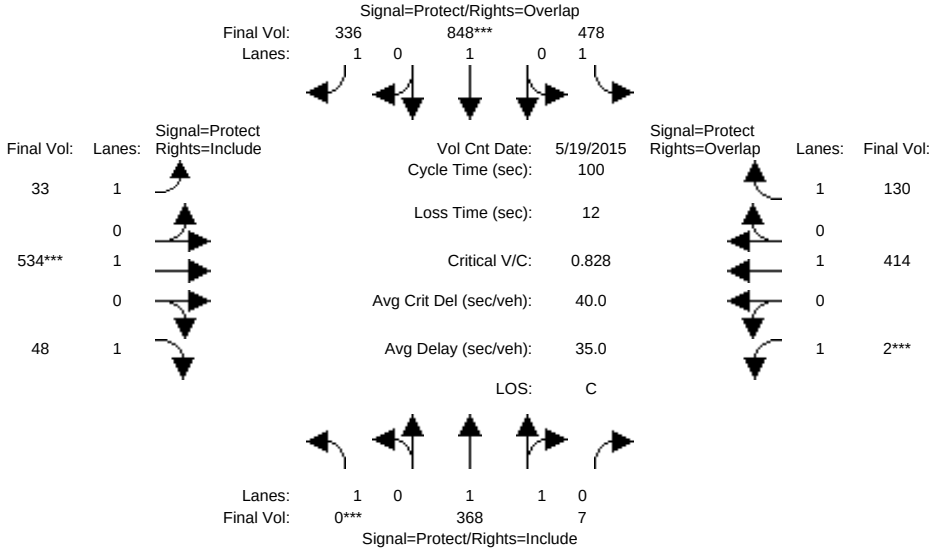
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	0	376	4	472	857	337	23	555	35	2	412	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:	0	376	4	472	857	337	23	555	35	2	412	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	376	4	472	857	337	23	555	35	2	412	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:	0	376	4	472	857	337	23	555	35	2	412	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	376	4	472	857	337	23	555	35	2	412	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
FinalVolume:	0	376	4	472	857	337	23	555	35	2	412	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3661	39	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.27	0.45	0.19	0.01	0.29	0.02	0.00	0.22	0.07
Crit Moves:	****				****			****		****		
Green Time:	0.0	13.6	13.6	35.6	49.2	58.6	9.5	31.8	31.8	7.0	29.4	65.0
Volume/Cap:	0.00	0.76	0.76	0.76	0.92	0.33	0.14	0.92	0.06	0.02	0.74	0.11
Delay/Veh:	0.0	48.2	48.2	33.7	37.1	10.8	41.9	51.8	23.8	43.3	37.0	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	48.2	48.2	33.7	37.1	10.8	41.9	51.8	23.8	43.3	37.0	6.7
LOS by Move:	A	D	D	C	D	B	D	D	C	D	D	A
HCM2kAvgQ:	0	8	8	15	29	6	1	21	1	0	13	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3581: HEDDING/10TH



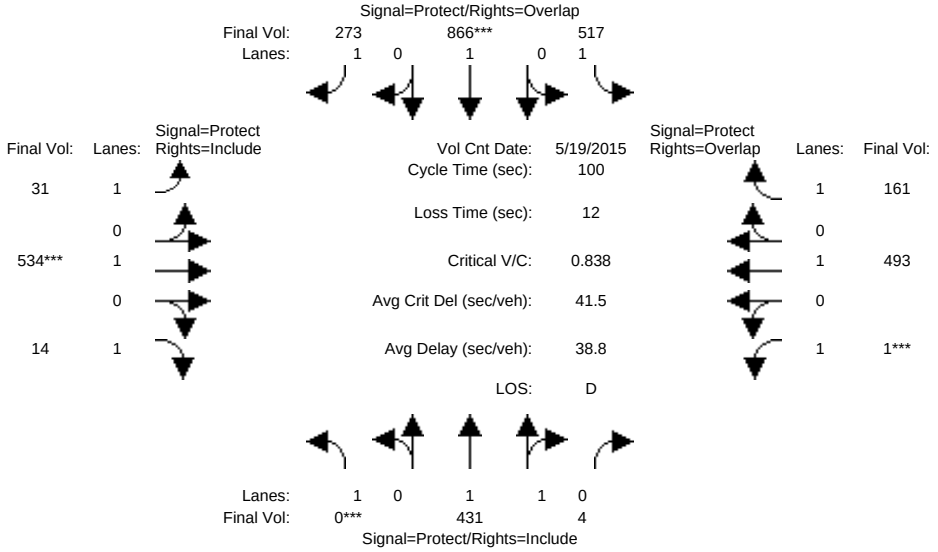
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	0	368	7	478	848	336	33	534	48	2	414	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:	0	368	7	478	848	336	33	534	48	2	414	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	368	7	478	848	336	33	534	48	2	414	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:	0	368	7	478	848	336	33	534	48	2	414	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	368	7	478	848	336	33	534	48	2	414	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
FinalVolume:	0	368	7	478	848	336	33	534	48	2	414	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3631	69	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.27	0.45	0.19	0.02	0.28	0.03	0.00	0.22	0.07
Crit Moves:	****				****			****		****		
Green Time:	0.0	13.5	13.5	36.3	49.7	59.0	9.3	31.3	31.3	7.0	29.0	65.2
Volume/Cap:	0.00	0.75	0.75	0.75	0.90	0.33	0.20	0.90	0.09	0.02	0.75	0.11
Delay/Veh:	0.0	48.1	48.1	33.1	34.1	10.6	42.5	49.2	24.3	43.3	38.0	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:	0.0	48.1	48.1	33.1	34.1	10.6	42.5	49.2	24.3	43.3	38.0	6.6
LOS by Move:	A	D	D	C	C	B	D	D	C	D	D	A
HCM2kAvgQ:	0	8	8	15	27	6	1	19	1	0	13	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3581: HEDDING/10TH



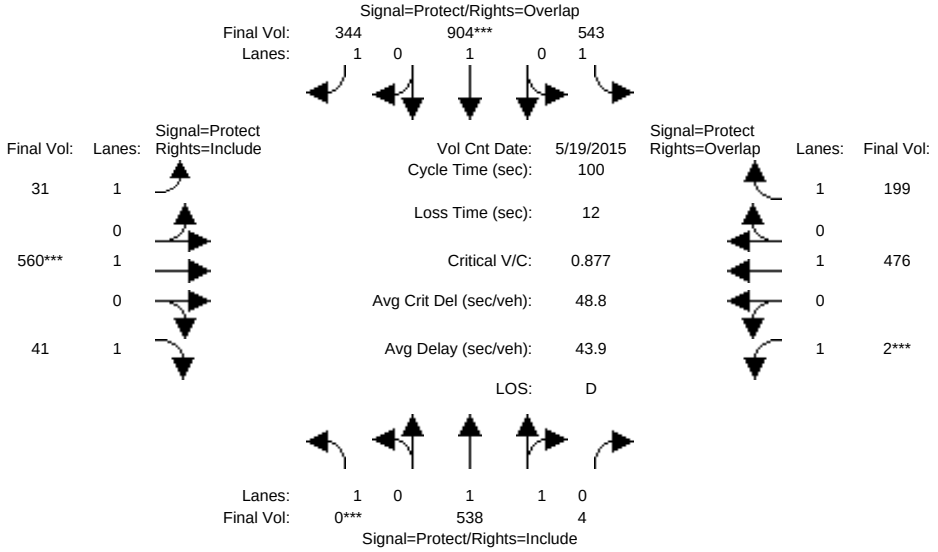
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	0	431	4	517	866	273	31	534	14	1	493	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	431	4	517	866	273	31	534	14	1	493	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	431	4	517	866	273	31	534	14	1	493	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	431	4	517	866	273	31	534	14	1	493	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	431	4	517	866	273	31	534	14	1	493	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	431	4	517	866	273	31	534	14	1	493	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3666	34	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.30	0.46	0.16	0.02	0.28	0.01	0.00	0.26	0.09
Crit Moves:	****				****			****		****		
Green Time:	0.0	14.3	14.3	35.8	50.1	58.2	8.1	30.9	30.9	7.0	29.8	65.7
Volume/Cap:	0.00	0.82	0.82	0.82	0.91	0.27	0.22	0.91	0.03	0.01	0.87	0.14
Delay/Veh:	0.0	51.8	51.8	37.9	35.3	10.5	43.8	51.4	24.1	43.3	46.8	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	51.8	51.8	37.9	35.3	10.5	43.8	51.4	24.1	43.3	46.8	6.5
LOS by Move:	A	D	D	D	D	B	D	D	C	D	D	A
HCM2kAvgQ:	0	9	9	18	28	4	1	20	0	0	17	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3581: HEDDING/10TH



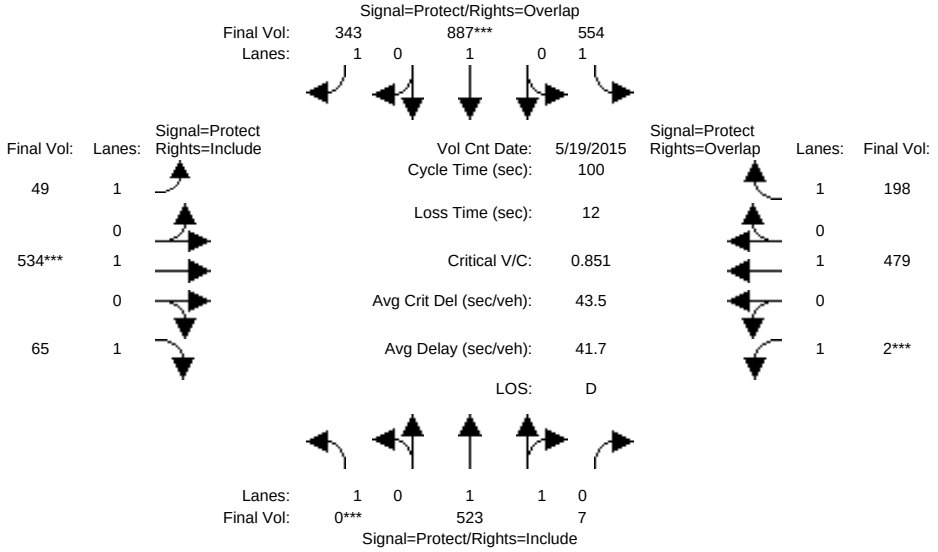
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45																								
Base Vol:	0		538		4		543		904		344		31		560		41		2		476		199	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		538		4		543		904		344		31		560		41		2		476		199	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ATI:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		538		4		543		904		344		31		560		41		2		476		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:	0		538		4		543		904		344		31		560		41		2		476		199	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		538		4		543		904		344		31		560		41		2		476		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	
FinalVolume:	0		538		4		543		904		344		31		560		41		2		476		199	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		0.97		0.95		0.92		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92	
Lanes:	1.00		1.98		0.02		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	1750		3673		27		1750		1900		1750		1750		1900		1750		1750		1900		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.15		0.15		0.31		0.48		0.20		0.02		0.29		0.02		0.00		0.25		0.11	
Crit Moves:	****								****						****				****					
Green Time:	0.0		16.0		16.0		34.0		50.0		58.3		8.3		31.0		31.0		7.0		29.7		63.7	
Volume/Cap:	0.00		0.91		0.91		0.91		0.95		0.34		0.21		0.95		0.08		0.02		0.84		0.18	
Delay/Veh:	0.0		59.9		59.9		50.2		42.3		11.0		43.5		59.2		24.4		43.3		44.1		7.5	
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		59.9		59.9		50.2		42.3		11.0		43.5		59.2		24.4		43.3		44.1		7.5	
LOS by Move:	A		E		E		D		D		B		D		E		C		D		D		A	
HCM2kAvgQ:	0		12		12		21		32		6		1		22		1		0		16		3	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3581: HEDDING/10TH



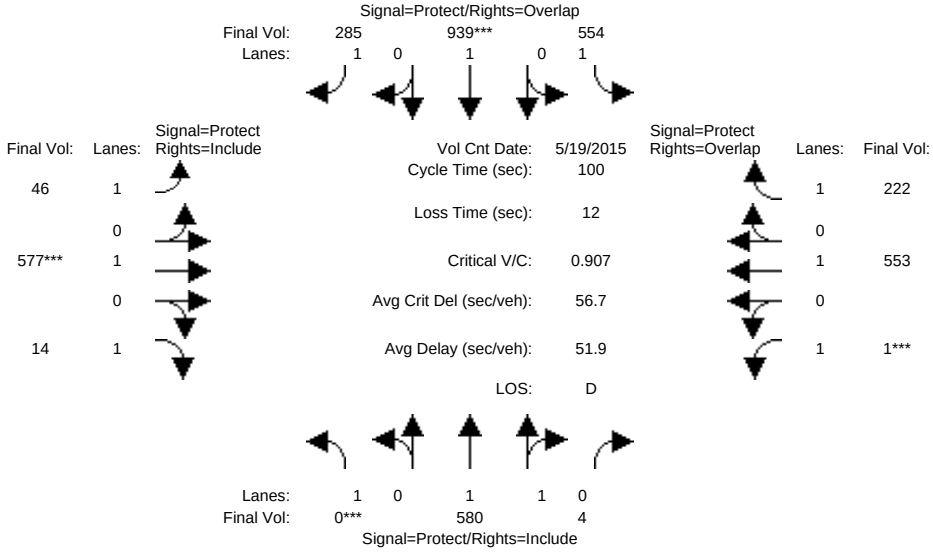
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	0	523	7	554	887	343	49	534	65	2	479	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	523	7	554	887	343	49	534	65	2	479	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	523	7	554	887	343	49	534	65	2	479	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	523	7	554	887	343	49	534	65	2	479	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	523	7	554	887	343	49	534	65	2	479	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	523	7	554	887	343	49	534	65	2	479	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3651	49	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.32	0.47	0.20	0.03	0.28	0.04	0.00	0.25	0.11
Crit Moves:	****				****			****		****		
Green Time:	0.0	15.8	15.8	34.8	50.6	58.7	8.1	30.4	30.4	7.0	29.3	64.1
Volume/Cap:	0.00	0.91	0.91	0.91	0.92	0.33	0.34	0.92	0.12	0.02	0.86	0.18
Delay/Veh:	0.0	59.7	59.7	48.8	37.0	10.8	44.9	54.2	25.2	43.3	46.3	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:	0.0	59.7	59.7	48.8	37.0	10.8	44.9	54.2	25.2	43.3	46.3	7.3
LOS by Move:	A	E	E	D	D	B	D	D	C	D	D	A
HCM2kAvgQ:	0	12	12	22	30	6	2	20	2	0	17	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3581: HEDDING/10TH



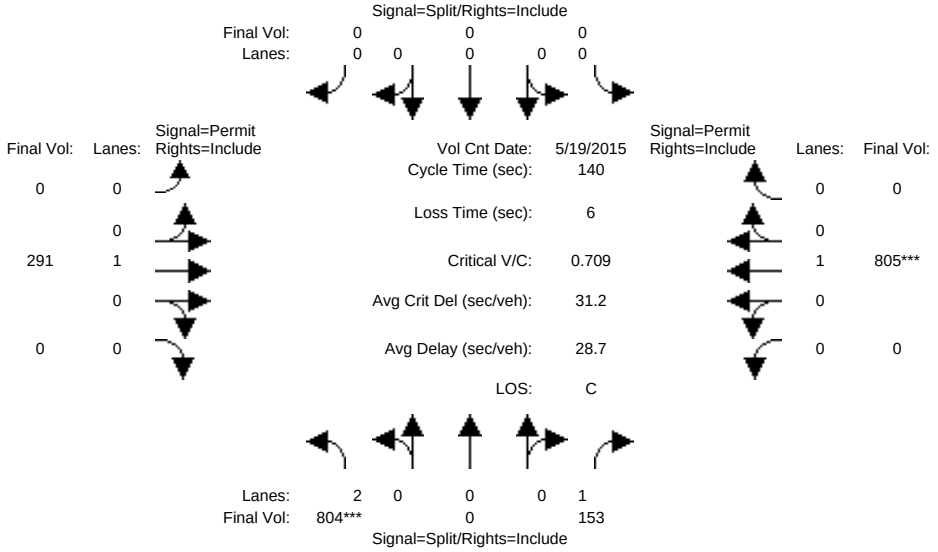
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	0	580	4	554	939	285	46	577	14	1	553	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	580	4	554	939	285	46	577	14	1	553	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	580	4	554	939	285	46	577	14	1	553	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	580	4	554	939	285	46	577	14	1	553	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	580	4	554	939	285	46	577	14	1	553	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	580	4	554	939	285	46	577	14	1	553	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3675	25	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.32	0.49	0.16	0.03	0.30	0.01	0.00	0.29	0.13
Crit Moves:	****				****			****		****		
Green Time:	0.0	16.7	16.7	33.5	50.2	57.5	7.3	30.8	30.8	7.0	30.5	64.0
Volume/Cap:	0.00	0.95	0.95	0.95	0.99	0.28	0.36	0.99	0.03	0.01	0.95	0.20
Delay/Veh:	0.0	64.8	64.8	56.8	50.0	10.9	45.8	67.6	24.1	43.3	60.5	7.5
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	64.8	64.8	56.8	50.0	10.9	45.8	67.6	24.1	43.3	60.5	7.5
LOS by Move:	A	E	E	E	D	B	D	E	C	D	E	A
HCM2kAvgQ:	0	13	13	23	36	5	2	24	0	0	22	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3469: 11TH/HEDDING



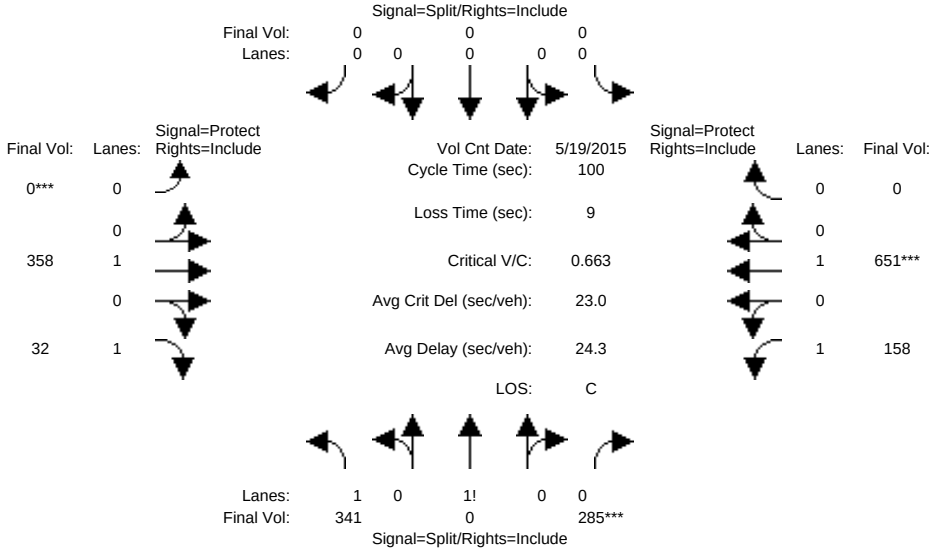
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	804	0	153	0	0	0	0	291	0	0	805	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	804	0	153	0	0	0	0	291	0	0	805	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	804	0	153	0	0	0	0	291	0	0	805	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	804	0	153	0	0	0	0	291	0	0	805	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	804	0	153	0	0	0	0	291	0	0	805	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	804	0	153	0	0	0	0	291	0	0	805	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.09	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.42	0.00
Crit Moves:	****										****	
Green Time:	50.4	0.0	50.4	0.0	0.0	0.0	0.0	83.6	0.0	0.0	83.6	0.0
Volume/Cap:	0.71	0.00	0.24	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.71	0.00
Delay/Veh:	40.6	0.0	31.6	0.0	0.0	0.0	0.0	13.5	0.0	0.0	21.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	0.0	31.6	0.0	0.0	0.0	0.0	13.5	0.0	0.0	21.8	0.0
LOS by Move:	D	A	C	A	A	A	A	B	A	A	C	A
HCM2kAvgQ:	18	0	5	0	0	0	0	6	0	0	24	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3469: 11TH/HEDDING



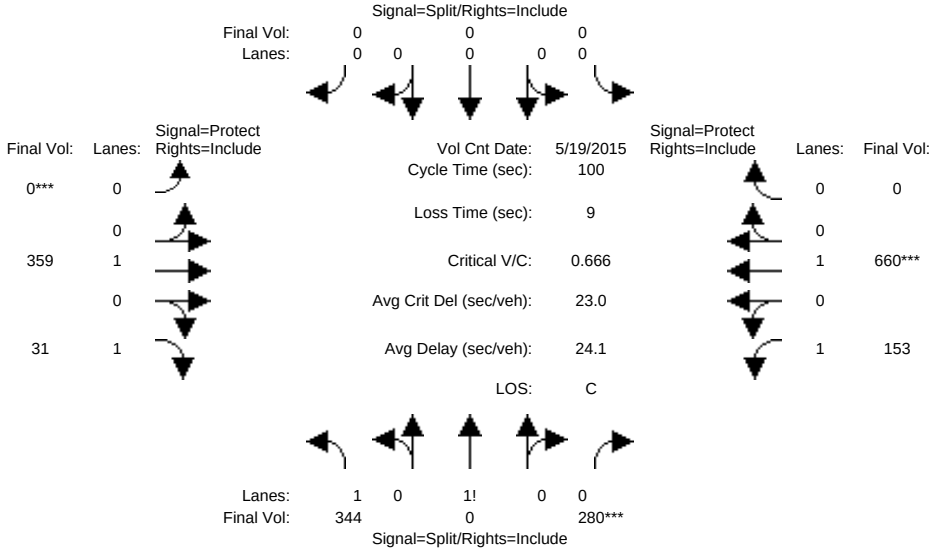
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	341	0	285	0	0	0	0	358	32	158	651	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	0	285	0	0	0	0	358	32	158	651	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	0	285	0	0	0	0	358	32	158	651	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	0	285	0	0	0	0	358	32	158	651	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	0	285	0	0	0	0	358	32	158	651	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	341	0	285	0	0	0	0	358	32	158	651	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.37	0.00	0.63	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2405	0	1095	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.26	0.00	0.00	0.00	0.00	0.19	0.02	0.09	0.34	0.00
Crit Moves:			****				****				****	
Green Time:	39.3	0.0	39.3	0.0	0.0	0.0	0.0	35.0	35.0	16.8	51.7	0.0
Volume/Cap:	0.36	0.00	0.66	0.00	0.00	0.00	0.00	0.54	0.05	0.54	0.66	0.00
Delay/Veh:	21.6	0.0	26.7	0.0	0.0	0.0	0.0	27.0	21.6	40.1	19.4	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:	21.6	0.0	26.7	0.0	0.0	0.0	0.0	27.0	21.6	40.1	19.4	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	6	0	13	0	0	0	0	9	1	5	15	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3469: 11TH/HEDDING



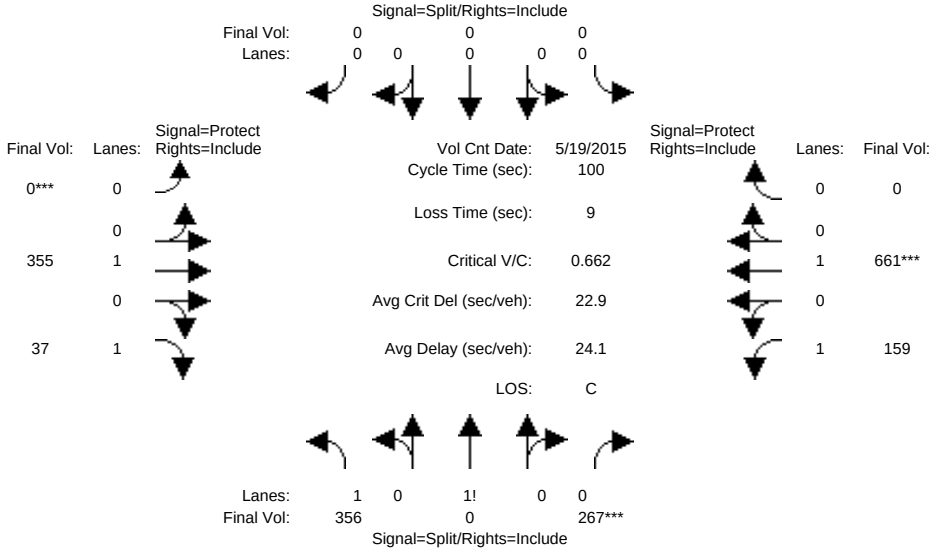
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	344	0	280	0	0	0	0	359	31	153	660	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	0	280	0	0	0	0	359	31	153	660	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	0	280	0	0	0	0	359	31	153	660	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	0	280	0	0	0	0	359	31	153	660	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	0	280	0	0	0	0	359	31	153	660	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	344	0	280	0	0	0	0	359	31	153	660	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.38	0.00	0.62	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2416	0	1084	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.26	0.00	0.00	0.00	0.00	0.19	0.02	0.09	0.35	0.00
Crit Moves:			****				****				****	
Green Time:	38.8	0.0	38.8	0.0	0.0	0.0	0.0	35.7	35.7	16.5	52.2	0.0
Volume/Cap:	0.37	0.00	0.67	0.00	0.00	0.00	0.00	0.53	0.05	0.53	0.67	0.00
Delay/Veh:	22.0	0.0	27.1	0.0	0.0	0.0	0.0	26.3	21.1	40.0	19.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	0.0	27.1	0.0	0.0	0.0	0.0	26.3	21.1	40.0	19.2	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	6	0	13	0	0	0	0	9	1	5	15	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3469: 11TH/HEDDING



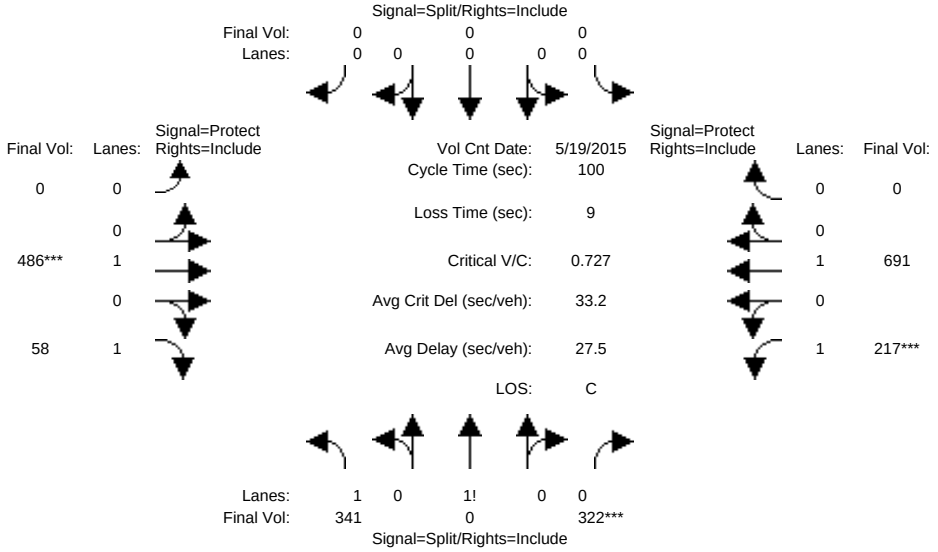
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	356	0	267	0	0	0	0	355	37	159	661	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	0	267	0	0	0	0	355	37	159	661	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	356	0	267	0	0	0	0	355	37	159	661	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	356	0	267	0	0	0	0	355	37	159	661	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	0	267	0	0	0	0	355	37	159	661	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	356	0	267	0	0	0	0	355	37	159	661	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.40	0.00	0.60	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2450	0	1050	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.25	0.00	0.00	0.00	0.00	0.19	0.02	0.09	0.35	0.00
Crit Moves:			****				****				****	
Green Time:	38.4	0.0	38.4	0.0	0.0	0.0	0.0	35.4	35.4	17.2	52.6	0.0
Volume/Cap:	0.38	0.00	0.66	0.00	0.00	0.00	0.00	0.53	0.06	0.53	0.66	0.00
Delay/Veh:	22.3	0.0	27.2	0.0	0.0	0.0	0.0	26.5	21.4	39.5	18.9	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:	22.3	0.0	27.2	0.0	0.0	0.0	0.0	26.5	21.4	39.5	18.9	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	6	0	13	0	0	0	0	9	1	5	15	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3469: 11TH/HEDDING



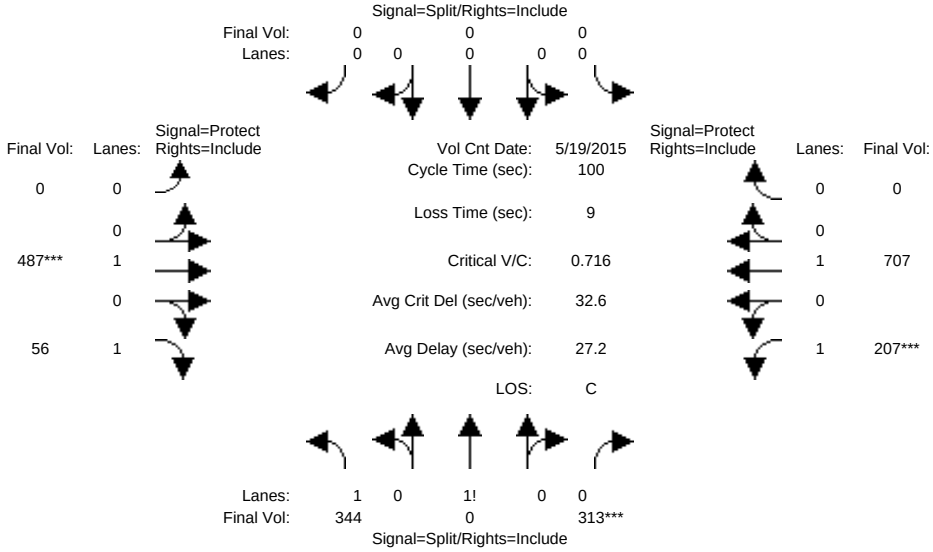
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	341	0	322	0	0	0	0	486	58	217	691	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	0	322	0	0	0	0	486	58	217	691	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	0	322	0	0	0	0	486	58	217	691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	0	322	0	0	0	0	486	58	217	691	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	0	322	0	0	0	0	486	58	217	691	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	341	0	322	0	0	0	0	486	58	217	691	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.35	0.00	0.65	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2356	0	1144	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.28	0.00	0.00	0.00	0.00	0.26	0.03	0.12	0.36	0.00
Crit Moves:			****					****		****		
Green Time:	38.7	0.0	38.7	0.0	0.0	0.0	0.0	35.2	35.2	17.1	52.3	0.0
Volume/Cap:	0.37	0.00	0.73	0.00	0.00	0.00	0.00	0.73	0.09	0.73	0.70	0.00
Delay/Veh:	22.1	0.0	29.1	0.0	0.0	0.0	0.0	32.2	21.8	47.9	20.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	0.0	29.1	0.0	0.0	0.0	0.0	32.2	21.8	47.9	20.1	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	C	A
HCM2kAvgQ:	6	0	15	0	0	0	0	14	1	8	17	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3469: 11TH/HEDDING



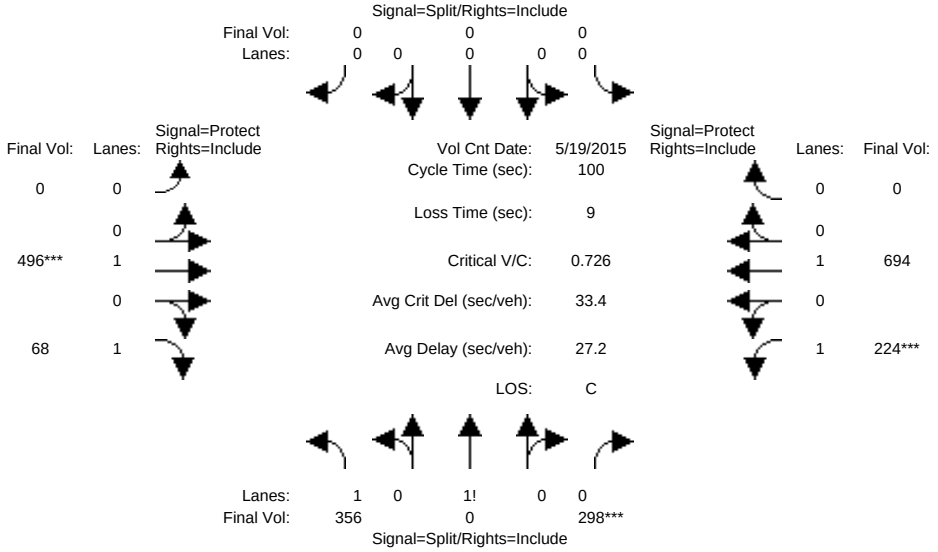
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	344	0	313	0	0	0	0	487	56	207	707	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	0	313	0	0	0	0	487	56	207	707	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	0	313	0	0	0	0	487	56	207	707	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	0	313	0	0	0	0	487	56	207	707	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	0	313	0	0	0	0	487	56	207	707	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	344	0	313	0	0	0	0	487	56	207	707	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.35	0.00	0.65	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2371	0	1129	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.28	0.00	0.00	0.00	0.00	0.26	0.03	0.12	0.37	0.00
Crit Moves:			****					****		****		
Green Time:	38.7	0.0	38.7	0.0	0.0	0.0	0.0	35.8	35.8	16.5	52.3	0.0
Volume/Cap:	0.37	0.00	0.72	0.00	0.00	0.00	0.00	0.72	0.09	0.72	0.71	0.00
Delay/Veh:	22.1	0.0	28.7	0.0	0.0	0.0	0.0	31.4	21.4	47.8	20.6	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:	22.1	0.0	28.7	0.0	0.0	0.0	0.0	31.4	21.4	47.8	20.6	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	C	A
HCM2kAvgQ:	6	0	15	0	0	0	0	14	1	8	17	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3469: 11TH/HEDDING



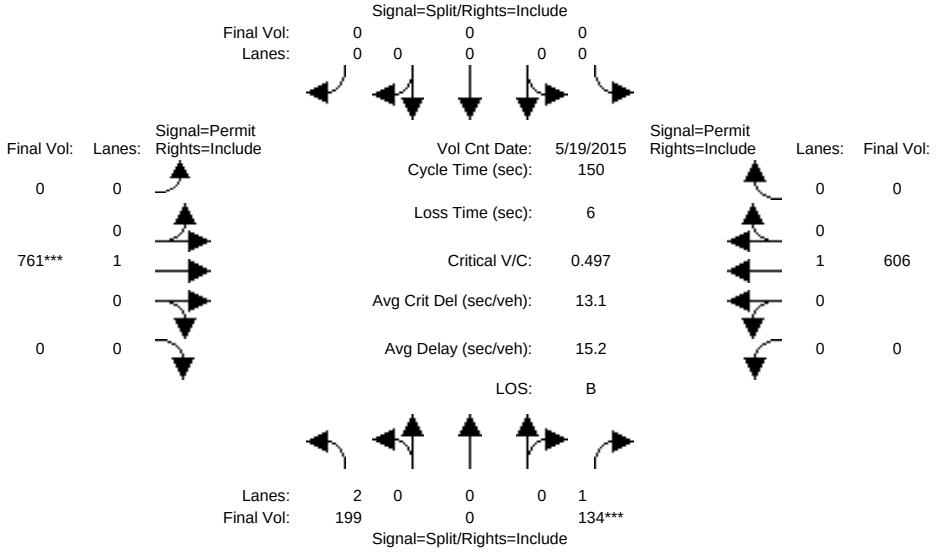
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	356	0	298	0	0	0	0	496	68	224	694	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	0	298	0	0	0	0	496	68	224	694	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	356	0	298	0	0	0	0	496	68	224	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:	356	0	298	0	0	0	0	496	68	224	694	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	0	298	0	0	0	0	496	68	224	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
FinalVolume:	356	0	298	0	0	0	0	496	68	224	694	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.37	0.00	0.63	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2404	0	1096	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.27	0.00	0.00	0.00	0.00	0.26	0.04	0.13	0.37	0.00
Crit Moves:			****					****		****		
Green Time:	37.4	0.0	37.4	0.0	0.0	0.0	0.0	35.9	35.9	17.6	53.6	0.0
Volume/Cap:	0.40	0.00	0.73	0.00	0.00	0.00	0.00	0.73	0.11	0.73	0.68	0.00
Delay/Veh:	23.1	0.0	29.9	0.0	0.0	0.0	0.0	31.7	21.4	47.3	18.9	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:	23.1	0.0	29.9	0.0	0.0	0.0	0.0	31.7	21.4	47.3	18.9	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	6	0	15	0	0	0	0	14	1	9	16	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3469: 11TH/HEDDING



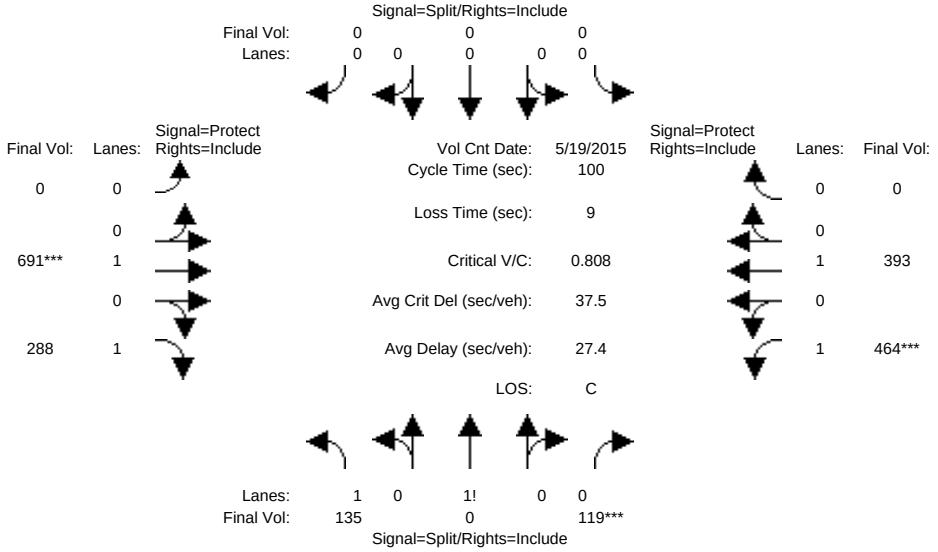
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	199	0	134	0	0	0	0	761	0	0	606	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	0	134	0	0	0	0	761	0	0	606	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	0	134	0	0	0	0	761	0	0	606	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	0	134	0	0	0	0	761	0	0	606	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	0	134	0	0	0	0	761	0	0	606	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	0	134	0	0	0	0	761	0	0	606	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.08	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.32	0.00
Crit Moves:			****					****				
Green Time:	23.1	0.0	23.1	0.0	0.0	0.0	0.0	121	0.0	0.0	121	0.0
Volume/Cap:	0.41	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.40	0.00
Delay/Veh:	57.9	0.0	59.6	0.0	0.0	0.0	0.0	5.0	0.0	0.0	4.3	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:	57.9	0.0	59.6	0.0	0.0	0.0	0.0	5.0	0.0	0.0	4.3	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	6	0	0	0	0	11	0	0	8	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3469: 11TH/HEDDING



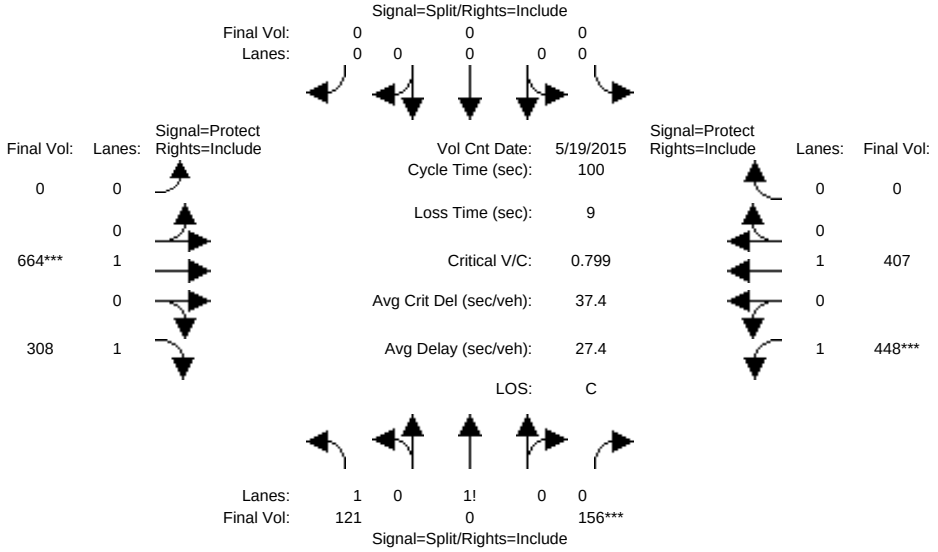
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	135	0	119	0	0	0	0	691	288	464	393	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	0	119	0	0	0	0	691	288	464	393	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	0	119	0	0	0	0	691	288	464	393	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	0	119	0	0	0	0	691	288	464	393	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	0	119	0	0	0	0	691	288	464	393	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	0	119	0	0	0	0	691	288	464	393	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.36	0.00	0.64	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2383	0	1117	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.11	0.00	0.00	0.00	0.00	0.36	0.16	0.27	0.21	0.00
Crit Moves:			****					****		****		
Green Time:	13.2	0.0	13.2	0.0	0.0	0.0	0.0	45.0	45.0	32.8	77.8	0.0
Volume/Cap:	0.43	0.00	0.81	0.00	0.00	0.00	0.00	0.81	0.37	0.81	0.27	0.00
Delay/Veh:	40.4	0.0	56.5	0.0	0.0	0.0	0.0	29.5	18.4	39.1	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	0.0	56.5	0.0	0.0	0.0	0.0	29.5	18.4	39.1	3.2	0.0
LOS by Move:	D	A	E	A	A	A	A	C	B	D	A	A
HCM2kAvgQ:	3	0	8	0	0	0	0	20	6	16	3	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3469: 11TH/HEDDING



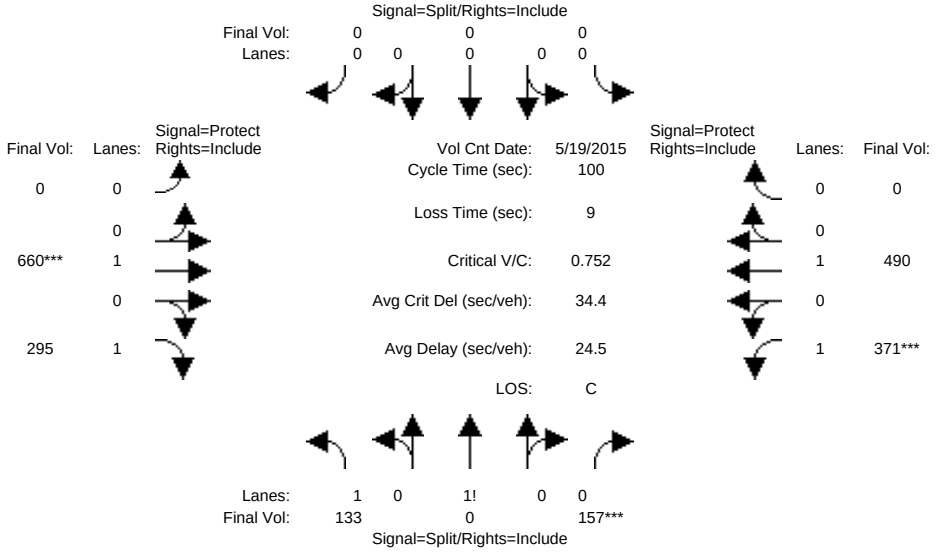
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	121	0	156	0	0	0	0	664	308	448	407	0
Growth Adj:	1.00	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	0	156	0	0	0	0	664	308	448	407	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	0	156	0	0	0	0	664	308	448	407	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	156	0	0	0	0	664	308	448	407	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	0	156	0	0	0	0	664	308	448	407	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	0	156	0	0	0	0	664	308	448	407	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.29	0.00	0.71	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2249	0	1287	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.12	0.00	0.00	0.00	0.00	0.35	0.18	0.26	0.21	0.00
Crit Moves:			****					****		****		
Green Time:	15.2	0.0	15.2	0.0	0.0	0.0	0.0	43.8	43.8	32.1	75.8	0.0
Volume/Cap:	0.35	0.00	0.80	0.00	0.00	0.00	0.00	0.80	0.40	0.80	0.28	0.00
Delay/Veh:	38.3	0.0	53.2	0.0	0.0	0.0	0.0	29.8	19.5	39.0	3.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	0.0	53.2	0.0	0.0	0.0	0.0	29.8	19.5	39.0	3.8	0.0
LOS by Move:	D	A	D	A	A	A	A	C	B	D	A	A
HCM2kAvgQ:	3	0	9	0	0	0	0	19	7	16	4	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3469: 11TH/HEDDING



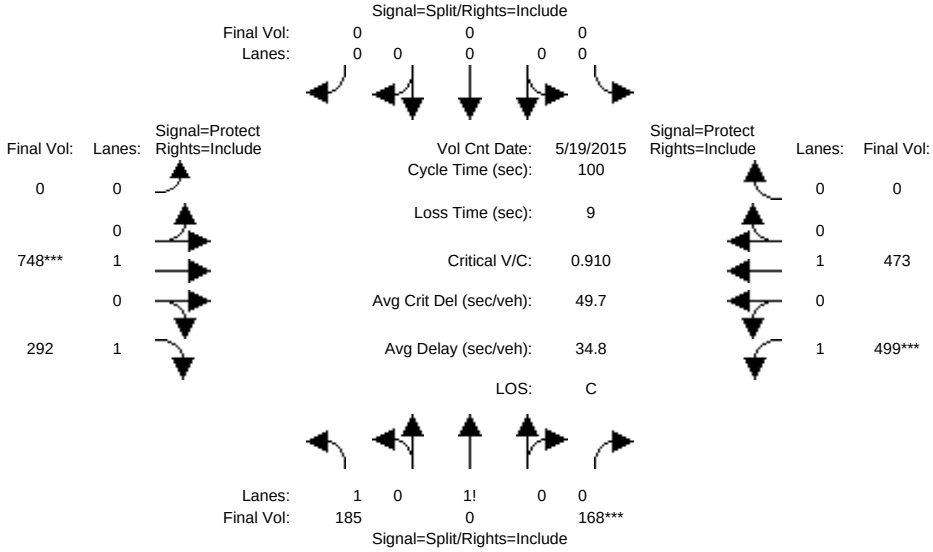
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	133	0	157	0	0	0	0	660	295	371	490	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	0	157	0	0	0	0	660	295	371	490	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	0	157	0	0	0	0	660	295	371	490	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	0	157	0	0	0	0	660	295	371	490	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	0	157	0	0	0	0	660	295	371	490	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	0	157	0	0	0	0	660	295	371	490	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.30	0.00	0.70	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2281	0	1254	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.13	0.00	0.00	0.00	0.00	0.35	0.17	0.21	0.26	0.00
Crit Moves:			****					****		****		
Green Time:	16.6	0.0	16.6	0.0	0.0	0.0	0.0	46.2	46.2	28.2	74.4	0.0
Volume/Cap:	0.35	0.00	0.75	0.00	0.00	0.00	0.00	0.75	0.37	0.75	0.35	0.00
Delay/Veh:	37.1	0.0	47.8	0.0	0.0	0.0	0.0	25.9	17.7	39.2	4.6	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:	37.1	0.0	47.8	0.0	0.0	0.0	0.0	25.9	17.7	39.2	4.6	0.0
LOS by Move:	D	A	D	A	A	A	A	C	B	D	A	A
HCM2kAvgQ:	3	0	9	0	0	0	0	18	6	13	5	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3469: 11TH/HEDDING



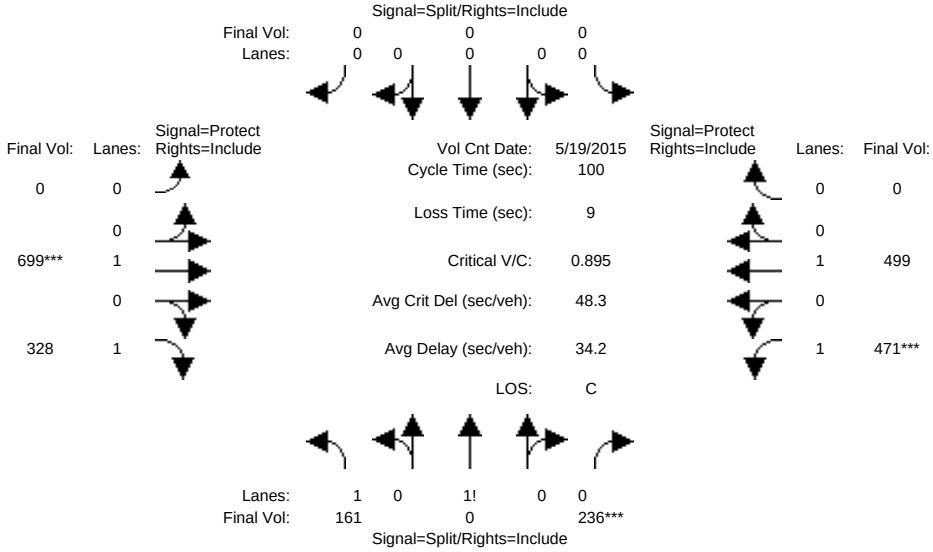
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	185	0	168	0	0	0	0	748	292	499	473	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	0	168	0	0	0	0	748	292	499	473	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	0	168	0	0	0	0	748	292	499	473	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	0	168	0	0	0	0	748	292	499	473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	0	168	0	0	0	0	748	292	499	473	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	0	168	0	0	0	0	748	292	499	473	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.36	0.00	0.64	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2371	0	1129	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.15	0.00	0.00	0.00	0.00	0.39	0.17	0.29	0.25	0.00
Crit Moves:			****					****		****		
Green Time:	16.4	0.0	16.4	0.0	0.0	0.0	0.0	43.3	43.3	31.4	74.6	0.0
Volume/Cap:	0.48	0.00	0.91	0.00	0.00	0.00	0.00	0.91	0.39	0.91	0.33	0.00
Delay/Veh:	38.4	0.0	65.9	0.0	0.0	0.0	0.0	40.5	19.6	52.1	4.4	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:	38.4	0.0	65.9	0.0	0.0	0.0	0.0	40.5	19.6	52.1	4.4	0.0
LOS by Move:	D	A	E	A	A	A	A	D	B	D	A	A
HCM2kAvgQ:	5	0	12	0	0	0	0	26	7	20	5	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3469: 11TH/HEDDING



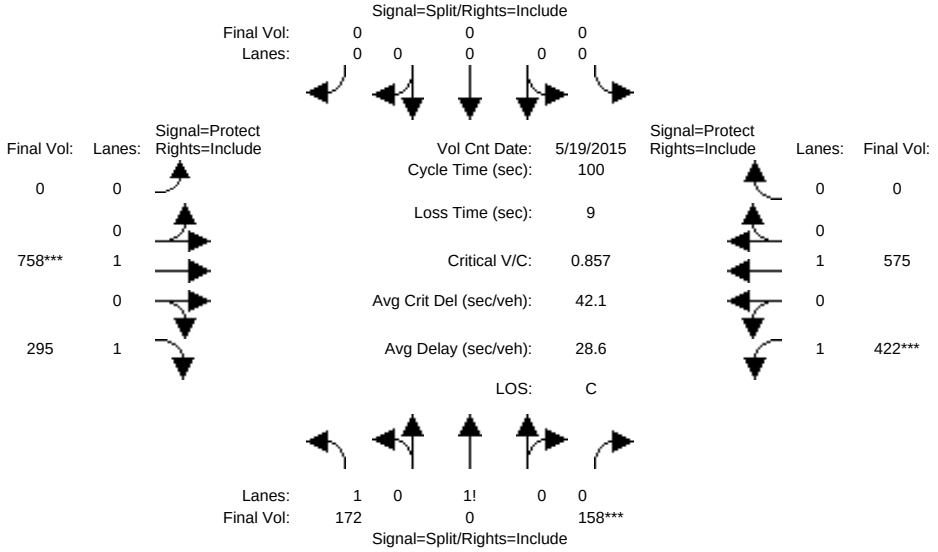
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	161	0	236	0	0	0	0	699	328	471	499	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	0	236	0	0	0	0	699	328	471	499	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	0	236	0	0	0	0	699	328	471	499	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	0	236	0	0	0	0	699	328	471	499	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	236	0	0	0	0	699	328	471	499	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	0	236	0	0	0	0	699	328	471	499	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.26	0.00	0.74	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2205	0	1332	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.18	0.00	0.00	0.00	0.00	0.37	0.19	0.27	0.26	0.00
Crit Moves:			****					****		****		
Green Time:	19.8	0.0	19.8	0.0	0.0	0.0	0.0	41.1	41.1	30.1	71.2	0.0
Volume/Cap:	0.37	0.00	0.89	0.00	0.00	0.00	0.00	0.89	0.46	0.89	0.37	0.00
Delay/Veh:	34.9	0.0	59.2	0.0	0.0	0.0	0.0	40.2	21.8	51.0	5.8	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:	34.9	0.0	59.2	0.0	0.0	0.0	0.0	40.2	21.8	51.0	5.8	0.0
LOS by Move:	C	A	E	A	A	A	A	D	C	D	A	A
HCM2kAvgQ:	4	0	14	0	0	0	0	24	8	19	6	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3469: 11TH/HEDDING



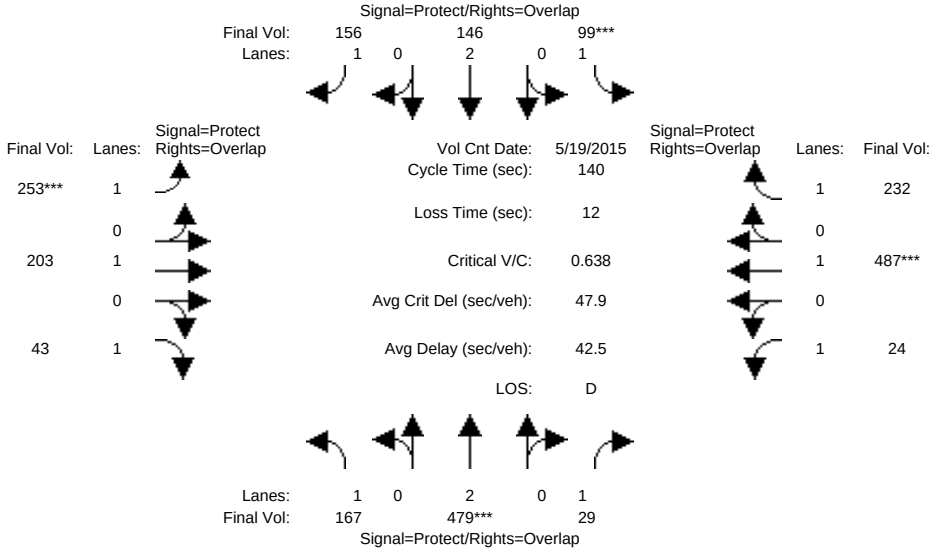
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	172	0	158	0	0	0	0	758	295	422	575	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	0	158	0	0	0	0	758	295	422	575	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	0	158	0	0	0	0	758	295	422	575	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	0	158	0	0	0	0	758	295	422	575	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	0	158	0	0	0	0	758	295	422	575	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	0	158	0	0	0	0	758	295	422	575	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.35	0.00	0.65	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2367	0	1133	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.14	0.00	0.00	0.00	0.00	0.40	0.17	0.24	0.30	0.00
Crit Moves:			****					****		****		
Green Time:	16.3	0.0	16.3	0.0	0.0	0.0	0.0	46.6	46.6	28.2	74.7	0.0
Volume/Cap:	0.45	0.00	0.86	0.00	0.00	0.00	0.00	0.86	0.36	0.86	0.41	0.00
Delay/Veh:	38.2	0.0	57.7	0.0	0.0	0.0	0.0	32.0	17.4	47.9	4.8	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:	38.2	0.0	57.7	0.0	0.0	0.0	0.0	32.0	17.4	47.9	4.8	0.0
LOS by Move:	D	A	E	A	A	A	A	C	B	D	A	A
HCM2kAvgQ:	4	0	11	0	0	0	0	23	6	16	6	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3576: HEDDING/OAKLAND



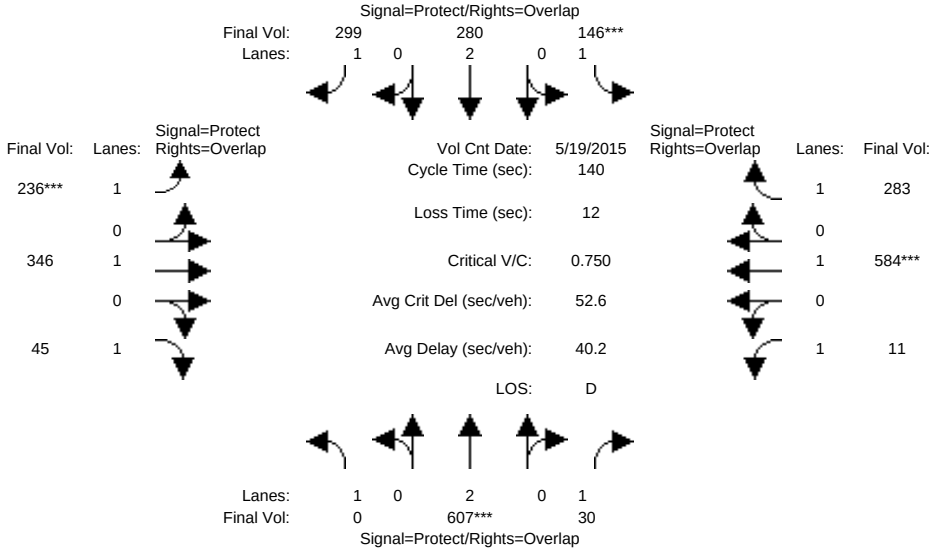
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	167	479	29	99	146	156	253	203	43	24	487	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	479	29	99	146	156	253	203	43	24	487	232
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	479	29	99	146	156	253	203	43	24	487	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	479	29	99	146	156	253	203	43	24	487	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	479	29	99	146	156	253	203	43	24	487	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	479	29	99	146	156	253	203	43	24	487	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.02	0.06	0.04	0.09	0.14	0.11	0.02	0.01	0.26	0.13
Crit Moves:		****		****			****				****	
Green Time:	22.9	27.7	55.7	12.4	17.1	48.9	31.7	59.9	82.8	28.0	56.2	68.6
Volume/Cap:	0.58	0.64	0.04	0.64	0.31	0.26	0.64	0.25	0.04	0.07	0.64	0.27
Delay/Veh:	57.2	53.4	25.8	70.2	56.4	32.8	52.4	25.8	12.0	45.5	35.5	21.1
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:	57.2	53.4	25.8	70.2	56.4	32.8	52.4	25.8	12.0	45.5	35.5	21.1
LOS by Move:	E	D	C	E	E	C	D	C	B	D	D	C
HCM2kAvgQ:	8	10	1	6	3	5	11	5	1	1	17	6

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3576: HEDDING/OAKLAND



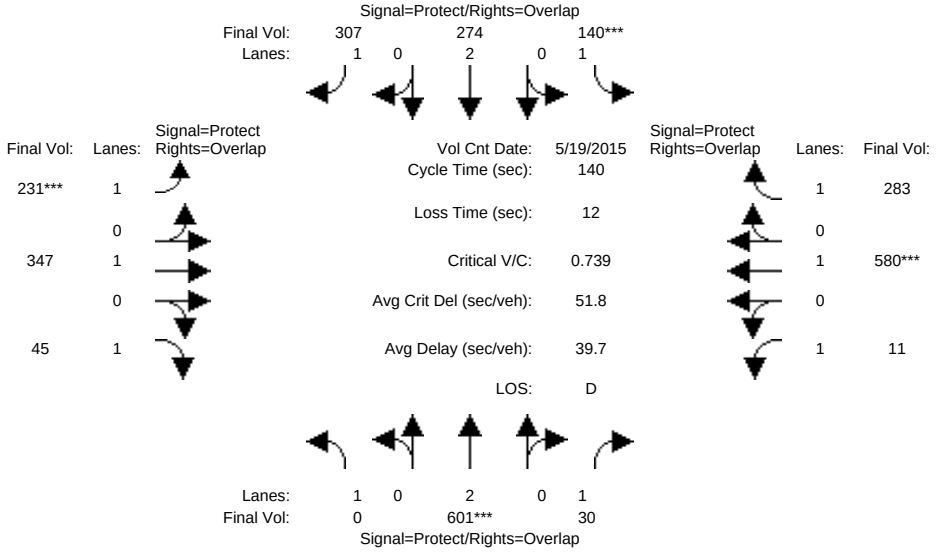
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	0	607	30	146	280	299	236	346	45	11	584	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	607	30	146	280	299	236	346	45	11	584	283
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	607	30	146	280	299	236	346	45	11	584	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	607	30	146	280	299	236	346	45	11	584	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	607	30	146	280	299	236	346	45	11	584	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	607	30	146	280	299	236	346	45	11	584	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.02	0.08	0.07	0.17	0.13	0.18	0.03	0.01	0.31	0.16
Crit Moves:		****		****			****				****	
Green Time:	0.0	29.8	47.6	15.6	45.4	70.6	25.2	64.8	64.8	17.8	57.4	73.0
Volume/Cap:	0.00	0.75	0.05	0.75	0.23	0.34	0.75	0.39	0.06	0.05	0.75	0.31
Delay/Veh:	0.0	55.5	31.0	75.2	34.6	21.0	64.0	25.0	20.8	53.8	39.2	19.3
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	55.5	31.0	75.2	34.6	21.0	64.0	25.0	20.8	53.8	39.2	19.3
LOS by Move:	A	E	C	E	C	C	E	C	C	D	D	B
HCM2kAvgQ:	0	14	1	8	4	8	12	9	1	0	22	7

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3576: HEDDING/OAKLAND



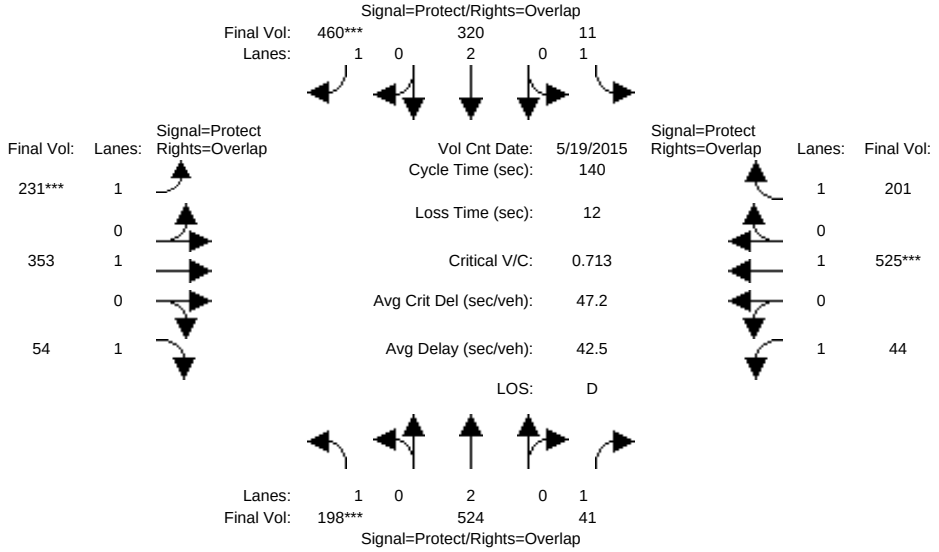
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	0	601	30	140	274	307	231	347	45	11	580	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	601	30	140	274	307	231	347	45	11	580	283
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	601	30	140	274	307	231	347	45	11	580	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	601	30	140	274	307	231	347	45	11	580	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	601	30	140	274	307	231	347	45	11	580	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	601	30	140	274	307	231	347	45	11	580	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.02	0.08	0.07	0.18	0.13	0.18	0.03	0.01	0.31	0.16
Crit Moves:		****		****			****				****	
Green Time:	0.0	30.0	47.8	15.2	45.1	70.1	25.0	65.1	65.1	17.8	57.9	73.0
Volume/Cap:	0.00	0.74	0.05	0.74	0.22	0.35	0.74	0.39	0.06	0.05	0.74	0.31
Delay/Veh:	0.0	55.0	30.9	74.7	34.7	21.4	63.4	24.8	20.6	53.8	38.4	19.3
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	55.0	30.9	74.7	34.7	21.4	63.4	24.8	20.6	53.8	38.4	19.3
LOS by Move:	A	D	C	E	C	C	E	C	C	D	D	B
HCM2kAvgQ:	0	13	1	8	4	8	12	9	1	0	22	7

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3576: HEDDING/OAKLAND



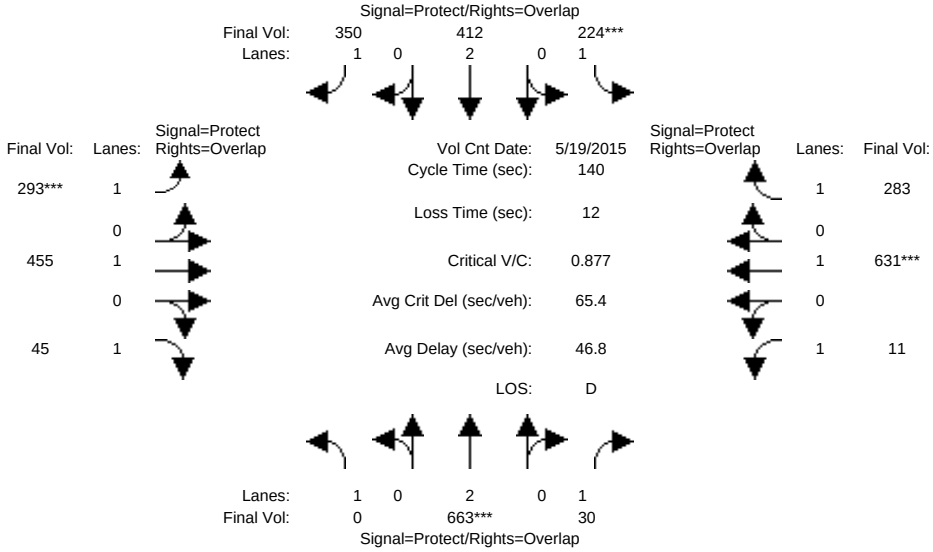
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	198	524	41	11	320	460	231	353	54	44	525	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	524	41	11	320	460	231	353	54	44	525	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	524	41	11	320	460	231	353	54	44	525	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	524	41	11	320	460	231	353	54	44	525	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	524	41	11	320	460	231	353	54	44	525	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	524	41	11	320	460	231	353	54	44	525	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.02	0.01	0.08	0.26	0.13	0.19	0.03	0.03	0.28	0.11
Crit Moves:	****					****	****				****	
Green Time:	22.2	35.1	52.1	12.7	25.7	51.6	25.9	63.1	85.3	17.0	54.2	67.0
Volume/Cap:	0.71	0.55	0.06	0.07	0.46	0.71	0.71	0.41	0.05	0.21	0.71	0.24
Delay/Veh:	64.4	46.2	28.3	58.4	51.5	41.7	60.9	26.2	11.0	55.9	39.6	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	46.2	28.3	58.4	51.5	41.7	60.9	26.2	11.0	55.9	39.6	21.7
LOS by Move:	E	D	C	E	D	D	E	C	B	E	D	C
HCM2kAvgQ:	10	10	1	0	6	19	11	10	1	2	20	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3576: HEDDING/OAKLAND



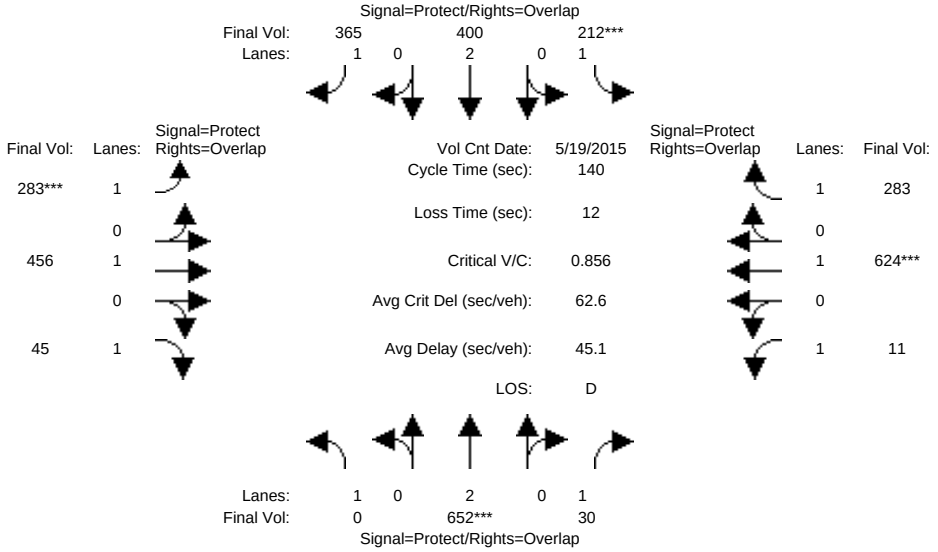
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	0	663	30	224	412	350	293	455	45	11	631	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	663	30	224	412	350	293	455	45	11	631	283
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	663	30	224	412	350	293	455	45	11	631	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	663	30	224	412	350	293	455	45	11	631	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	663	30	224	412	350	293	455	45	11	631	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	663	30	224	412	350	293	455	45	11	631	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.02	0.13	0.11	0.20	0.17	0.24	0.03	0.01	0.33	0.16
Crit Moves:		****		****			****				****	
Green Time:	0.0	27.8	41.6	20.4	48.3	75.0	26.7	66.0	66.0	13.8	53.0	73.4
Volume/Cap:	0.00	0.88	0.06	0.88	0.31	0.37	0.88	0.51	0.05	0.06	0.88	0.31
Delay/Veh:	0.0	65.8	35.2	85.7	33.8	19.1	77.1	26.2	20.1	57.4	52.3	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:	0.0	65.8	35.2	85.7	33.8	19.1	77.1	26.2	20.1	57.4	52.3	19.1
LOS by Move:	A	E	D	F	C	B	E	C	C	E	D	B
HCM2kAvgQ:	0	17	1	13	6	9	16	13	1	0	28	7

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3576: HEDDING/OAKLAND



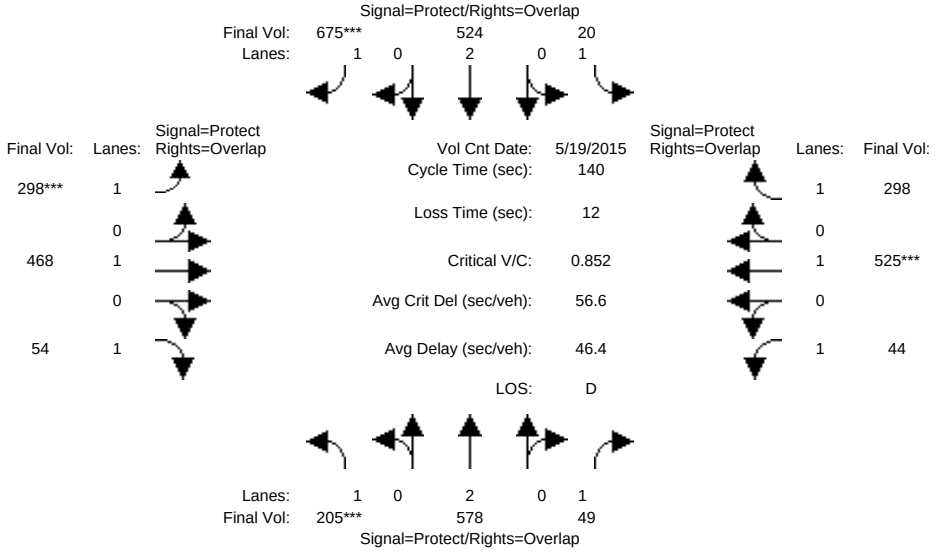
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	0	652	30	212	400	365	283	456	45	11	624	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	652	30	212	400	365	283	456	45	11	624	283
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	652	30	212	400	365	283	456	45	11	624	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	652	30	212	400	365	283	456	45	11	624	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	652	30	212	400	365	283	456	45	11	624	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	652	30	212	400	365	283	456	45	11	624	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.02	0.12	0.11	0.21	0.16	0.24	0.03	0.01	0.33	0.16
Crit Moves:		****		****			****				****	
Green Time:	0.0	28.1	41.9	19.8	47.9	74.3	26.4	66.3	66.3	13.8	53.7	73.5
Volume/Cap:	0.00	0.86	0.06	0.86	0.31	0.39	0.86	0.51	0.05	0.06	0.86	0.31
Delay/Veh:	0.0	63.5	35.0	83.0	34.0	19.8	74.2	26.0	19.9	57.4	49.4	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	63.5	35.0	83.0	34.0	19.8	74.2	26.0	19.9	57.4	49.4	19.0
LOS by Move:	A	E	D	F	C	B	E	C	B	E	D	B
HCM2kAvgQ:	0	16	1	12	6	10	15	13	1	0	27	7

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3576: HEDDING/OAKLAND



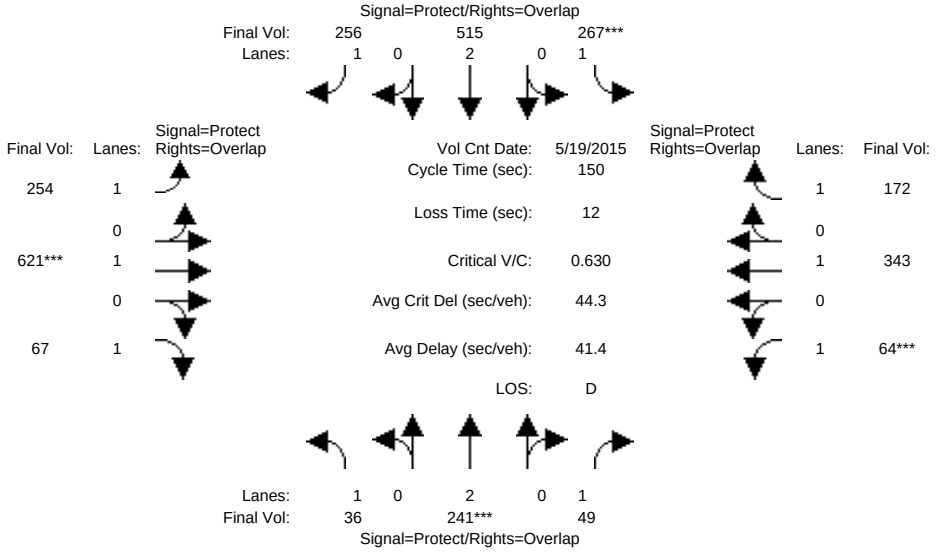
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	205	578	49	20	524	675	298	468	54	44	525	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	578	49	20	524	675	298	468	54	44	525	298
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	578	49	20	524	675	298	468	54	44	525	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	578	49	20	524	675	298	468	54	44	525	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	578	49	20	524	675	298	468	54	44	525	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	578	49	20	524	675	298	468	54	44	525	298
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.03	0.01	0.14	0.39	0.17	0.25	0.03	0.03	0.28	0.17
Crit Moves:	****					****	****				****	
Green Time:	19.2	41.1	53.5	13.5	35.4	63.4	28.0	61.0	80.2	12.4	45.4	58.9
Volume/Cap:	0.85	0.52	0.07	0.12	0.55	0.85	0.85	0.57	0.05	0.28	0.85	0.40
Delay/Veh:	83.2	41.6	27.5	58.1	46.0	43.0	71.9	30.5	13.2	60.7	55.2	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:	83.2	41.6	27.5	58.1	46.0	43.0	71.9	30.5	13.2	60.7	55.2	28.7
LOS by Move:	F	D	C	E	D	D	E	C	B	E	E	C
HCM2kAvgQ:	12	10	1	1	10	30	16	15	1	2	23	9

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3576: HEDDING/OAKLAND



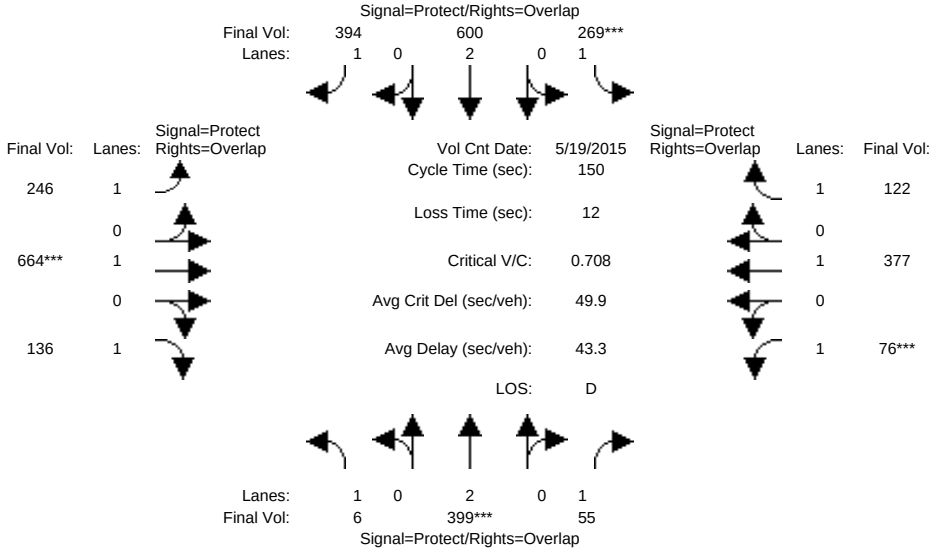
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30																								
Base Vol:	36		241		49		267		515		256		254		621		67		64		343		172	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	36		241		49		267		515		256		254		621		67		64		343		172	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ATI:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	36		241		49		267		515		256		254		621		67		64		343		172	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	36		241		49		267		515		256		254		621		67		64		343		172	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	36		241		49		267		515		256		254		621		67		64		343		172	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	36		241		49		267		515		256		254		621		67		64		343		172	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	1750		3800		1750		1750		3800		1750		1750		1900		1750		1750		1900		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.06		0.03		0.15		0.14		0.15		0.15		0.33		0.04		0.04		0.18		0.10	
Crit Moves:			****				****								****				****					
Green Time:	13.2		15.1		23.8		36.3		38.3		76.8		38.6		77.8		91.0		8.7		48.0		84.3	
Volume/Cap:	0.23		0.63		0.18		0.63		0.53		0.29		0.56		0.63		0.06		0.63		0.56		0.17	
Delay/Veh:	64.5		68.1		54.9		53.8		48.7		21.1		50.1		27.1		12.1		81.1		43.6		16.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	64.5		68.1		54.9		53.8		48.7		21.1		50.1		27.1		12.1		81.1		43.6		16.0	
LOS by Move:	E		E		D		D		D		C		D		C		B		F		D		B	
HCM2kAvgQ:	2		6		2		12		10		7		11		20		1		4		13		4	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3576: HEDDING/OAKLAND



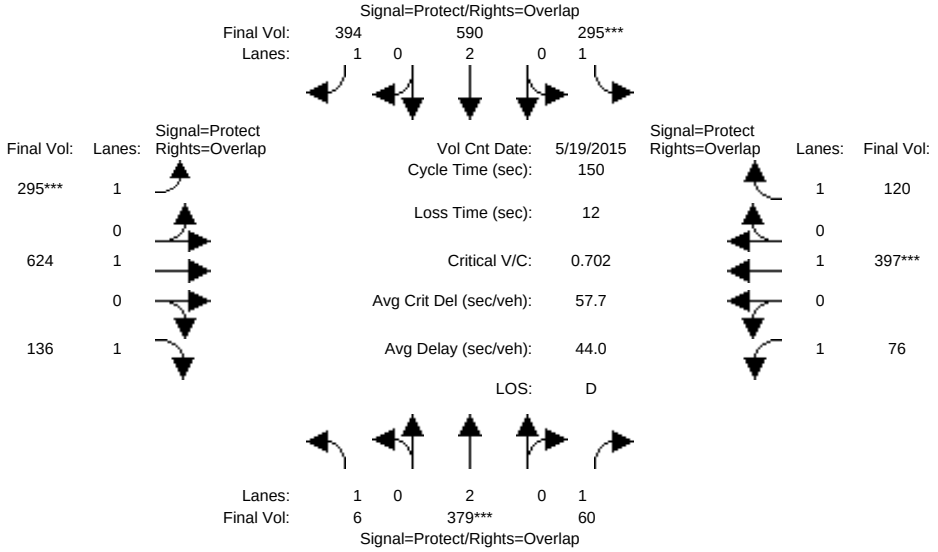
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	6	399	55	269	600	394	246	664	136	76	377	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	399	55	269	600	394	246	664	136	76	377	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	399	55	269	600	394	246	664	136	76	377	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	399	55	269	600	394	246	664	136	76	377	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	399	55	269	600	394	246	664	136	76	377	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	399	55	269	600	394	246	664	136	76	377	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.03	0.15	0.16	0.23	0.14	0.35	0.08	0.04	0.20	0.07
Crit Moves:		****		****				****		****		
Green Time:	12.5	22.2	31.4	32.6	42.3	76.8	34.5	74.0	86.5	9.2	48.7	81.3
Volume/Cap:	0.04	0.71	0.15	0.71	0.56	0.44	0.61	0.71	0.13	0.71	0.61	0.13
Delay/Veh:	63.4	64.9	48.6	60.4	46.6	23.4	54.5	32.1	14.6	88.6	44.5	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	64.9	48.6	60.4	46.6	23.4	54.5	32.1	14.6	88.6	44.5	17.0
LOS by Move:	E	E	D	E	D	C	D	C	B	F	D	B
HCM2kAvgQ:	0	10	2	13	12	12	11	24	3	5	15	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3576: HEDDING/OAKLAND



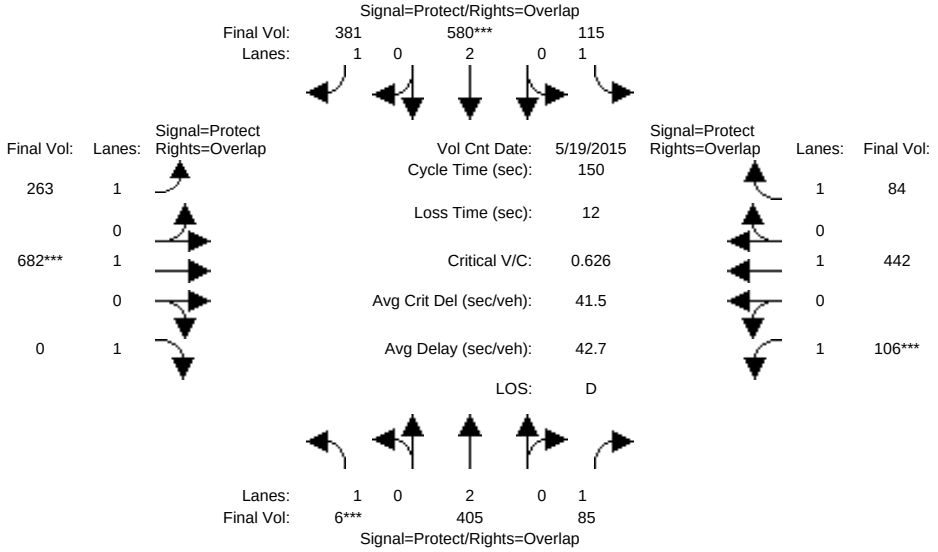
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	6	379	60	295	590	394	295	624	136	76	397	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	379	60	295	590	394	295	624	136	76	397	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	379	60	295	590	394	295	624	136	76	397	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	379	60	295	590	394	295	624	136	76	397	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	379	60	295	590	394	295	624	136	76	397	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	379	60	295	590	394	295	624	136	76	397	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.03	0.17	0.16	0.23	0.17	0.33	0.08	0.04	0.21	0.07
Crit Moves:		****		****			****				****	
Green Time:	13.2	21.3	31.3	36.0	44.1	80.1	36.0	70.6	83.9	10.0	44.6	80.7
Volume/Cap:	0.04	0.70	0.16	0.70	0.53	0.42	0.70	0.70	0.14	0.65	0.70	0.13
Delay/Veh:	62.7	65.5	48.8	57.4	44.7	21.3	57.4	33.7	15.9	80.4	50.7	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	65.5	48.8	57.4	44.7	21.3	57.4	33.7	15.9	80.4	50.7	17.3
LOS by Move:	E	E	D	E	D	C	E	C	B	F	D	B
HCM2kAvgQ:	0	9	2	14	11	11	14	23	3	5	17	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3576: HEDDING/OAKLAND



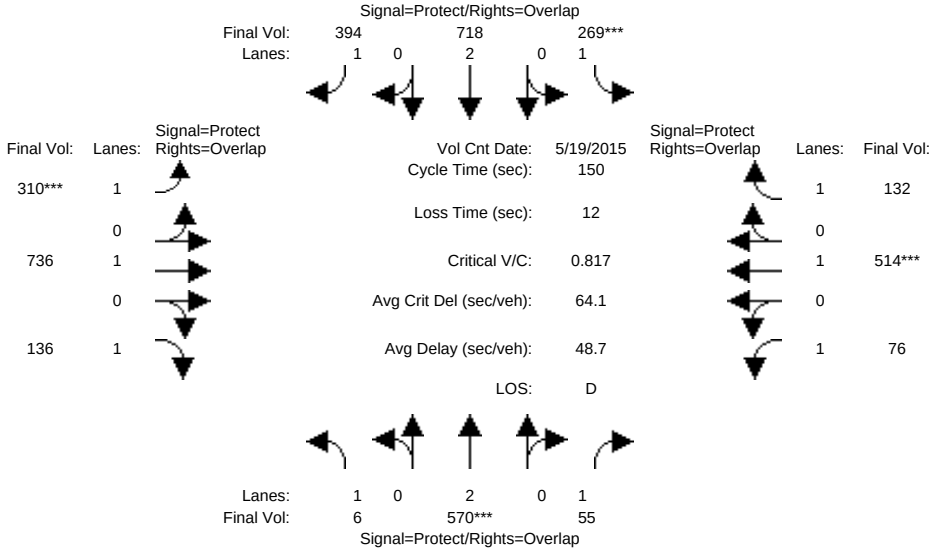
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30																								
Base Vol:	6		405		85		115		580		381		263		682		0		106		442		84	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	6		405		85		115		580		381		263		682		0		106		442		84	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ATI:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	6		405		85		115		580		381		263		682		0		106		442		84	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	6		405		85		115		580		381		263		682		0		106		442		84	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	6		405		85		115		580		381		263		682		0		106		442		84	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	6		405		85		115		580		381		263		682		0		106		442		84	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	1750		3800		1750		1750		3800		1750		1750		1900		1750		1750		1900		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.11		0.05		0.07		0.15		0.22		0.15		0.36		0.00		0.06		0.23		0.05	
Crit Moves:	****								****						****				****					
Green Time:	7.0		25.9		39.8		16.0		34.9		72.6		37.7		82.2		0.0		13.9		58.4		74.4	
Volume/Cap:	0.07		0.62		0.18		0.62		0.66		0.45		0.60		0.66		0.00		0.66		0.60		0.10	
Delay/Veh:	68.8		59.2		42.7		70.1		53.9		25.9		51.7		25.4		0.0		75.1		37.8		20.1	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	68.8		59.2		42.7		70.1		53.9		25.9		51.7		25.4		0.0		75.1		37.8		20.1	
LOS by Move:	E		E		D		E		D		C		D		C		A		E		D		C	
HCM2kAvgQ:	0		9		3		6		13		12		12		22		0		6		16		2	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3576: HEDDING/OAKLAND



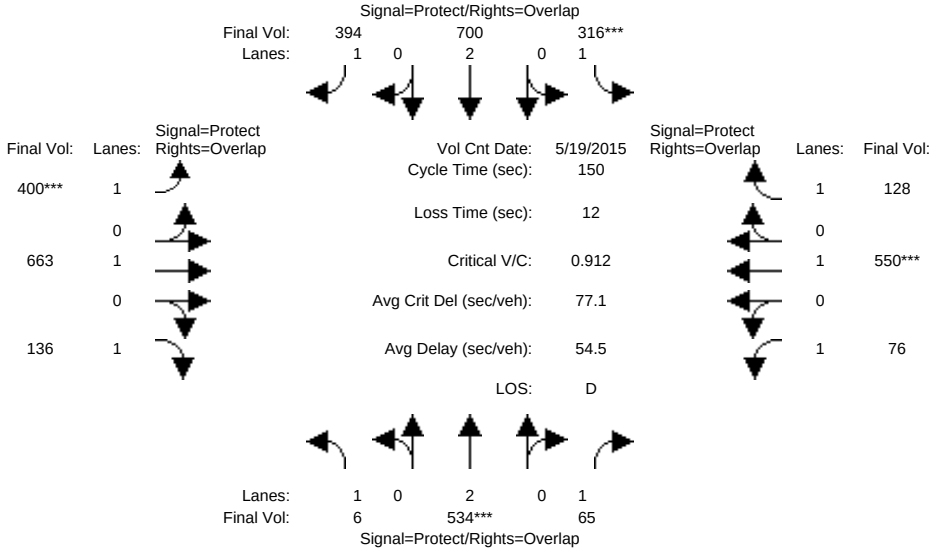
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	6	570	55	269	718	394	310	736	136	76	514	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	570	55	269	718	394	310	736	136	76	514	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	570	55	269	718	394	310	736	136	76	514	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	570	55	269	718	394	310	736	136	76	514	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	570	55	269	718	394	310	736	136	76	514	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	570	55	269	718	394	310	736	136	76	514	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.03	0.15	0.19	0.23	0.18	0.39	0.08	0.04	0.27	0.08
Crit Moves:		****		****			****				****	
Green Time:	11.0	27.5	36.4	28.2	44.7	77.3	32.5	73.4	84.4	8.8	49.7	77.9
Volume/Cap:	0.05	0.82	0.13	0.82	0.63	0.44	0.82	0.79	0.14	0.74	0.82	0.15
Delay/Veh:	64.7	66.3	44.6	73.0	46.7	23.1	68.8	36.6	15.6	93.5	54.2	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:	64.7	66.3	44.6	73.0	46.7	23.1	68.8	36.6	15.6	93.5	54.2	18.8
LOS by Move:	E	E	D	E	D	C	E	D	B	F	D	B
HCM2kAvgQ:	0	15	2	15	15	12	17	29	3	5	23	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3576: HEDDING/OAKLAND



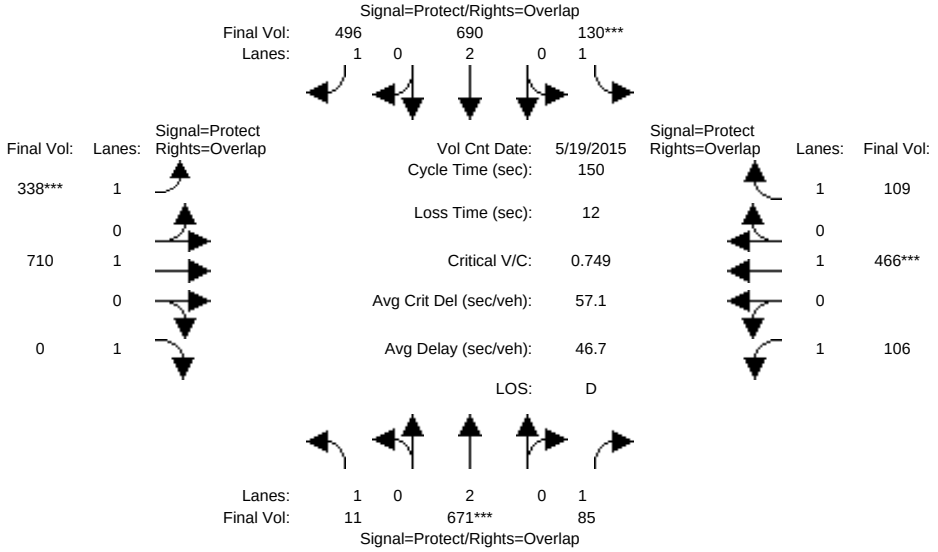
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	6	534	65	316	700	394	400	663	136	76	550	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:	6	534	65	316	700	394	400	663	136	76	550	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	534	65	316	700	394	400	663	136	76	550	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:	6	534	65	316	700	394	400	663	136	76	550	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	534	65	316	700	394	400	663	136	76	550	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
FinalVolume:	6	534	65	316	700	394	400	663	136	76	550	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.04	0.18	0.18	0.23	0.23	0.35	0.08	0.04	0.29	0.07
Crit Moves:		****		****			****				****	
Green Time:	10.7	23.1	33.2	29.7	42.1	79.7	37.6	75.1	85.8	10.0	47.6	77.3
Volume/Cap:	0.05	0.91	0.17	0.91	0.66	0.42	0.91	0.70	0.14	0.65	0.91	0.14
Delay/Veh:	65.1	81.1	47.5	86.3	49.0	21.6	77.7	31.0	15.0	80.3	67.4	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:	65.1	81.1	47.5	86.3	49.0	21.6	77.7	31.0	15.0	80.3	67.4	19.1
LOS by Move:	E	F	D	F	D	C	E	C	B	F	E	B
HCM2kAvgQ:	0	15	3	19	15	12	23	23	3	5	28	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3576: HEDDING/OAKLAND



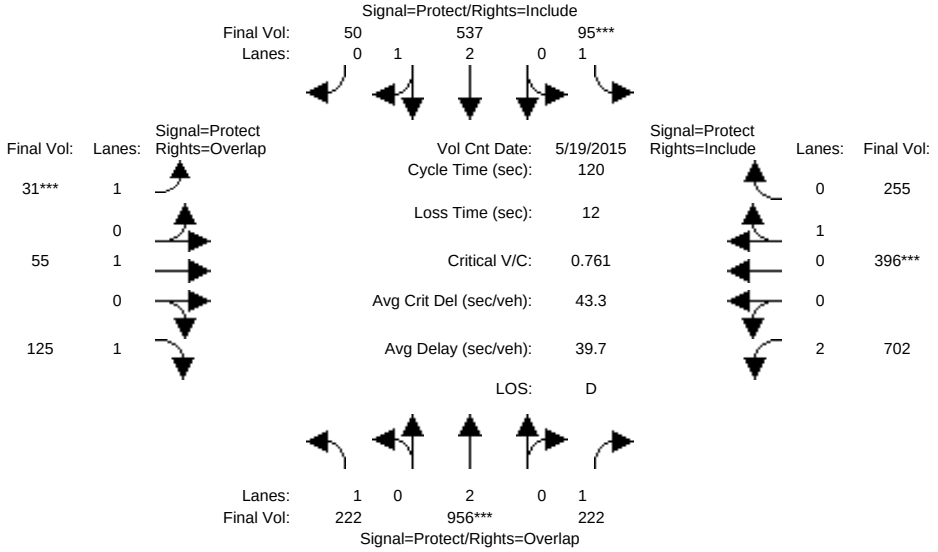
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	11	671	85	130	690	496	338	710	0	106	466	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	671	85	130	690	496	338	710	0	106	466	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	671	85	130	690	496	338	710	0	106	466	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:	11	671	85	130	690	496	338	710	0	106	466	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	671	85	130	690	496	338	710	0	106	466	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	671	85	130	690	496	338	710	0	106	466	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.05	0.07	0.18	0.28	0.19	0.37	0.00	0.06	0.25	0.06
Crit Moves:		****		****			****				****	
Green Time:	10.3	35.4	47.6	14.9	40.0	78.6	38.7	75.5	0.0	12.2	49.1	64.0
Volume/Cap:	0.09	0.75	0.15	0.75	0.68	0.54	0.75	0.74	0.00	0.74	0.75	0.15
Delay/Veh:	65.8	56.8	36.9	82.2	51.2	24.4	58.0	32.7	0.0	86.0	50.0	26.4
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:	65.8	56.8	36.9	82.2	51.2	24.4	58.0	32.7	0.0	86.0	50.0	26.4
LOS by Move:	E	E	D	F	D	C	E	C	A	F	D	C
HCM2kAvgQ:	1	16	3	8	15	16	17	26	0	7	20	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3421: COMMERCIAL/OAKLAND



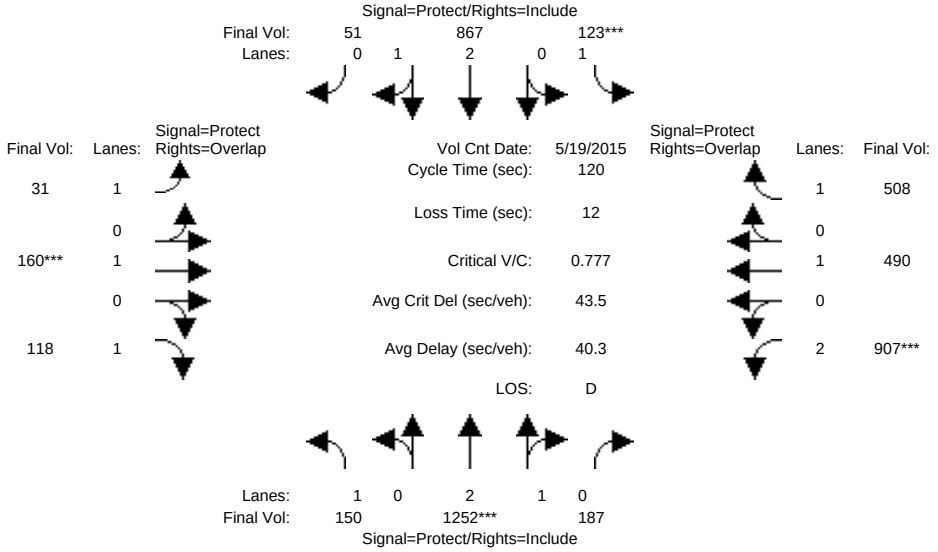
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	222	956	222	95	537	50	31	55	125	702	396	255
Growth Adj:	1.00	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	956	222	95	537	50	31	55	125	702	396	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	956	222	95	537	50	31	55	125	702	396	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:	222	956	222	95	537	50	31	55	125	702	396	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	956	222	95	537	50	31	55	125	702	396	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
FinalVolume:	222	956	222	95	537	50	31	55	125	702	396	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.74	0.26	1.00	1.00	1.00	2.00	0.61	0.39
Final Sat.:	1750	3800	1750	1750	5122	477	1750	1900	1750	3150	1095	705
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.13	0.05	0.10	0.10	0.02	0.03	0.07	0.22	0.36	0.36
Crit Moves:		****		****			****				****	
Green Time:	25.3	38.1	83.0	8.2	20.9	20.9	7.0	16.8	42.1	44.9	54.7	54.7
Volume/Cap:	0.60	0.79	0.18	0.79	0.60	0.60	0.30	0.21	0.20	0.60	0.79	0.79
Delay/Veh:	49.8	42.8	6.9	95.3	48.4	48.4	61.7	47.5	28.0	32.4	35.6	35.6
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:	49.8	42.8	6.9	95.3	48.4	48.4	61.7	47.5	28.0	32.4	35.6	35.6
LOS by Move:	D	D	A	F	D	D	E	D	C	C	D	D
HCM2kAvgQ:	9	18	3	6	8	8	1	2	3	13	23	23

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3421: COMMERCIAL/OAKLAND



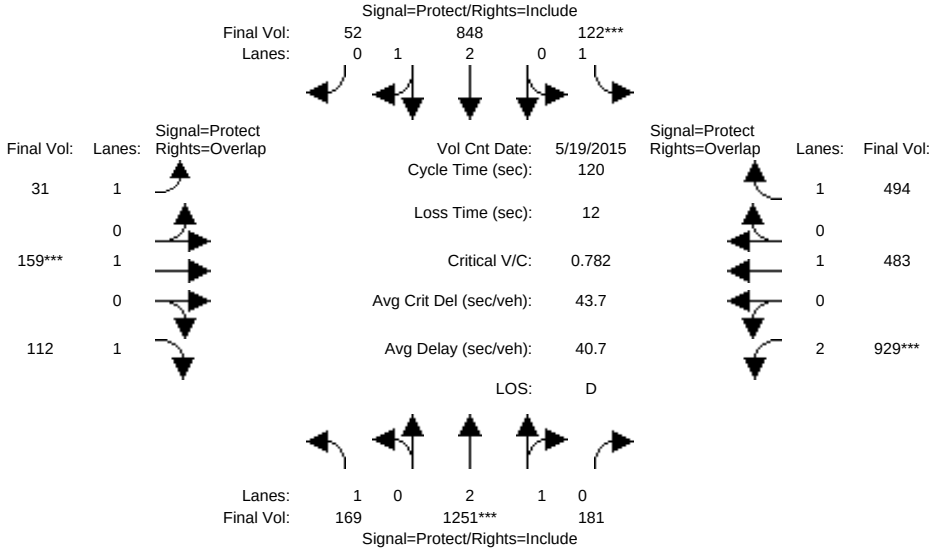
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	150	1252	187	123	867	51	31	160	118	907	490	508
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1252	187	123	867	51	31	160	118	907	490	508
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1252	187	123	867	51	31	160	118	907	490	508
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1252	187	123	867	51	31	160	118	907	490	508
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1252	187	123	867	51	31	160	118	907	490	508
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	1252	187	123	867	51	31	160	118	907	490	508
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.60	0.40	1.00	2.83	0.17	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4871	728	1750	5288	311	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.26	0.07	0.16	0.16	0.02	0.08	0.07	0.29	0.26	0.29
Crit Moves:		****		****				****		****		
Green Time:	17.4	39.7	39.7	10.9	33.2	33.2	10.6	13.0	30.4	44.5	46.9	57.7
Volume/Cap:	0.59	0.78	0.78	0.78	0.59	0.59	0.20	0.78	0.27	0.78	0.66	0.60
Delay/Veh:	57.8	39.5	39.5	83.8	39.2	39.2	53.7	76.6	37.4	38.5	34.6	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	39.5	39.5	83.8	39.2	39.2	53.7	76.6	37.4	38.5	34.6	26.0
LOS by Move:	E	D	D	F	D	D	D	E	D	D	C	C
HCM2kAvgQ:	6	18	18	7	10	10	1	8	4	19	15	15

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3421: COMMERCIAL/OAKLAND



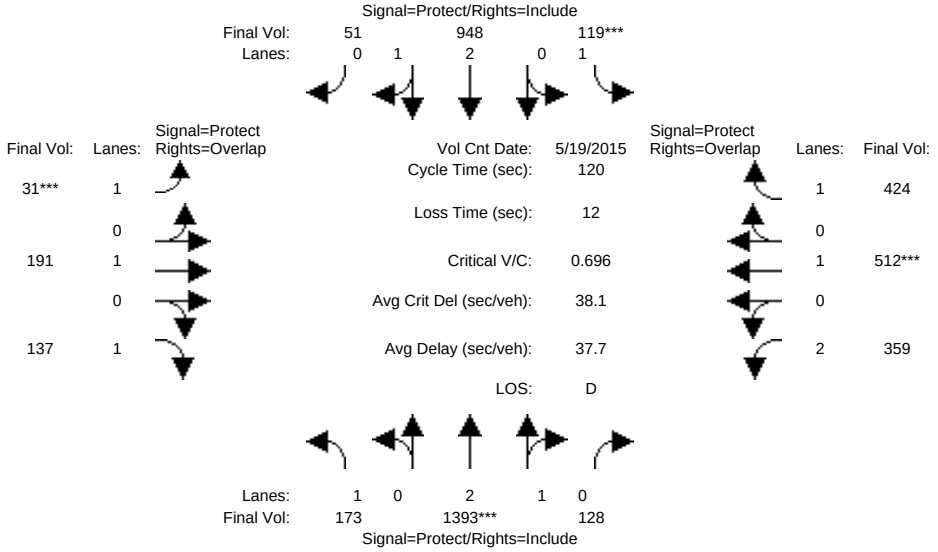
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	169	1251	181	122	848	52	31	159	112	929	483	494
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	1251	181	122	848	52	31	159	112	929	483	494
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	1251	181	122	848	52	31	159	112	929	483	494
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1251	181	122	848	52	31	159	112	929	483	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1251	181	122	848	52	31	159	112	929	483	494
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1251	181	122	848	52	31	159	112	929	483	494
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.61	0.39	1.00	2.82	0.18	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4891	708	1750	5276	324	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.07	0.16	0.16	0.02	0.08	0.06	0.29	0.25	0.28
Crit Moves:		****		****				****		****		
Green Time:	18.7	39.2	39.2	10.7	31.2	31.2	10.8	12.8	31.6	45.2	47.2	57.9
Volume/Cap:	0.62	0.78	0.78	0.78	0.62	0.62	0.20	0.78	0.24	0.78	0.65	0.58
Delay/Veh:	57.4	39.9	39.9	84.9	41.1	41.1	53.3	77.5	36.1	38.2	33.9	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	39.9	39.9	84.9	41.1	41.1	53.3	77.5	36.1	38.2	33.9	25.3
LOS by Move:	E	D	D	F	D	D	D	E	D	D	C	C
HCM2kAvgQ:	7	18	18	7	10	10	1	8	4	20	15	14

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3421: COMMERCIAL/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30

Base Vol:	173	1393	128	119	948	51	31	191	137	359	512	424
Growth Adj:	1.00	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	1393	128	119	948	51	31	191	137	359	512	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1393	128	119	948	51	31	191	137	359	512	424
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1393	128	119	948	51	31	191	137	359	512	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1393	128	119	948	51	31	191	137	359	512	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1393	128	119	948	51	31	191	137	359	512	424

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.74	0.26	1.00	2.84	0.16	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5128	471	1750	5314	286	1750	1900	1750	3150	1900	1750

Capacity Analysis Module:

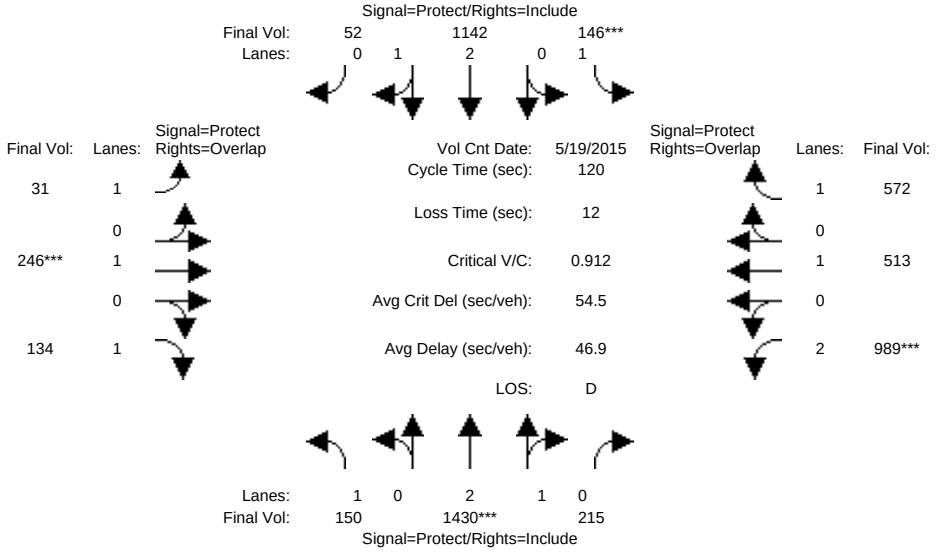
Vol/Sat:	0.10	0.27	0.27	0.07	0.18	0.18	0.02	0.10	0.08	0.11	0.27	0.24
Crit Moves:		****		****			****				****	
Green Time:	20.1	45.0	45.0	11.3	36.2	36.2	7.0	24.2	44.3	27.5	44.7	56.0
Volume/Cap:	0.59	0.72	0.72	0.72	0.59	0.59	0.30	0.50	0.21	0.50	0.72	0.52
Delay/Veh:	54.6	34.3	34.3	76.9	37.1	37.1	61.7	47.1	26.7	42.7	38.7	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	34.3	34.3	76.9	37.1	37.1	61.7	47.1	26.7	42.7	38.7	24.9
LOS by Move:	D	C	C	E	D	D	E	D	C	D	D	C
HCM2kAvgQ:	7	17	17	6	11	11	1	7	4	7	17	12

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3421: COMMERCIAL/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30

Base Vol:	150	1430	215	146	1142	52	31	246	134	989	513	572
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1430	215	146	1142	52	31	246	134	989	513	572
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1430	215	146	1142	52	31	246	134	989	513	572
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1430	215	146	1142	52	31	246	134	989	513	572
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1430	215	146	1142	52	31	246	134	989	513	572
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	1430	215	146	1142	52	31	246	134	989	513	572

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.59	0.41	1.00	2.86	0.14	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4867	732	1750	5356	244	1750	1900	1750	3150	1900	1750

Capacity Analysis Module:

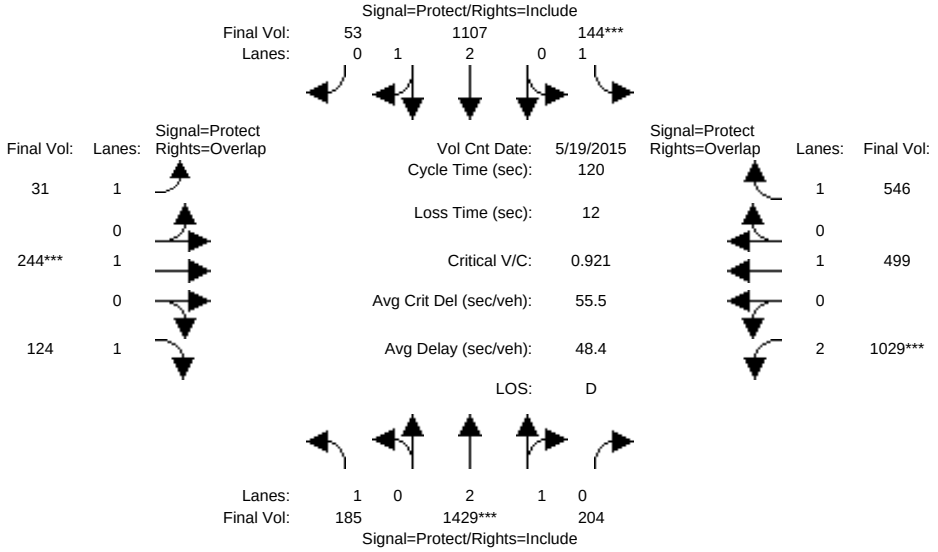
Vol/Sat:	0.09	0.29	0.29	0.08	0.21	0.21	0.02	0.13	0.08	0.31	0.27	0.33
Crit Moves:		****		****				****		****		
Green Time:	14.2	38.7	38.7	11.0	35.4	35.4	10.4	17.0	31.3	41.3	48.0	59.0
Volume/Cap:	0.72	0.91	0.91	0.91	0.72	0.72	0.21	0.91	0.29	0.91	0.68	0.67
Delay/Veh:	70.5	47.5	47.5	105.0	40.7	40.7	54.0	86.9	37.2	50.5	34.4	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.5	47.5	47.5	105.0	40.7	40.7	54.0	86.9	37.2	50.5	34.4	27.1
LOS by Move:	E	D	D	F	D	D	D	F	D	D	C	C
HCM2kAvgQ:	7	23	23	9	14	14	1	12	4	25	16	18

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3421: COMMERCIAL/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30

Base Vol:	185	1429	204	144	1107	53	31	244	124	1029	499	546
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	1429	204	144	1107	53	31	244	124	1029	499	546
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	1429	204	144	1107	53	31	244	124	1029	499	546
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	1429	204	144	1107	53	31	244	124	1029	499	546
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1429	204	144	1107	53	31	244	124	1029	499	546
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	1429	204	144	1107	53	31	244	124	1029	499	546

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.61	0.39	1.00	2.86	0.14	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4900	699	1750	5344	256	1750	1900	1750	3150	1900	1750

Capacity Analysis Module:

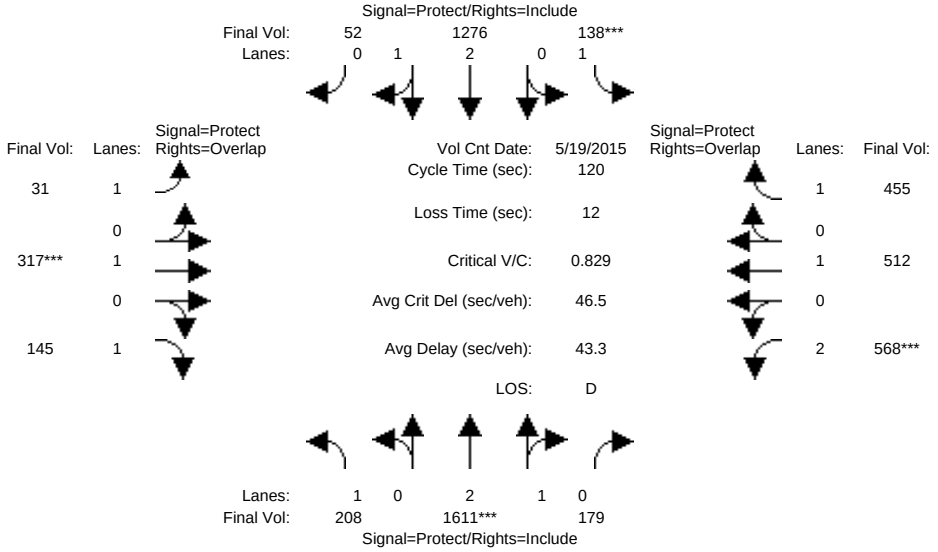
Vol/Sat:	0.11	0.29	0.29	0.08	0.21	0.21	0.02	0.13	0.07	0.33	0.26	0.31
Crit Moves:		****		****				****		****		
Green Time:	16.5	38.0	38.0	10.7	32.3	32.3	10.8	16.7	33.2	42.6	48.5	59.2
Volume/Cap:	0.77	0.92	0.92	0.92	0.77	0.77	0.20	0.92	0.26	0.92	0.65	0.63
Delay/Veh:	70.9	48.9	48.9	107.8	44.3	44.3	53.4	89.2	35.1	50.7	33.1	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:	70.9	48.9	48.9	107.8	44.3	44.3	53.4	89.2	35.1	50.7	33.1	25.9
LOS by Move:	E	D	D	F	D	D	D	F	D	D	C	C
HCM2kAvgQ:	9	24	24	9	15	15	1	12	4	26	15	16

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3421: COMMERCIAL/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30

Base Vol:	208	1611	179	138	1276	52	31	317	145	568	512	455
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1611	179	138	1276	52	31	317	145	568	512	455
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1611	179	138	1276	52	31	317	145	568	512	455
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	1611	179	138	1276	52	31	317	145	568	512	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1611	179	138	1276	52	31	317	145	568	512	455
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	1611	179	138	1276	52	31	317	145	568	512	455

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.69	0.31	1.00	2.88	0.12	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5039	560	1750	5380	219	1750	1900	1750	3150	1900	1750

Capacity Analysis Module:

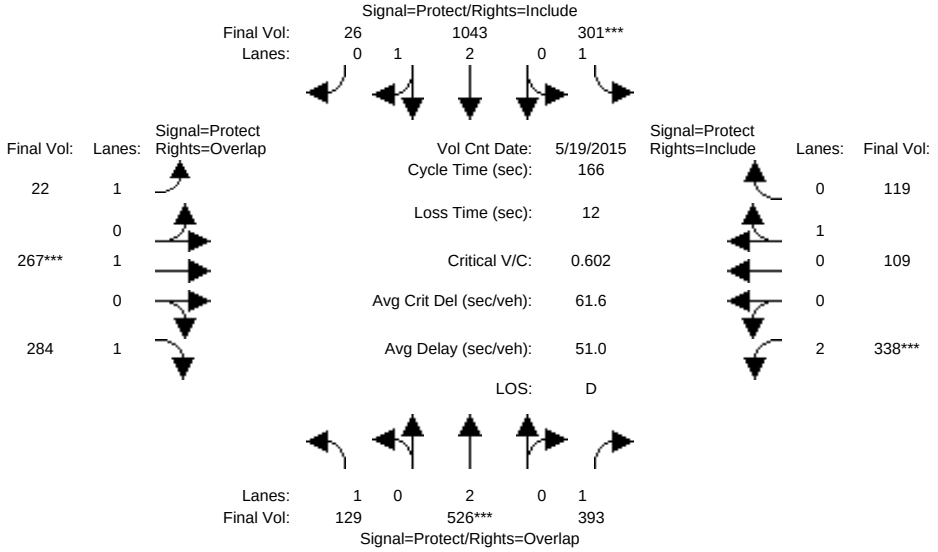
Vol/Sat:	0.12	0.32	0.32	0.08	0.24	0.24	0.02	0.17	0.08	0.18	0.27	0.26
Crit Moves:		****		****				****		****		
Green Time:	19.3	46.3	46.3	11.4	38.5	38.5	8.9	24.2	43.4	26.1	41.3	52.8
Volume/Cap:	0.74	0.83	0.83	0.83	0.74	0.74	0.24	0.83	0.23	0.83	0.78	0.59
Delay/Veh:	64.0	37.1	37.1	89.0	39.1	39.1	56.6	64.3	27.5	55.9	44.3	28.8
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:	64.0	37.1	37.1	89.0	39.1	39.1	56.6	64.3	27.5	55.9	44.3	28.8
LOS by Move:	E	D	D	F	D	D	E	E	C	E	D	C
HCM2kAvgQ:	9	22	22	8	16	16	1	14	4	14	18	14

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3421: COMMERCIAL/OAKLAND



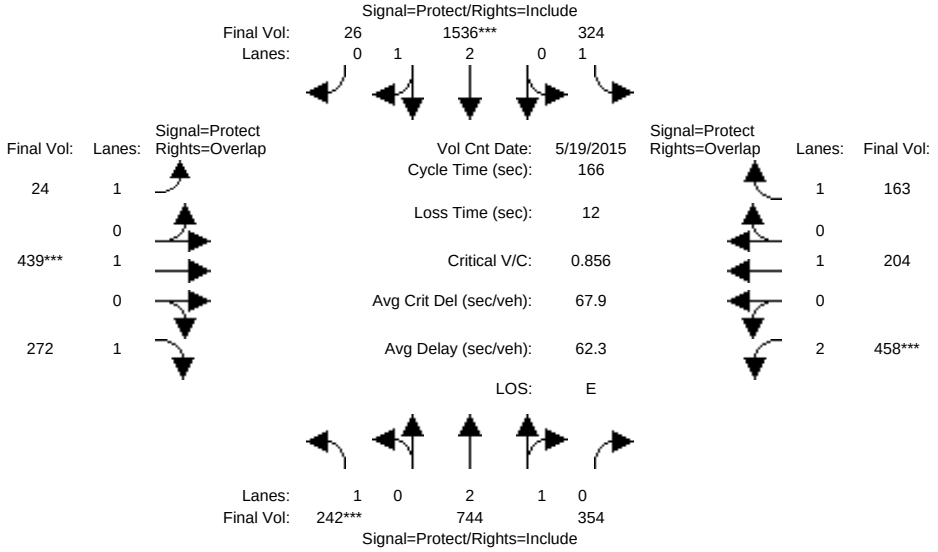
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00																
Base Vol:	129	526	393		301	1043	26		22	267	284		338	109	119	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	129	526	393		301	1043	26		22	267	284		338	109	119	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	129	526	393		301	1043	26		22	267	284		338	109	119	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	129	526	393		301	1043	26		22	267	284		338	109	119	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	129	526	393		301	1043	26		22	267	284		338	109	119	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	129	526	393		301	1043	26		22	267	284		338	109	119	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.98	0.95		0.92	1.00	0.92		0.83	0.95	0.95	
Lanes:	1.00	2.00	1.00		1.00	2.92	0.08		1.00	1.00	1.00		2.00	0.48	0.52	
Final Sat.:	1750	3800	1750		1750	5464	136		1750	1900	1750		3150	861	939	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.14	0.22		0.17	0.19	0.19		0.01	0.14	0.16		0.11	0.13	0.13	
Crit Moves:		****			****					****			****			
Green Time:	23.9	38.2	67.8		47.4	61.8	61.8		17.1	38.8	62.6		29.6	51.3	51.3	
Volume/Cap:	0.51	0.60	0.55		0.60	0.51	0.51		0.12	0.60	0.43		0.60	0.41	0.41	
Delay/Veh:	73.0	60.2	40.5		56.4	41.3	41.3		69.0	62.7	40.5		67.5	47.6	47.6	
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:	73.0	60.2	40.5		56.4	41.3	41.3		69.0	62.7	40.5		67.5	47.6	47.6	
LOS by Move:	E	E	D		E	D	D		E	E	D		E	D	D	
HCM2kAvgQ:	7	12	16		14	14	14		1	12	11		10	9	9	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3421: COMMERCIAL/OAKLAND



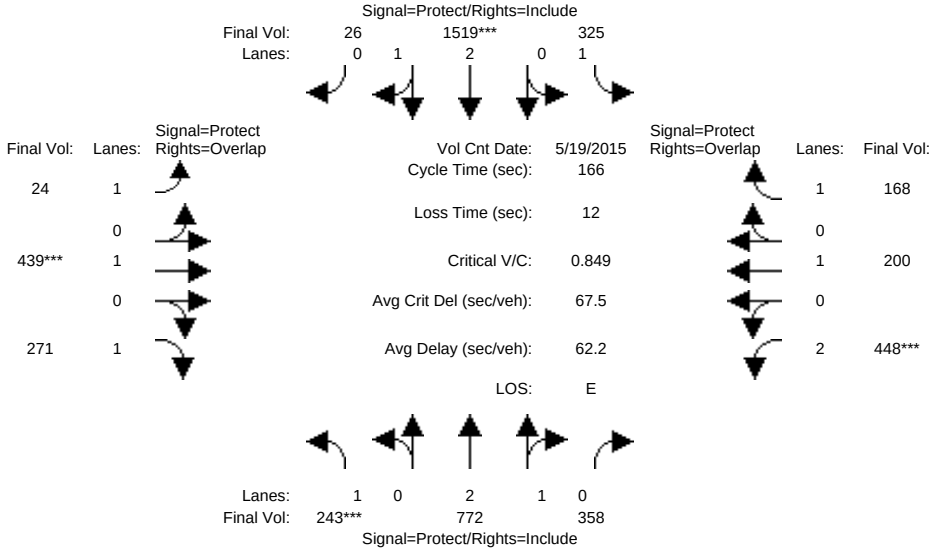
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	242	744	354	324	1536	26	24	439	272	458	204	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	744	354	324	1536	26	24	439	272	458	204	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	744	354	324	1536	26	24	439	272	458	204	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:	242	744	354	324	1536	26	24	439	272	458	204	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	744	354	324	1536	26	24	439	272	458	204	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
FinalVolume:	242	744	354	324	1536	26	24	439	272	458	204	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.95	0.05	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3797	1800	1750	5507	93	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.20	0.19	0.28	0.28	0.01	0.23	0.16	0.15	0.11	0.09
Crit Moves:	****				****			****		****		
Green Time:	26.8	41.7	41.7	39.3	54.1	54.1	20.6	44.8	71.7	28.2	52.4	91.7
Volume/Cap:	0.86	0.78	0.78	0.78	0.86	0.86	0.11	0.86	0.36	0.86	0.34	0.17
Delay/Veh:	94.4	62.2	62.4	73.1	57.7	57.7	65.6	74.1	33.1	82.9	45.0	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:	94.4	62.2	62.4	73.1	57.7	57.7	65.6	74.1	33.1	82.9	45.0	18.7
LOS by Move:	F	E	E	E	E	E	E	E	C	F	D	B
HCM2kAvgQ:	15	19	19	18	27	27	1	23	10	16	8	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3421: COMMERCIAL/OAKLAND



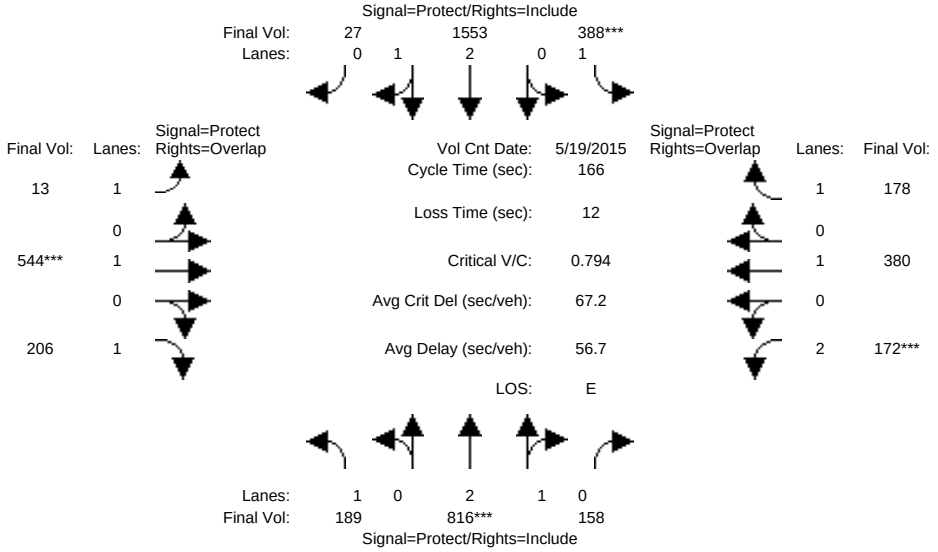
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00																
Base Vol:	243	772	358		325	1519	26		24	439	271		448	200	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:	243	772	358		325	1519	26		24	439	271		448	200	168	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	243	772	358		325	1519	26		24	439	271		448	200	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:	243	772	358		325	1519	26		24	439	271		448	200	168	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	243	772	358		325	1519	26		24	439	271		448	200	168	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	243	772	358		325	1519	26		24	439	271		448	200	168	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.95		0.92	0.98	0.95		0.92	1.00	0.92		0.83	1.00	0.92	
Lanes:	1.00	2.01	0.99		1.00	2.95	0.05		1.00	1.00	1.00		2.00	1.00	1.00	
Final Sat.:	1750	3824	1773		1750	5506	94		1750	1900	1750		3150	1900	1750	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.20	0.20		0.19	0.28	0.28		0.01	0.23	0.15		0.14	0.11	0.10	
Crit Moves:	****					****				****			****			
Green Time:	27.1	42.2	42.2		38.8	53.9	53.9		20.9	45.2	72.3		27.8	52.1	90.9	
Volume/Cap:	0.85	0.79	0.79		0.79	0.85	0.85		0.11	0.85	0.36		0.85	0.34	0.18	
Delay/Veh:	93.2	62.5	62.5		74.4	57.4	57.4		65.3	73.1	32.6		82.7	45.2	19.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	93.2	62.5	62.5		74.4	57.4	57.4		65.3	73.1	32.6		82.7	45.2	19.2	
LOS by Move:	F	E	E		E	E	E		E	E	C		F	D	B	
HCM2kAvgQ:	15	20	20		18	27	27		1	23	10		16	8	4	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3421: COMMERCIAL/OAKLAND



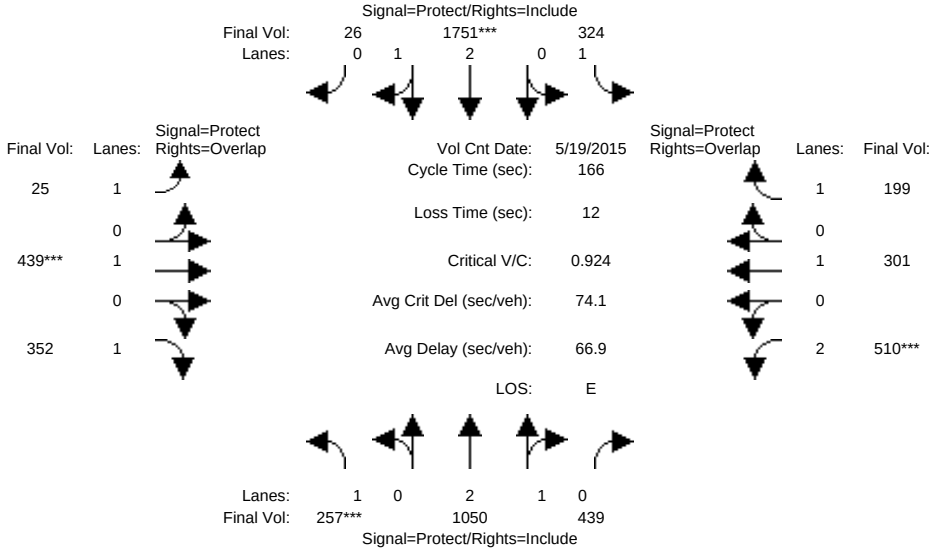
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	189	816	158	388	1553	27	13	544	206	172	380	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	816	158	388	1553	27	13	544	206	172	380	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	816	158	388	1553	27	13	544	206	172	380	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	816	158	388	1553	27	13	544	206	172	380	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	816	158	388	1553	27	13	544	206	172	380	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	816	158	388	1553	27	13	544	206	172	380	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.50	0.50	1.00	2.95	0.05	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4690	908	1750	5504	96	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.22	0.28	0.28	0.01	0.29	0.12	0.05	0.20	0.10
Crit Moves:		****		****				****		****		
Green Time:	22.9	36.4	36.4	46.4	59.8	59.8	12.4	59.9	82.8	11.4	58.9	105.2
Volume/Cap:	0.78	0.79	0.79	0.79	0.78	0.78	0.10	0.79	0.24	0.79	0.56	0.16
Delay/Veh:	91.1	66.6	66.6	67.9	50.4	50.4	73.1	56.8	24.3	101.3	46.6	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:	91.1	66.6	66.6	67.9	50.4	50.4	73.1	56.8	24.3	101.3	46.6	12.7
LOS by Move:	F	E	E	E	D	D	E	E	C	F	D	B
HCM2kAvgQ:	12	17	17	21	25	25	1	26	6	7	15	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3421: COMMERCIAL/OAKLAND



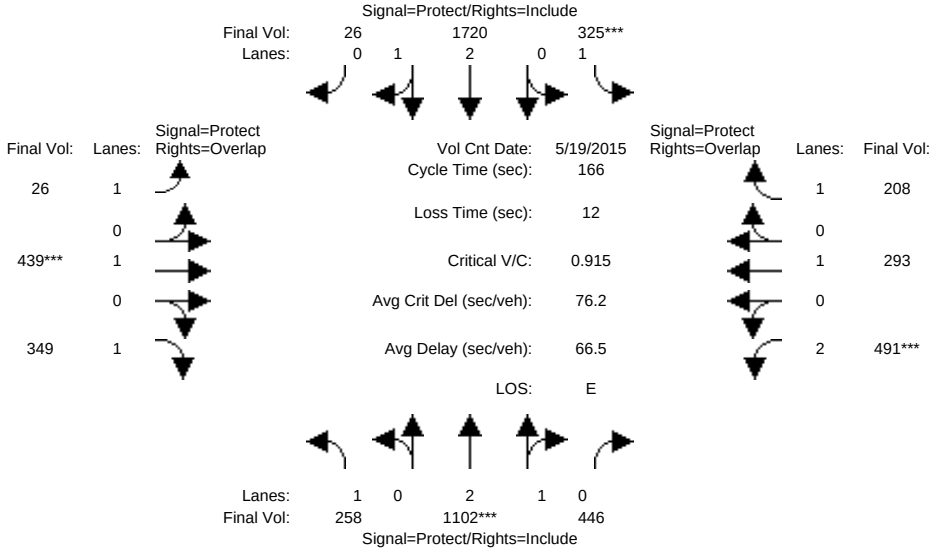
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	257	1050	439	324	1751	26	25	439	352	510	301	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	1050	439	324	1751	26	25	439	352	510	301	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	1050	439	324	1751	26	25	439	352	510	301	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:	257	1050	439	324	1751	26	25	439	352	510	301	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	1050	439	324	1751	26	25	439	352	510	301	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
FinalVolume:	257	1050	439	324	1751	26	25	439	352	510	301	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.08	0.92	1.00	2.95	0.05	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3947	1650	1750	5518	82	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.27	0.27	0.19	0.32	0.32	0.01	0.23	0.20	0.16	0.16	0.11
Crit Moves:	****				****			****		****		
Green Time:	26.4	49.2	49.2	34.2	57.0	57.0	14.8	41.5	67.9	29.1	55.8	90.0
Volume/Cap:	0.92	0.90	0.90	0.90	0.92	0.92	0.16	0.92	0.49	0.92	0.47	0.21
Delay/Veh:	106.3	64.1	64.1	91.7	61.4	61.4	72.0	86.8	38.7	90.9	46.0	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.3	64.1	64.1	91.7	61.4	61.4	72.0	86.8	38.7	90.9	46.0	20.1
LOS by Move:	F	E	E	F	E	E	E	F	D	F	D	C
HCM2kAvgQ:	17	27	27	20	33	33	1	25	14	19	12	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3421: COMMERCIAL/OAKLAND



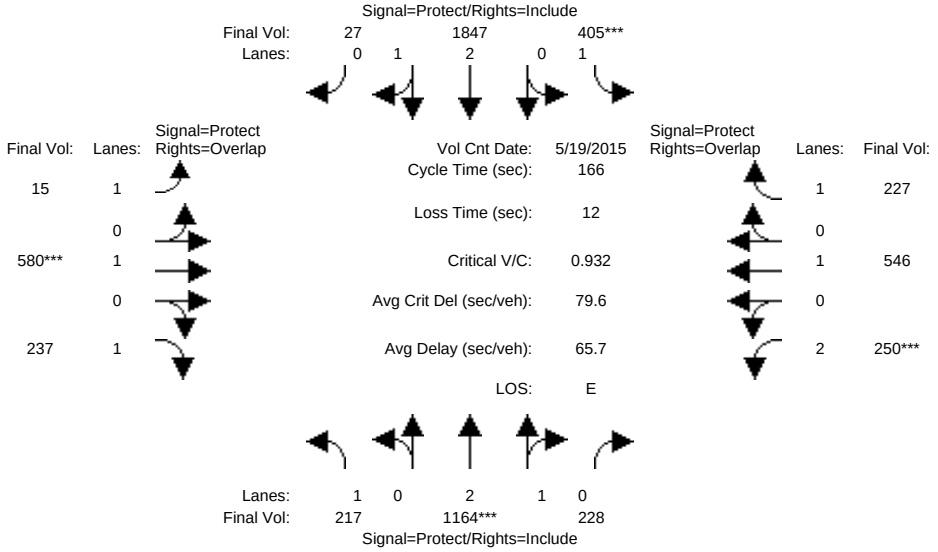
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	258	1102	446	325	1720	26	26	439	349	491	293	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	1102	446	325	1720	26	26	439	349	491	293	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	1102	446	325	1720	26	26	439	349	491	293	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1102	446	325	1720	26	26	439	349	491	293	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1102	446	325	1720	26	26	439	349	491	293	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	1102	446	325	1720	26	26	439	349	491	293	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.10	0.90	1.00	2.95	0.05	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3984	1613	1750	5516	83	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.28	0.28	0.19	0.31	0.31	0.01	0.23	0.20	0.16	0.15	0.12
Crit Moves:		****		****				****		****		
Green Time:	26.9	50.2	50.2	33.7	56.9	56.9	15.1	41.9	68.8	28.3	55.1	88.8
Volume/Cap:	0.91	0.92	0.92	0.92	0.91	0.91	0.16	0.92	0.48	0.92	0.46	0.22
Delay/Veh:	102.8	65.1	65.1	95.2	60.0	60.0	71.9	85.0	37.8	90.4	46.3	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:	102.8	65.1	65.1	95.2	60.0	60.0	71.9	85.0	37.8	90.4	46.3	20.9
LOS by Move:	F	E	E	F	E	E	E	F	D	F	D	C
HCM2kAvgQ:	17	29	29	21	32	32	1	25	14	18	12	6

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3421: COMMERCIAL/OAKLAND



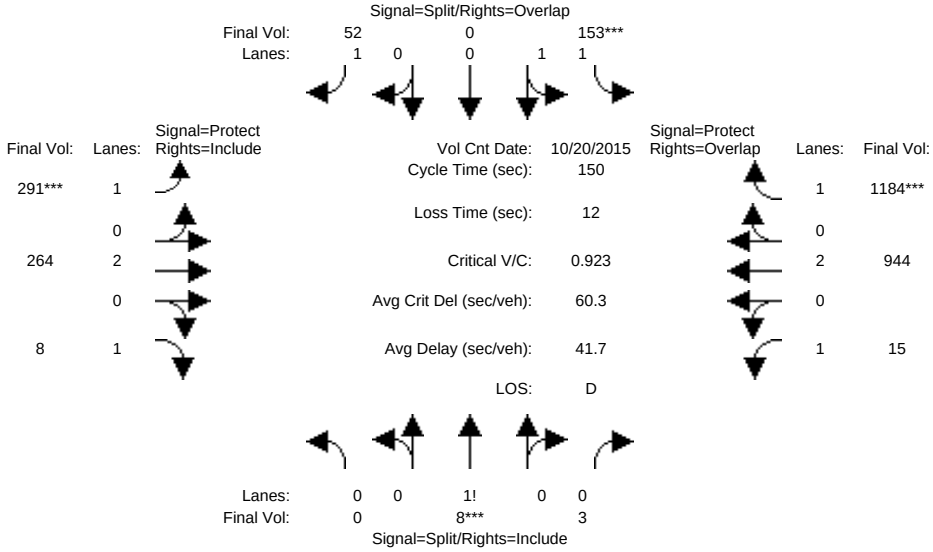
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	217	1164	228	405	1847	27	15	580	237	250	546	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	1164	228	405	1847	27	15	580	237	250	546	227
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	1164	228	405	1847	27	15	580	237	250	546	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	1164	228	405	1847	27	15	580	237	250	546	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1164	228	405	1847	27	15	580	237	250	546	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	1164	228	405	1847	27	15	580	237	250	546	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.49	0.51	1.00	2.96	0.04	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4682	917	1750	5519	81	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.25	0.23	0.33	0.33	0.01	0.31	0.14	0.08	0.29	0.13
Crit Moves:		****		****				****		****		
Green Time:	23.1	44.3	44.3	41.2	62.4	62.4	8.8	54.4	77.5	14.1	59.7	101.0
Volume/Cap:	0.89	0.93	0.93	0.93	0.89	0.89	0.16	0.93	0.29	0.93	0.80	0.21
Delay/Veh:	105.3	71.3	71.3	90.1	54.8	54.8	78.8	76.8	28.2	115.4	57.2	15.1
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:	105.3	71.3	71.3	90.1	54.8	54.8	78.8	76.8	28.2	115.4	57.2	15.1
LOS by Move:	F	E	E	F	D	D	E	E	C	F	E	B
HCM2kAvgQ:	15	27	27	26	33	33	1	32	8	11	26	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3294: BERRYESSA/COMMERCIAL



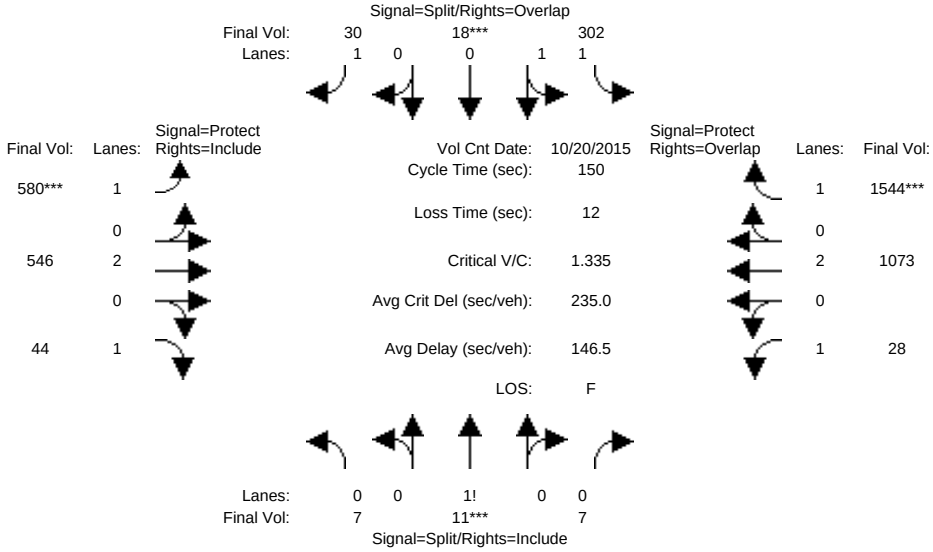
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40												
Base Vol:	0	8	3	153	0	52	291	264	8	15	944	1184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	8	3	153	0	52	291	264	8	15	944	1184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	8	3	153	0	52	291	264	8	15	944	1184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	8	3	153	0	52	291	264	8	15	944	1184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	8	3	153	0	52	291	264	8	15	944	1184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	8	3	153	0	52	291	264	8	15	944	1184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.73	0.27	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1309	491	3550	0	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.04	0.00	0.03	0.17	0.07	0.00	0.01	0.25	0.68
Crit Moves:		****		****			****					****
Green Time:	0.0	10.0	10.0	10.0	0.0	35.3	25.3	70.6	70.6	47.4	92.7	102.7
Volume/Cap:	0.00	0.09	0.09	0.65	0.00	0.13	0.99	0.15	0.01	0.03	0.40	0.99
Delay/Veh:	0.0	66.1	66.1	74.4	0.0	45.4	110.8	22.6	21.1	35.4	14.7	46.1
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	66.1	66.1	74.4	0.0	45.4	110.8	22.6	21.1	35.4	14.7	46.1
LOS by Move:	A	E	E	E	A	D	F	C	C	D	B	D
HCM2kAvgQ:	0	1	1	5	0	2	19	3	0	0	11	64

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3294: BERRYESSA/COMMERCIAL



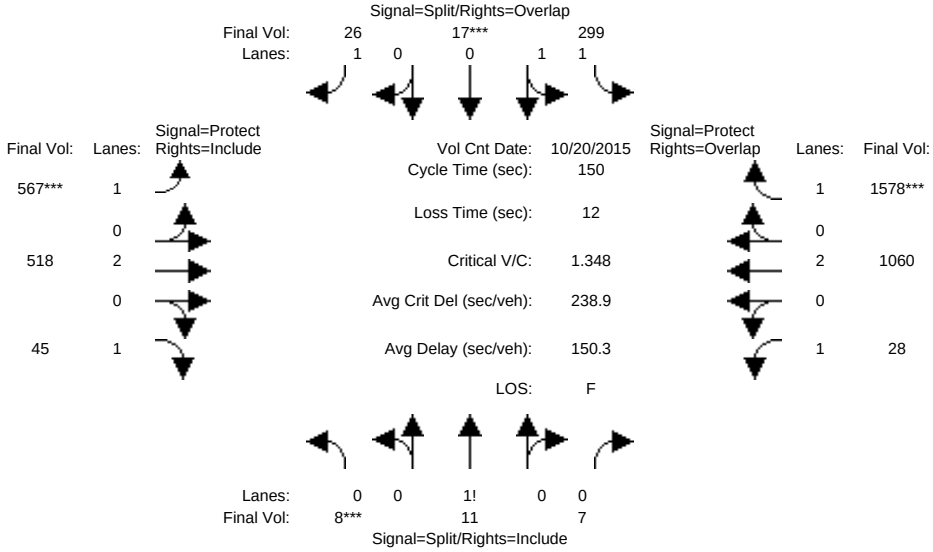
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40												
Base Vol:	7	11	7	302	18	30	580	546	44	28	1073	1544
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	11	7	302	18	30	580	546	44	28	1073	1544
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	11	7	302	18	30	580	546	44	28	1073	1544
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	11	7	302	18	30	580	546	44	28	1073	1544
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	11	7	302	18	30	580	546	44	28	1073	1544
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	11	7	302	18	30	580	546	44	28	1073	1544
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.28	0.44	0.28	1.89	0.11	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	490	770	490	3350	200	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.02	0.33	0.14	0.03	0.02	0.28	0.88
Crit Moves:		****			****		****					****
Green Time:	10.0	10.0	10.0	10.0	10.0	44.8	34.8	89.1	89.1	28.9	83.2	93.2
Volume/Cap:	0.21	0.21	0.21	1.35	1.35	0.06	1.43	0.24	0.04	0.08	0.51	1.42
Delay/Veh:	67.2	67.2	67.2	253.7	254	37.6	264.1	14.5	12.7	49.8	20.9	222.9
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:	67.2	67.2	67.2	253.7	254	37.6	264.1	14.5	12.7	49.8	20.9	222.9
LOS by Move:	E	E	E	F	F	D	F	B	B	D	C	F
HCM2kAvgQ:	1	1	1	15	15	1	53	6	1	1	15	135

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3294: BERRYESSA/COMMERCIAL



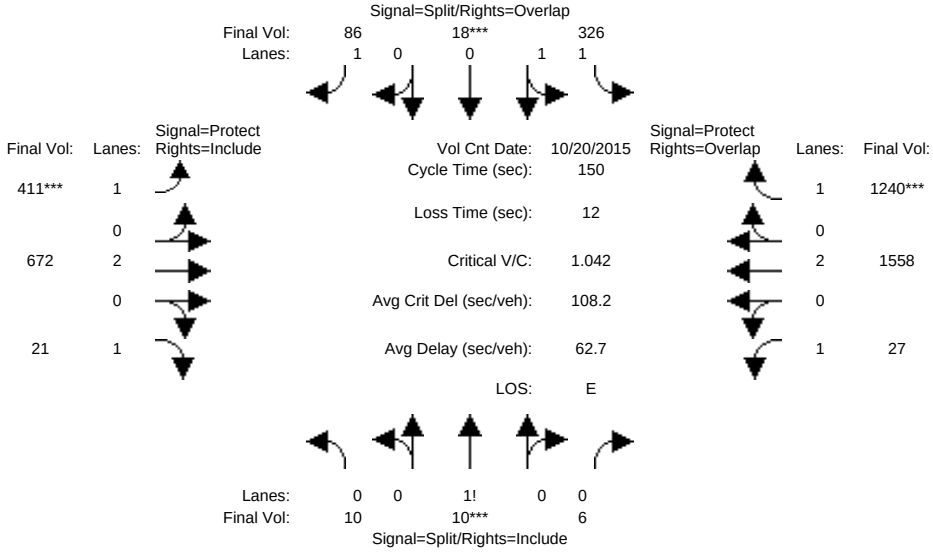
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40												
Base Vol:	8	11	7	299	17	26	567	518	45	28	1060	1578
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	11	7	299	17	26	567	518	45	28	1060	1578
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	11	7	299	17	26	567	518	45	28	1060	1578
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	11	7	299	17	26	567	518	45	28	1060	1578
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	11	7	299	17	26	567	518	45	28	1060	1578
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	11	7	299	17	26	567	518	45	28	1060	1578
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.31	0.42	0.27	1.89	0.11	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	538	740	471	3359	191	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.01	0.32	0.14	0.03	0.02	0.28	0.90
Crit Moves:	****				****		****					****
Green Time:	10.0	10.0	10.0	10.0	10.0	43.6	33.6	87.9	87.9	30.1	84.4	94.4
Volume/Cap:	0.22	0.22	0.22	1.34	1.34	0.05	1.44	0.23	0.04	0.08	0.50	1.43
Delay/Veh:	67.3	67.3	67.3	246.7	247	38.3	272.3	14.9	13.2	48.8	20.1	228.1
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:	67.3	67.3	67.3	246.7	247	38.3	272.3	14.9	13.2	48.8	20.1	228.1
LOS by Move:	E	E	E	F	F	D	F	B	B	D	C	F
HCM2kAvgQ:	1	1	1	15	15	1	52	5	1	1	14	139

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3294: BERRYESSA/COMMERCIAL



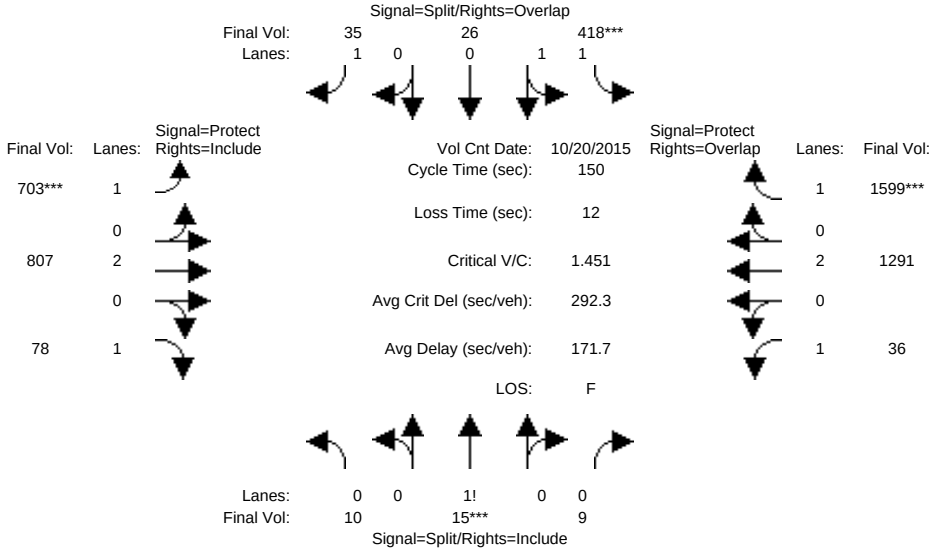
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40												
Base Vol:	10	10	6	326	18	86	411	672	21	27	1558	1240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	6	326	18	86	411	672	21	27	1558	1240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	6	326	18	86	411	672	21	27	1558	1240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	6	326	18	86	411	672	21	27	1558	1240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	6	326	18	86	411	672	21	27	1558	1240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	6	326	18	86	411	672	21	27	1558	1240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.39	0.38	0.23	1.90	0.10	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	673	673	404	3364	186	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.10	0.10	0.05	0.23	0.18	0.01	0.02	0.41	0.71
Crit Moves:		****			****		****					****
Green Time:	10.0	10.0	10.0	13.1	13.1	45.0	31.9	90.9	90.9	24.0	83.0	96.1
Volume/Cap:	0.22	0.22	0.22	1.11	1.11	0.16	1.11	0.29	0.02	0.10	0.74	1.11
Delay/Veh:	67.3	67.3	67.3	150.9	151	38.8	137.4	14.2	11.8	53.9	26.8	87.6
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:	67.3	67.3	67.3	150.9	151	38.8	137.4	14.2	11.8	53.9	26.8	87.6
LOS by Move:	E	E	E	F	F	D	F	B	B	D	C	F
HCM2kAvgQ:	1	1	1	14	14	3	29	7	0	1	27	79

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3294: BERRYESSA/COMMERCIAL



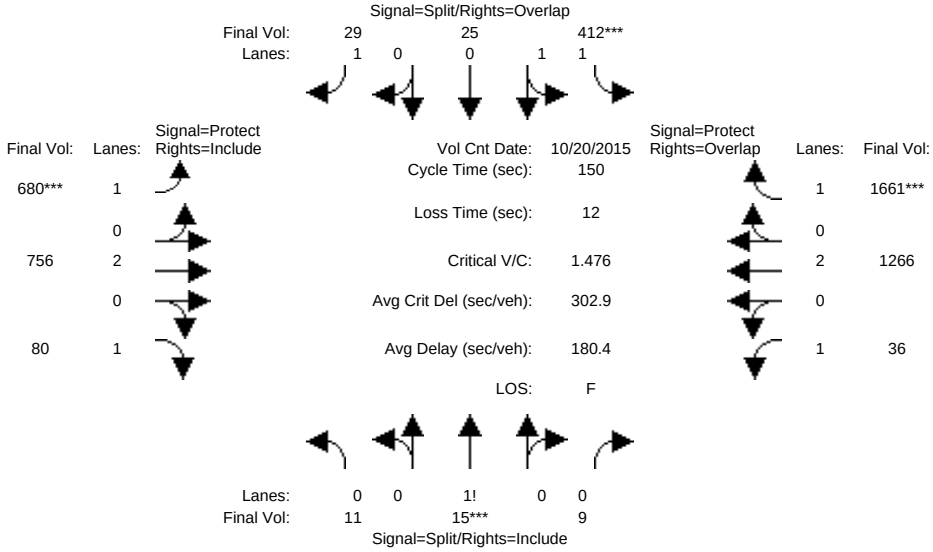
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40												
Base Vol:	10	15	9	418	26	35	703	807	78	36	1291	1599
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	15	9	418	26	35	703	807	78	36	1291	1599
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	15	9	418	26	35	703	807	78	36	1291	1599
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	15	9	418	26	35	703	807	78	36	1291	1599
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	15	9	418	26	35	703	807	78	36	1291	1599
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	15	9	418	26	35	703	807	78	36	1291	1599
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.29	0.45	0.26	1.88	0.12	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	515	772	463	3342	208	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.13	0.13	0.02	0.40	0.21	0.04	0.02	0.34	0.91
Crit Moves:		****		****			****					****
Green Time:	10.0	10.0	10.0	12.2	12.2	51.3	39.1	95.0	95.0	20.9	76.7	88.9
Volume/Cap:	0.29	0.29	0.29	1.54	1.54	0.06	1.54	0.34	0.07	0.15	0.66	1.54
Delay/Veh:	68.0	68.0	68.0	329.2	329	33.2	309.9	12.9	10.6	57.0	28.0	279.1
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:	68.0	68.0	68.0	329.2	329	33.2	309.9	12.9	10.6	57.0	28.0	279.1
LOS by Move:	E	E	E	F	F	C	F	B	B	E	C	F
HCM2kAvgQ:	2	2	2	23	23	1	68	8	1	2	22	151

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3294: BERRYESSA/COMMERCIAL



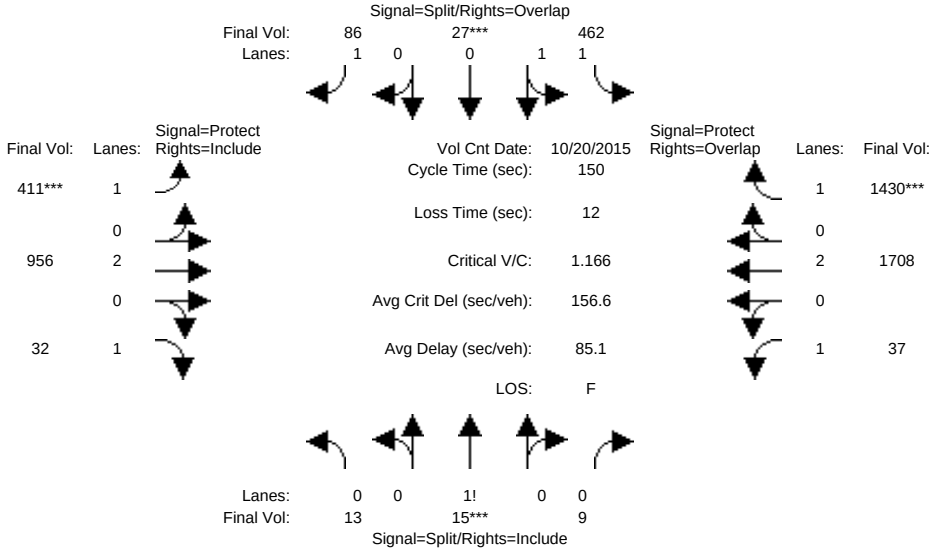
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40												
Base Vol:	11	15	9	412	25	29	680	756	80	36	1266	1661
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	15	9	412	25	29	680	756	80	36	1266	1661
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	15	9	412	25	29	680	756	80	36	1266	1661
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	15	9	412	25	29	680	756	80	36	1266	1661
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	15	9	412	25	29	680	756	80	36	1266	1661
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	15	9	412	25	29	680	756	80	36	1266	1661
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.31	0.43	0.26	1.89	0.11	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	550	750	450	3347	203	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.12	0.12	0.02	0.39	0.20	0.05	0.02	0.33	0.95
Crit Moves:		****		****			****					****
Green Time:	10.0	10.0	10.0	11.8	11.8	49.0	37.2	94.1	94.1	22.1	79.0	90.8
Volume/Cap:	0.30	0.30	0.30	1.57	1.57	0.05	1.57	0.32	0.07	0.14	0.63	1.57
Delay/Veh:	68.1	68.1	68.1	341.3	341	34.6	322.8	13.1	10.9	55.9	25.8	289.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.1	68.1	68.1	341.3	341	34.6	322.8	13.1	10.9	55.9	25.8	289.6
LOS by Move:	E	E	E	F	F	C	F	B	B	E	C	F
HCM2kAvgQ:	2	2	2	23	23	1	67	8	1	2	20	159

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3294: BERRYESSA/COMMERCIAL



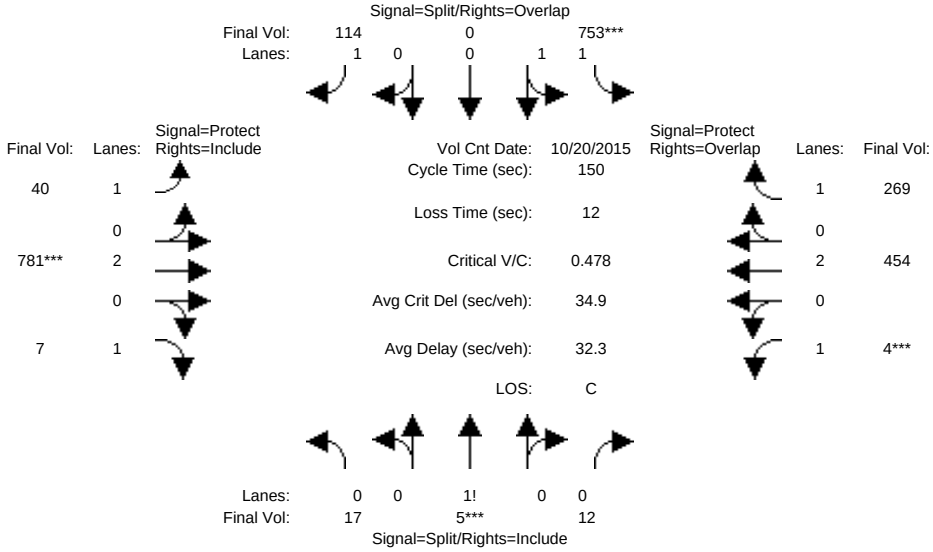
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40												
Base Vol:	13	15	9	462	27	86	411	956	32	37	1708	1430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	15	9	462	27	86	411	956	32	37	1708	1430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	15	9	462	27	86	411	956	32	37	1708	1430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	15	9	462	27	86	411	956	32	37	1708	1430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	15	9	462	27	86	411	956	32	37	1708	1430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	15	9	462	27	86	411	956	32	37	1708	1430
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.35	0.41	0.24	1.89	0.11	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	615	709	426	3354	196	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.14	0.14	0.05	0.23	0.25	0.02	0.02	0.45	0.82
Crit Moves:		****			****		****					****
Green Time:	10.0	10.0	10.0	16.8	16.8	45.3	28.6	93.8	93.8	17.4	82.7	99.4
Volume/Cap:	0.32	0.32	0.32	1.23	1.23	0.16	1.23	0.40	0.03	0.18	0.82	1.23
Delay/Veh:	68.3	68.3	68.3	191.5	192	38.5	188.9	14.2	10.7	60.3	30.1	137.7
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:	68.3	68.3	68.3	191.5	192	38.5	188.9	14.2	10.7	60.3	30.1	137.7
LOS by Move:	E	E	E	F	F	D	F	B	B	E	C	F
HCM2kAvgQ:	2	2	2	20	20	3	33	11	1	2	33	106

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3294: BERRYESSA/COMMERCIAL



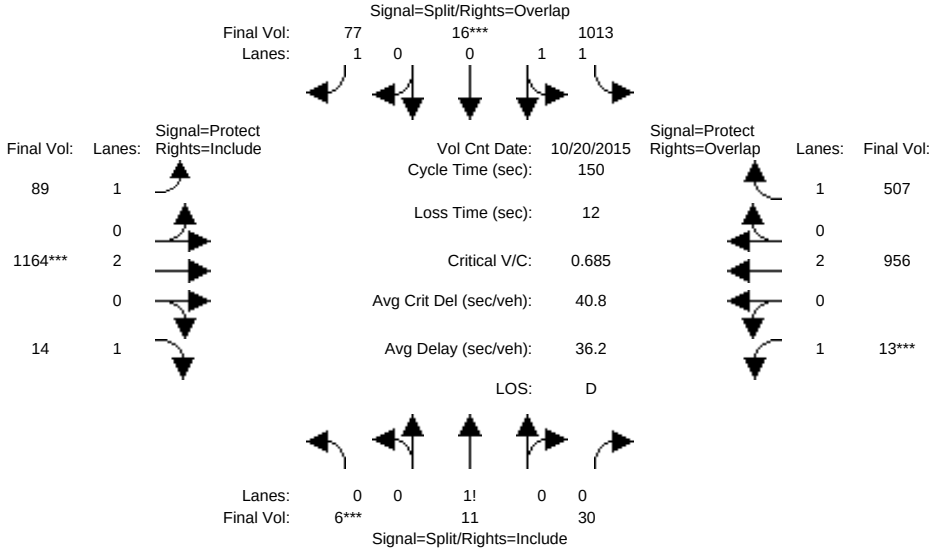
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	17	5	12	753	0	114	40	781	7	4	454	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	5	12	753	0	114	40	781	7	4	454	269
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	5	12	753	0	114	40	781	7	4	454	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	5	12	753	0	114	40	781	7	4	454	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	5	12	753	0	114	40	781	7	4	454	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	5	12	753	0	114	40	781	7	4	454	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.50	0.15	0.35	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	875	257	618	3550	0	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.21	0.00	0.07	0.02	0.21	0.00	0.00	0.12	0.15
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	10.0	61.5	0.0	80.1	18.7	59.5	59.5	7.0	47.9	109.3
Volume/Cap:	0.29	0.29	0.29	0.52	0.00	0.12	0.18	0.52	0.01	0.05	0.37	0.21
Delay/Veh:	68.0	68.0	68.0	33.5	0.0	17.5	59.2	34.6	27.4	68.6	39.7	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:	68.0	68.0	68.0	33.5	0.0	17.5	59.2	34.6	27.4	68.6	39.7	6.6
LOS by Move:	E	E	E	C	A	B	E	C	C	E	D	A
HCM2kAvgQ:	2	2	2	14	0	3	2	13	0	0	8	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3294: BERRYESSA/COMMERCIAL



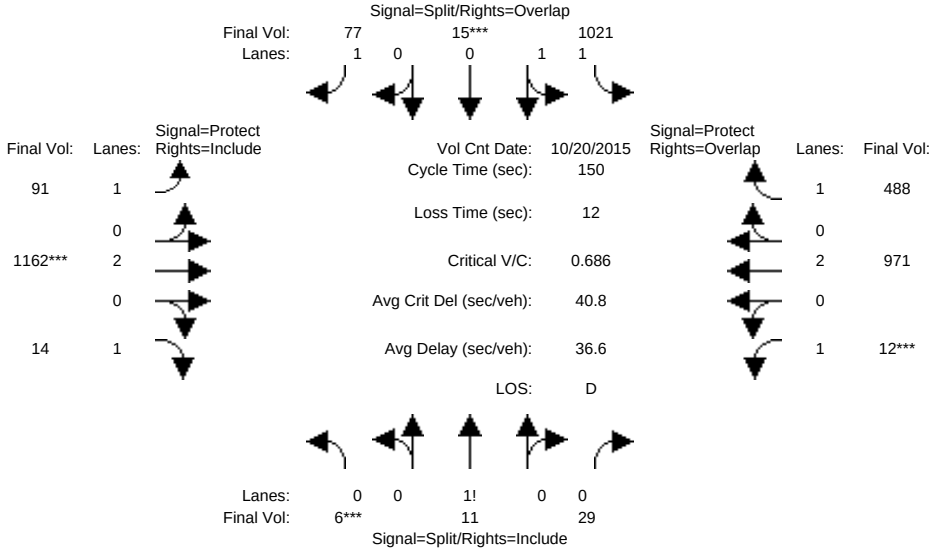
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	6	11	30	1013	16	77	89	1164	14	13	956	507
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	11	30	1013	16	77	89	1164	14	13	956	507
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	11	30	1013	16	77	89	1164	14	13	956	507
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	11	30	1013	16	77	89	1164	14	13	956	507
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	11	30	1013	16	77	89	1164	14	13	956	507
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	11	30	1013	16	77	89	1164	14	13	956	507
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.13	0.23	0.64	1.97	0.03	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	223	410	1117	3495	55	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.29	0.29	0.04	0.05	0.31	0.01	0.01	0.25	0.29
Crit Moves:	****				****			****		****		
Green Time:	10.0	10.0	10.0	58.8	58.8	70.5	11.6	62.2	62.2	7.0	57.5	116.4
Volume/Cap:	0.40	0.40	0.40	0.74	0.74	0.09	0.66	0.74	0.02	0.16	0.66	0.37
Delay/Veh:	69.4	69.4	69.4	41.2	41.2	22.1	78.3	39.0	25.9	69.6	39.2	5.5
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:	69.4	69.4	69.4	41.2	41.2	22.1	78.3	39.0	25.9	69.6	39.2	5.5
LOS by Move:	E	E	E	D	D	C	E	D	C	E	D	A
HCM2kAvgQ:	3	3	3	22	22	2	5	23	0	1	18	8

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3294: BERRYESSA/COMMERCIAL



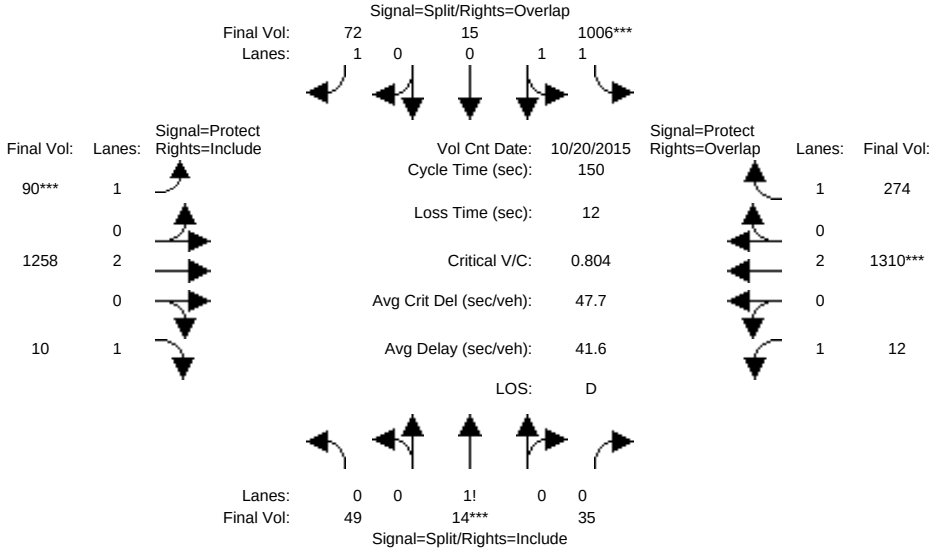
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	6	11	29	1021	15	77	91	1162	14	12	971	488
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	11	29	1021	15	77	91	1162	14	12	971	488
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	11	29	1021	15	77	91	1162	14	12	971	488
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	11	29	1021	15	77	91	1162	14	12	971	488
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	11	29	1021	15	77	91	1162	14	12	971	488
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	11	29	1021	15	77	91	1162	14	12	971	488
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.13	0.24	0.63	1.97	0.03	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	228	418	1103	3499	51	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.29	0.29	0.04	0.05	0.31	0.01	0.01	0.26	0.28
Crit Moves:	****				****			****		****		
Green Time:	10.0	10.0	10.0	59.1	59.1	70.7	11.7	61.9	61.9	7.0	57.3	116.3
Volume/Cap:	0.39	0.39	0.39	0.74	0.74	0.09	0.67	0.74	0.02	0.15	0.67	0.36
Delay/Veh:	69.3	69.3	69.3	41.1	41.1	22.0	79.5	39.2	26.1	69.5	39.7	5.4
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:	69.3	69.3	69.3	41.1	41.1	22.0	79.5	39.2	26.1	69.5	39.7	5.4
LOS by Move:	E	E	E	D	D	C	E	D	C	E	D	A
HCM2kAvgQ:	3	3	3	22	22	2	6	23	0	1	19	7

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3294: BERRYESSA/COMMERCIAL



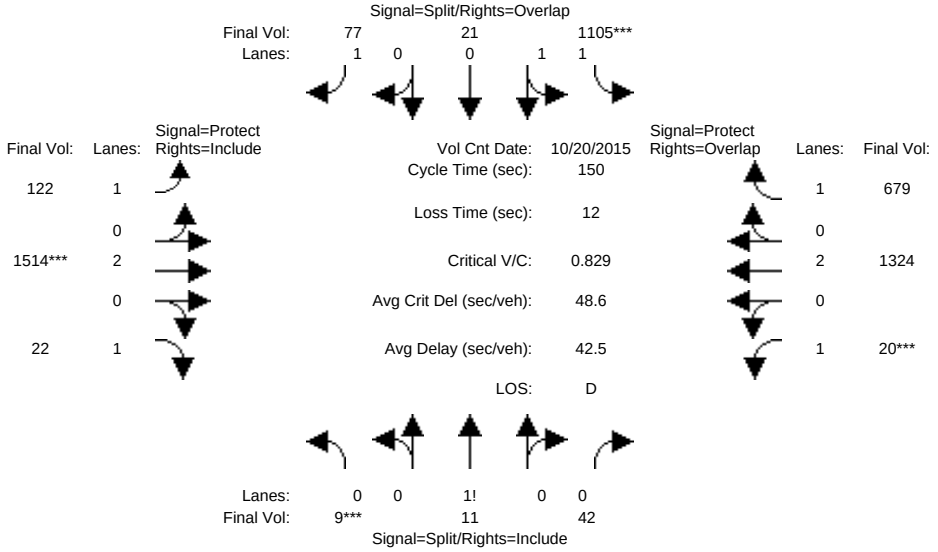
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	49	14	35	1006	15	72	90	1258	10	12	1310	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	14	35	1006	15	72	90	1258	10	12	1310	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	14	35	1006	15	72	90	1258	10	12	1310	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	14	35	1006	15	72	90	1258	10	12	1310	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	14	35	1006	15	72	90	1258	10	12	1310	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	14	35	1006	15	72	90	1258	10	12	1310	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.50	0.14	0.36	1.97	0.03	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	875	250	625	3498	52	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.29	0.29	0.04	0.05	0.33	0.01	0.01	0.34	0.16
Crit Moves:		****		****			****				****	
Green Time:	10.4	10.4	10.4	53.7	53.7	63.2	9.6	64.8	64.8	9.1	64.3	118.0
Volume/Cap:	0.80	0.80	0.80	0.80	0.80	0.10	0.80	0.77	0.01	0.11	0.80	0.20
Delay/Veh:	99.6	99.6	99.6	47.3	47.3	26.2	102.3	38.4	24.4	67.1	40.4	4.1
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:	99.6	99.6	99.6	47.3	47.3	26.2	102.3	38.4	24.4	67.1	40.4	4.1
LOS by Move:	F	F	F	D	D	C	F	D	C	E	D	A
HCM2kAvgQ:	7	7	7	24	24	2	6	25	0	1	27	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3294: BERRYESSA/COMMERCIAL



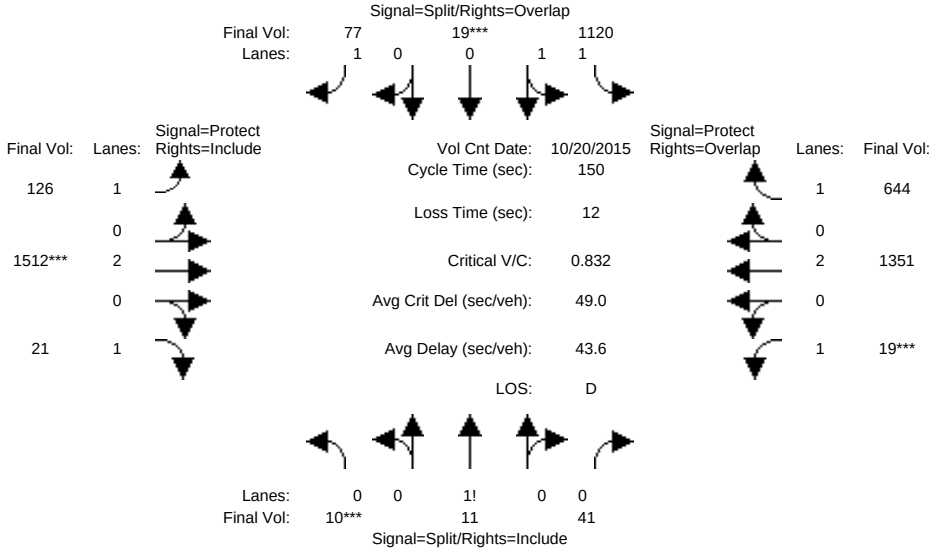
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	9	11	42	1105	21	77	122	1514	22	20	1324	679
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	11	42	1105	21	77	122	1514	22	20	1324	679
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	11	42	1105	21	77	122	1514	22	20	1324	679
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	11	42	1105	21	77	122	1514	22	20	1324	679
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	11	42	1105	21	77	122	1514	22	20	1324	679
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	11	42	1105	21	77	122	1514	22	20	1324	679
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.14	0.18	0.68	1.96	0.04	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	254	310	1185	3484	66	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.32	0.32	0.04	0.07	0.40	0.01	0.01	0.35	0.39
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	53.6	53.6	66.0	12.4	67.4	67.4	7.0	62.0	115.6
Volume/Cap:	0.53	0.53	0.53	0.89	0.89	0.10	0.84	0.89	0.03	0.24	0.84	0.50
Delay/Veh:	72.4	72.4	72.4	53.2	53.2	24.6	101.7	43.9	23.1	70.5	44.0	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.4	72.4	72.4	53.2	53.2	24.6	101.7	43.9	23.1	70.5	44.0	6.7
LOS by Move:	E	E	E	D	D	C	F	D	C	E	D	A
HCM2kAvgQ:	4	4	4	29	29	2	8	34	1	1	29	13

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3294: BERRYESSA/COMMERCIAL



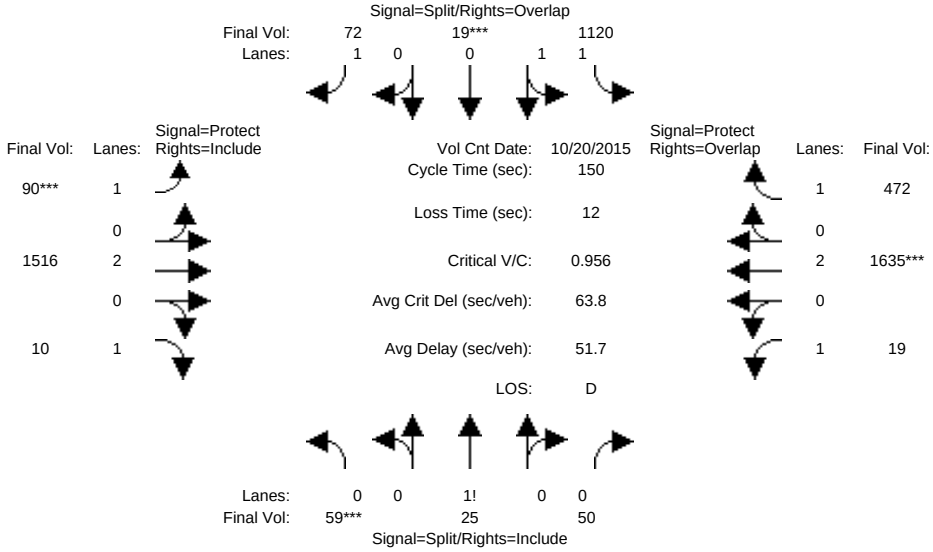
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	10	11	41	1120	19	77	126	1512	21	19	1351	644
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	11	41	1120	19	77	126	1512	21	19	1351	644
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	11	41	1120	19	77	126	1512	21	19	1351	644
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	11	41	1120	19	77	126	1512	21	19	1351	644
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	41	1120	19	77	126	1512	21	19	1351	644
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	11	41	1120	19	77	126	1512	21	19	1351	644
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.16	0.18	0.66	1.97	0.03	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	282	310	1157	3491	59	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.32	0.32	0.04	0.07	0.40	0.01	0.01	0.36	0.37
Crit Moves:	****				****			****		****		
Green Time:	10.0	10.0	10.0	54.0	54.0	66.5	12.5	67.0	67.0	7.0	61.5	115.5
Volume/Cap:	0.53	0.53	0.53	0.89	0.89	0.10	0.87	0.89	0.03	0.23	0.87	0.48
Delay/Veh:	72.4	72.4	72.4	53.4	53.4	24.4	106.5	44.5	23.3	70.4	45.9	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.4	72.4	72.4	53.4	53.4	24.4	106.5	44.5	23.3	70.4	45.9	6.5
LOS by Move:	E	E	E	D	D	C	F	D	C	E	D	A
HCM2kAvgQ:	4	4	4	29	29	2	9	34	1	1	31	11

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3294: BERRYESSA/COMMERCIAL



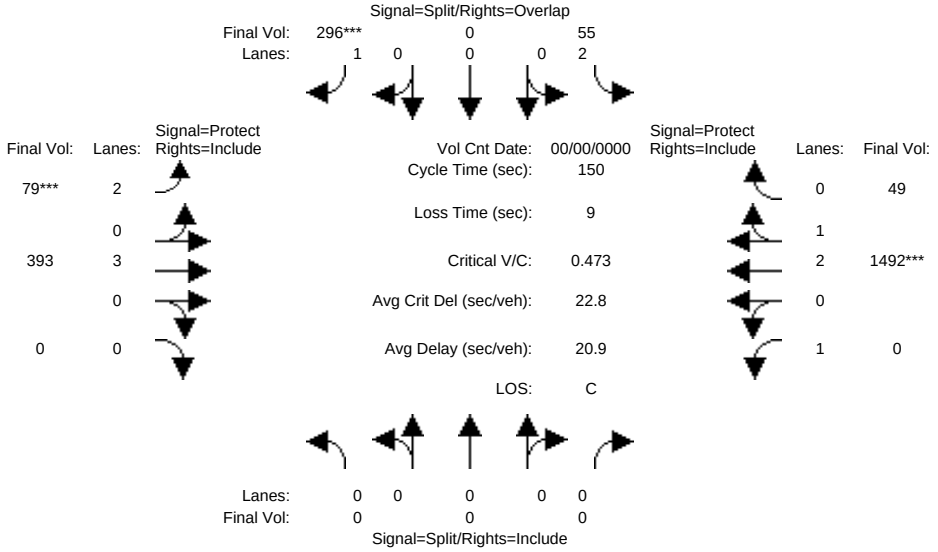
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	59	25	50	1120	19	72	90	1516	10	19	1635	472
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	25	50	1120	19	72	90	1516	10	19	1635	472
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	25	50	1120	19	72	90	1516	10	19	1635	472
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	25	50	1120	19	72	90	1516	10	19	1635	472
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	25	50	1120	19	72	90	1516	10	19	1635	472
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	25	50	1120	19	72	90	1516	10	19	1635	472
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.44	0.19	0.37	1.97	0.03	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	771	326	653	3491	59	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.32	0.32	0.04	0.05	0.40	0.01	0.01	0.43	0.27
Crit Moves:	****				****		****				****	
Green Time:	12.0	12.0	12.0	50.4	50.4	58.4	8.1	67.7	67.7	7.9	67.5	117.9
Volume/Cap:	0.96	0.96	0.96	0.96	0.96	0.11	0.96	0.88	0.01	0.21	0.96	0.34
Delay/Veh:	131.0	131	131.0	65.2	65.2	29.2	148.7	43.4	22.7	69.1	52.6	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.0	131	131.0	65.2	65.2	29.2	148.7	43.4	22.7	69.1	52.6	4.9
LOS by Move:	F	F	F	E	E	C	F	D	C	E	D	A
HCM2kAvgQ:	10	10	10	32	32	2	7	34	0	1	41	7

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #4122: BERRYESSA/SIERRA



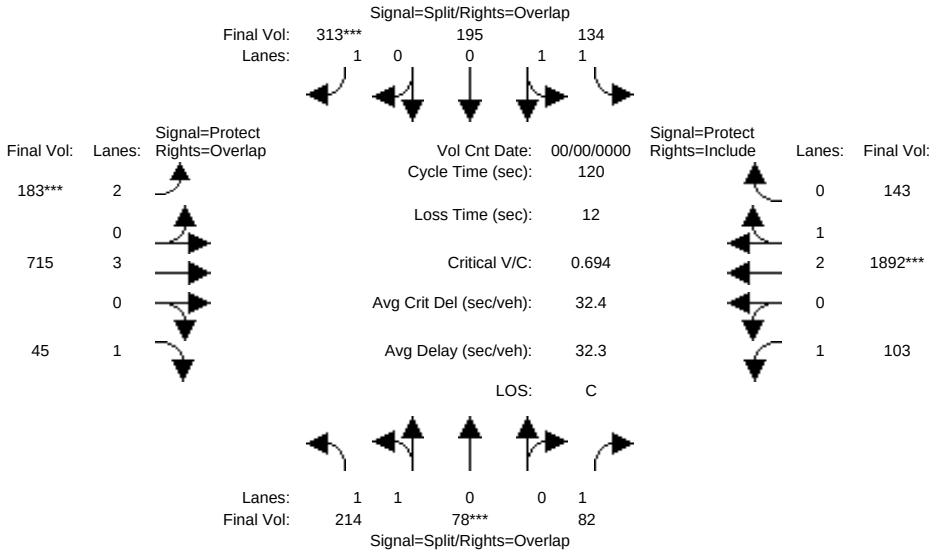
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	0	0	0	55	0	296	79	393	0	0	1492	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	296	79	393	0	0	1492	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	296	79	393	0	0	1492	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	296	79	393	0	0	1492	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	296	79	393	0	0	1492	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	296	79	393	0	0	1492	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	2.90	0.10
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5422	178
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.17	0.03	0.07	0.00	0.00	0.28	0.28
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	40.8	0.0	49.2	8.4	100	0.0	0.0	91.8	91.8
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.52	0.45	0.10	0.00	0.00	0.45	0.45
Delay/Veh:	0.0	0.0	0.0	40.6	0.0	44.0	76.7	9.0	0.0	0.0	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.6	0.0	44.0	76.7	9.0	0.0	0.0	16.0	16.0
LOS by Move:	A	A	A	D	A	D	E	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	12	3	2	0	0	13	13

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #4122: BERRYESSA/SIERRA



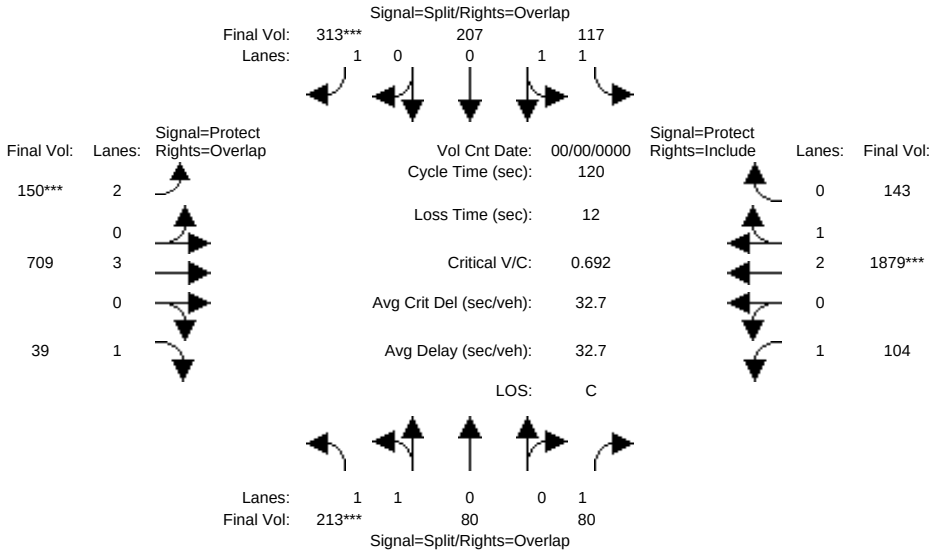
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	214	78	82	134	195	313	183	715	45	103	1892	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:	214	78	82	134	195	313	183	715	45	103	1892	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	78	82	134	195	313	183	715	45	103	1892	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:	214	78	82	134	195	313	183	715	45	103	1892	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	78	82	134	195	313	183	715	45	103	1892	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
FinalVolume:	214	78	82	134	195	313	183	715	45	103	1892	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.47	0.53	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.78	0.22
Final Sat.:	2602	948	1750	1750	1900	1750	3150	5700	1750	1750	5206	393
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.05	0.08	0.10	0.18	0.06	0.13	0.03	0.06	0.36	0.36
Crit Moves:		****				****	****				****	
Green Time:	14.2	14.2	37.5	20.8	20.8	30.9	10.0	49.6	63.8	23.3	62.8	62.8
Volume/Cap:	0.69	0.69	0.15	0.44	0.59	0.69	0.69	0.30	0.05	0.30	0.69	0.69
Delay/Veh:	59.9	59.9	30.3	46.3	50.2	48.9	67.5	23.9	13.6	43.7	22.8	22.8
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:	59.9	59.9	30.3	46.3	50.2	48.9	67.5	23.9	13.6	43.7	22.8	22.8
LOS by Move:	E	E	C	D	D	D	E	C	B	D	C	C
HCM2kAvgQ:	7	7	2	5	7	12	5	6	1	3	20	20

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #4122: BERRYESSA/SIERRA



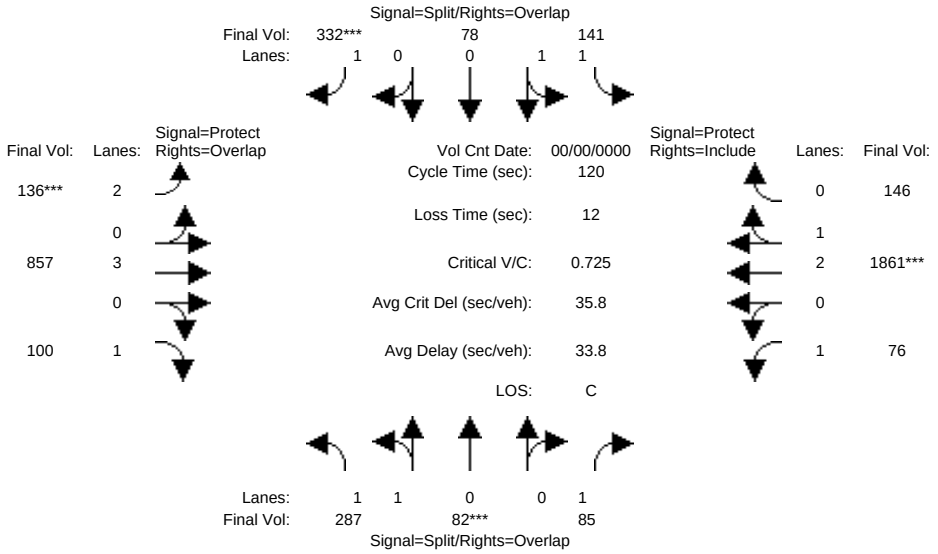
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	213	80	80	117	207	313	150	709	39	104	1879	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:	213	80	80	117	207	313	150	709	39	104	1879	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	80	80	117	207	313	150	709	39	104	1879	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:	213	80	80	117	207	313	150	709	39	104	1879	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	80	80	117	207	313	150	709	39	104	1879	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
FinalVolume:	213	80	80	117	207	313	150	709	39	104	1879	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.46	0.54	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.78	0.22
Final Sat.:	2581	969	1750	1750	1900	1750	3150	5700	1750	1750	5203	396
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.05	0.07	0.11	0.18	0.05	0.12	0.02	0.06	0.36	0.36
Crit Moves:	****					****	****				****	
Green Time:	14.3	14.3	37.2	20.9	20.9	29.2	8.3	48.0	62.3	22.9	62.6	62.6
Volume/Cap:	0.69	0.69	0.15	0.38	0.63	0.74	0.69	0.31	0.04	0.31	0.69	0.69
Delay/Veh:	59.7	59.7	30.5	45.2	51.5	52.7	71.3	25.0	14.3	44.2	22.8	22.8
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:	59.7	59.7	30.5	45.2	51.5	52.7	71.3	25.0	14.3	44.2	22.8	22.8
LOS by Move:	E	E	C	D	D	D	E	C	B	D	C	C
HCM2kAvgQ:	7	7	2	4	8	13	5	6	1	3	19	19

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #4122: BERRYESSA/SIERRA



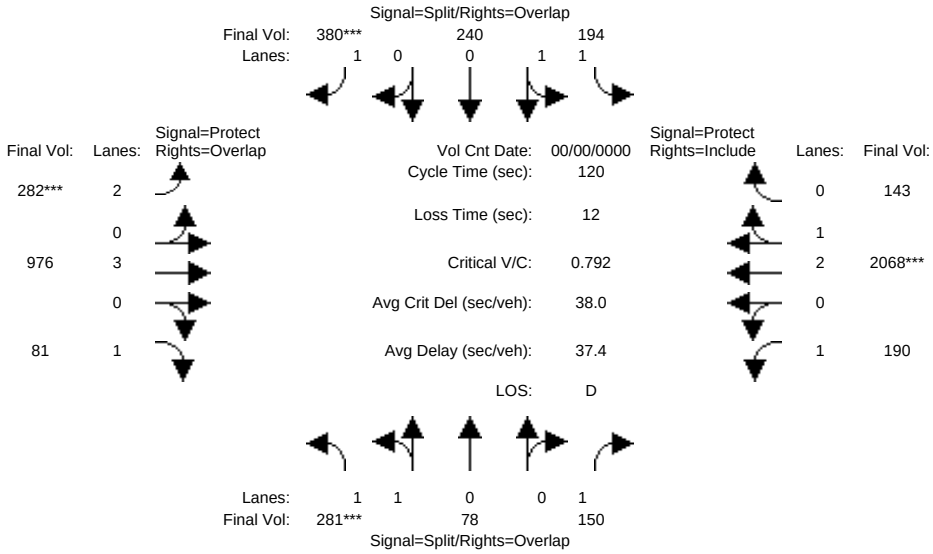
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	287	82	85	141	78	332	136	857	100	76	1861	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:	287	82	85	141	78	332	136	857	100	76	1861	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	82	85	141	78	332	136	857	100	76	1861	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:	287	82	85	141	78	332	136	857	100	76	1861	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	82	85	141	78	332	136	857	100	76	1861	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	82	85	141	78	332	136	857	100	76	1861	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.56	0.44	1.00	1.30	0.70	1.00	2.00	3.00	1.00	1.00	2.77	0.23
Final Sat.:	2761	789	1750	2285	1264	1750	3150	5700	1750	1750	5192	407
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.05	0.06	0.06	0.19	0.04	0.15	0.06	0.04	0.36	0.36
Crit Moves:		****				****	****				****	
Green Time:	17.2	17.2	35.8	21.8	21.8	28.9	7.2	47.9	65.1	18.6	59.4	59.4
Volume/Cap:	0.72	0.72	0.16	0.34	0.34	0.79	0.72	0.38	0.11	0.28	0.72	0.72
Delay/Veh:	57.8	57.8	31.7	44.3	44.3	56.5	77.0	26.0	13.5	47.4	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:	57.8	57.8	31.7	44.3	44.3	56.5	77.0	26.0	13.5	47.4	25.6	25.6
LOS by Move:	E	E	C	D	D	E	E	C	B	D	C	C
HCM2kAvgQ:	8	8	2	4	4	14	4	7	2	3	20	20

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #4122: BERRYESSA/SIERRA



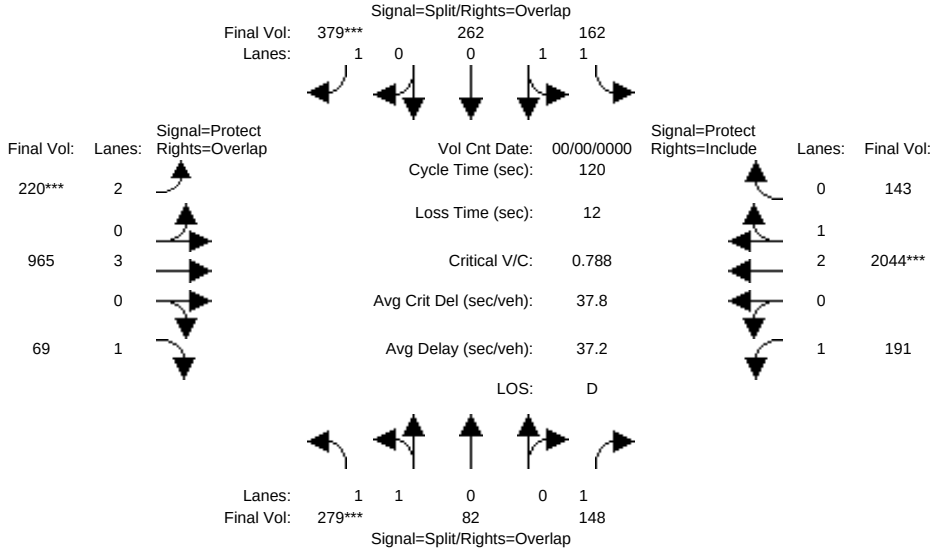
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	281	78	150	194	240	380	282	976	81	190	2068	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:	281	78	150	194	240	380	282	976	81	190	2068	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	281	78	150	194	240	380	282	976	81	190	2068	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:	281	78	150	194	240	380	282	976	81	190	2068	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	78	150	194	240	380	282	976	81	190	2068	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
FinalVolume:	281	78	150	194	240	380	282	976	81	190	2068	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.57	0.43	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.80	0.20
Final Sat.:	2779	771	1750	1750	1900	1750	3150	5700	1750	1750	5237	362
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.11	0.13	0.22	0.09	0.17	0.05	0.11	0.39	0.39
Crit Moves:	****					****	****				****	
Green Time:	15.3	15.3	43.8	19.3	19.3	32.9	13.6	44.9	60.2	28.5	59.8	59.8
Volume/Cap:	0.79	0.79	0.23	0.69	0.78	0.79	0.79	0.46	0.09	0.46	0.79	0.79
Delay/Veh:	64.1	64.1	27.3	53.5	59.0	53.0	68.3	29.1	15.8	42.8	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	64.1	27.3	53.5	59.0	53.0	68.3	29.1	15.8	42.8	27.4	27.4
LOS by Move:	E	E	C	D	E	D	E	C	B	D	C	C
HCM2kAvgQ:	9	9	4	9	10	16	8	9	2	6	23	23

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #4122: BERRYESSA/SIERRA



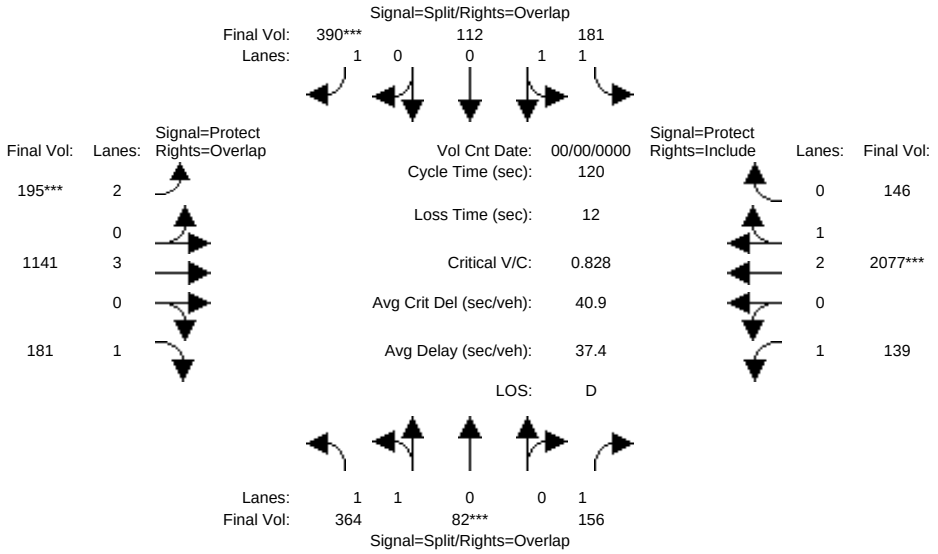
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	279	82	148	162	262	379	220	965	69	191	2044	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:	279	82	148	162	262	379	220	965	69	191	2044	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	82	148	162	262	379	220	965	69	191	2044	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:	279	82	148	162	262	379	220	965	69	191	2044	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	82	148	162	262	379	220	965	69	191	2044	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
FinalVolume:	279	82	148	162	262	379	220	965	69	191	2044	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.55	0.45	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.80	0.20
Final Sat.:	2743	806	1750	1750	1900	1750	3150	5700	1750	1750	5233	366
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.08	0.09	0.14	0.22	0.07	0.17	0.04	0.11	0.39	0.39
Crit Moves:	****					****	****				****	
Green Time:	15.5	15.5	43.0	22.4	22.4	33.0	10.6	42.7	58.1	27.5	59.5	59.5
Volume/Cap:	0.79	0.79	0.24	0.50	0.74	0.79	0.79	0.48	0.08	0.48	0.79	0.79
Delay/Veh:	63.5	63.5	27.9	45.8	54.4	52.5	73.4	30.8	16.8	44.0	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	63.5	27.9	45.8	54.4	52.5	73.4	30.8	16.8	44.0	27.4	27.4
LOS by Move:	E	E	C	D	D	D	E	C	B	D	C	C
HCM2kAvgQ:	9	9	4	6	11	16	7	9	1	6	22	22

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #4122: BERRYESSA/SIERRA



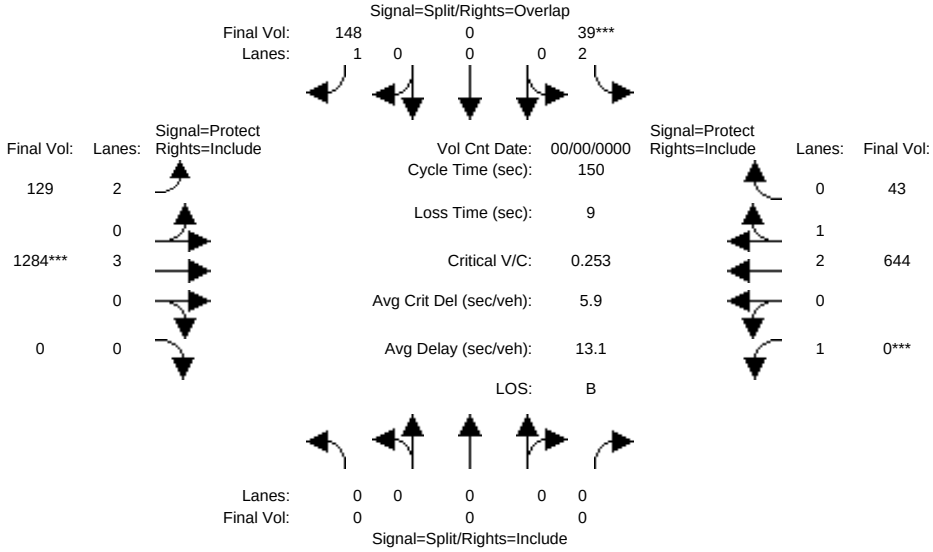
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	364	82	156	181	112	390	195	1141	181	139	2077	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:	364	82	156	181	112	390	195	1141	181	139	2077	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	82	156	181	112	390	195	1141	181	139	2077	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:	364	82	156	181	112	390	195	1141	181	139	2077	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	82	156	181	112	390	195	1141	181	139	2077	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	364	82	156	181	112	390	195	1141	181	139	2077	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.64	0.36	1.00	1.25	0.75	1.00	2.00	3.00	1.00	1.00	2.80	0.20
Final Sat.:	2897	653	1750	2193	1357	1750	3150	5700	1750	1750	5232	368
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.09	0.08	0.08	0.22	0.06	0.20	0.10	0.08	0.40	0.40
Crit Moves:		****				****	****				****	
Green Time:	18.2	18.2	37.1	23.3	23.3	32.3	9.0	47.6	65.8	18.9	57.5	57.5
Volume/Cap:	0.83	0.83	0.29	0.42	0.42	0.83	0.83	0.50	0.19	0.50	0.83	0.83
Delay/Veh:	63.1	63.1	32.8	44.4	44.4	56.6	82.0	28.1	14.1	52.7	30.1	30.1
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:	63.1	63.1	32.8	44.4	44.4	56.6	82.0	28.1	14.1	52.7	30.1	30.1
LOS by Move:	E	E	C	D	D	E	F	C	B	D	C	C
HCM2kAvgQ:	11	11	5	5	5	17	6	11	4	5	24	24

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #4122: BERRYESSA/SIERRA



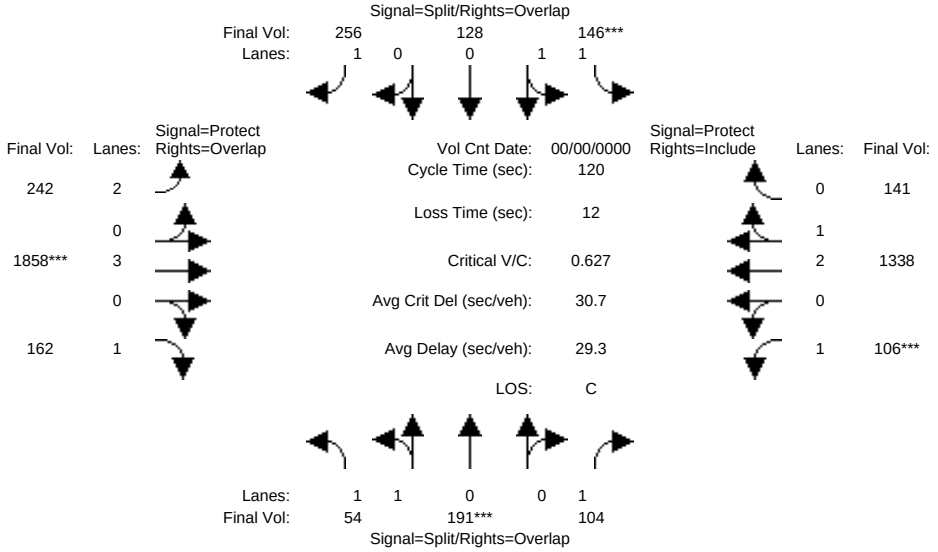
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	0	0	0	39	0	148	129	1284	0	0	644	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	39	0	148	129	1284	0	0	644	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	39	0	148	129	1284	0	0	644	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	39	0	148	129	1284	0	0	644	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	39	0	148	129	1284	0	0	644	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	39	0	148	129	1284	0	0	644	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	2.81	0.19
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5249	350
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.08	0.04	0.23	0.00	0.00	0.12	0.12
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	22.5	0.0	55.1	32.7	119	0.0	0.0	85.9	85.9
Volume/Cap:	0.00	0.00	0.00	0.08	0.00	0.23	0.19	0.29	0.00	0.00	0.21	0.21
Delay/Veh:	0.0	0.0	0.0	55.2	0.0	33.6	48.5	4.4	0.0	0.0	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:	0.0	0.0	0.0	55.2	0.0	33.6	48.5	4.4	0.0	0.0	15.8	15.8
LOS by Move:	A	A	A	E	A	C	D	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	5	3	5	0	0	5	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #4122: BERRYESSA/SIERRA



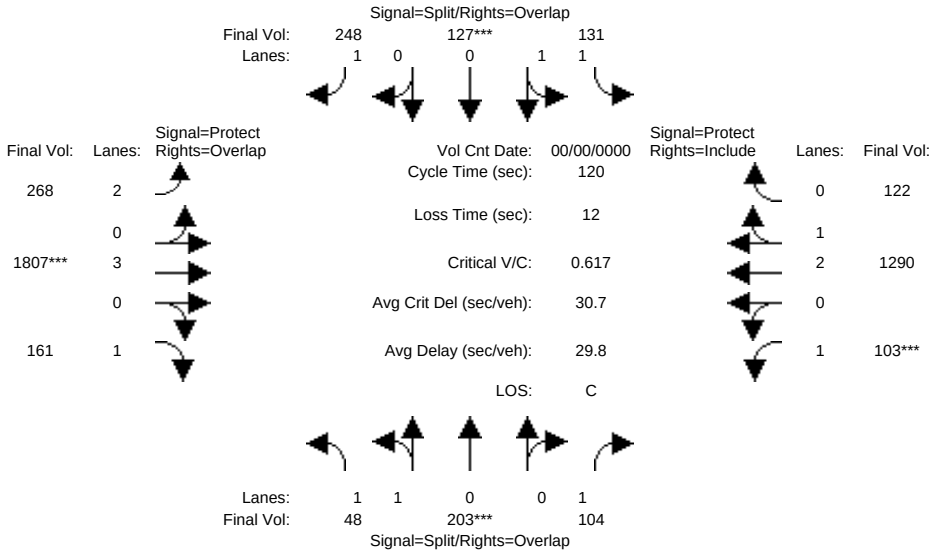
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	54	191	104	146	128	256	242	1858	162	106	1338	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	191	104	146	128	256	242	1858	162	106	1338	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	191	104	146	128	256	242	1858	162	106	1338	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	191	104	146	128	256	242	1858	162	106	1338	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	191	104	146	128	256	242	1858	162	106	1338	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	191	104	146	128	256	242	1858	162	106	1338	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.08	0.92	1.00	2.00	3.00	1.00	1.00	2.70	0.30
Final Sat.:	1750	1900	1750	1891	1658	1750	3150	5700	1750	1750	5065	534
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.06	0.08	0.08	0.15	0.08	0.33	0.09	0.06	0.26	0.26
Crit Moves:		****		****				****		****		
Green Time:	19.2	19.2	30.8	14.8	14.8	31.4	16.7	62.4	81.6	11.6	57.3	57.3
Volume/Cap:	0.19	0.63	0.23	0.63	0.63	0.56	0.55	0.63	0.14	0.63	0.55	0.55
Delay/Veh:	44.0	54.4	36.4	56.7	56.7	43.1	53.2	21.5	7.0	68.4	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:	44.0	54.4	36.4	56.7	56.7	43.1	53.2	21.5	7.0	68.4	23.1	23.1
LOS by Move:	D	D	D	E	E	D	D	C	A	E	C	C
HCM2kAvgQ:	2	7	3	6	6	9	6	16	2	4	13	13

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #4122: BERRYESSA/SIERRA



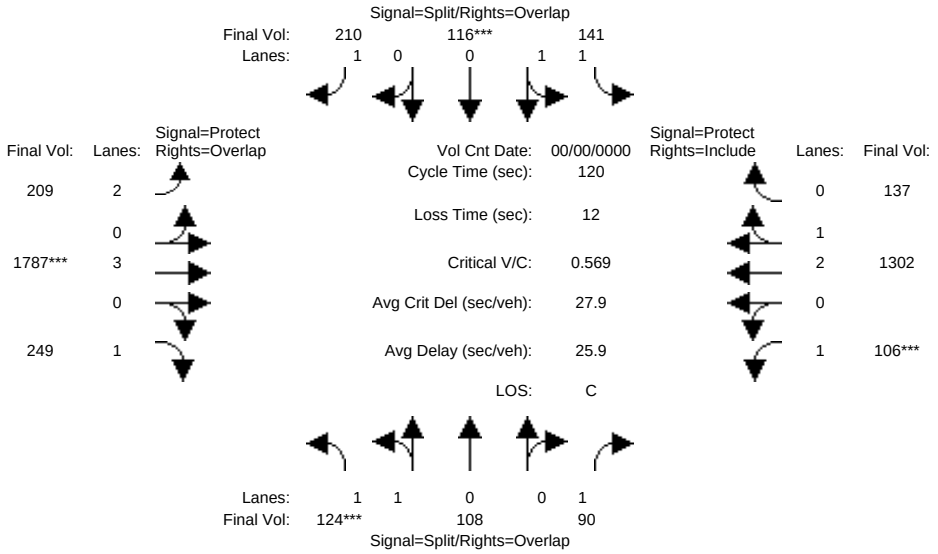
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << 0																
Base Vol:	48	203	104		131	127	248		268	1807	161		103	1290	122	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	48	203	104		131	127	248		268	1807	161		103	1290	122	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	48	203	104		131	127	248		268	1807	161		103	1290	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	48	203	104		131	127	248		268	1807	161		103	1290	122	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	48	203	104		131	127	248		268	1807	161		103	1290	122	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	48	203	104		131	127	248		268	1807	161		103	1290	122	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.95	0.92		0.83	1.00	0.92		0.92	0.99	0.95	
Lanes:	1.00	1.00	1.00		1.03	0.97	1.00		2.00	3.00	1.00		1.00	2.73	0.27	
Final Sat.:	1750	1900	1750		1802	1747	1750		3150	5700	1750		1750	5116	484	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.11	0.06		0.07	0.07	0.14		0.09	0.32	0.09		0.06	0.25	0.25	
Crit Moves:		****				****				****			****			
Green Time:	20.8	20.8	32.2		14.1	14.1	32.6		18.4	61.6	82.4		11.4	54.7	54.7	
Volume/Cap:	0.16	0.62	0.22		0.62	0.62	0.52		0.55	0.62	0.13		0.62	0.55	0.55	
Delay/Veh:	42.4	52.8	35.2		57.0	57.0	41.2		51.5	21.8	6.7		68.1	24.7	24.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	42.4	52.8	35.2		57.0	57.0	41.2		51.5	21.8	6.7		68.1	24.7	24.7	
LOS by Move:	D	D	D		E	E	D		D	C	A		E	C	C	
HCM2kAvgQ:	2	8	3		6	6	9		6	16	2		4	13	13	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #4122: BERRYESSA/SIERRA



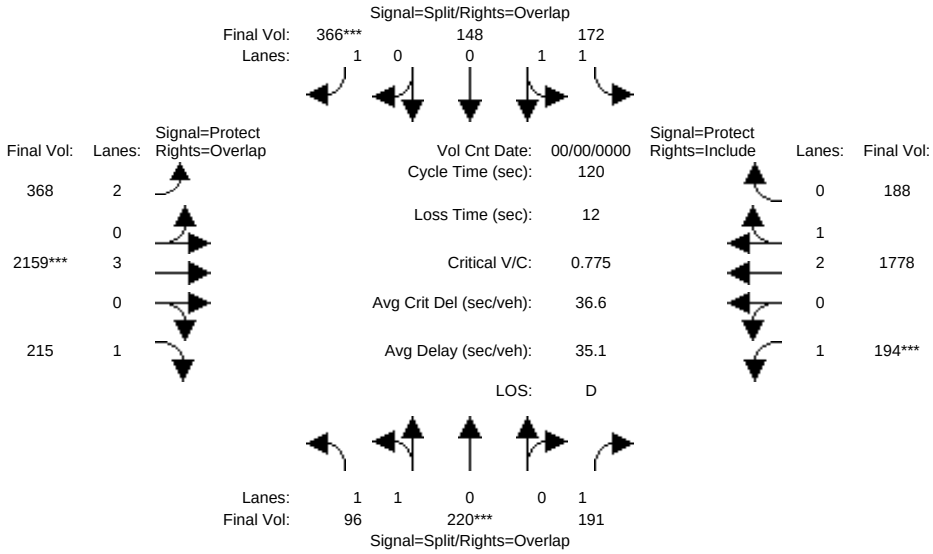
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	124	108	90	141	116	210	209	1787	249	106	1302	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	108	90	141	116	210	209	1787	249	106	1302	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	108	90	141	116	210	209	1787	249	106	1302	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	108	90	141	116	210	209	1787	249	106	1302	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	108	90	141	116	210	209	1787	249	106	1302	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	108	90	141	116	210	209	1787	249	106	1302	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.08	0.92	1.00	1.11	0.89	1.00	2.00	3.00	1.00	1.00	2.70	0.30
Final Sat.:	1897	1652	1750	1947	1602	1750	3150	5700	1750	1750	5066	533
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.07	0.07	0.12	0.07	0.31	0.14	0.06	0.26	0.26
Crit Moves:	****				****			****		****		
Green Time:	13.8	13.8	26.6	15.3	15.3	31.5	16.2	66.2	79.9	12.8	62.7	62.7
Volume/Cap:	0.57	0.57	0.23	0.57	0.57	0.46	0.49	0.57	0.21	0.57	0.49	0.49
Delay/Veh:	55.9	55.9	39.7	54.4	54.4	40.4	52.1	18.4	8.2	63.0	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	55.9	39.7	54.4	54.4	40.4	52.1	18.4	8.2	63.0	19.0	19.0
LOS by Move:	E	E	D	D	D	D	D	B	A	E	B	B
HCM2kAvgQ:	5	5	3	6	6	7	5	14	4	4	12	12

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #4122: BERRYESSA/SIERRA



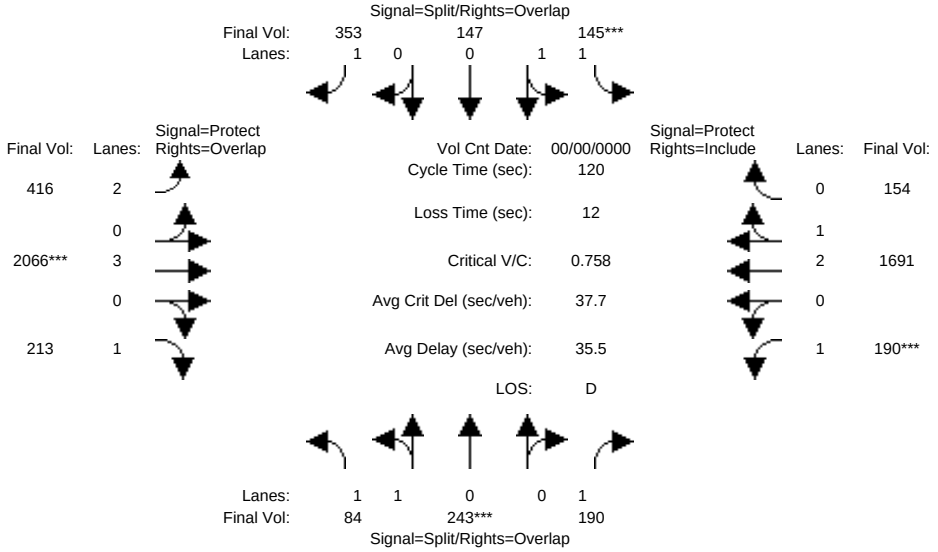
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	96	220	191	172	148	366	368	2159	215	194	1778	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	220	191	172	148	366	368	2159	215	194	1778	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	220	191	172	148	366	368	2159	215	194	1778	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:	96	220	191	172	148	366	368	2159	215	194	1778	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	220	191	172	148	366	368	2159	215	194	1778	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	220	191	172	148	366	368	2159	215	194	1778	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.09	0.91	1.00	2.00	3.00	1.00	1.00	2.70	0.30
Final Sat.:	1750	1900	1750	1908	1642	1750	3150	5700	1750	1750	5064	535
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.11	0.09	0.09	0.21	0.12	0.38	0.12	0.11	0.35	0.35
Crit Moves:		****				****		****		****		
Green Time:	17.9	17.9	35.1	14.3	14.3	33.2	18.9	58.6	76.6	17.2	56.9	56.9
Volume/Cap:	0.37	0.78	0.37	0.76	0.76	0.76	0.74	0.78	0.19	0.78	0.74	0.74
Delay/Veh:	47.1	62.5	35.8	63.1	63.1	50.2	57.8	27.4	9.4	70.2	27.5	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	62.5	35.8	63.1	63.1	50.2	57.8	27.4	9.4	70.2	27.5	27.5
LOS by Move:	D	E	D	E	E	D	E	C	A	E	C	C
HCM2kAvgQ:	4	10	6	8	8	15	9	23	3	7	19	19

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #4122: BERRYESSA/SIERRA



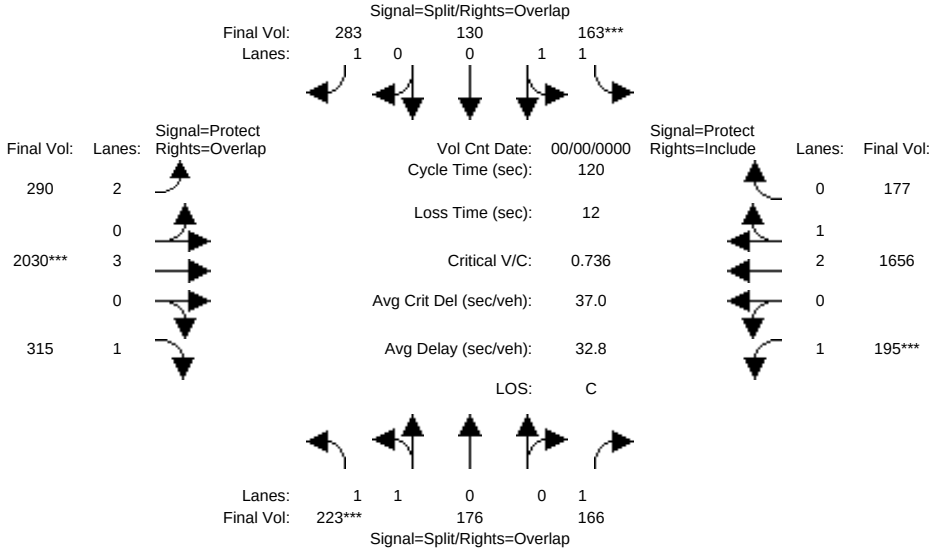
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	84	243	190	145	147	353	416	2066	213	190	1691	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:	84	243	190	145	147	353	416	2066	213	190	1691	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	243	190	145	147	353	416	2066	213	190	1691	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:	84	243	190	145	147	353	416	2066	213	190	1691	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	243	190	145	147	353	416	2066	213	190	1691	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	243	190	145	147	353	416	2066	213	190	1691	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.74	0.26
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	1750	5132	467
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.11	0.08	0.08	0.20	0.13	0.36	0.12	0.11	0.33	0.33
Crit Moves:		****		****				****		****		
Green Time:	20.3	20.3	37.5	13.1	13.1	34.5	21.3	57.4	77.7	17.2	53.3	53.3
Volume/Cap:	0.28	0.76	0.35	0.76	0.71	0.70	0.74	0.76	0.19	0.76	0.74	0.74
Delay/Veh:	44.2	59.3	33.6	64.9	61.4	46.1	55.3	27.6	8.9	68.5	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	59.3	33.6	64.9	61.4	46.1	55.3	27.6	8.9	68.5	29.7	29.7
LOS by Move:	D	E	C	E	E	D	E	C	A	E	C	C
HCM2kAvgQ:	3	10	6	7	7	14	10	22	3	7	18	18

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #4122: BERRYESSA/SIERRA



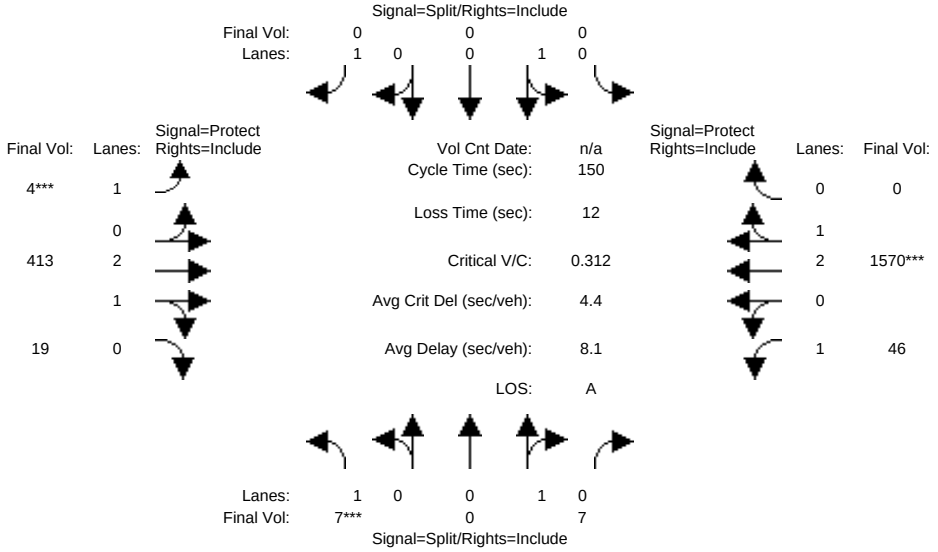
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	223	176	166	163	130	283	290	2030	315	195	1656	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	176	166	163	130	283	290	2030	315	195	1656	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	176	166	163	130	283	290	2030	315	195	1656	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	176	166	163	130	283	290	2030	315	195	1656	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	176	166	163	130	283	290	2030	315	195	1656	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	176	166	163	130	283	290	2030	315	195	1656	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.13	0.87	1.00	1.13	0.87	1.00	2.00	3.00	1.00	1.00	2.70	0.30
Final Sat.:	1984	1566	1750	1975	1575	1750	3150	5700	1750	1750	5059	541
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.09	0.08	0.08	0.16	0.09	0.36	0.18	0.11	0.33	0.33
Crit Moves:	****			****				****		****		
Green Time:	18.3	18.3	36.5	13.5	13.5	30.2	16.7	58.1	76.4	18.2	59.5	59.5
Volume/Cap:	0.74	0.74	0.31	0.74	0.74	0.64	0.66	0.74	0.28	0.74	0.66	0.66
Delay/Veh:	57.2	57.2	33.6	63.1	63.1	47.1	56.5	26.6	10.3	65.3	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:	57.2	57.2	33.6	63.1	63.1	47.1	56.5	26.6	10.3	65.3	23.9	23.9
LOS by Move:	E	E	C	E	E	D	E	C	B	E	C	C
HCM2kAvgQ:	9	9	5	7	7	11	7	21	5	7	16	16

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



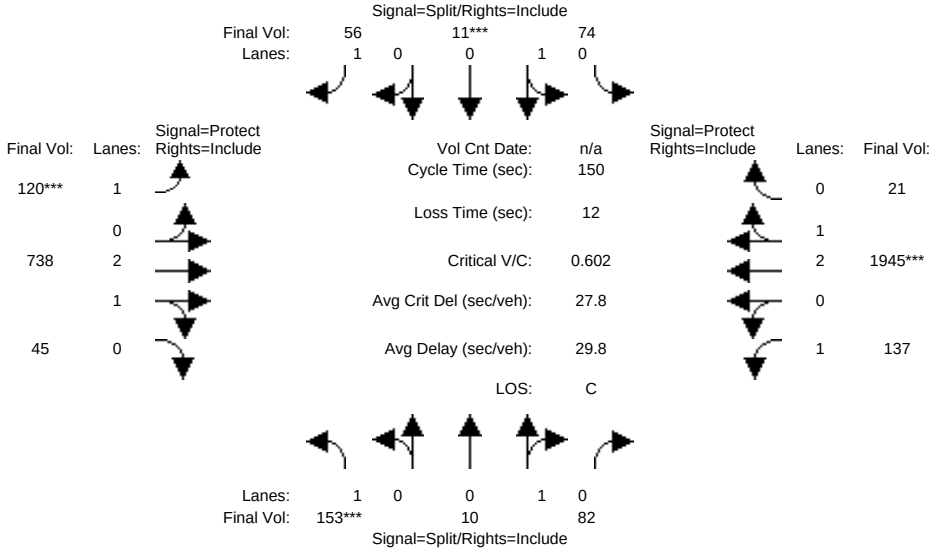
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	0	7	0	0	0	4	413	19	46	1570	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	7	0	0	0	4	413	19	46	1570	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	7	0	0	0	4	413	19	46	1570	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	7	0	0	0	4	413	19	46	1570	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	7	0	0	0	4	413	19	46	1570	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	7	0	0	0	4	413	19	46	1570	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	1.00	1.00	2.86	0.14	1.00	3.00	0.00
Final Sat.:	1750	0	1800	0	1800	1750	1750	5353	246	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.08	0.03	0.28	0.00
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	7.0	79.8	79.8	48.2	121	0.0
Volume/Cap:	0.06	0.00	0.06	0.00	0.00	0.00	0.05	0.15	0.15	0.08	0.35	0.00
Delay/Veh:	65.8	0.0	65.8	0.0	0.0	0.0	68.6	17.8	17.8	35.5	3.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	0.0	65.8	0.0	0.0	0.0	68.6	17.8	17.8	35.5	3.9	0.0
LOS by Move:	E	A	E	A	A	A	E	B	B	D	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	3	2	6	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



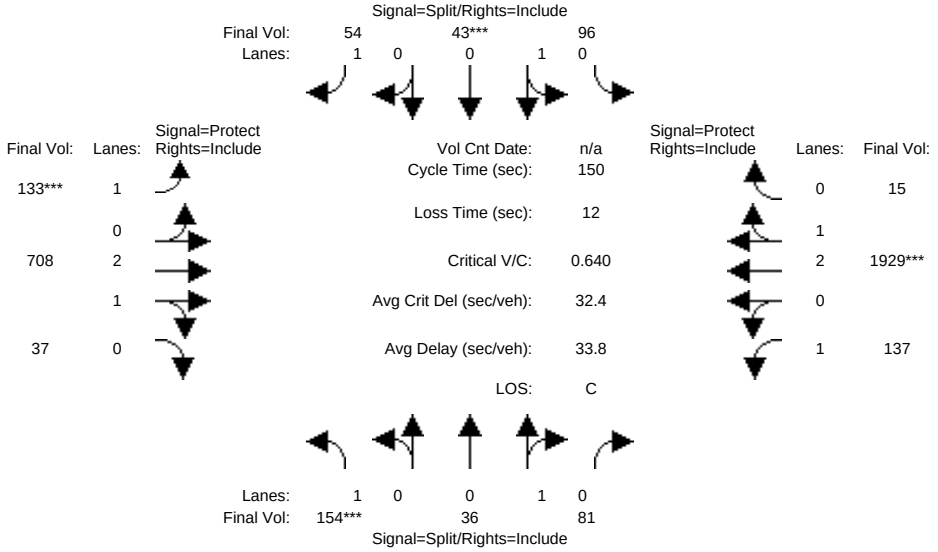
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	153	10	82	74	11	56	120	738	45	137	1945	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	10	82	74	11	56	120	738	45	137	1945	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	10	82	74	11	56	120	738	45	137	1945	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	10	82	74	11	56	120	738	45	137	1945	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	10	82	74	11	56	120	738	45	137	1945	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	10	82	74	11	56	120	738	45	137	1945	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.11	0.89	0.87	0.13	1.00	1.00	2.82	0.18	1.00	2.97	0.03
Final Sat.:	1750	196	1604	1567	233	1750	1750	5278	322	1750	5540	60
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.05	0.05	0.05	0.03	0.07	0.14	0.14	0.08	0.35	0.35
Crit Moves:	****				****		****				****	
Green Time:	21.8	21.8	21.8	11.8	11.8	11.8	17.1	67.0	67.0	37.5	87.4	87.4
Volume/Cap:	0.60	0.35	0.35	0.60	0.60	0.41	0.60	0.31	0.31	0.31	0.60	0.60
Delay/Veh:	64.1	58.6	58.6	74.0	74.0	67.8	68.3	26.8	26.8	46.2	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	58.6	58.6	74.0	74.0	67.8	68.3	26.8	26.8	46.2	20.4	20.4
LOS by Move:	E	E	E	E	E	E	E	C	C	D	C	C
HCM2kAvgQ:	8	4	4	5	5	3	6	7	7	5	19	19

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



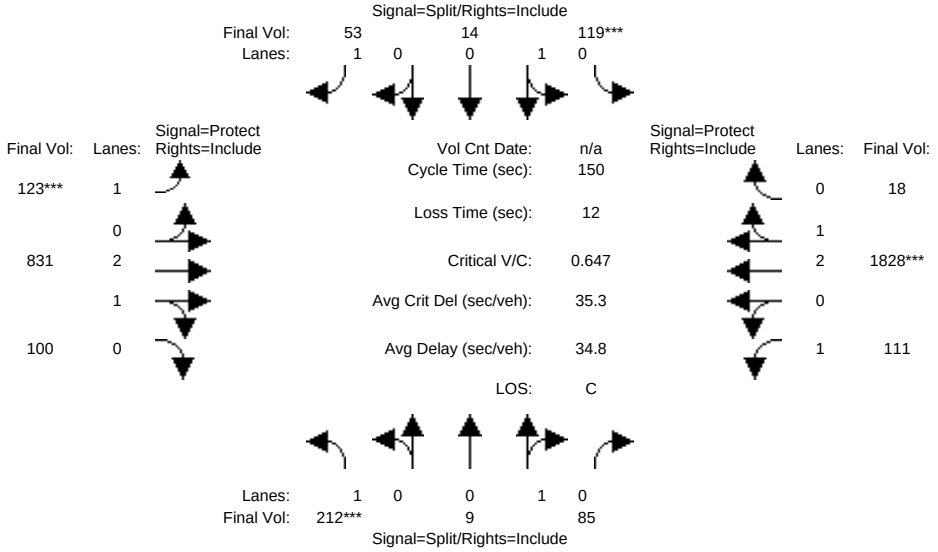
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	154	36	81	96	43	54	133	708	37	137	1929	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	36	81	96	43	54	133	708	37	137	1929	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	36	81	96	43	54	133	708	37	137	1929	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	36	81	96	43	54	133	708	37	137	1929	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	36	81	96	43	54	133	708	37	137	1929	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	36	81	96	43	54	133	708	37	137	1929	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.31	0.69	0.69	0.31	1.00	1.00	2.85	0.15	1.00	2.98	0.02
Final Sat.:	1750	554	1246	1243	557	1750	1750	5322	278	1750	5557	43
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.08	0.08	0.03	0.08	0.13	0.13	0.08	0.35	0.35
Crit Moves:	****				****		****				****	
Green Time:	20.6	20.6	20.6	18.1	18.1	18.1	17.8	62.5	62.5	36.8	81.4	81.4
Volume/Cap:	0.64	0.47	0.47	0.64	0.64	0.26	0.64	0.32	0.32	0.32	0.64	0.64
Delay/Veh:	66.8	61.1	61.1	69.1	69.1	60.5	69.6	29.5	29.5	46.8	24.5	24.5
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:	66.8	61.1	61.1	69.1	69.1	60.5	69.6	29.5	29.5	46.8	24.5	24.5
LOS by Move:	E	E	E	E	E	E	E	C	C	D	C	C
HCM2kAvgQ:	8	6	6	7	7	3	6	7	7	6	21	21

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



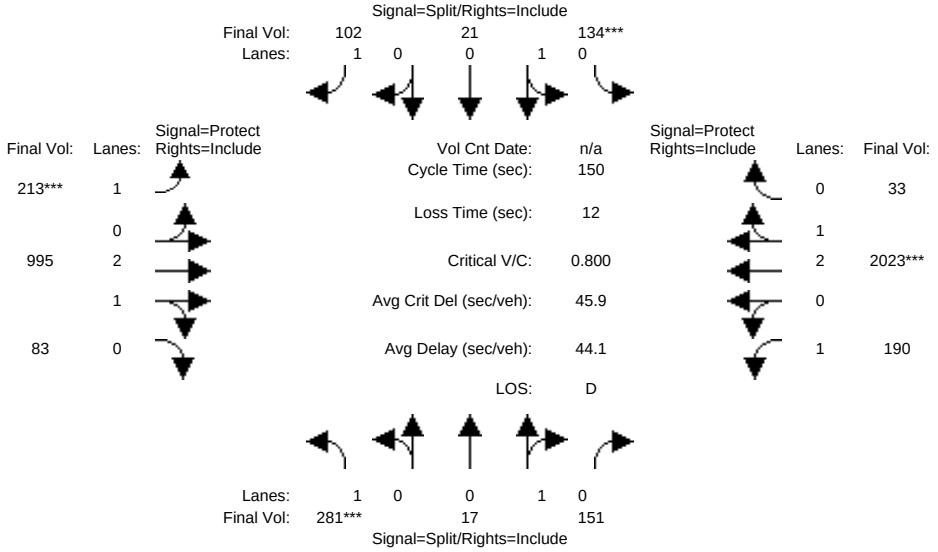
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	212	9	85	119	14	53	123	831	100	111	1828	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	9	85	119	14	53	123	831	100	111	1828	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	9	85	119	14	53	123	831	100	111	1828	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	9	85	119	14	53	123	831	100	111	1828	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	9	85	119	14	53	123	831	100	111	1828	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	9	85	119	14	53	123	831	100	111	1828	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.10	0.90	0.89	0.11	1.00	1.00	2.67	0.33	1.00	2.97	0.03
Final Sat.:	1750	172	1628	1611	189	1750	1750	4998	601	1750	5545	55
Capacity Analysis Module:												
Vol/Sat:	0.12	0.05	0.05	0.07	0.07	0.03	0.07	0.17	0.17	0.06	0.33	0.33
Crit Moves:	****			****			****				****	
Green Time:	28.1	28.1	28.1	17.1	17.1	17.1	16.3	67.1	67.1	25.6	76.5	76.5
Volume/Cap:	0.65	0.28	0.28	0.65	0.65	0.27	0.65	0.37	0.37	0.37	0.65	0.65
Delay/Veh:	60.8	52.7	52.7	70.5	70.5	61.4	71.6	27.5	27.5	55.8	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	52.7	52.7	70.5	70.5	61.4	71.6	27.5	27.5	55.8	27.4	27.4
LOS by Move:	E	D	D	E	E	E	E	C	C	E	C	C
HCM2kAvgQ:	11	4	4	7	7	3	6	9	9	5	21	21

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



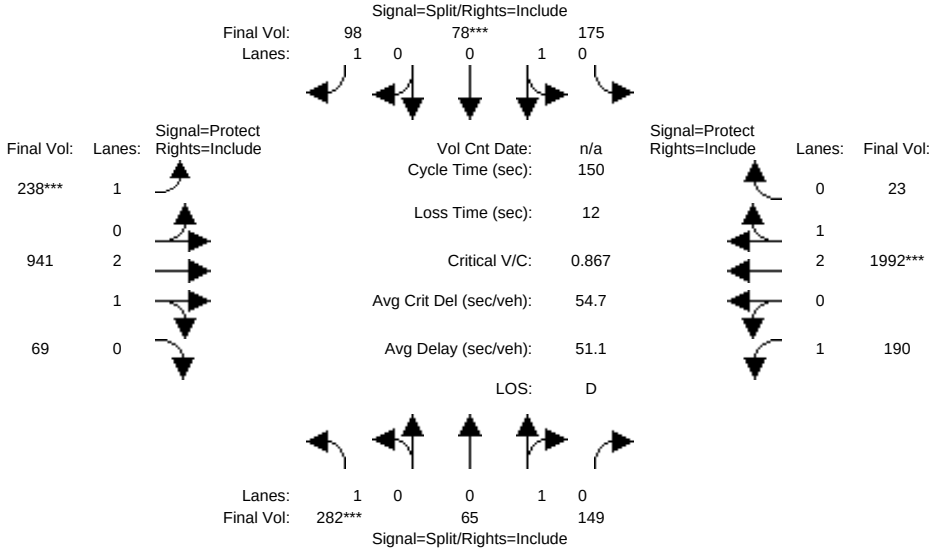
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	281	17	151	134	21	102	213	995	83	190	2023	33
Growth 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:	281	17	151	134	21	102	213	995	83	190	2023	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	281	17	151	134	21	102	213	995	83	190	2023	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:	281	17	151	134	21	102	213	995	83	190	2023	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	17	151	134	21	102	213	995	83	190	2023	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
FinalVolume:	281	17	151	134	21	102	213	995	83	190	2023	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.10	0.90	0.86	0.14	1.00	1.00	2.76	0.24	1.00	2.95	0.05
Final Sat.:	1750	182	1618	1556	244	1750	1750	5168	431	1750	5510	90
Capacity Analysis Module:												
Vol/Sat:	0.16	0.09	0.09	0.09	0.09	0.06	0.12	0.19	0.19	0.11	0.37	0.37
Crit Moves:	****			****			****				****	
Green Time:	30.1	30.1	30.1	16.2	16.2	16.2	22.8	58.6	58.6	33.1	68.9	68.9
Volume/Cap:	0.80	0.46	0.46	0.80	0.80	0.54	0.80	0.49	0.49	0.49	0.80	0.80
Delay/Veh:	69.3	53.8	53.8	85.8	85.8	66.6	77.0	34.6	34.6	52.1	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.3	53.8	53.8	85.8	85.8	66.6	77.0	34.6	34.6	52.1	36.5	36.5
LOS by Move:	E	D	D	F	F	E	E	C	C	D	D	D
HCM2kAvgQ:	15	7	7	9	9	5	11	12	12	8	28	28

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



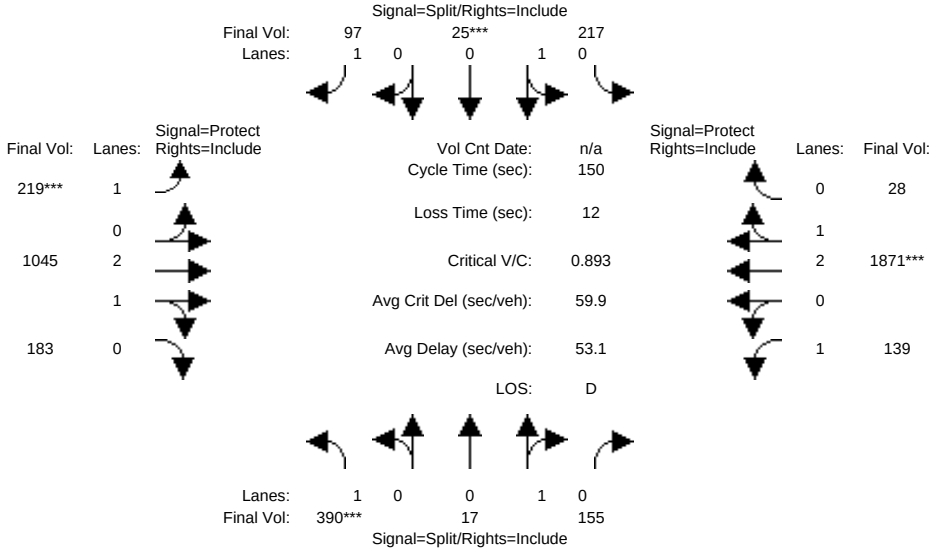
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	282	65	149	175	78	98	238	941	69	190	1992	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	65	149	175	78	98	238	941	69	190	1992	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	65	149	175	78	98	238	941	69	190	1992	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	65	149	175	78	98	238	941	69	190	1992	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	65	149	175	78	98	238	941	69	190	1992	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	282	65	149	175	78	98	238	941	69	190	1992	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.30	0.70	0.69	0.31	1.00	1.00	2.79	0.21	1.00	2.96	0.04
Final Sat.:	1750	547	1253	1245	555	1750	1750	5217	383	1750	5536	64
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.12	0.14	0.14	0.06	0.14	0.18	0.18	0.11	0.36	0.36
Crit Moves:	****				****		****				****	
Green Time:	27.9	27.9	27.9	24.3	24.3	24.3	23.5	53.6	53.6	32.2	62.3	62.3
Volume/Cap:	0.87	0.64	0.64	0.87	0.87	0.35	0.87	0.51	0.51	0.51	0.87	0.87
Delay/Veh:	80.3	60.5	60.5	84.1	84.1	56.5	85.7	38.0	38.0	53.0	43.8	43.8
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:	80.3	60.5	60.5	84.1	84.1	56.5	85.7	38.0	38.0	53.0	43.8	43.8
LOS by Move:	F	E	E	F	F	E	F	D	D	D	D	D
HCM2kAvgQ:	16	10	10	15	15	4	12	12	12	9	31	31

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



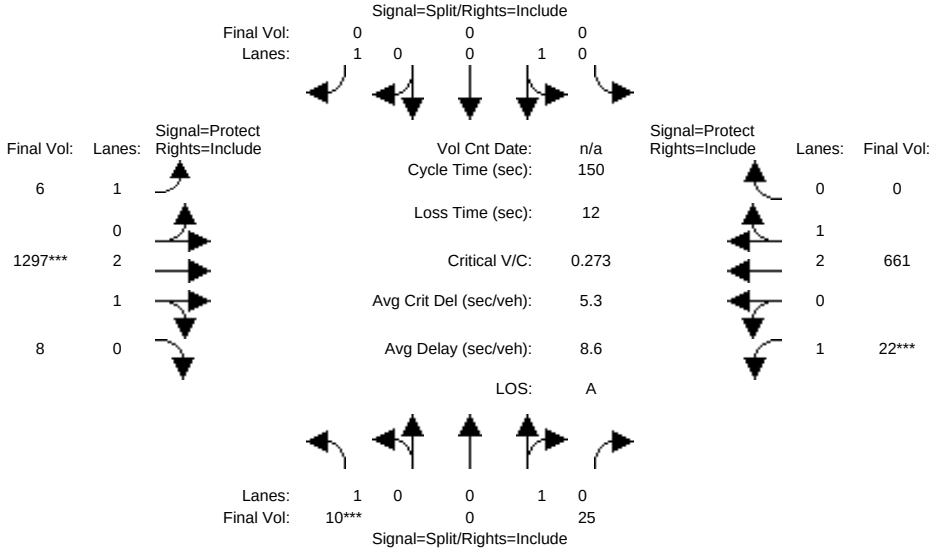
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	390	17	155	217	25	97	219	1045	183	139	1871	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	17	155	217	25	97	219	1045	183	139	1871	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	17	155	217	25	97	219	1045	183	139	1871	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	17	155	217	25	97	219	1045	183	139	1871	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	17	155	217	25	97	219	1045	183	139	1871	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	390	17	155	217	25	97	219	1045	183	139	1871	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.10	0.90	0.90	0.10	1.00	1.00	2.54	0.46	1.00	2.95	0.05
Final Sat.:	1750	178	1622	1614	186	1750	1750	4764	834	1750	5517	83
Capacity Analysis Module:												
Vol/Sat:	0.22	0.10	0.10	0.13	0.13	0.06	0.13	0.22	0.22	0.08	0.34	0.34
Crit Moves:	****				****		****				****	
Green Time:	37.4	37.4	37.4	22.6	22.6	22.6	21.0	57.3	57.3	20.7	57.0	57.0
Volume/Cap:	0.89	0.38	0.38	0.89	0.89	0.37	0.89	0.57	0.57	0.57	0.89	0.89
Delay/Veh:	74.5	47.2	47.2	91.3	91.3	58.2	94.3	37.1	37.1	63.9	48.9	48.9
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:	74.5	47.2	47.2	91.3	91.3	58.2	94.3	37.1	37.1	63.9	48.9	48.9
LOS by Move:	E	D	D	F	F	E	F	D	D	E	D	D
HCM2kAvgQ:	22	7	7	14	14	5	12	15	15	7	31	31

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



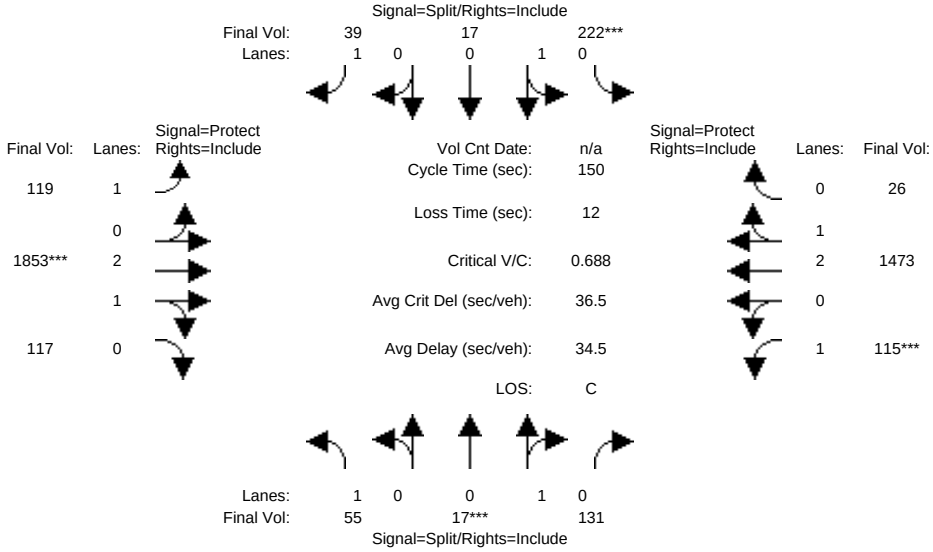
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	25	0	0	0	6	1297	8	22	661	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	25	0	0	0	6	1297	8	22	661	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	25	0	0	0	6	1297	8	22	661	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	25	0	0	0	6	1297	8	22	661	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	25	0	0	0	6	1297	8	22	661	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	25	0	0	0	6	1297	8	22	661	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	1.00	1.00	2.98	0.02	1.00	3.00	0.00
Final Sat.:	1750	0	1800	0	1800	1750	1750	5566	34	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.23	0.23	0.01	0.12	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	36.3	121	121.0	7.0	91.7	0.0
Volume/Cap:	0.09	0.00	0.21	0.00	0.00	0.00	0.01	0.29	0.29	0.27	0.19	0.00
Delay/Veh:	66.0	0.0	67.1	0.0	0.0	0.0	43.3	3.7	3.7	70.8	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:	66.0	0.0	67.1	0.0	0.0	0.0	43.3	3.7	3.7	70.8	12.9	0.0
LOS by Move:	E	A	E	A	A	A	D	A	A	E	B	A
HCM2kAvgQ:	1	0	1	0	0	0	0	5	5	1	4	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



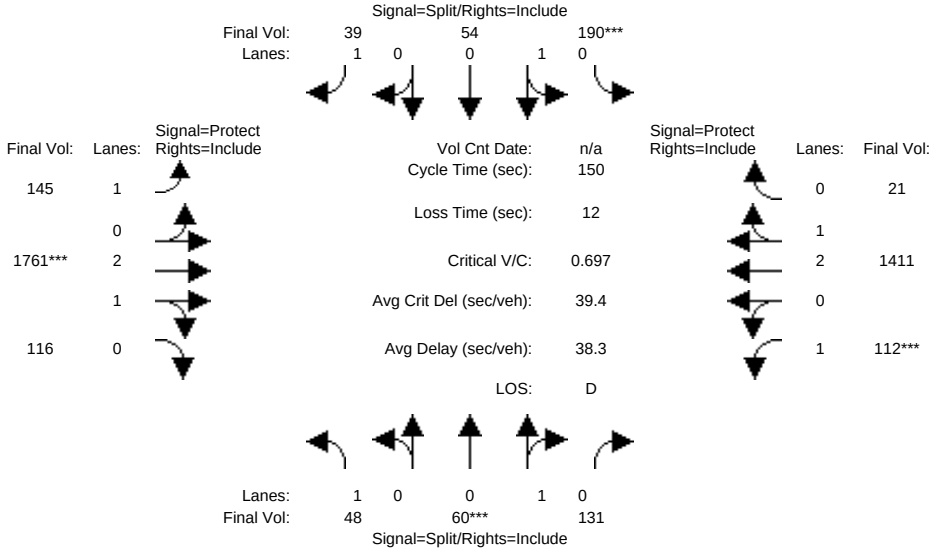
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	55	17	131	222	17	39	119	1853	117	115	1473	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	17	131	222	17	39	119	1853	117	115	1473	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	17	131	222	17	39	119	1853	117	115	1473	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	17	131	222	17	39	119	1853	117	115	1473	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	17	131	222	17	39	119	1853	117	115	1473	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	17	131	222	17	39	119	1853	117	115	1473	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.11	0.89	0.93	0.07	1.00	1.00	2.82	0.18	1.00	2.95	0.05
Final Sat.:	1750	207	1593	1672	128	1750	1750	5267	333	1750	5503	97
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.13	0.13	0.02	0.07	0.35	0.35	0.07	0.27	0.27
Crit Moves:		****		****				****		****		
Green Time:	17.9	17.9	17.9	29.0	29.0	29.0	18.5	76.8	76.8	14.3	72.6	72.6
Volume/Cap:	0.26	0.69	0.69	0.69	0.69	0.12	0.55	0.69	0.69	0.69	0.55	0.55
Delay/Veh:	60.7	72.3	72.3	62.0	62.0	50.1	65.0	28.3	28.3	77.1	27.5	27.5
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:	60.7	72.3	72.3	62.0	62.0	50.1	65.0	28.3	28.3	77.1	27.5	27.5
LOS by Move:	E	E	E	E	E	D	E	C	C	E	C	C
HCM2kAvgQ:	3	8	8	12	12	2	5	22	22	7	16	16

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



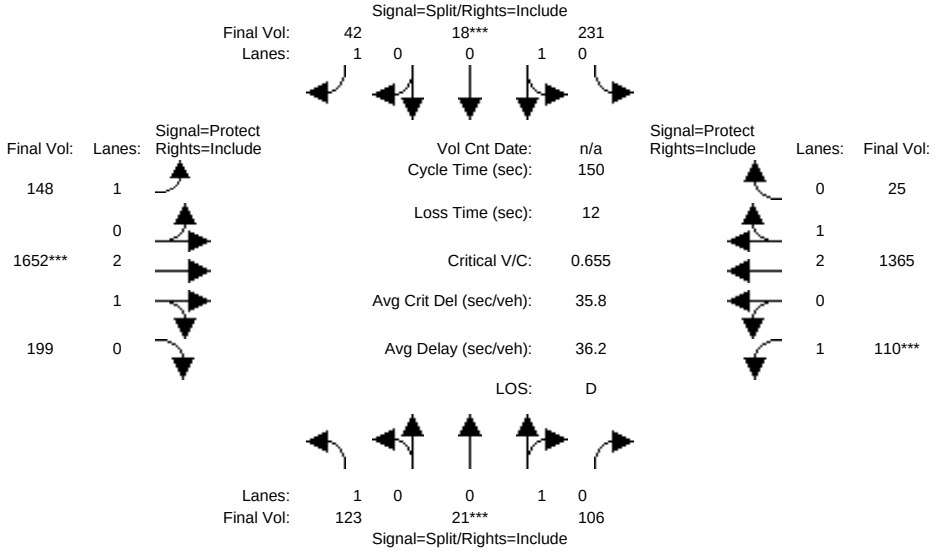
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	48	60	131		190	54	39		145	1761	116		112	1411	21	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	48	60	131		190	54	39		145	1761	116		112	1411	21	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	48	60	131		190	54	39		145	1761	116		112	1411	21	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	48	60	131		190	54	39		145	1761	116		112	1411	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	48	60	131		190	54	39		145	1761	116		112	1411	21	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	48	60	131		190	54	39		145	1761	116		112	1411	21	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.95	0.95		0.95	0.95	0.92		0.92	0.98	0.95		0.92	0.98	0.95	
Lanes:	1.00	0.31	0.69		0.78	0.22	1.00		1.00	2.81	0.19		1.00	2.95	0.05	
Final Sat.:	1750	565	1235		1402	398	1750		1750	5253	346		1750	5518	82	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.11	0.11		0.14	0.14	0.02		0.08	0.34	0.34		0.06	0.26	0.26	
Crit Moves:		****			****					****			****			
Green Time:	22.8	22.8	22.8		29.2	29.2	29.2		21.0	72.2	72.2		13.8	64.9	64.9	
Volume/Cap:	0.18	0.70	0.70		0.70	0.70	0.11		0.59	0.70	0.70		0.70	0.59	0.59	
Delay/Veh:	55.7	67.9	67.9		62.3	62.3	49.9		64.2	31.2	31.2		78.7	32.8	32.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.7	67.9	67.9		62.3	62.3	49.9		64.2	31.2	31.2		78.7	32.8	32.8	
LOS by Move:	E	E	E		E	E	D		E	C	C		E	C	C	
HCM2kAvgQ:	2	10	10		12	12	2		7	22	22		7	17	17	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



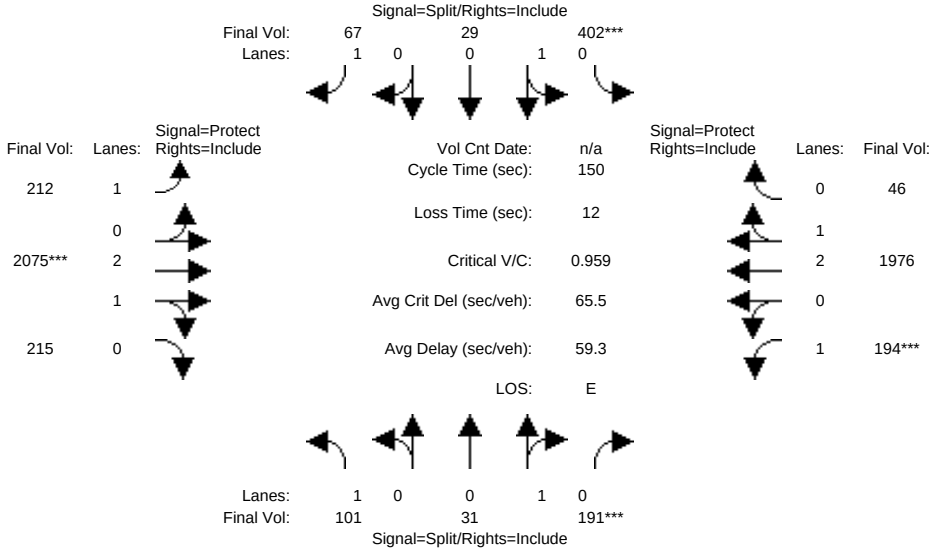
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	123	21	106	231	18	42	148	1652	199	110	1365	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	21	106	231	18	42	148	1652	199	110	1365	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	21	106	231	18	42	148	1652	199	110	1365	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	21	106	231	18	42	148	1652	199	110	1365	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	21	106	231	18	42	148	1652	199	110	1365	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	21	106	231	18	42	148	1652	199	110	1365	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.17	0.83	0.93	0.07	1.00	1.00	2.67	0.33	1.00	2.94	0.06
Final Sat.:	1750	298	1502	1670	130	1750	1750	4997	602	1750	5499	101
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.14	0.14	0.02	0.08	0.33	0.33	0.06	0.25	0.25
Crit Moves:		****			****			****		****		
Green Time:	16.2	16.2	16.2	31.7	31.7	31.7	22.9	75.7	75.7	14.4	67.2	67.2
Volume/Cap:	0.65	0.65	0.65	0.65	0.65	0.11	0.55	0.65	0.65	0.65	0.55	0.55
Delay/Veh:	72.1	72.1	72.1	58.2	58.2	47.9	61.3	28.0	28.0	74.4	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.1	72.1	72.1	58.2	58.2	47.9	61.3	28.0	28.0	74.4	30.6	30.6
LOS by Move:	E	E	E	E	E	D	E	C	C	E	C	C
HCM2kAvgQ:	7	7	7	12	12	2	7	21	21	6	16	16

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



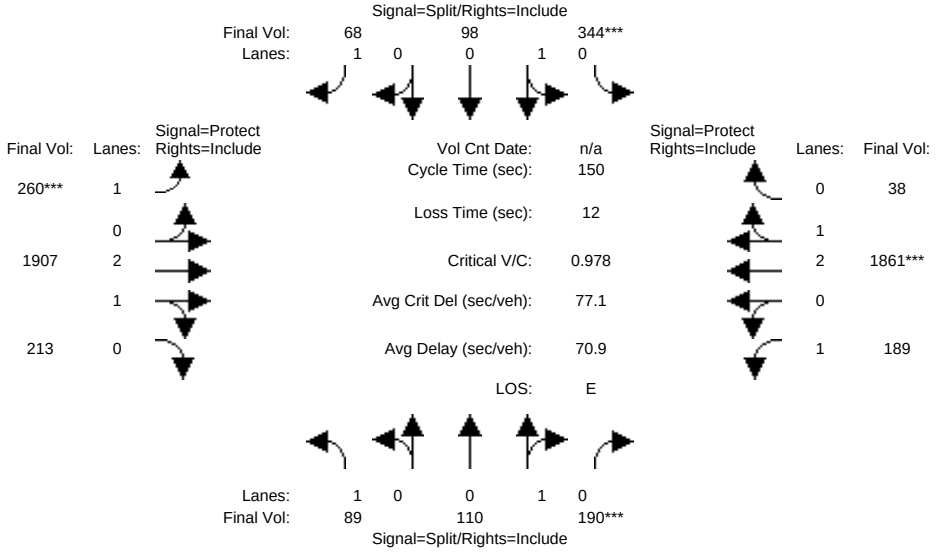
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	10		10		10		10		10		10		7		10		10		7		10		0	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:																								
Base Vol:	101		31		191		402		29		67		212		2075		215		194		1976		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:	101		31		191		402		29		67		212		2075		215		194		1976		46	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ATI:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	101		31		191		402		29		67		212		2075		215		194		1976		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:	101		31		191		402		29		67		212		2075		215		194		1976		46	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	101		31		191		402		29		67		212		2075		215		194		1976		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	
FinalVolume:	101		31		191		402		29		67		212		2075		215		194		1976		46	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		0.95		0.95		0.95		0.95		0.92		0.92		0.99		0.95		0.92		0.98		0.95	
Lanes:	1.00		0.14		0.86		0.93		0.07		1.00		1.00		2.71		0.29		1.00		2.93		0.07	
Final Sat.:	1750		251		1549		1679		121		1750		1750		5074		526		1750		5472		127	
Capacity Analysis Module:																								
Vol/Sat:	0.06		0.12		0.12		0.24		0.24		0.04		0.12		0.41		0.41		0.11		0.36		0.36	
Crit Moves:					****		****								****				****					
Green Time:	19.3		19.3		19.3		37.4		37.4		37.4		20.4		63.9		63.9		17.3		60.9		60.9	
Volume/Cap:	0.45		0.96		0.96		0.96		0.96		0.15		0.89		0.96		0.96		0.96		0.89		0.89	
Delay/Veh:	61.9		113		112.6		87.6		87.6		44.1		94.7		52.3		52.3		117.5		46.3		46.3	
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:	61.9		113		112.6		87.6		87.6		44.1		94.7		52.3		52.3		117.5		46.3		46.3	
LOS by Move:	E		F		F		F		F		D		F		D		D		F		D		D	
HCM2kAvgQ:	5		15		15		25		25		3		11		36		36		13		32		32	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA

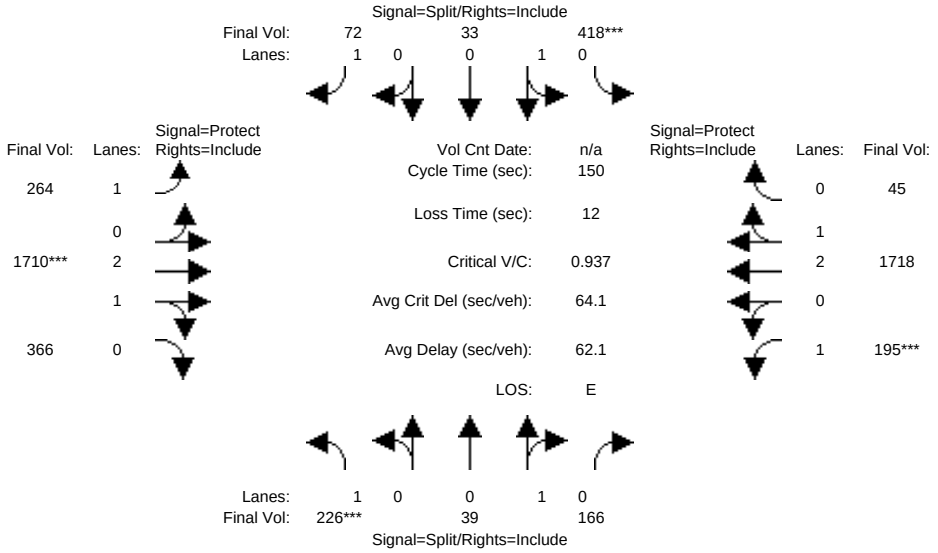


Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	10		10		10		10		10		10		7		10		10		7		10		0	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:																								
Base Vol:	89		110		190		344		98		68		260		1907		213		189		1861		38	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	89		110		190		344		98		68		260		1907		213		189		1861		38	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ATI:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	89		110		190		344		98		68		260		1907		213		189		1861		38	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	89		110		190		344		98		68		260		1907		213		189		1861		38	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	89		110		190		344		98		68		260		1907		213		189		1861		38	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	89		110		190		344		98		68		260		1907		213		189		1861		38	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		0.95		0.95		0.95		0.95		0.92		0.92		0.99		0.95		0.92		0.98		0.95	
Lanes:	1.00		0.37		0.63		0.78		0.22		1.00		1.00		2.69		0.31		1.00		2.94		0.06	
Final Sat.:	1750		660		1140		1401		399		1750		1750		5037		563		1750		5488		112	
Capacity Analysis Module:																								
Vol/Sat:	0.05		0.17		0.17		0.25		0.25		0.04		0.15		0.38		0.38		0.11		0.34		0.34	
Crit Moves:					****		****						****								****			
Green Time:	25.6		25.6		25.6		37.7		37.7		37.7		22.8		58.2		58.2		16.6		52.0		52.0	
Volume/Cap:	0.30		0.98		0.98		0.98		0.98		0.15		0.98		0.98		0.98		0.98		0.98		0.98	
Delay/Veh:	54.9		107		107.2		92.3		92.3		43.9		112.3		59.3		59.3		124.0		64.0		64.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	54.9		107		107.2		92.3		92.3		43.9		112.3		59.3		59.3		124.0		64.0		64.0	
LOS by Move:	D		F		F		F		F		D		F		E		E		F		E		E	
HCM2kAvgQ:	4		19		19		26		26		3		14		35		35		13		35		35	

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



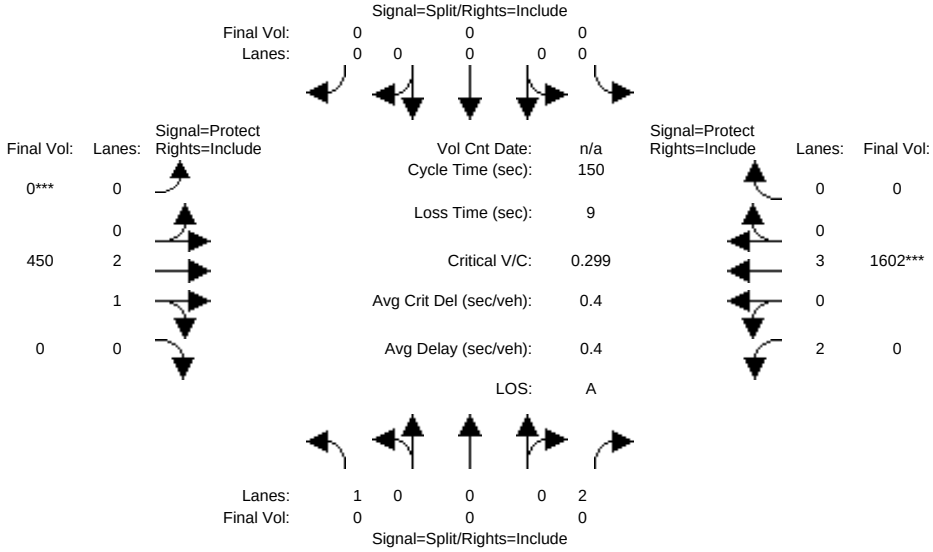
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	226	39	166	418	33	72	264	1710	366	195	1718	45
Growth 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:	226	39	166	418	33	72	264	1710	366	195	1718	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	39	166	418	33	72	264	1710	366	195	1718	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:	226	39	166	418	33	72	264	1710	366	195	1718	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	39	166	418	33	72	264	1710	366	195	1718	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
FinalVolume:	226	39	166	418	33	72	264	1710	366	195	1718	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.19	0.81	0.93	0.07	1.00	1.00	2.45	0.55	1.00	2.92	0.08
Final Sat.:	1750	342	1458	1668	132	1750	1750	4611	987	1750	5457	143
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.11	0.25	0.25	0.04	0.15	0.37	0.37	0.11	0.31	0.31
Crit Moves:	****			****				****		****		
Green Time:	20.7	20.7	20.7	40.1	40.1	40.1	25.0	59.4	59.4	17.8	52.2	52.2
Volume/Cap:	0.94	0.83	0.83	0.94	0.94	0.15	0.90	0.94	0.94	0.94	0.90	0.90
Delay/Veh:	104.9	82.8	82.8	79.7	79.7	42.1	90.8	51.9	51.9	110.3	53.0	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.9	82.8	82.8	79.7	79.7	42.1	90.8	51.9	51.9	110.3	53.0	53.0
LOS by Move:	F	F	F	E	E	D	F	D	D	F	D	D
HCM2kAvgQ:	15	12	12	25	25	3	14	32	32	13	29	29

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #4137: BART ENTRANCE/BERRYESSA



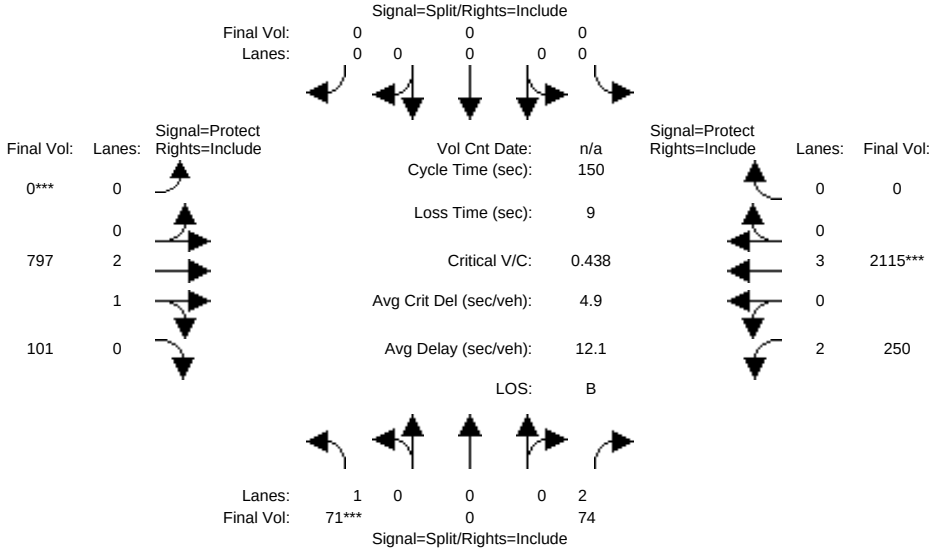
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	450	0	0	1602	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	450	0	0	1602	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	450	0	0	1602	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	450	0	0	1602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	450	0	0	1602	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	450	0	0	1602	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.98	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	0.00	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5600	0	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.28	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	141	0.0	0.0	141	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.4	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	0.0	0.0	0.0	0.3	0.0	0.0	0.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	2	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #4137: BART ENTRANCE/BERRYESSA



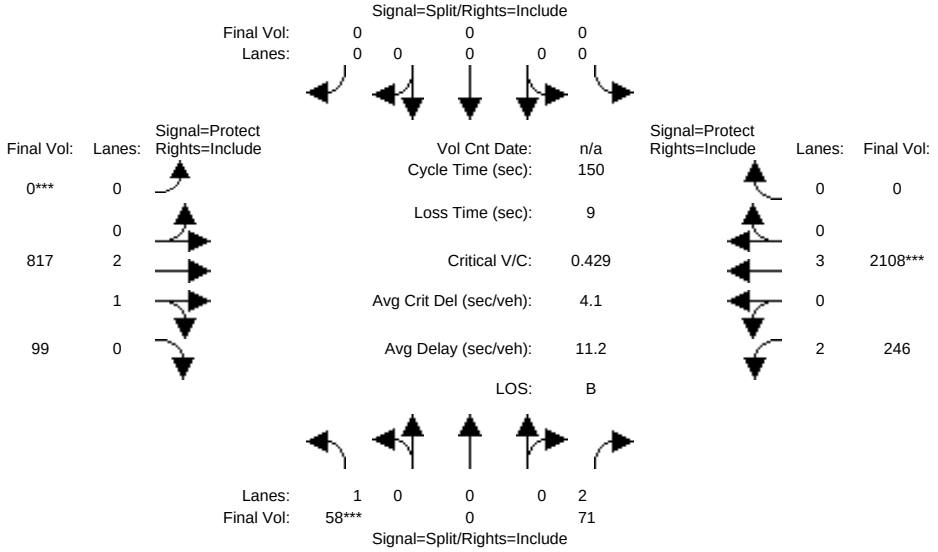
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	71	0	74	0	0	0	0	797	101	250	2115	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	0	74	0	0	0	0	797	101	250	2115	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	0	74	0	0	0	0	797	101	250	2115	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	0	74	0	0	0	0	797	101	250	2115	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	0	74	0	0	0	0	797	101	250	2115	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	0	74	0	0	0	0	797	101	250	2115	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.65	0.35	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	4969	630	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.02	0.00	0.00	0.00	0.00	0.16	0.16	0.08	0.37	0.00
Crit Moves:	****						****				****	
Green Time:	13.9	0.0	13.9	0.0	0.0	0.0	0.0	85.0	85.0	42.1	127	0.0
Volume/Cap:	0.44	0.00	0.25	0.00	0.00	0.00	0.00	0.28	0.28	0.28	0.44	0.00
Delay/Veh:	66.2	0.0	63.7	0.0	0.0	0.0	0.0	16.8	16.8	42.3	2.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	0.0	63.7	0.0	0.0	0.0	0.0	16.8	16.8	42.3	2.8	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	4	0	2	0	0	0	0	7	7	5	8	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #4137: BART ENTRANCE/BERRYESSA



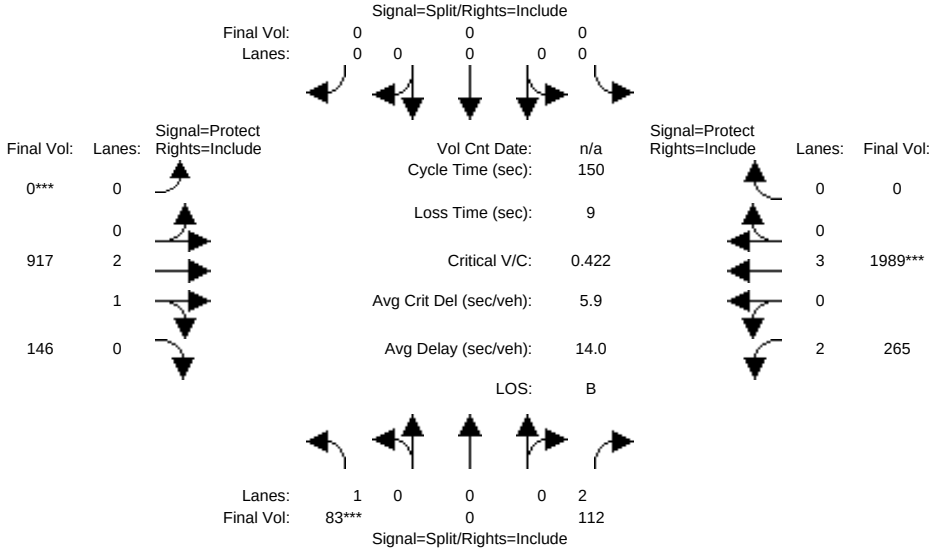
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	0	71	0	0	0	0	817	99	246	2108	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	0	71	0	0	0	0	817	99	246	2108	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	0	71	0	0	0	0	817	99	246	2108	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	0	71	0	0	0	0	817	99	246	2108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	71	0	0	0	0	817	99	246	2108	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	0	71	0	0	0	0	817	99	246	2108	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.66	0.34	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	4994	605	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.00	0.00	0.00	0.00	0.16	0.16	0.08	0.37	0.00
Crit Moves:	****						****				****	
Green Time:	11.6	0.0	11.6	0.0	0.0	0.0	0.0	87.6	87.6	41.8	129	0.0
Volume/Cap:	0.43	0.00	0.29	0.00	0.00	0.00	0.00	0.28	0.28	0.28	0.43	0.00
Delay/Veh:	68.2	0.0	66.0	0.0	0.0	0.0	0.0	15.6	15.6	42.5	2.3	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:	68.2	0.0	66.0	0.0	0.0	0.0	0.0	15.6	15.6	42.5	2.3	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	3	0	2	0	0	0	0	7	7	5	7	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #4137: BART ENTRANCE/BERRYESSA



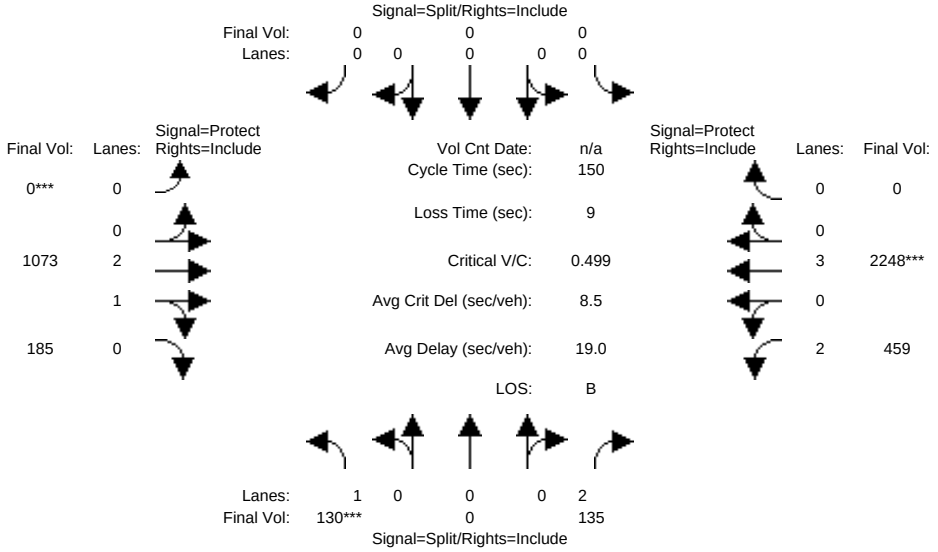
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	0	112	0	0	0	0	917	146	265	1989	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	0	112	0	0	0	0	917	146	265	1989	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	0	112	0	0	0	0	917	146	265	1989	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	0	112	0	0	0	0	917	146	265	1989	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	0	112	0	0	0	0	917	146	265	1989	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	0	112	0	0	0	0	917	146	265	1989	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.57	0.43	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	4830	769	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.19	0.19	0.08	0.35	0.00
Crit Moves:	****						****				****	
Green Time:	16.9	0.0	16.9	0.0	0.0	0.0	0.0	86.0	86.0	38.1	124	0.0
Volume/Cap:	0.42	0.00	0.32	0.00	0.00	0.00	0.00	0.33	0.33	0.33	0.42	0.00
Delay/Veh:	63.5	0.0	61.8	0.0	0.0	0.0	0.0	16.9	16.9	45.8	3.5	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:	63.5	0.0	61.8	0.0	0.0	0.0	0.0	16.9	16.9	45.8	3.5	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	4	0	3	0	0	0	0	8	8	6	8	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #4137: BART ENTRANCE/BERRYESSA



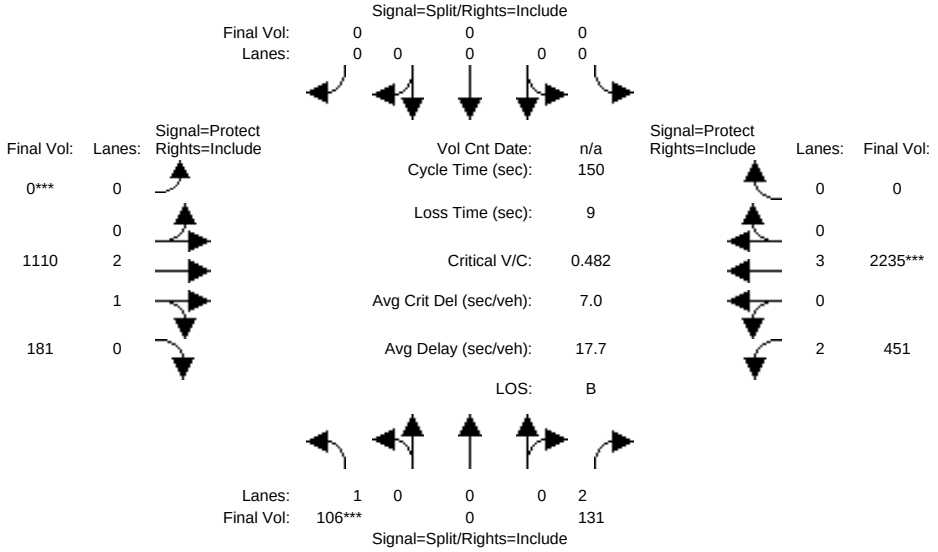
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	0	135	0	0	0	0	1073	185	459	2248	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	135	0	0	0	0	1073	185	459	2248	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	135	0	0	0	0	1073	185	459	2248	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	135	0	0	0	0	1073	185	459	2248	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	135	0	0	0	0	1073	185	459	2248	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	0	135	0	0	0	0	1073	185	459	2248	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.54	0.46	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	4775	823	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.04	0.00	0.00	0.00	0.00	0.22	0.22	0.15	0.39	0.00
Crit Moves:	****						****				****	
Green Time:	22.3	0.0	22.3	0.0	0.0	0.0	0.0	72.0	72.0	46.7	119	0.0
Volume/Cap:	0.50	0.00	0.29	0.00	0.00	0.00	0.00	0.47	0.47	0.47	0.50	0.00
Delay/Veh:	60.2	0.0	57.1	0.0	0.0	0.0	0.0	26.3	26.3	42.0	5.5	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:	60.2	0.0	57.1	0.0	0.0	0.0	0.0	26.3	26.3	42.0	5.5	0.0
LOS by Move:	E	A	E	A	A	A	A	C	C	D	A	A
HCM2kAvgQ:	6	0	3	0	0	0	0	13	13	10	12	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #4137: BART ENTRANCE/BERRYESSA



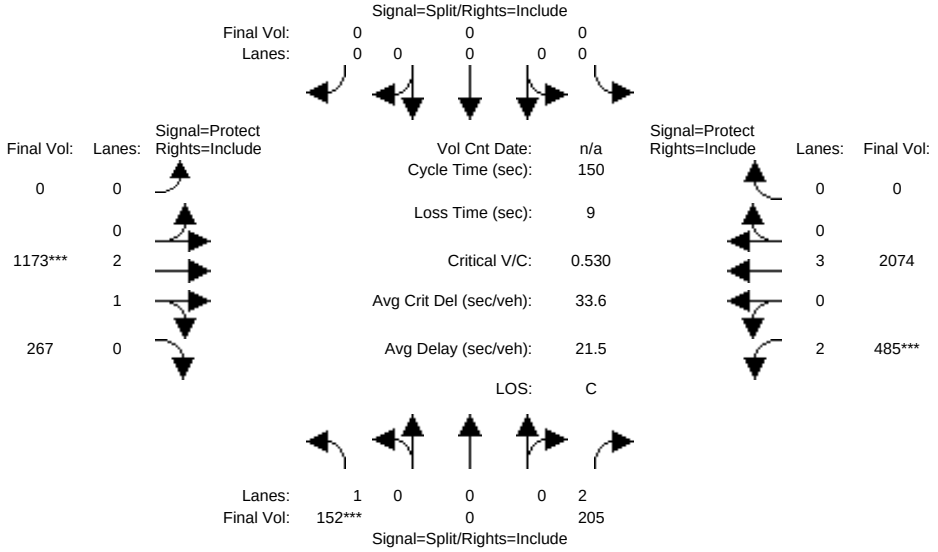
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	0	131	0	0	0	0	1110	181	451	2235	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	0	131	0	0	0	0	1110	181	451	2235	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	131	0	0	0	0	1110	181	451	2235	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	131	0	0	0	0	1110	181	451	2235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	131	0	0	0	0	1110	181	451	2235	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	0	131	0	0	0	0	1110	181	451	2235	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.56	0.44	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	4814	785	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.00	0.00	0.00	0.00	0.23	0.23	0.14	0.39	0.00
Crit Moves:	****						****				****	
Green Time:	18.9	0.0	18.9	0.0	0.0	0.0	0.0	75.3	75.3	46.8	122	0.0
Volume/Cap:	0.48	0.00	0.33	0.00	0.00	0.00	0.00	0.46	0.46	0.46	0.48	0.00
Delay/Veh:	62.7	0.0	60.3	0.0	0.0	0.0	0.0	24.3	24.3	41.8	4.3	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:	62.7	0.0	60.3	0.0	0.0	0.0	0.0	24.3	24.3	41.8	4.3	0.0
LOS by Move:	E	A	E	A	A	A	A	C	C	D	A	A
HCM2kAvgQ:	5	0	3	0	0	0	0	13	13	10	10	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #4137: BART ENTRANCE/BERRYESSA



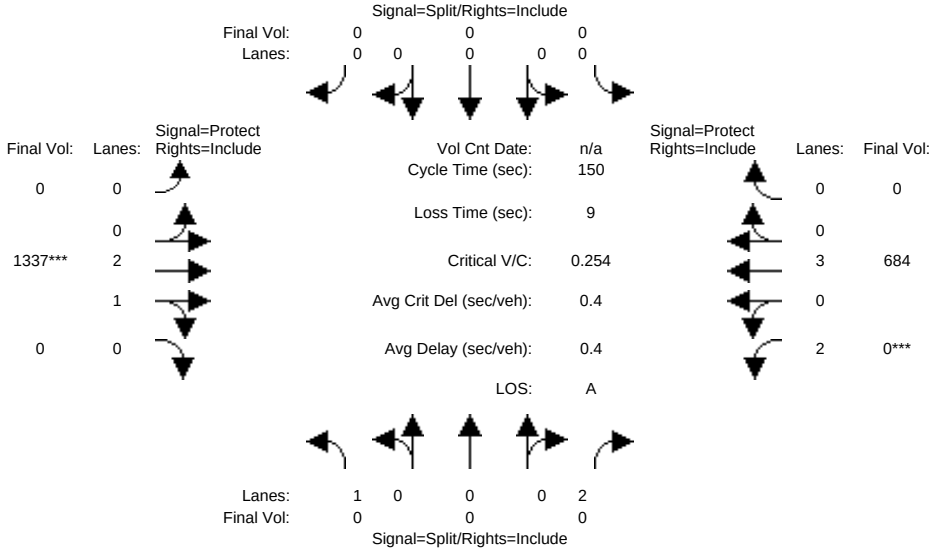
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	152	0	205	0	0	0	0	1173	267	485	2074	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	0	205	0	0	0	0	1173	267	485	2074	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	0	205	0	0	0	0	1173	267	485	2074	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	0	205	0	0	0	0	1173	267	485	2074	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	0	205	0	0	0	0	1173	267	485	2074	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	0	205	0	0	0	0	1173	267	485	2074	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.42	0.58	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	4560	1038	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.07	0.00	0.00	0.00	0.00	0.26	0.26	0.15	0.36	0.00
Crit Moves:	****							****		****		
Green Time:	24.6	0.0	24.6	0.0	0.0	0.0	0.0	72.8	72.8	43.6	116	0.0
Volume/Cap:	0.53	0.00	0.40	0.00	0.00	0.00	0.00	0.53	0.53	0.53	0.47	0.00
Delay/Veh:	59.3	0.0	56.6	0.0	0.0	0.0	0.0	26.9	26.9	45.2	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	0.0	56.6	0.0	0.0	0.0	0.0	26.9	26.9	45.2	6.0	0.0
LOS by Move:	E	A	E	A	A	A	A	C	C	D	A	A
HCM2kAvgQ:	7	0	5	0	0	0	0	15	15	11	11	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #4137: BART ENTRANCE/BERRYESSA



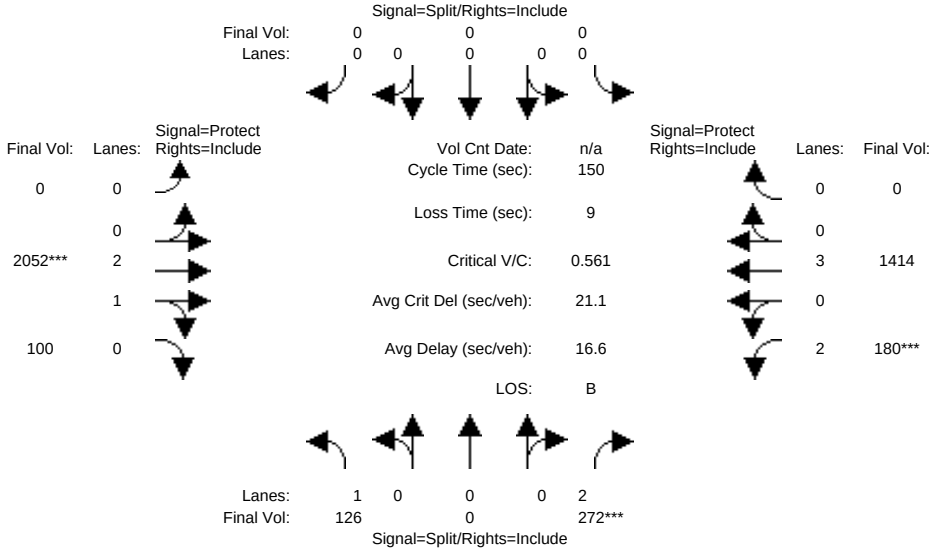
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1337	0	0	684	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1337	0	0	684	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1337	0	0	684	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1337	0	0	684	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1337	0	0	684	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1337	0	0	684	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.98	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	0.00	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5600	0	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.12	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	141	0.0	0.0	141	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.13	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	1	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #4137: BART ENTRANCE/BERRYESSA



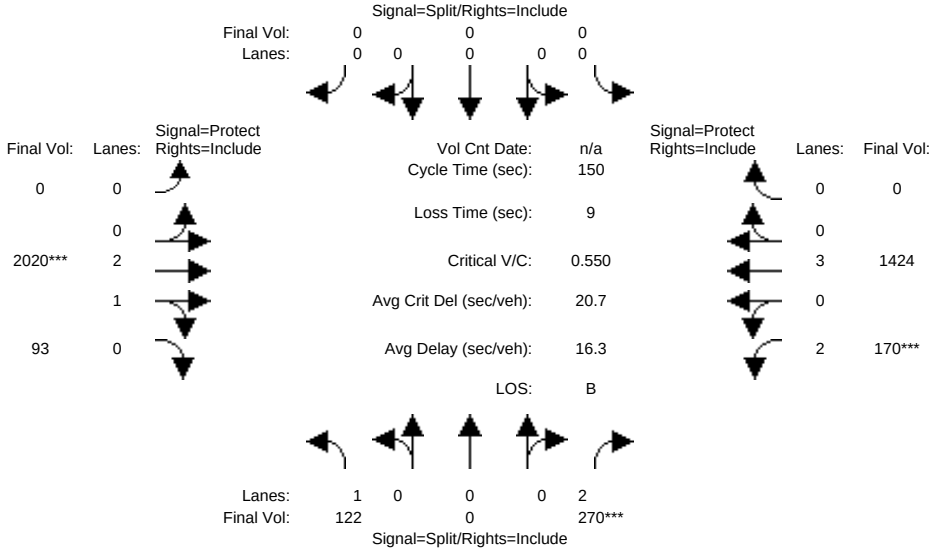
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	126	0	272	0	0	0	0	2052	100	180	1414	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	0	272	0	0	0	0	2052	100	180	1414	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	0	272	0	0	0	0	2052	100	180	1414	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	272	0	0	0	0	2052	100	180	1414	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	0	272	0	0	0	0	2052	100	180	1414	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	0	272	0	0	0	0	2052	100	180	1414	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.86	0.14	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5339	260	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.38	0.38	0.06	0.25	0.00
Crit Moves:			****					****		****		
Green Time:	23.1	0.0	23.1	0.0	0.0	0.0	0.0	103	102.7	15.3	118	0.0
Volume/Cap:	0.47	0.00	0.56	0.00	0.00	0.00	0.00	0.56	0.56	0.56	0.32	0.00
Delay/Veh:	59.2	0.0	60.3	0.0	0.0	0.0	0.0	12.3	12.3	66.4	4.6	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:	59.2	0.0	60.3	0.0	0.0	0.0	0.0	12.3	12.3	66.4	4.6	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	E	A	A
HCM2kAvgQ:	6	0	8	0	0	0	0	17	17	5	6	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #4137: BART ENTRANCE/BERRYESSA



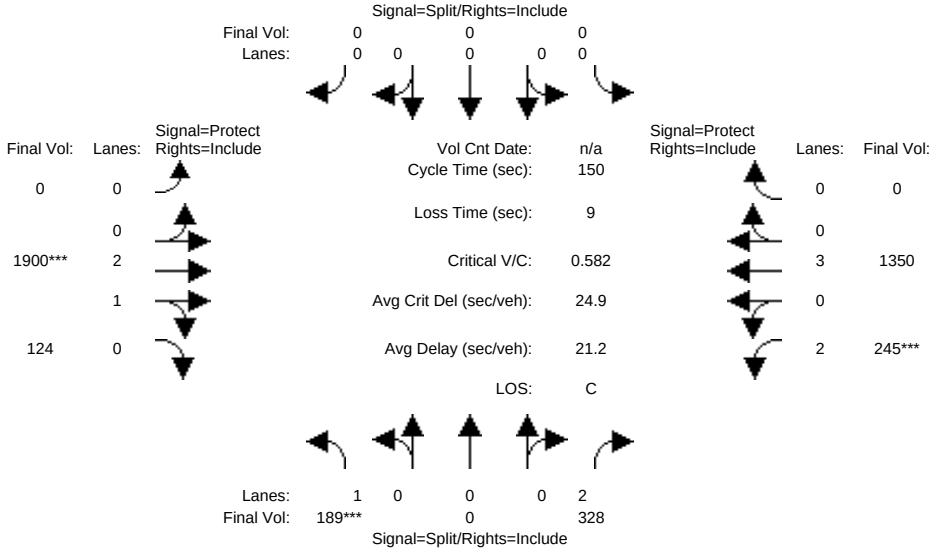
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	122	0	270	0	0	0	0	2020	93	170	1424	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	0	270	0	0	0	0	2020	93	170	1424	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	0	270	0	0	0	0	2020	93	170	1424	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	0	270	0	0	0	0	2020	93	170	1424	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	0	270	0	0	0	0	2020	93	170	1424	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	0	270	0	0	0	0	2020	93	170	1424	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.86	0.14	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5353	246	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.38	0.38	0.05	0.25	0.00
Crit Moves:			****					****		****		
Green Time:	23.4	0.0	23.4	0.0	0.0	0.0	0.0	103	102.9	14.7	118	0.0
Volume/Cap:	0.45	0.00	0.55	0.00	0.00	0.00	0.00	0.55	0.55	0.55	0.32	0.00
Delay/Veh:	58.6	0.0	59.8	0.0	0.0	0.0	0.0	12.0	12.0	66.6	4.7	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:	58.6	0.0	59.8	0.0	0.0	0.0	0.0	12.0	12.0	66.6	4.7	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	E	A	A
HCM2kAvgQ:	6	0	7	0	0	0	0	16	16	5	6	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #4137: BART ENTRANCE/BERRYESSA



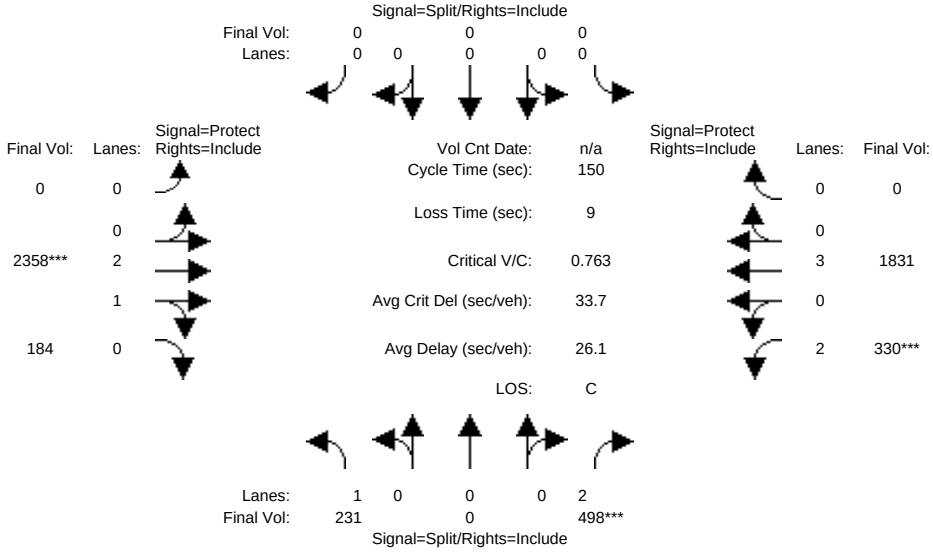
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	189	0	328	0	0	0	0	1900	124	245	1350	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	0	328	0	0	0	0	1900	124	245	1350	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	0	328	0	0	0	0	1900	124	245	1350	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	0	328	0	0	0	0	1900	124	245	1350	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	0	328	0	0	0	0	1900	124	245	1350	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	0	328	0	0	0	0	1900	124	245	1350	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.81	0.19	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5256	343	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.10	0.00	0.00	0.00	0.00	0.36	0.36	0.08	0.24	0.00
Crit Moves:	****							****		****		
Green Time:	27.8	0.0	27.8	0.0	0.0	0.0	0.0	93.1	93.1	20.0	113	0.0
Volume/Cap:	0.58	0.00	0.56	0.00	0.00	0.00	0.00	0.58	0.58	0.58	0.31	0.00
Delay/Veh:	58.5	0.0	56.8	0.0	0.0	0.0	0.0	17.1	17.1	63.1	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	0.0	56.8	0.0	0.0	0.0	0.0	17.1	17.1	63.1	6.0	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	E	A	A
HCM2kAvgQ:	9	0	9	0	0	0	0	18	18	7	6	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #4137: BART ENTRANCE/BERRYESSA



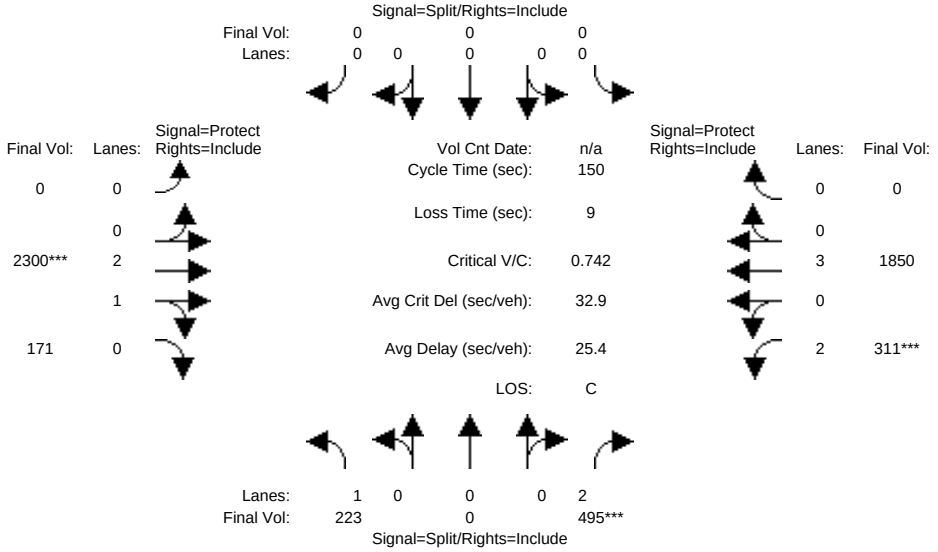
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	231	0	498	0	0	0	0	2358	184	330	1831	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	0	498	0	0	0	0	2358	184	330	1831	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	0	498	0	0	0	0	2358	184	330	1831	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	0	498	0	0	0	0	2358	184	330	1831	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	0	498	0	0	0	0	2358	184	330	1831	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	0	498	0	0	0	0	2358	184	330	1831	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.77	0.23	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5194	405	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.16	0.00	0.00	0.00	0.00	0.45	0.45	0.10	0.32	0.00
Crit Moves:			****					****		****		
Green Time:	31.1	0.0	31.1	0.0	0.0	0.0	0.0	89.3	89.3	20.6	110	0.0
Volume/Cap:	0.64	0.00	0.76	0.00	0.00	0.00	0.00	0.76	0.76	0.76	0.44	0.00
Delay/Veh:	58.0	0.0	61.3	0.0	0.0	0.0	0.0	23.6	23.6	70.2	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:	58.0	0.0	61.3	0.0	0.0	0.0	0.0	23.6	23.6	70.2	8.0	0.0
LOS by Move:	E	A	E	A	A	A	A	C	C	E	A	A
HCM2kAvgQ:	11	0	14	0	0	0	0	30	30	10	11	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #4137: BART ENTRANCE/BERRYESSA



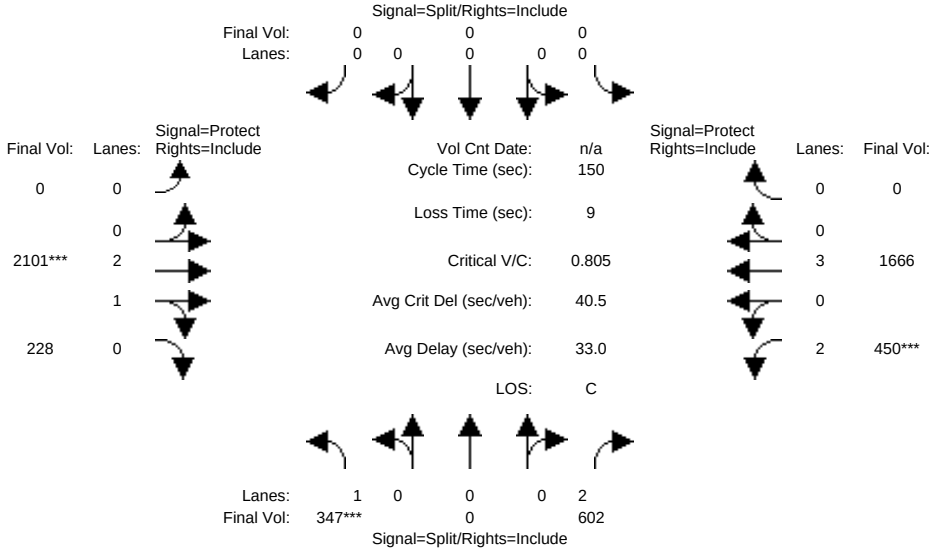
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	223	0	495	0	0	0	0	2300	171	311	1850	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	0	495	0	0	0	0	2300	171	311	1850	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	0	495	0	0	0	0	2300	171	311	1850	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	0	495	0	0	0	0	2300	171	311	1850	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	0	495	0	0	0	0	2300	171	311	1850	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	0	495	0	0	0	0	2300	171	311	1850	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.78	0.22	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5212	387	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.16	0.00	0.00	0.00	0.00	0.44	0.44	0.10	0.32	0.00
Crit Moves:			****					****		****		
Green Time:	31.8	0.0	31.8	0.0	0.0	0.0	0.0	89.3	89.3	20.0	109	0.0
Volume/Cap:	0.60	0.00	0.74	0.00	0.00	0.00	0.00	0.74	0.74	0.74	0.45	0.00
Delay/Veh:	56.1	0.0	59.7	0.0	0.0	0.0	0.0	22.9	22.9	69.5	8.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	0.0	59.7	0.0	0.0	0.0	0.0	22.9	22.9	69.5	8.3	0.0
LOS by Move:	E	A	E	A	A	A	A	C	C	E	A	A
HCM2kAvgQ:	11	0	14	0	0	0	0	28	28	10	11	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #4137: BART ENTRANCE/BERRYESSA



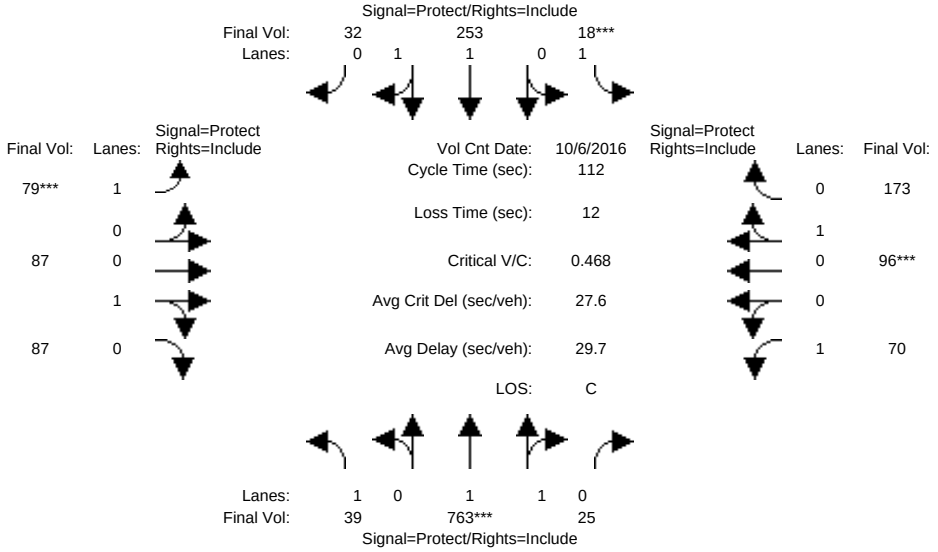
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	347	0	602	0	0	0	0	2101	228	450	1666	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	347	0	602	0	0	0	0	2101	228	450	1666	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	0	602	0	0	0	0	2101	228	450	1666	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	347	0	602	0	0	0	0	2101	228	450	1666	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	0	602	0	0	0	0	2101	228	450	1666	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	347	0	602	0	0	0	0	2101	228	450	1666	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.70	0.30	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5051	548	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.19	0.00	0.00	0.00	0.00	0.42	0.42	0.14	0.29	0.00
Crit Moves:	****							****		****		
Green Time:	36.9	0.0	36.9	0.0	0.0	0.0	0.0	77.5	77.5	26.6	104	0.0
Volume/Cap:	0.81	0.00	0.78	0.00	0.00	0.00	0.00	0.81	0.81	0.81	0.42	0.00
Delay/Veh:	63.8	0.0	57.7	0.0	0.0	0.0	0.0	31.8	31.8	67.6	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:	63.8	0.0	57.7	0.0	0.0	0.0	0.0	31.8	31.8	67.6	10.0	0.0
LOS by Move:	E	A	E	A	A	A	A	C	C	E	B	A
HCM2kAvgQ:	18	0	17	0	0	0	0	31	31	14	11	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3661: LUNDY/SIERRA



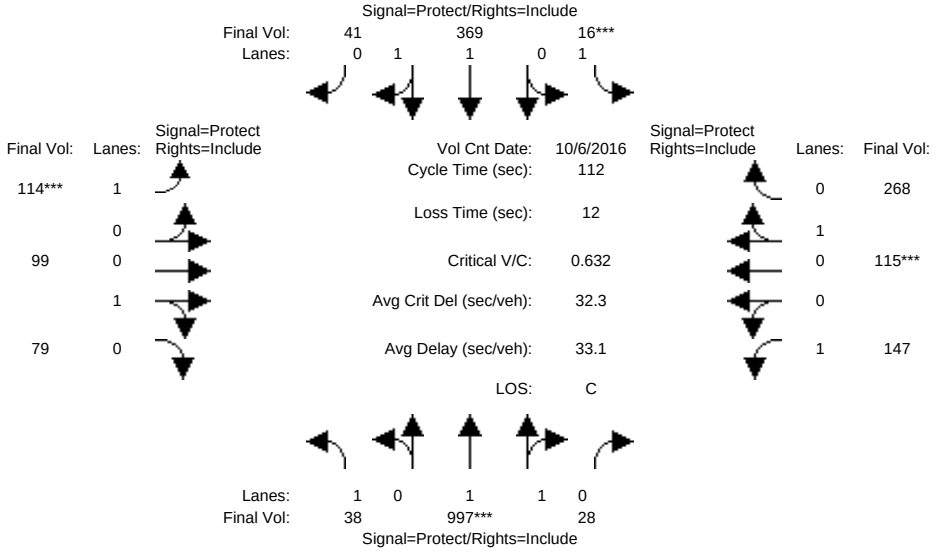
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	39	763	25	18	253	32	79	87	87	70	96	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	763	25	18	253	32	79	87	87	70	96	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	763	25	18	253	32	79	87	87	70	96	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	763	25	18	253	32	79	87	87	70	96	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	763	25	18	253	32	79	87	87	70	96	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	763	25	18	253	32	79	87	87	70	96	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.93	0.07	1.00	1.77	0.23	1.00	0.50	0.50	1.00	0.36	0.64
Final Sat.:	1750	3583	117	1750	3284	415	1750	900	900	1750	642	1158
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.01	0.08	0.08	0.05	0.10	0.10	0.04	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	22.9	48.6	48.6	7.0	32.7	32.7	10.3	27.0	27.0	17.4	34.1	34.1
Volume/Cap:	0.11	0.49	0.49	0.16	0.26	0.26	0.49	0.40	0.40	0.26	0.49	0.49
Delay/Veh:	36.4	23.0	23.0	50.4	30.5	30.5	50.7	36.3	36.3	42.1	32.5	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	23.0	23.0	50.4	30.5	30.5	50.7	36.3	36.3	42.1	32.5	32.5
LOS by Move:	D	C	C	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	1	10	10	1	4	4	3	5	5	2	8	8

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3661: LUNDY/SIERRA



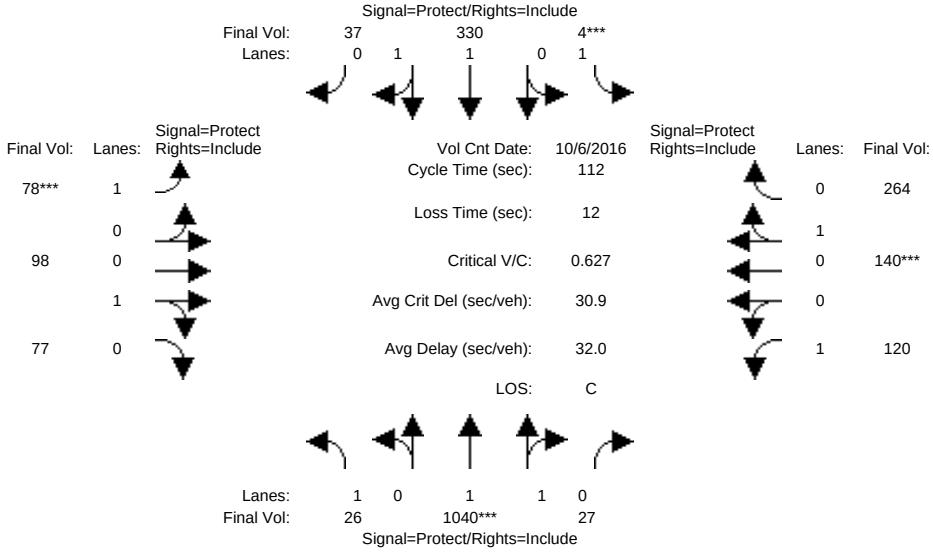
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	38	997	28	16	369	41	114	99	79	147	115	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	997	28	16	369	41	114	99	79	147	115	268
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	997	28	16	369	41	114	99	79	147	115	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	997	28	16	369	41	114	99	79	147	115	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	997	28	16	369	41	114	99	79	147	115	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	997	28	16	369	41	114	99	79	147	115	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.94	0.06	1.00	1.79	0.21	1.00	0.56	0.44	1.00	0.30	0.70
Final Sat.:	1750	3599	101	1750	3330	370	1750	1001	799	1750	540	1260
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.01	0.11	0.11	0.07	0.10	0.10	0.08	0.21	0.21
Crit Moves:		****		****			****				****	
Green Time:	19.3	46.4	46.4	7.0	34.2	34.2	10.9	25.2	25.2	21.4	35.7	35.7
Volume/Cap:	0.13	0.67	0.67	0.15	0.36	0.36	0.67	0.44	0.44	0.44	0.67	0.67
Delay/Veh:	39.4	27.7	27.7	50.3	30.6	30.6	58.6	38.1	38.1	40.9	36.1	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	27.7	27.7	50.3	30.6	30.6	58.6	38.1	38.1	40.9	36.1	36.1
LOS by Move:	D	C	C	D	C	C	E	D	D	D	D	D
HCM2kAvgQ:	1	15	15	1	6	6	5	6	6	5	13	13

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3661: LUNDY/SIERRA



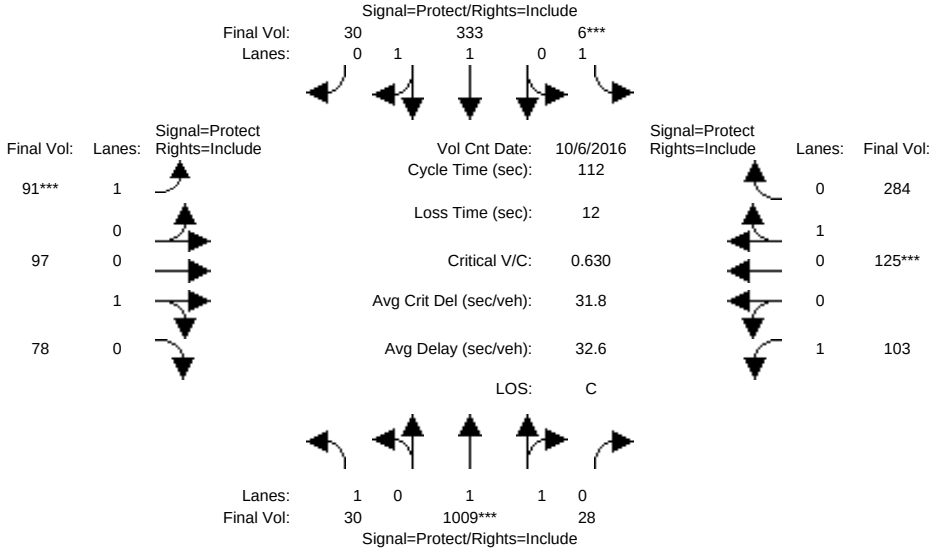
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	26	1040	27	4	330	37	78	98	77	120	140	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1040	27	4	330	37	78	98	77	120	140	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1040	27	4	330	37	78	98	77	120	140	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1040	27	4	330	37	78	98	77	120	140	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1040	27	4	330	37	78	98	77	120	140	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1040	27	4	330	37	78	98	77	120	140	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.79	0.21	1.00	0.56	0.44	1.00	0.35	0.65
Final Sat.:	1750	3606	94	1750	3327	373	1750	1008	792	1750	624	1176
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.00	0.10	0.10	0.04	0.10	0.10	0.07	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	21.3	48.1	48.1	7.0	33.8	33.8	7.4	26.3	26.3	18.6	37.4	37.4
Volume/Cap:	0.08	0.67	0.67	0.04	0.33	0.33	0.67	0.41	0.41	0.41	0.67	0.67
Delay/Veh:	37.4	26.7	26.7	49.5	30.5	30.5	65.3	37.0	37.0	42.8	35.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	26.7	26.7	49.5	30.5	30.5	65.3	37.0	37.0	42.8	35.0	35.0
LOS by Move:	D	C	C	D	C	C	E	D	D	D	C	C
HCM2kAvgQ:	1	16	16	0	5	5	4	6	6	4	13	13

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3661: LUNDY/SIERRA



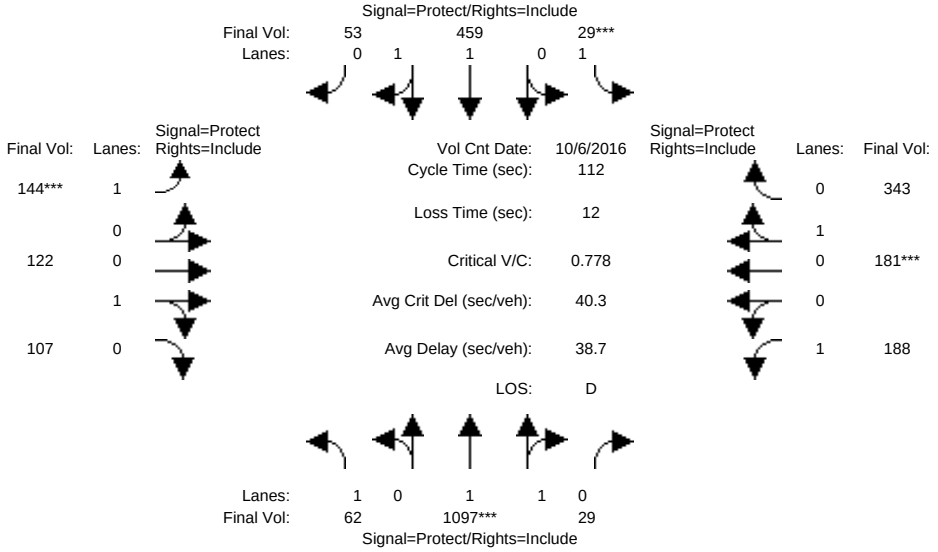
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	30	1009	28	6	333	30	91	97	78	103	125	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1009	28	6	333	30	91	97	78	103	125	284
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1009	28	6	333	30	91	97	78	103	125	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1009	28	6	333	30	91	97	78	103	125	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1009	28	6	333	30	91	97	78	103	125	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1009	28	6	333	30	91	97	78	103	125	284
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.94	0.06	1.00	1.83	0.17	1.00	0.55	0.45	1.00	0.31	0.69
Final Sat.:	1750	3600	100	1750	3394	306	1750	998	802	1750	550	1250
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.00	0.10	0.10	0.05	0.10	0.10	0.06	0.23	0.23
Crit Moves:		****		****			****				****	
Green Time:	20.9	46.6	46.6	7.0	32.7	32.7	8.6	28.3	28.3	18.2	37.8	37.8
Volume/Cap:	0.09	0.67	0.67	0.05	0.34	0.34	0.67	0.39	0.39	0.36	0.67	0.67
Delay/Veh:	37.9	27.7	27.7	49.6	31.3	31.3	62.9	35.2	35.2	42.6	34.8	34.8
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:	37.9	27.7	27.7	49.6	31.3	31.3	62.9	35.2	35.2	42.6	34.8	34.8
LOS by Move:	D	C	C	D	C	C	E	D	D	D	C	C
HCM2kAvgQ:	1	15	15	0	5	5	5	5	5	4	13	13

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3661: LUNDY/SIERRA



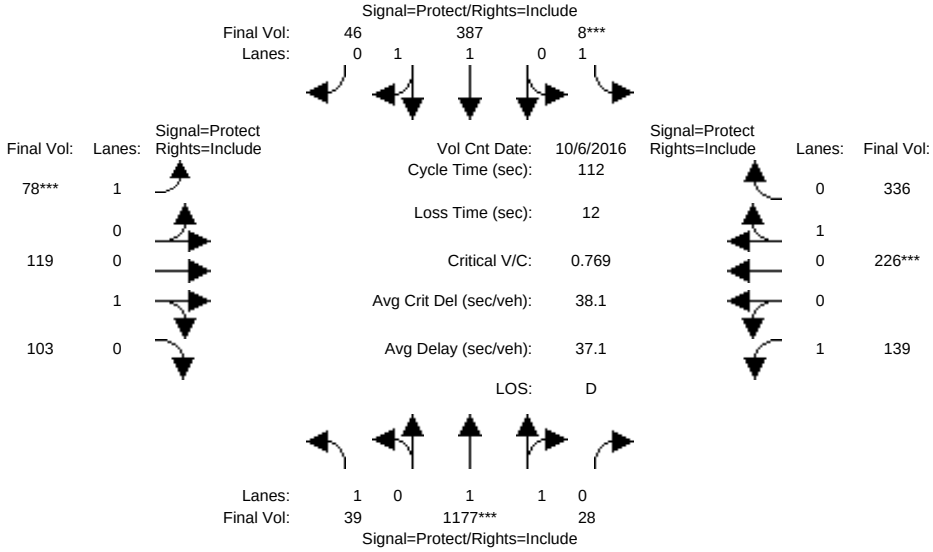
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	62	1097	29	29	459	53	144	122	107	188	181	343
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1097	29	29	459	53	144	122	107	188	181	343
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1097	29	29	459	53	144	122	107	188	181	343
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1097	29	29	459	53	144	122	107	188	181	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1097	29	29	459	53	144	122	107	188	181	343
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1097	29	29	459	53	144	122	107	188	181	343
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.79	0.21	1.00	0.53	0.47	1.00	0.35	0.65
Final Sat.:	1750	3605	95	1750	3317	383	1750	959	841	1750	622	1178
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.02	0.14	0.14	0.08	0.13	0.13	0.11	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	15.2	41.8	41.8	7.0	33.6	33.6	11.3	27.8	27.8	23.5	39.9	39.9
Volume/Cap:	0.26	0.82	0.82	0.27	0.46	0.46	0.82	0.51	0.51	0.51	0.82	0.82
Delay/Veh:	44.0	35.6	35.6	51.3	32.2	32.2	74.0	37.3	37.3	40.4	40.7	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	35.6	35.6	51.3	32.2	32.2	74.0	37.3	37.3	40.4	40.7	40.7
LOS by Move:	D	D	D	D	C	C	E	D	D	D	D	D
HCM2kAvgQ:	2	20	20	1	7	7	8	7	7	7	19	19

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3661: LUNDY/SIERRA



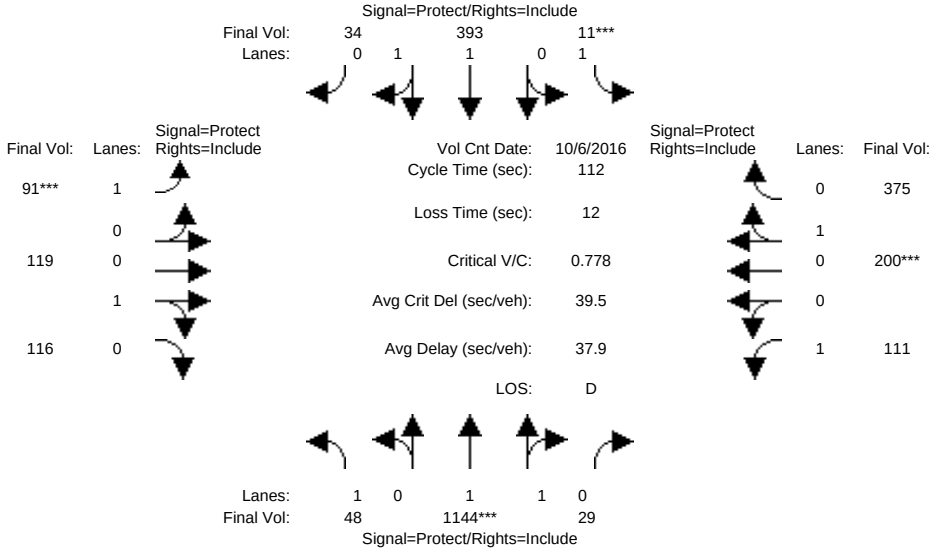
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	39	1177	28	8	387	46	78	119	103	139	226	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1177	28	8	387	46	78	119	103	139	226	336
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1177	28	8	387	46	78	119	103	139	226	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1177	28	8	387	46	78	119	103	139	226	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1177	28	8	387	46	78	119	103	139	226	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1177	28	8	387	46	78	119	103	139	226	336
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.78	0.22	1.00	0.54	0.46	1.00	0.40	0.60
Final Sat.:	1750	3614	86	1750	3307	393	1750	965	835	1750	724	1076
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.00	0.12	0.12	0.04	0.12	0.12	0.08	0.31	0.31
Crit Moves:		****		****			****				****	
Green Time:	17.7	43.9	43.9	7.0	33.2	33.2	7.0	29.9	29.9	19.2	42.1	42.1
Volume/Cap:	0.14	0.83	0.83	0.07	0.39	0.39	0.71	0.46	0.46	0.46	0.83	0.83
Delay/Veh:	40.8	34.9	34.9	49.7	31.6	31.6	71.3	35.1	35.1	42.9	40.3	40.3
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:	40.8	34.9	34.9	49.7	31.6	31.6	71.3	35.1	35.1	42.9	40.3	40.3
LOS by Move:	D	C	C	D	C	C	E	D	D	D	D	D
HCM2kAvgQ:	1	21	21	0	6	6	4	7	7	5	21	21

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3661: LUNDY/SIERRA



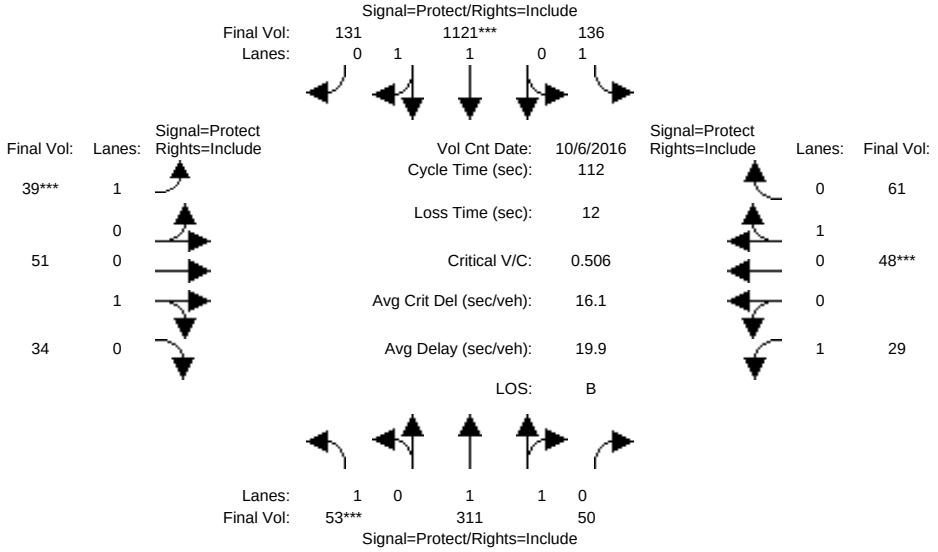
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	48	1144	29	11	393	34	91	119	116	111	200	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1144	29	11	393	34	91	119	116	111	200	375
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1144	29	11	393	34	91	119	116	111	200	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1144	29	11	393	34	91	119	116	111	200	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1144	29	11	393	34	91	119	116	111	200	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1144	29	11	393	34	91	119	116	111	200	375
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.84	0.16	1.00	0.51	0.49	1.00	0.35	0.65
Final Sat.:	1750	3608	91	1750	3405	295	1750	911	889	1750	626	1174
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.01	0.12	0.12	0.05	0.13	0.13	0.06	0.32	0.32
Crit Moves:		****		****			****				****	
Green Time:	17.5	42.8	42.8	7.0	32.3	32.3	7.0	33.8	33.8	16.4	43.2	43.2
Volume/Cap:	0.18	0.83	0.83	0.10	0.40	0.40	0.83	0.43	0.43	0.43	0.83	0.83
Delay/Veh:	41.3	35.5	35.5	49.9	32.3	32.3	90.4	32.0	32.0	44.7	39.4	39.4
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:	41.3	35.5	35.5	49.9	32.3	32.3	90.4	32.0	32.0	44.7	39.4	39.4
LOS by Move:	D	D	D	D	C	C	F	C	C	D	D	D
HCM2kAvgQ:	2	21	21	0	6	6	6	7	7	4	21	21

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3661: LUNDY/SIERRA



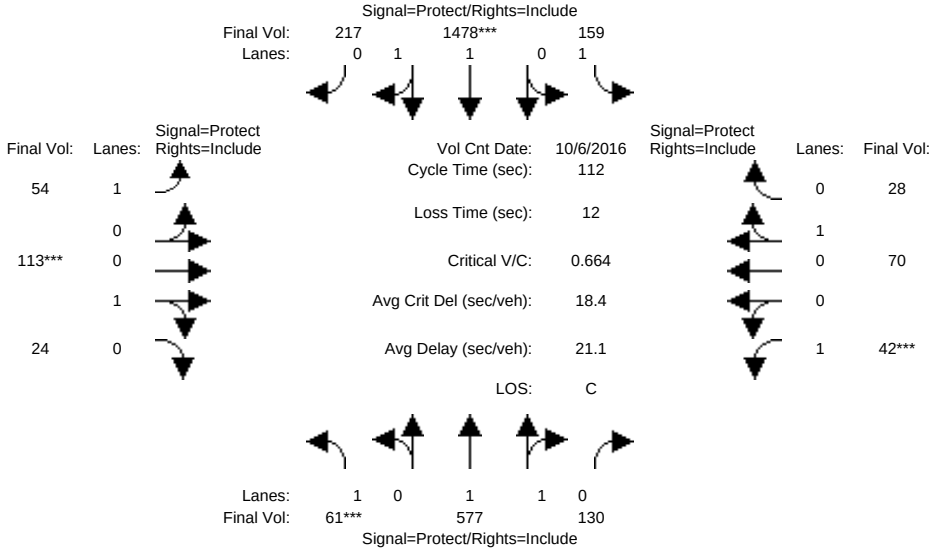
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:00-6:00												
Base Vol:	53	311	50	136	1121	131	39	51	34	29	48	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	311	50	136	1121	131	39	51	34	29	48	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	311	50	136	1121	131	39	51	34	29	48	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	311	50	136	1121	131	39	51	34	29	48	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	311	50	136	1121	131	39	51	34	29	48	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	311	50	136	1121	131	39	51	34	29	48	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.72	0.28	1.00	1.78	0.22	1.00	0.60	0.40	1.00	0.44	0.56
Final Sat.:	1750	3187	512	1750	3313	387	1750	1080	720	1750	793	1007
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.08	0.34	0.34	0.02	0.05	0.05	0.02	0.06	0.06
Crit Moves:	****				****		****				****	
Green Time:	7.0	44.5	44.5	35.4	72.9	72.9	7.0	11.8	11.8	8.3	13.1	13.1
Volume/Cap:	0.48	0.25	0.25	0.25	0.52	0.52	0.36	0.45	0.45	0.22	0.52	0.52
Delay/Veh:	54.1	22.6	22.6	28.6	10.5	10.5	52.3	48.7	48.7	49.7	48.8	48.8
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:	54.1	22.6	22.6	28.6	10.5	10.5	52.3	48.7	48.7	49.7	48.8	48.8
LOS by Move:	D	C	C	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	3	4	4	4	12	12	2	3	3	1	4	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3661: LUNDY/SIERRA



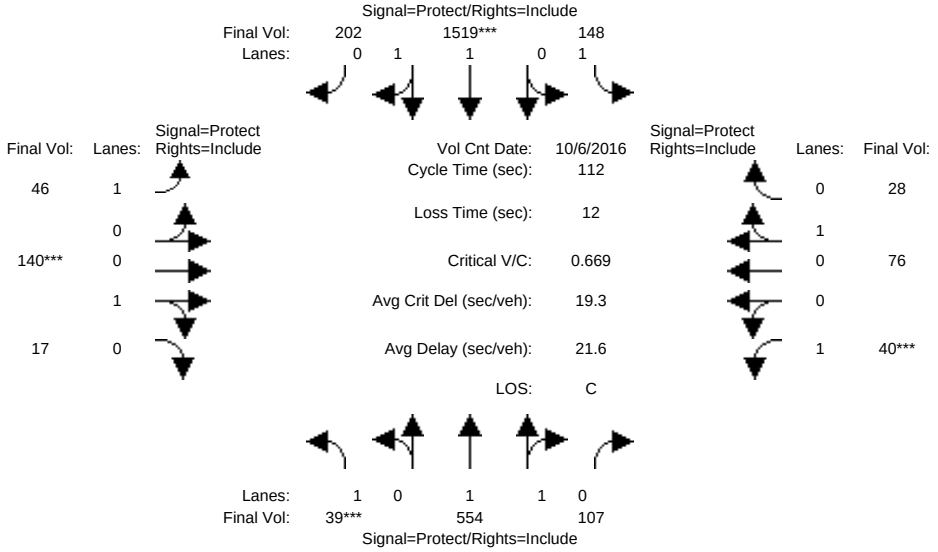
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:00-6:00												
Base Vol:	61	577	130	159	1478	217	54	113	24	42	70	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	577	130	159	1478	217	54	113	24	42	70	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	577	130	159	1478	217	54	113	24	42	70	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	577	130	159	1478	217	54	113	24	42	70	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	577	130	159	1478	217	54	113	24	42	70	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	577	130	159	1478	217	54	113	24	42	70	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.62	0.38	1.00	1.74	0.26	1.00	0.82	0.18	1.00	0.71	0.29
Final Sat.:	1750	3019	680	1750	3226	474	1750	1485	315	1750	1286	514
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.09	0.46	0.46	0.03	0.08	0.08	0.02	0.05	0.05
Crit Moves:	****				****			****		****		
Green Time:	7.0	54.7	54.7	26.0	73.7	73.7	7.9	12.3	12.3	7.0	11.3	11.3
Volume/Cap:	0.56	0.39	0.39	0.39	0.70	0.70	0.44	0.70	0.70	0.38	0.54	0.54
Delay/Veh:	57.3	18.2	18.2	36.9	13.0	13.0	52.3	58.4	58.4	52.7	51.1	51.1
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:	57.3	18.2	18.2	36.9	13.0	13.0	52.3	58.4	58.4	52.7	51.1	51.1
LOS by Move:	E	B	B	D	B	B	D	E	E	D	D	D
HCM2kAvgQ:	3	8	8	5	19	19	2	6	6	2	4	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3661: LUNDY/SIERRA



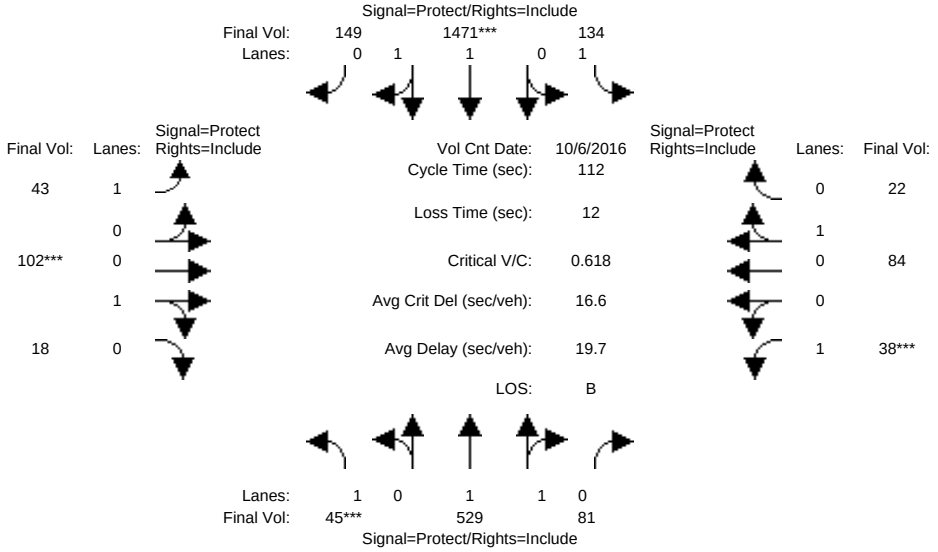
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:00-6:00												
Base Vol:	39	554	107	148	1519	202	46	140	17	40	76	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	554	107	148	1519	202	46	140	17	40	76	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	554	107	148	1519	202	46	140	17	40	76	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	554	107	148	1519	202	46	140	17	40	76	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	554	107	148	1519	202	46	140	17	40	76	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	554	107	148	1519	202	46	140	17	40	76	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.67	0.33	1.00	1.76	0.24	1.00	0.89	0.11	1.00	0.73	0.27
Final Sat.:	1750	3101	599	1750	3265	434	1750	1605	195	1750	1315	485
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.08	0.47	0.47	0.03	0.09	0.09	0.02	0.06	0.06
Crit Moves:	****				****			****		****		
Green Time:	7.0	53.9	53.9	25.5	72.4	72.4	8.5	13.6	13.6	7.0	12.1	12.1
Volume/Cap:	0.36	0.37	0.37	0.37	0.72	0.72	0.35	0.72	0.72	0.37	0.53	0.53
Delay/Veh:	52.3	18.5	18.5	37.1	14.2	14.2	50.7	58.4	58.4	52.4	50.2	50.2
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:	52.3	18.5	18.5	37.1	14.2	14.2	50.7	58.4	58.4	52.4	50.2	50.2
LOS by Move:	D	B	B	D	B	B	D	E	E	D	D	D
HCM2kAvgQ:	2	7	7	5	21	21	2	7	7	2	4	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3661: LUNDY/SIERRA



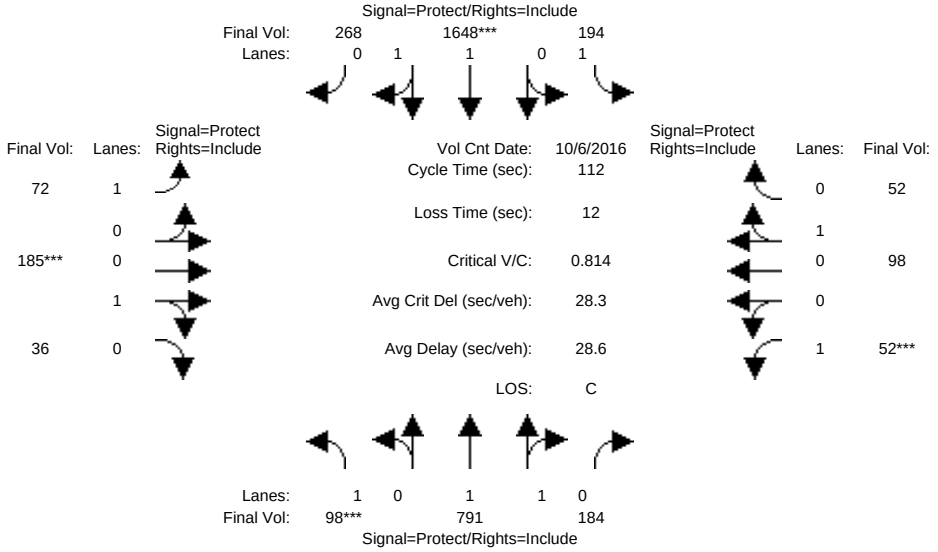
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:00-6:00												
Base Vol:	45	529	81	134	1471	149	43	102	18	38	84	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	529	81	134	1471	149	43	102	18	38	84	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	529	81	134	1471	149	43	102	18	38	84	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	529	81	134	1471	149	43	102	18	38	84	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	529	81	134	1471	149	43	102	18	38	84	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	529	81	134	1471	149	43	102	18	38	84	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.73	0.27	1.00	1.81	0.19	1.00	0.85	0.15	1.00	0.79	0.21
Final Sat.:	1750	3208	491	1750	3359	340	1750	1530	270	1750	1426	374
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.08	0.44	0.44	0.02	0.07	0.07	0.02	0.06	0.06
Crit Moves:	****				****			****		****		
Green Time:	7.0	55.7	55.7	25.9	74.6	74.6	7.6	11.4	11.4	7.0	10.8	10.8
Volume/Cap:	0.41	0.33	0.33	0.33	0.66	0.66	0.36	0.66	0.66	0.35	0.61	0.61
Delay/Veh:	53.0	17.0	17.0	36.3	11.7	11.7	51.8	56.9	56.9	52.2	54.8	54.8
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:	53.0	17.0	17.0	36.3	11.7	11.7	51.8	56.9	56.9	52.2	54.8	54.8
LOS by Move:	D	B	B	D	B	B	D	E	E	D	D	D
HCM2kAvgQ:	2	6	6	4	17	17	2	5	5	2	5	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3661: LUNDY/SIERRA



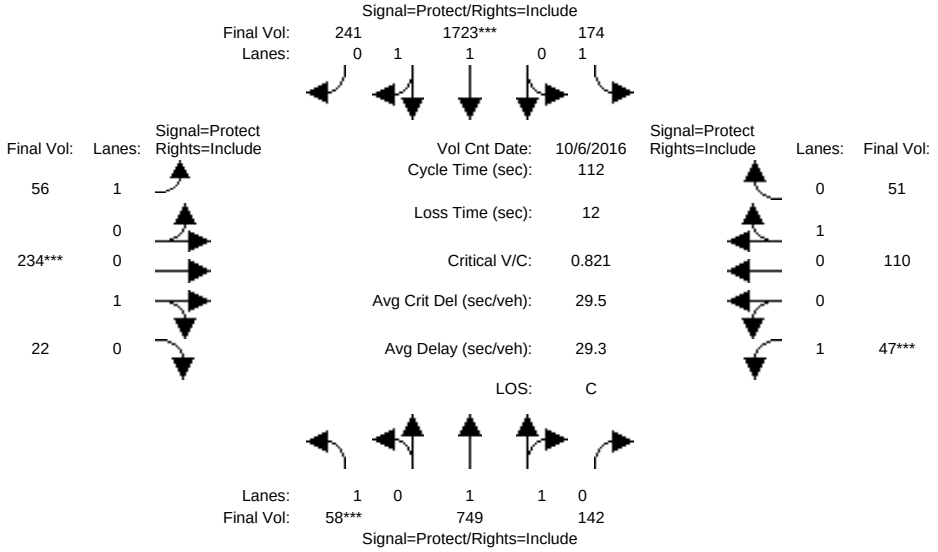
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:00-6:00												
Base Vol:	98	791	184	194	1648	268	72	185	36	52	98	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	791	184	194	1648	268	72	185	36	52	98	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	791	184	194	1648	268	72	185	36	52	98	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	791	184	194	1648	268	72	185	36	52	98	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	791	184	194	1648	268	72	185	36	52	98	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	791	184	194	1648	268	72	185	36	52	98	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.61	0.39	1.00	1.71	0.29	1.00	0.84	0.16	1.00	0.65	0.35
Final Sat.:	1750	3001	698	1750	3182	517	1750	1507	293	1750	1176	624
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.11	0.52	0.52	0.04	0.12	0.12	0.03	0.08	0.08
Crit Moves:	****				****			****		****		
Green Time:	7.5	53.9	53.9	22.7	69.1	69.1	9.6	16.4	16.4	7.0	13.8	13.8
Volume/Cap:	0.84	0.55	0.55	0.55	0.84	0.84	0.48	0.84	0.84	0.48	0.68	0.68
Delay/Veh:	90.5	20.8	20.8	41.9	19.9	19.9	51.2	67.1	67.1	54.0	55.2	55.2
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:	90.5	20.8	20.8	41.9	19.9	19.9	51.2	67.1	67.1	54.0	55.2	55.2
LOS by Move:	F	C	C	D	B	B	D	E	E	D	E	E
HCM2kAvgQ:	6	12	12	7	29	29	3	10	10	3	6	6

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3661: LUNDY/SIERRA



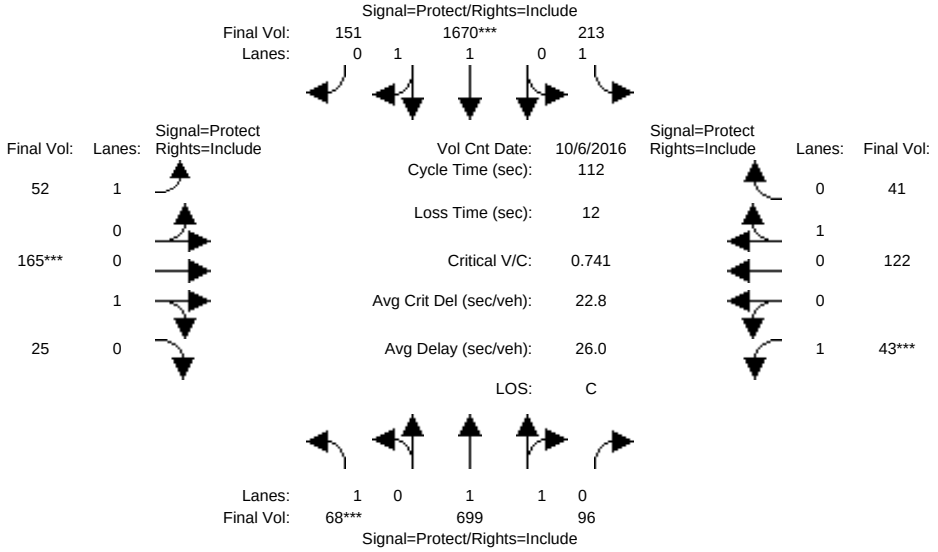
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:00-6:00												
Base Vol:	58	749	142	174	1723	241	56	234	22	47	110	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	749	142	174	1723	241	56	234	22	47	110	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	749	142	174	1723	241	56	234	22	47	110	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	749	142	174	1723	241	56	234	22	47	110	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	749	142	174	1723	241	56	234	22	47	110	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	749	142	174	1723	241	56	234	22	47	110	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.67	0.33	1.00	1.75	0.25	1.00	0.91	0.09	1.00	0.68	0.32
Final Sat.:	1750	3110	590	1750	3246	454	1750	1645	155	1750	1230	570
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.10	0.53	0.53	0.03	0.14	0.14	0.03	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	7.0	53.0	53.0	21.9	67.8	67.8	10.4	18.2	18.2	7.0	14.8	14.8
Volume/Cap:	0.53	0.51	0.51	0.51	0.88	0.88	0.35	0.88	0.88	0.43	0.68	0.68
Delay/Veh:	55.8	20.7	20.7	41.6	22.8	22.8	48.9	70.2	70.2	53.3	53.8	53.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	20.7	20.7	41.6	22.8	22.8	48.9	70.2	70.2	53.3	53.8	53.8
LOS by Move:	E	C	C	D	C	C	D	E	E	D	D	D
HCM2kAvgQ:	3	11	11	6	32	32	2	12	12	2	7	7

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3661: LUNDY/SIERRA



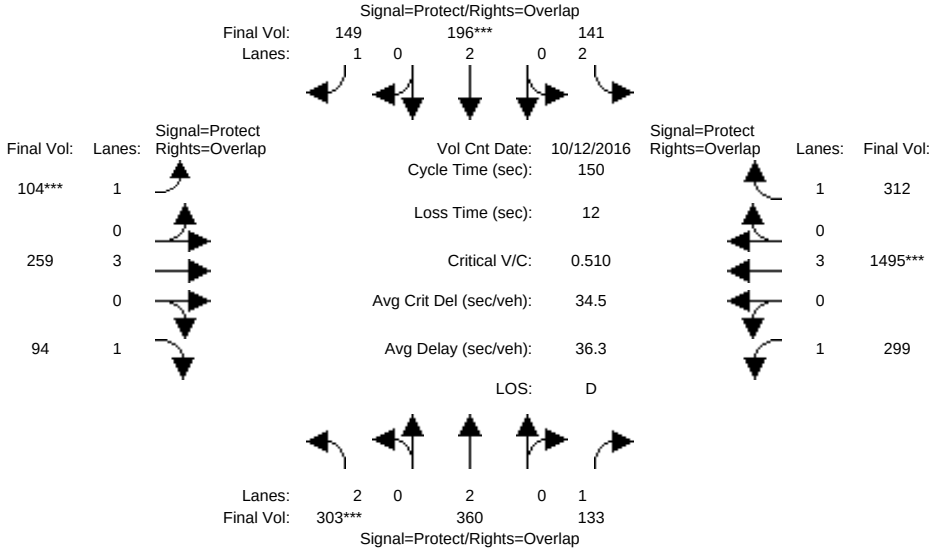
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:00-6:00												
Base Vol:	68	699	96	213	1670	151	52	165	25	43	122	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	699	96	213	1670	151	52	165	25	43	122	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	699	96	213	1670	151	52	165	25	43	122	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	699	96	213	1670	151	52	165	25	43	122	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	699	96	213	1670	151	52	165	25	43	122	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	699	96	213	1670	151	52	165	25	43	122	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.75	0.25	1.00	1.83	0.17	1.00	0.87	0.13	1.00	0.75	0.25
Final Sat.:	1750	3253	447	1750	3393	307	1750	1563	237	1750	1347	453
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.12	0.49	0.49	0.03	0.11	0.11	0.02	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	7.0	49.7	49.7	28.1	70.8	70.8	9.1	15.2	15.2	7.0	13.1	13.1
Volume/Cap:	0.62	0.48	0.48	0.48	0.78	0.78	0.37	0.78	0.78	0.39	0.77	0.77
Delay/Veh:	61.8	22.3	22.3	36.6	16.6	16.6	50.4	61.5	61.5	52.8	64.1	64.1
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:	61.8	22.3	22.3	36.6	16.6	16.6	50.4	61.5	61.5	52.8	64.1	64.1
LOS by Move:	E	C	C	D	B	B	D	E	E	D	E	E
HCM2kAvgQ:	4	10	10	7	24	24	2	9	9	2	8	8

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3076: BERRYESSA/LUNDY



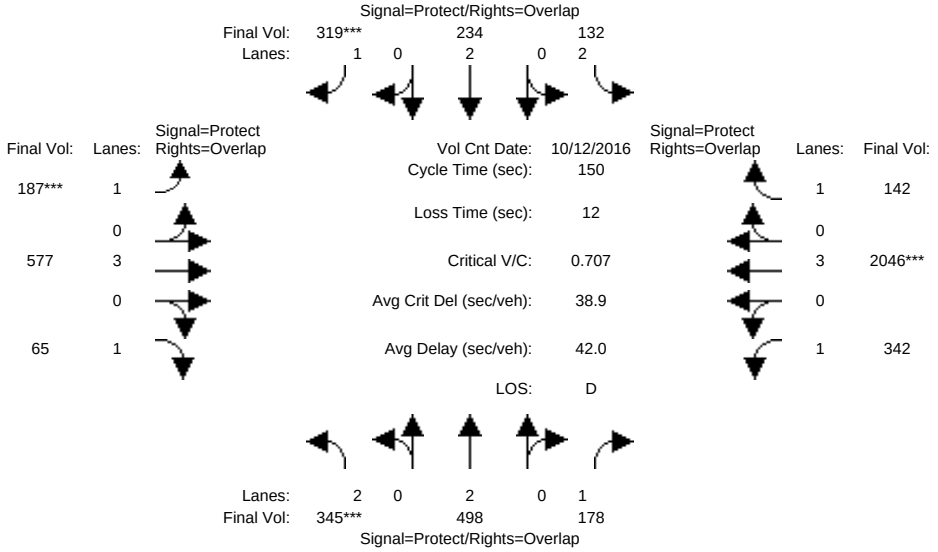
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:30-8:30												
Base Vol:	303	360	133	141	196	149	104	259	94	299	1495	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	360	133	141	196	149	104	259	94	299	1495	312
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	360	133	141	196	149	104	259	94	299	1495	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	360	133	141	196	149	104	259	94	299	1495	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	360	133	141	196	149	104	259	94	299	1495	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	360	133	141	196	149	104	259	94	299	1495	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.08	0.04	0.05	0.09	0.06	0.05	0.05	0.17	0.26	0.18
Crit Moves:	****				****		****				****	
Green Time:	28.3	29.1	97.1	14.3	15.2	32.6	17.5	26.5	54.8	68.0	77.1	91.4
Volume/Cap:	0.51	0.49	0.12	0.47	0.51	0.39	0.51	0.26	0.15	0.38	0.51	0.29
Delay/Veh:	55.4	54.3	10.1	65.4	65.0	50.9	64.4	53.4	32.0	27.3	24.2	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:	55.4	54.3	10.1	65.4	65.0	50.9	64.4	53.4	32.0	27.3	24.2	14.1
LOS by Move:	E	D	B	E	E	D	E	D	C	C	C	B
HCM2kAvgQ:	8	8	2	4	5	6	5	3	3	10	15	7

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3076: BERRYESSA/LUNDY



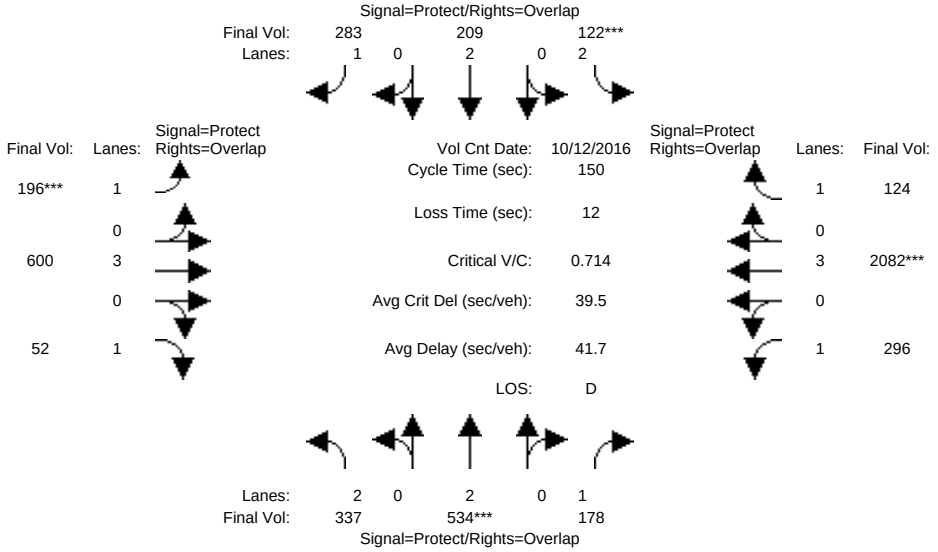
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:30-8:30												
Base Vol:	345	498	178	132	234	319	187	577	65	342	2046	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	498	178	132	234	319	187	577	65	342	2046	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	498	178	132	234	319	187	577	65	342	2046	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	498	178	132	234	319	187	577	65	342	2046	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	498	178	132	234	319	187	577	65	342	2046	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	498	178	132	234	319	187	577	65	342	2046	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.10	0.04	0.06	0.18	0.11	0.10	0.04	0.20	0.36	0.08
Crit Moves:	****					****	****				****	
Green Time:	23.2	28.9	94.0	10.3	16.0	38.7	22.7	33.7	56.9	65.1	76.1	86.4
Volume/Cap:	0.71	0.68	0.16	0.61	0.58	0.71	0.71	0.45	0.10	0.45	0.71	0.14
Delay/Veh:	64.9	58.8	11.7	72.9	65.9	55.6	69.0	50.4	30.1	30.3	29.2	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:	64.9	58.8	11.7	72.9	65.9	55.6	69.0	50.4	30.1	30.3	29.2	14.7
LOS by Move:	E	E	B	E	E	E	E	D	C	C	C	B
HCM2kAvgQ:	10	12	4	5	6	15	10	8	2	12	24	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3076: BERRYESSA/LUNDY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 12 Oct 2016 << 7:30-8:30

Base Vol:	337	534	178	122	209	283	196	600	52	296	2082	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	534	178	122	209	283	196	600	52	296	2082	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	337	534	178	122	209	283	196	600	52	296	2082	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	337	534	178	122	209	283	196	600	52	296	2082	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	534	178	122	209	283	196	600	52	296	2082	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	337	534	178	122	209	283	196	600	52	296	2082	124

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

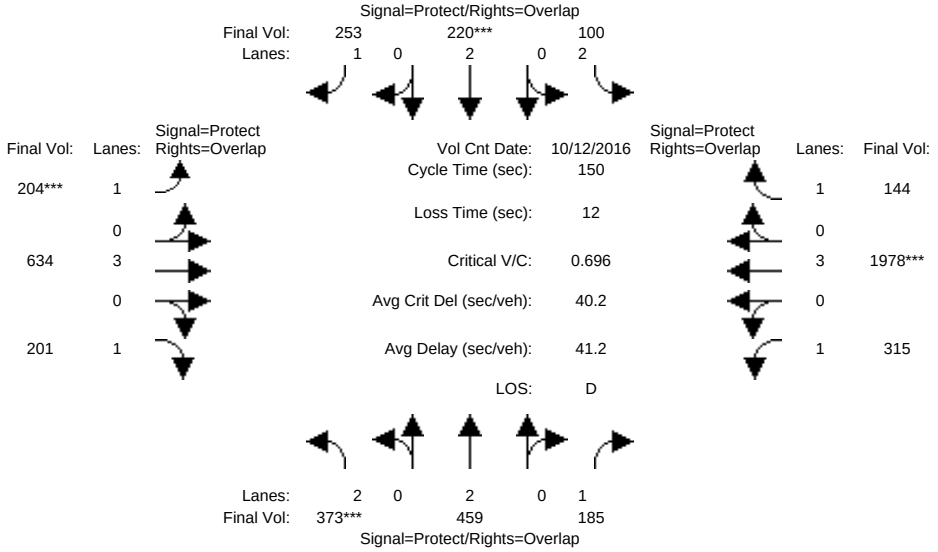
Vol/Sat:	0.11	0.14	0.10	0.04	0.06	0.16	0.11	0.11	0.03	0.17	0.37	0.07
Crit Moves:		****		****			****				****	
Green Time:	23.2	29.5	91.4	8.1	14.5	38.0	23.5	38.5	61.7	61.8	76.8	84.9
Volume/Cap:	0.69	0.71	0.17	0.71	0.57	0.64	0.71	0.41	0.07	0.41	0.71	0.13
Delay/Veh:	64.2	59.5	12.8	83.1	66.9	53.0	68.6	46.5	26.8	31.6	29.0	15.3
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:	64.2	59.5	12.8	83.1	66.9	53.0	68.6	46.5	26.8	31.6	29.0	15.3
LOS by Move:	E	E	B	F	E	D	E	D	C	C	C	B
HCM2kAvgQ:	10	13	4	5	5	13	11	8	2	10	25	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3076: BERRYESSA/LUNDY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 12 Oct 2016 << 7:30-8:30

Base Vol:	373	459	185	100	220	253	204	634	201	315	1978	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	373	459	185	100	220	253	204	634	201	315	1978	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	459	185	100	220	253	204	634	201	315	1978	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:	373	459	185	100	220	253	204	634	201	315	1978	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	459	185	100	220	253	204	634	201	315	1978	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
FinalVolume:	373	459	185	100	220	253	204	634	201	315	1978	144

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

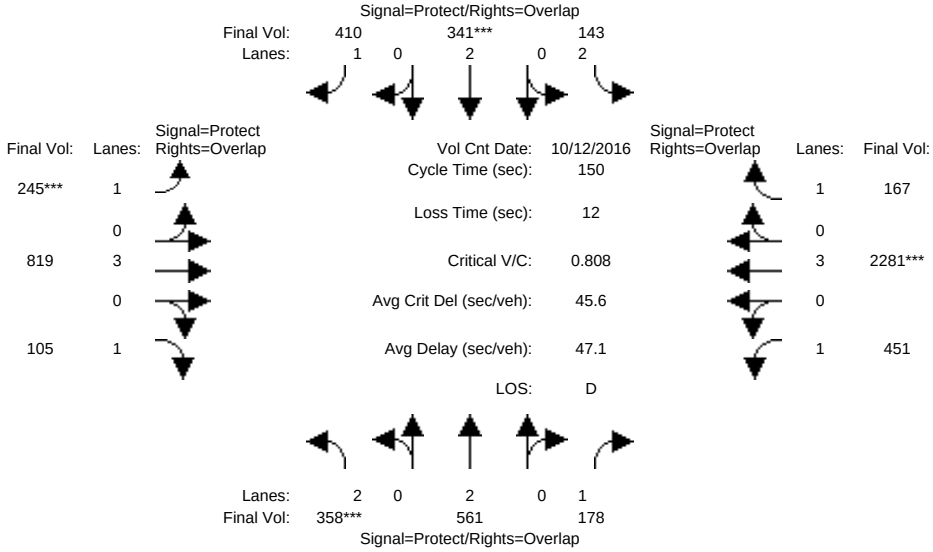
Vol/Sat:	0.12	0.12	0.11	0.03	0.06	0.14	0.12	0.11	0.11	0.18	0.35	0.08
Crit Moves:	****				****		****				****	
Green Time:	25.5	27.4	89.2	10.6	12.5	37.6	25.1	38.2	63.7	61.8	74.8	85.4
Volume/Cap:	0.70	0.66	0.18	0.45	0.70	0.58	0.70	0.44	0.27	0.44	0.70	0.14
Delay/Veh:	62.5	59.3	13.9	68.3	73.5	51.1	65.9	47.1	28.2	32.1	29.6	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:	62.5	59.3	13.9	68.3	73.5	51.1	65.9	47.1	28.2	32.1	29.6	15.2
LOS by Move:	E	E	B	E	E	D	E	D	C	C	C	B
HCM2kAvgQ:	11	11	4	3	6	11	11	8	6	11	23	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3076: BERRYESSA/LUNDY



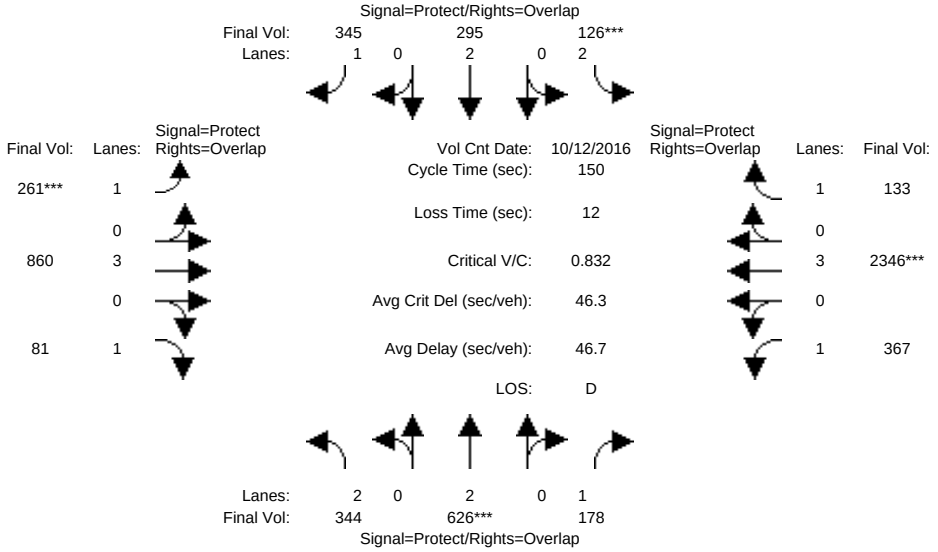
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 12 Oct 2016 << 7:30-8:30																								
Base Vol:	358		561		178		143		341		410		245		819		105		451		2281		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:	358		561		178		143		341		410		245		819		105		451		2281		167	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ATI:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	358		561		178		143		341		410		245		819		105		451		2281		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:	358		561		178		143		341		410		245		819		105		451		2281		167	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	358		561		178		143		341		410		245		819		105		451		2281		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	
FinalVolume:	358		561		178		143		341		410		245		819		105		451		2281		167	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.83		1.00		0.92		0.83		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92	
Lanes:	2.00		2.00		1.00		2.00		2.00		1.00		1.00		3.00		1.00		1.00		3.00		1.00	
Final Sat.:	3150		3800		1750		3150		3800		1750		1750		5700		1750		1750		5700		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.11		0.15		0.10		0.05		0.09		0.23		0.14		0.14		0.06		0.26		0.40		0.10	
Crit Moves:	****								****				****								****			
Green Time:	21.1		28.7		93.0		9.1		16.7		42.6		26.0		35.9		57.0		64.4		74.3		83.3	
Volume/Cap:	0.81		0.77		0.16		0.75		0.81		0.82		0.81		0.60		0.16		0.60		0.81		0.17	
Delay/Veh:	73.1		62.7		12.1		84.7		76.2		60.9		74.4		51.4		30.8		34.3		33.7		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:	73.1		62.7		12.1		84.7		76.2		60.9		74.4		51.4		30.8		34.3		33.7		16.5	
LOS by Move:	E		E		B		F		E		E		E		D		C		C		C		B	
HCM2kAvgQ:	12		14		4		5		10		21		14		12		3		17		30		4	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3076: BERRYESSA/LUNDY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 12 Oct 2016 << 7:30-8:30

Base Vol:	344	626	178	126	295	345	261	860	81	367	2346	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:	344	626	178	126	295	345	261	860	81	367	2346	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	626	178	126	295	345	261	860	81	367	2346	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:	344	626	178	126	295	345	261	860	81	367	2346	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	626	178	126	295	345	261	860	81	367	2346	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
FinalVolume:	344	626	178	126	295	345	261	860	81	367	2346	133

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

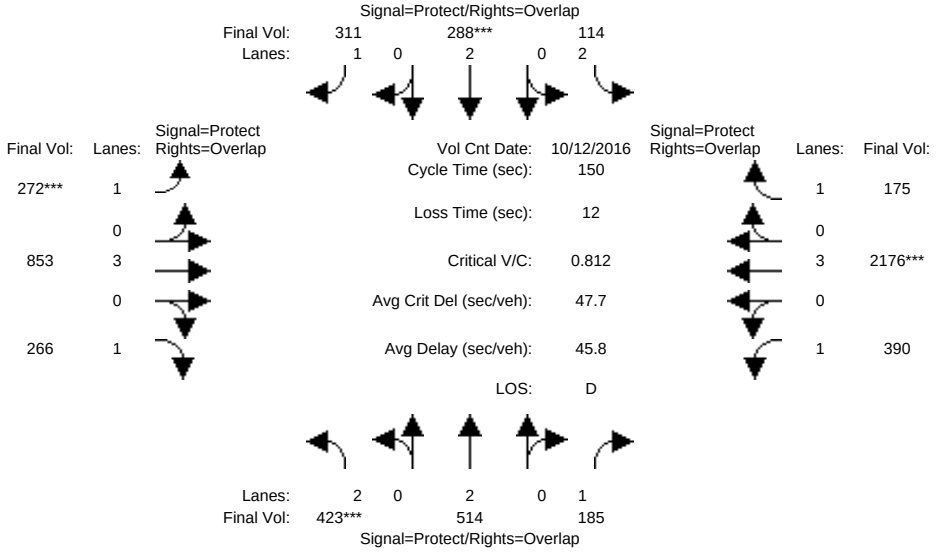
Vol/Sat:	0.11	0.16	0.10	0.04	0.08	0.20	0.15	0.15	0.05	0.21	0.41	0.08
Crit Moves:		****		****			****				****	
Green Time:	21.6	29.7	88.5	7.2	15.3	42.2	26.9	42.3	63.9	58.8	74.2	81.4
Volume/Cap:	0.76	0.83	0.17	0.83	0.76	0.70	0.83	0.54	0.11	0.54	0.83	0.14
Delay/Veh:	69.0	65.6	14.1	101.4	74.0	52.7	76.3	45.9	26.0	35.9	34.8	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.0	65.6	14.1	101.4	74.0	52.7	76.3	45.9	26.0	35.9	34.8	17.0
LOS by Move:	E	E	B	F	E	D	E	D	C	D	C	B
HCM2kAvgQ:	11	16	4	5	8	16	15	11	2	14	32	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3076: BERRYESSA/LUNDY



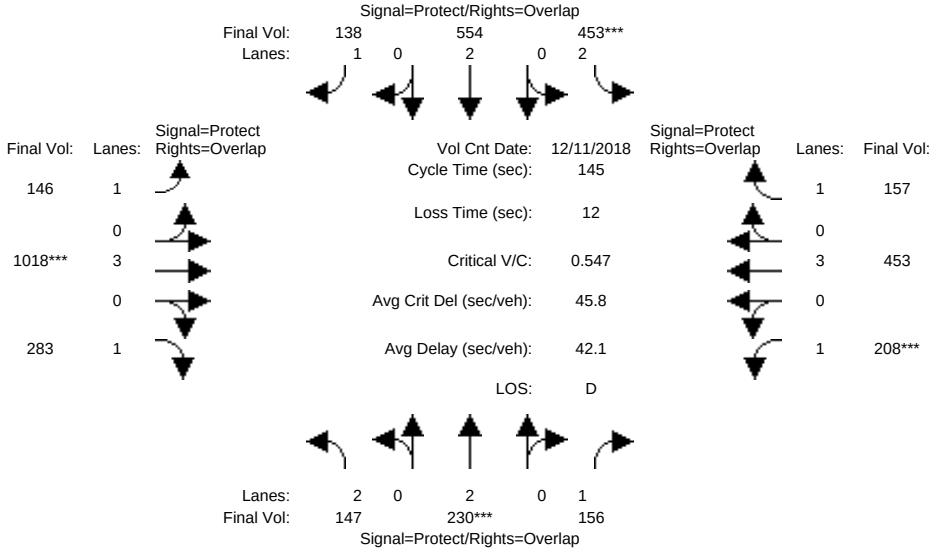
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:30-8:30												
Base Vol:	423	514	185	114	288	311	272	853	266	390	2176	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:	423	514	185	114	288	311	272	853	266	390	2176	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	423	514	185	114	288	311	272	853	266	390	2176	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:	423	514	185	114	288	311	272	853	266	390	2176	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	514	185	114	288	311	272	853	266	390	2176	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
FinalVolume:	423	514	185	114	288	311	272	853	266	390	2176	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.11	0.04	0.08	0.18	0.16	0.15	0.15	0.22	0.38	0.10
Crit Moves:	****				****		****				****	
Green Time:	24.8	28.8	88.2	10.0	14.0	42.7	28.7	39.9	64.7	59.4	70.5	80.5
Volume/Cap:	0.81	0.70	0.18	0.55	0.81	0.62	0.81	0.56	0.35	0.56	0.81	0.19
Delay/Veh:	69.8	59.7	14.3	70.8	80.0	49.2	72.0	48.0	28.9	36.3	36.1	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:	69.8	59.7	14.3	70.8	80.0	49.2	72.0	48.0	28.9	36.3	36.1	18.0
LOS by Move:	E	E	B	E	E	D	E	D	C	D	D	B
HCM2kAvgQ:	13	12	4	4	9	14	15	11	9	15	30	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3076: BERRYESSA/LUNDY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM

Base Vol:	147	230	156	453	554	138	146	1018	283	208	453	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	230	156	453	554	138	146	1018	283	208	453	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	230	156	453	554	138	146	1018	283	208	453	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	230	156	453	554	138	146	1018	283	208	453	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	230	156	453	554	138	146	1018	283	208	453	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	230	156	453	554	138	146	1018	283	208	453	157

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

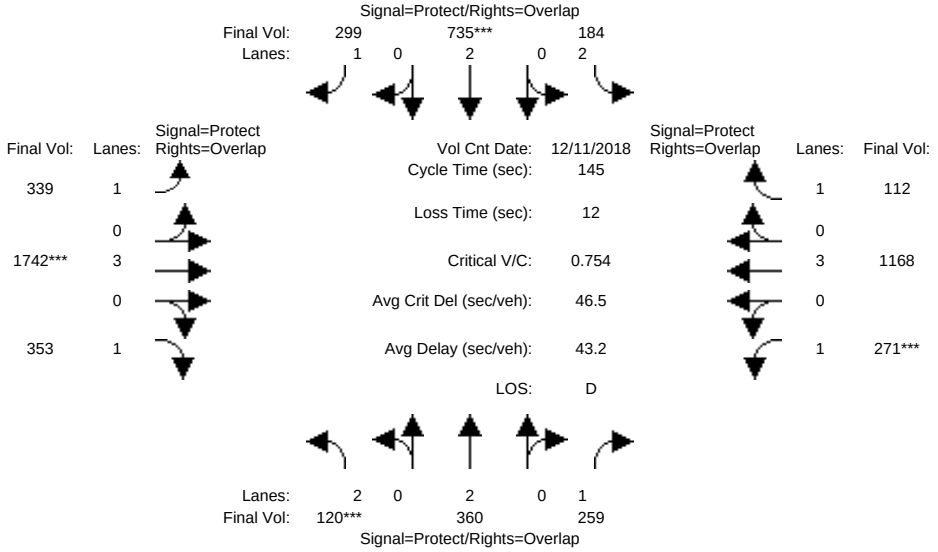
Vol/Sat:	0.05	0.06	0.09	0.14	0.15	0.08	0.08	0.18	0.16	0.12	0.08	0.09
Crit Moves:		****		****				****		****		
Green Time:	13.5	16.0	47.5	38.1	40.7	81.1	40.4	47.3	60.8	31.5	38.5	76.6
Volume/Cap:	0.50	0.55	0.27	0.55	0.52	0.14	0.30	0.55	0.39	0.55	0.30	0.17
Delay/Veh:	64.0	62.6	36.2	46.8	44.4	15.4	41.5	40.4	29.5	52.1	42.6	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:	64.0	62.6	36.2	46.8	44.4	15.4	41.5	40.4	29.5	52.1	42.6	17.8
LOS by Move:	E	E	D	D	D	B	D	D	C	D	D	B
HCM2kAvgQ:	4	5	5	11	10	3	5	12	9	9	5	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3076: BERRYESSA/LUNDY



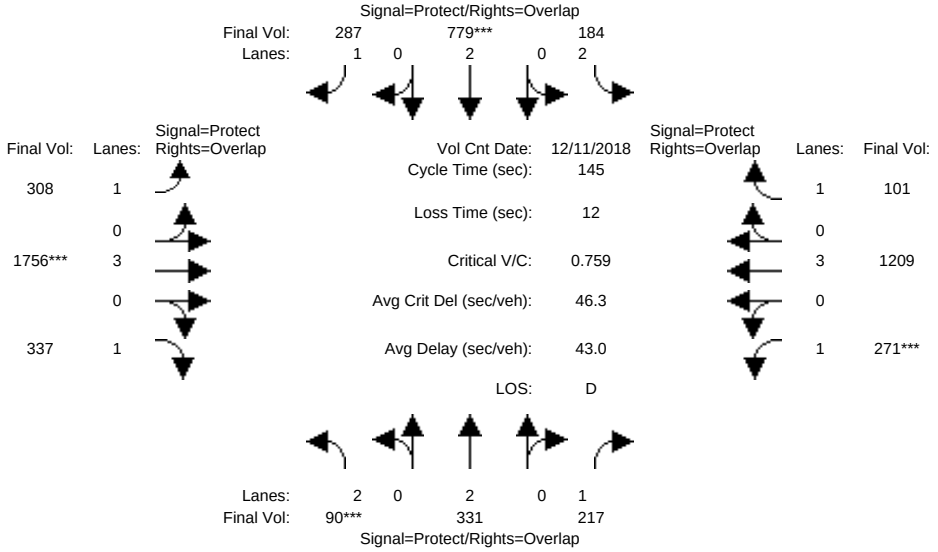
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	120	360	259	184	735	299	339	1742	353	271	1168	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	360	259	184	735	299	339	1742	353	271	1168	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	360	259	184	735	299	339	1742	353	271	1168	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	360	259	184	735	299	339	1742	353	271	1168	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	360	259	184	735	299	339	1742	353	271	1168	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	360	259	184	735	299	339	1742	353	271	1168	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.15	0.06	0.19	0.17	0.19	0.31	0.20	0.15	0.20	0.06
Crit Moves:	****				****			****		****		
Green Time:	7.3	27.5	57.3	17.0	37.2	80.2	43.0	58.7	66.1	29.8	45.5	62.5
Volume/Cap:	0.75	0.50	0.37	0.50	0.75	0.31	0.65	0.75	0.44	0.75	0.65	0.15
Delay/Veh:	86.3	53.1	31.5	61.1	53.1	17.7	47.5	38.4	27.3	63.0	43.8	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.3	53.1	31.5	61.1	53.1	17.7	47.5	38.4	27.3	63.0	43.8	25.2
LOS by Move:	F	D	C	E	D	B	D	D	C	E	D	C
HCM2kAvgQ:	5	7	9	5	16	7	15	23	11	14	15	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3076: BERRYESSA/LUNDY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM

Base Vol:	90	331	217	184	779	287	308	1756	337	271	1209	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	331	217	184	779	287	308	1756	337	271	1209	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	331	217	184	779	287	308	1756	337	271	1209	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:	90	331	217	184	779	287	308	1756	337	271	1209	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	331	217	184	779	287	308	1756	337	271	1209	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	331	217	184	779	287	308	1756	337	271	1209	101

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

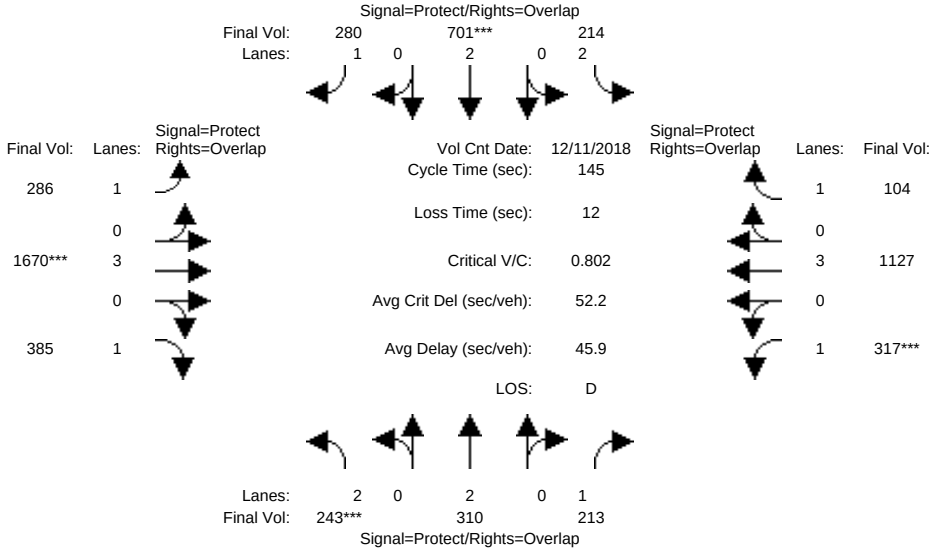
Vol/Sat:	0.03	0.09	0.12	0.06	0.21	0.16	0.18	0.31	0.19	0.15	0.21	0.06
Crit Moves:	****				****			****		****		
Green Time:	7.0	27.3	56.6	18.3	38.7	78.3	39.6	58.1	65.1	29.2	47.7	66.1
Volume/Cap:	0.59	0.46	0.32	0.46	0.77	0.30	0.64	0.77	0.43	0.77	0.64	0.13
Delay/Veh:	73.7	52.8	31.1	59.6	52.7	18.5	49.5	39.3	27.6	64.6	42.2	22.9
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:	73.7	52.8	31.1	59.6	52.7	18.5	49.5	39.3	27.6	64.6	42.2	22.9
LOS by Move:	E	D	C	E	D	B	D	D	C	E	D	C
HCM2kAvgQ:	3	7	7	5	17	7	14	23	11	14	16	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3076: BERRYESSA/LUNDY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM

Base Vol:	243	310	213	214	701	280	286	1670	385	317	1127	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	310	213	214	701	280	286	1670	385	317	1127	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	310	213	214	701	280	286	1670	385	317	1127	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	310	213	214	701	280	286	1670	385	317	1127	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	310	213	214	701	280	286	1670	385	317	1127	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	310	213	214	701	280	286	1670	385	317	1127	104

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

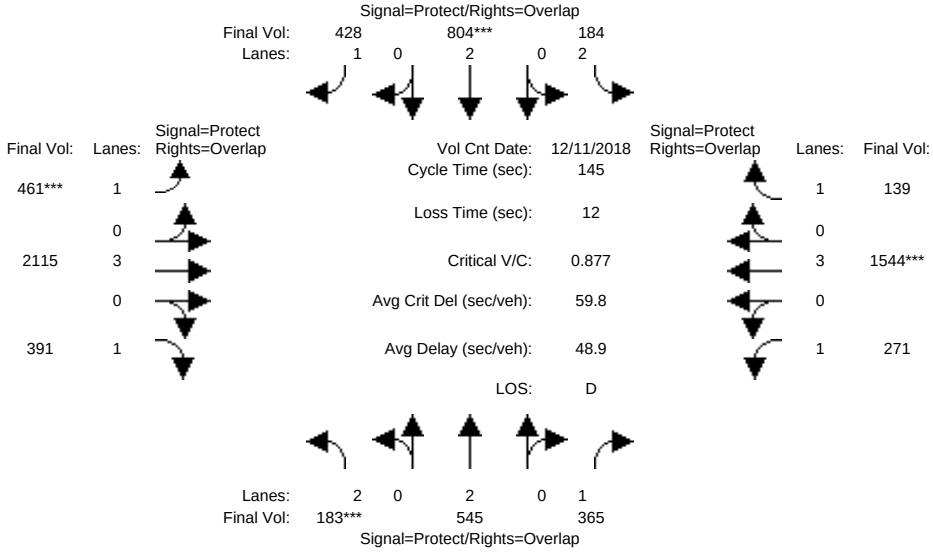
Vol/Sat:	0.08	0.08	0.12	0.07	0.18	0.16	0.16	0.29	0.22	0.18	0.20	0.06
Crit Moves:	****				****			****		****		
Green Time:	13.9	25.8	58.5	21.5	33.3	72.1	38.8	53.0	66.9	32.7	46.9	68.4
Volume/Cap:	0.80	0.46	0.30	0.46	0.80	0.32	0.61	0.80	0.48	0.80	0.61	0.13
Delay/Veh:	78.4	53.8	29.6	57.2	58.1	22.0	48.9	43.6	27.4	64.3	42.0	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.4	53.8	29.6	57.2	58.1	22.0	48.9	43.6	27.4	64.3	42.0	21.6
LOS by Move:	E	D	C	E	E	C	D	D	C	E	D	C
HCM2kAvgQ:	8	6	7	6	16	8	12	24	13	16	14	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3076: BERRYESSA/LUNDY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM

Base Vol:	183	545	365	184	804	428	461	2115	391	271	1544	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	545	365	184	804	428	461	2115	391	271	1544	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	545	365	184	804	428	461	2115	391	271	1544	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	545	365	184	804	428	461	2115	391	271	1544	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	545	365	184	804	428	461	2115	391	271	1544	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	545	365	184	804	428	461	2115	391	271	1544	139

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

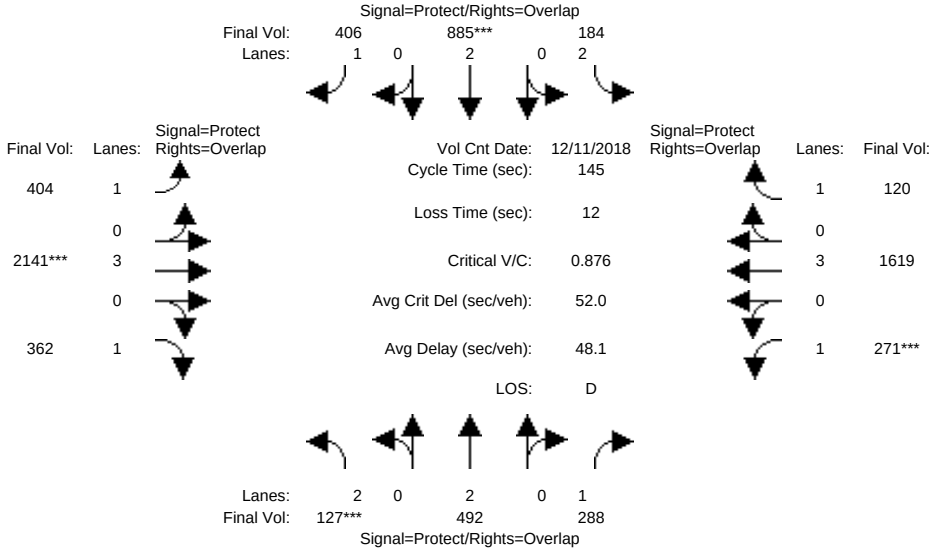
Vol/Sat:	0.06	0.14	0.21	0.06	0.21	0.24	0.26	0.37	0.22	0.15	0.27	0.08
Crit Moves:	****				****		****				****	
Green Time:	9.6	31.7	57.7	12.9	35.0	78.6	43.6	62.4	72.0	26.0	44.8	57.7
Volume/Cap:	0.88	0.66	0.52	0.66	0.88	0.45	0.88	0.86	0.45	0.86	0.88	0.20
Delay/Veh:	98.5	53.6	33.9	69.4	62.5	20.5	63.4	40.9	24.1	78.7	52.8	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:	98.5	53.6	33.9	69.4	62.5	20.5	63.4	40.9	24.1	78.7	52.8	28.7
LOS by Move:	F	D	C	E	E	C	E	D	C	E	D	C
HCM2kAvgQ:	7	12	13	6	20	12	24	30	12	15	24	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3076: BERRYESSA/LUNDY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM

Base Vol:	127	492	288	184	885	406	404	2141	362	271	1619	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	492	288	184	885	406	404	2141	362	271	1619	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	492	288	184	885	406	404	2141	362	271	1619	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	492	288	184	885	406	404	2141	362	271	1619	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	492	288	184	885	406	404	2141	362	271	1619	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	492	288	184	885	406	404	2141	362	271	1619	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

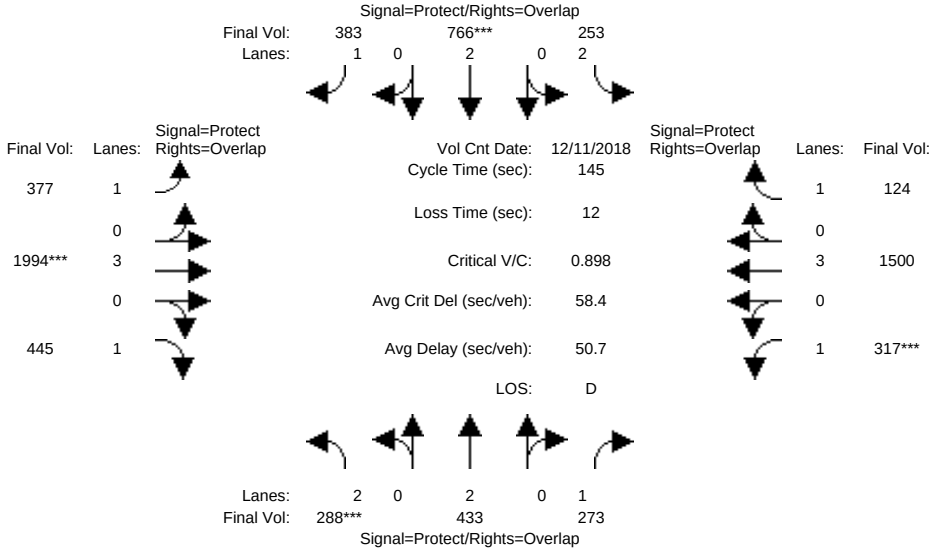
Vol/Sat:	0.04	0.13	0.16	0.06	0.23	0.23	0.23	0.38	0.21	0.15	0.28	0.07
Crit Moves:	****				****			****		****		
Green Time:	7.0	31.3	56.9	14.1	38.4	77.7	39.3	62.0	69.0	25.6	48.3	62.4
Volume/Cap:	0.84	0.60	0.42	0.60	0.88	0.43	0.85	0.88	0.43	0.88	0.85	0.16
Delay/Veh:	99.5	52.4	32.5	66.0	60.0	20.7	64.0	42.1	25.5	81.9	49.0	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.5	52.4	32.5	66.0	60.0	20.7	64.0	42.1	25.5	81.9	49.0	25.3
LOS by Move:	F	D	C	E	E	C	E	D	C	F	D	C
HCM2kAvgQ:	5	10	10	6	22	11	21	31	11	16	24	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3076: BERRYESSA/LUNDY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM

Base Vol:	288	433	273	253	766	383	377	1994	445	317	1500	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	433	273	253	766	383	377	1994	445	317	1500	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	433	273	253	766	383	377	1994	445	317	1500	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	433	273	253	766	383	377	1994	445	317	1500	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	433	273	253	766	383	377	1994	445	317	1500	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	433	273	253	766	383	377	1994	445	317	1500	124

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

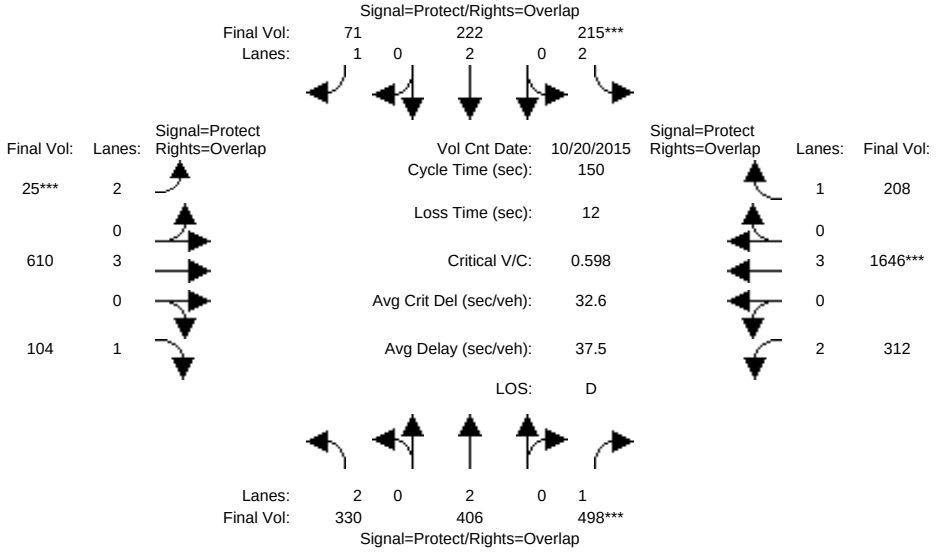
Vol/Sat:	0.09	0.11	0.16	0.08	0.20	0.22	0.22	0.35	0.25	0.18	0.26	0.07
Crit Moves:	****				****			****		****		
Green Time:	14.8	27.7	57.0	19.6	32.5	71.1	38.6	56.5	71.2	29.2	47.1	66.7
Volume/Cap:	0.90	0.60	0.40	0.60	0.90	0.45	0.81	0.90	0.52	0.90	0.81	0.15
Delay/Veh:	90.7	54.9	32.0	61.3	66.9	24.5	60.0	46.9	25.7	81.0	47.6	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.7	54.9	32.0	61.3	66.9	24.5	60.0	46.9	25.7	81.0	47.6	22.9
LOS by Move:	F	D	C	E	E	C	E	D	C	F	D	C
HCM2kAvgQ:	11	9	9	7	20	12	19	31	14	18	22	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3295: BERRYESSA/FLICKINGER



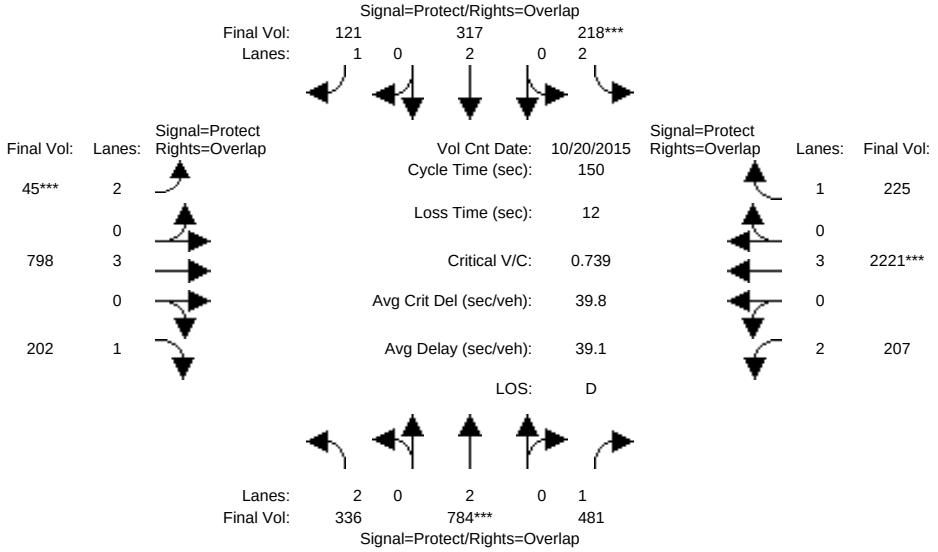
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30												
Base Vol:	330	406	498	215	222	71	25	610	104	312	1646	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	406	498	215	222	71	25	610	104	312	1646	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	406	498	215	222	71	25	610	104	312	1646	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	406	498	215	222	71	25	610	104	312	1646	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	406	498	215	222	71	25	610	104	312	1646	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	406	498	215	222	71	25	610	104	312	1646	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.28	0.07	0.06	0.04	0.01	0.11	0.06	0.10	0.29	0.12
Crit Moves:			****	****			****				****	
Green Time:	37.4	44.8	81.7	16.5	23.8	30.8	7.0	39.8	77.3	36.9	69.7	86.2
Volume/Cap:	0.42	0.36	0.52	0.62	0.37	0.20	0.17	0.40	0.12	0.40	0.62	0.21
Delay/Veh:	47.5	41.5	22.3	67.2	56.7	49.6	69.3	45.5	18.8	47.7	30.7	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:	47.5	41.5	22.3	67.2	56.7	49.6	69.3	45.5	18.8	47.7	30.7	15.5
LOS by Move:	D	D	C	E	E	D	E	D	B	D	C	B
HCM2kAvgQ:	8	7	15	7	5	3	1	8	3	7	19	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3295: BERRYESSA/FLICKINGER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30

Base Vol:	336	784	481	218	317	121	45	798	202	207	2221	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	336	784	481	218	317	121	45	798	202	207	2221	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	336	784	481	218	317	121	45	798	202	207	2221	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	336	784	481	218	317	121	45	798	202	207	2221	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	784	481	218	317	121	45	798	202	207	2221	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	336	784	481	218	317	121	45	798	202	207	2221	225

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

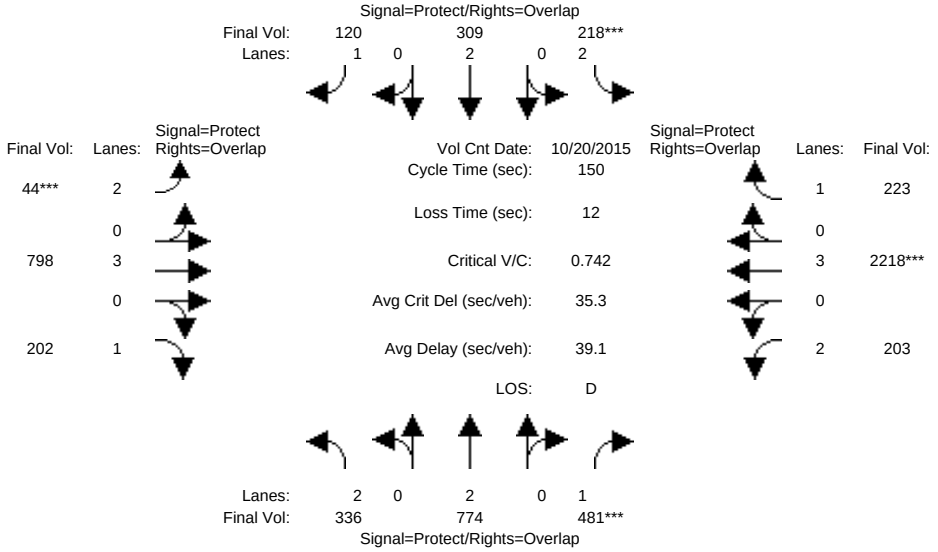
Vol/Sat:	0.11	0.21	0.27	0.07	0.08	0.07	0.01	0.14	0.12	0.07	0.39	0.13
Crit Moves:		****		****			****				****	
Green Time:	30.4	40.6	67.4	13.6	23.8	30.8	7.0	57.0	87.4	26.7	76.7	90.4
Volume/Cap:	0.53	0.76	0.61	0.76	0.53	0.34	0.31	0.37	0.20	0.37	0.76	0.21
Delay/Veh:	54.1	53.6	32.8	78.0	58.8	51.4	70.3	33.6	14.8	54.6	30.5	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	53.6	32.8	78.0	58.8	51.4	70.3	33.6	14.8	54.6	30.5	13.7
LOS by Move:	D	D	C	E	E	D	E	C	B	D	C	B
HCM2kAvgQ:	9	18	18	8	7	5	2	9	5	5	28	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3295: BERRYESSA/FLICKINGER



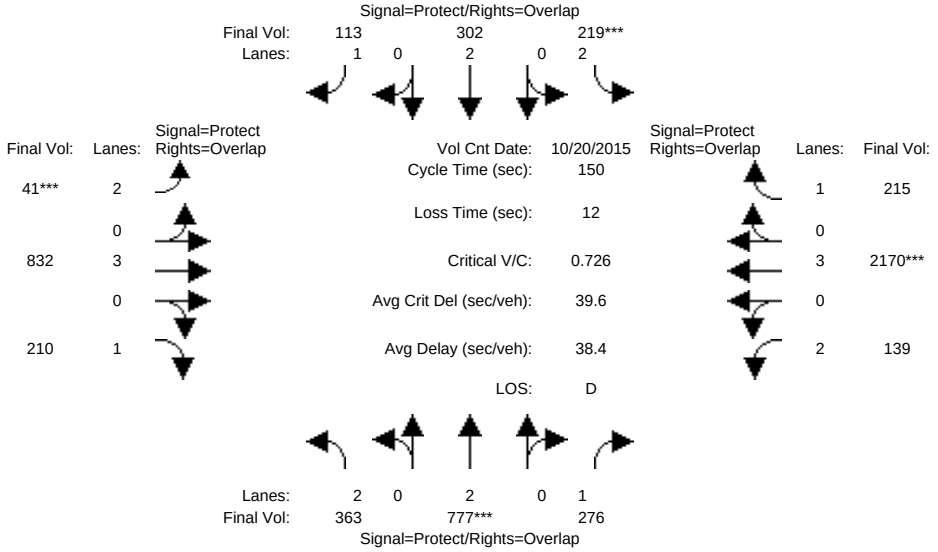
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30												
Base Vol:	336	774	481	218	309	120	44	798	202	203	2218	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:	336	774	481	218	309	120	44	798	202	203	2218	223
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	336	774	481	218	309	120	44	798	202	203	2218	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:	336	774	481	218	309	120	44	798	202	203	2218	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	774	481	218	309	120	44	798	202	203	2218	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
FinalVolume:	336	774	481	218	309	120	44	798	202	203	2218	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.27	0.07	0.08	0.07	0.01	0.14	0.12	0.06	0.39	0.13
Crit Moves:			****	****			****				****	
Green Time:	31.1	41.2	67.5	13.6	23.7	30.7	7.0	57.0	88.1	26.2	76.2	89.8
Volume/Cap:	0.51	0.74	0.61	0.77	0.51	0.34	0.30	0.37	0.20	0.37	0.77	0.21
Delay/Veh:	53.5	52.4	32.7	78.4	58.7	51.5	70.3	33.6	14.5	55.0	31.0	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:	53.5	52.4	32.7	78.4	58.7	51.5	70.3	33.6	14.5	55.0	31.0	14.0
LOS by Move:	D	D	C	E	E	D	E	C	B	D	C	B
HCM2kAvgQ:	9	17	18	8	7	5	1	9	5	5	28	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3295: BERRYESSA/FLICKINGER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30

Base Vol:	363	777	276	219	302	113	41	832	210	139	2170	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	363	777	276	219	302	113	41	832	210	139	2170	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	363	777	276	219	302	113	41	832	210	139	2170	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	363	777	276	219	302	113	41	832	210	139	2170	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	777	276	219	302	113	41	832	210	139	2170	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	777	276	219	302	113	41	832	210	139	2170	215

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

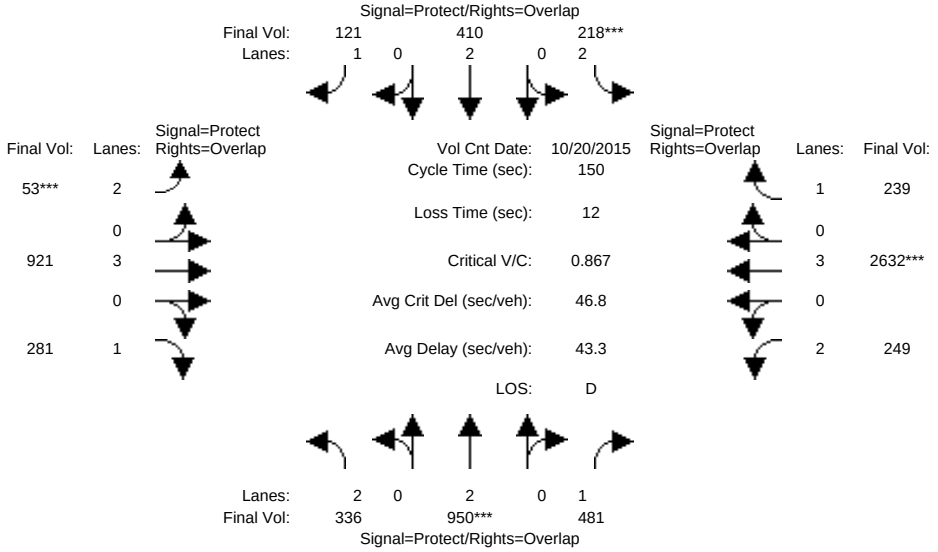
Vol/Sat:	0.12	0.20	0.16	0.07	0.08	0.06	0.01	0.15	0.12	0.04	0.38	0.12
Crit Moves:		****		****			****				****	
Green Time:	32.4	40.9	61.1	13.9	22.4	29.4	7.0	63.0	95.5	20.1	76.2	90.1
Volume/Cap:	0.53	0.75	0.39	0.75	0.53	0.33	0.28	0.35	0.19	0.33	0.75	0.20
Delay/Veh:	52.9	52.9	31.7	76.7	60.0	52.4	70.1	29.6	11.3	59.3	30.5	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	52.9	31.7	76.7	60.0	52.4	70.1	29.6	11.3	59.3	30.5	13.7
LOS by Move:	D	D	C	E	E	D	E	C	B	E	C	B
HCM2kAvgQ:	9	17	9	8	7	5	1	8	4	4	27	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3295: BERRYESSA/FLICKINGER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30

Base Vol:	336	950	481	218	410	121	53	921	281	249	2632	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	336	950	481	218	410	121	53	921	281	249	2632	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	336	950	481	218	410	121	53	921	281	249	2632	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:	336	950	481	218	410	121	53	921	281	249	2632	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	950	481	218	410	121	53	921	281	249	2632	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
FinalVolume:	336	950	481	218	410	121	53	921	281	249	2632	239

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

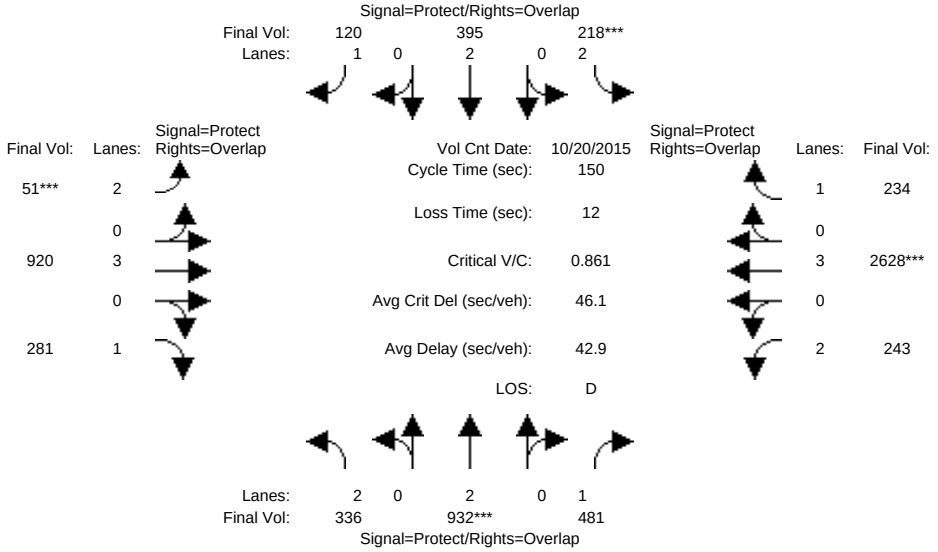
Vol/Sat:	0.11	0.25	0.27	0.07	0.11	0.07	0.02	0.16	0.16	0.08	0.46	0.14
Crit Moves:		****		****			****				****	
Green Time:	26.6	41.9	69.7	11.6	26.9	33.9	7.0	56.7	83.3	27.7	77.5	89.1
Volume/Cap:	0.60	0.89	0.59	0.89	0.60	0.31	0.36	0.43	0.29	0.43	0.89	0.23
Delay/Veh:	58.6	61.8	30.8	99.9	58.1	48.7	70.8	34.7	17.8	54.6	36.6	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	61.8	30.8	99.9	58.1	48.7	70.8	34.7	17.8	54.6	36.6	14.4
LOS by Move:	E	E	C	F	E	D	E	C	B	D	D	B
HCM2kAvgQ:	9	24	17	9	9	5	2	10	7	6	39	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3295: BERRYESSA/FLICKINGER



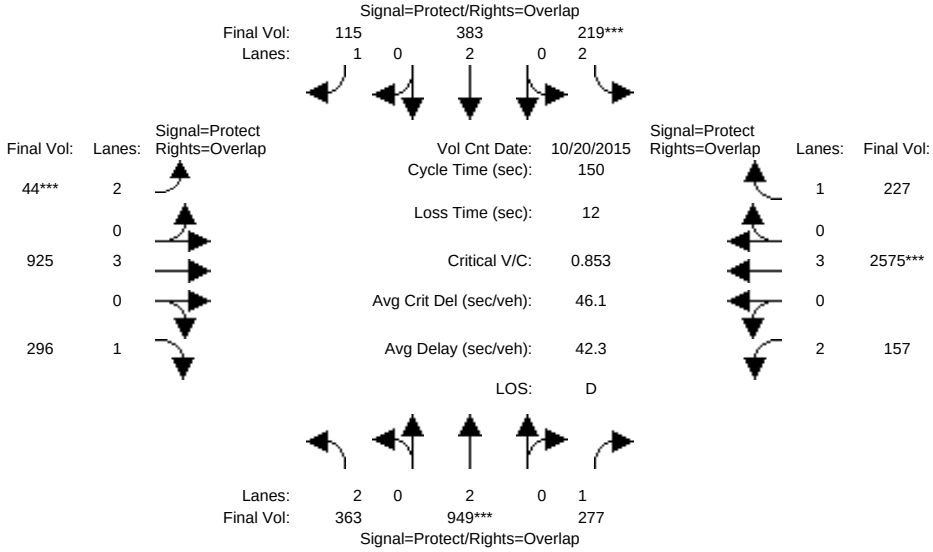
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30												
Base Vol:	336	932	481	218	395	120	51	920	281	243	2628	234
Growth Adj:	1.00	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	932	481	218	395	120	51	920	281	243	2628	234
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	336	932	481	218	395	120	51	920	281	243	2628	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	932	481	218	395	120	51	920	281	243	2628	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	932	481	218	395	120	51	920	281	243	2628	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	336	932	481	218	395	120	51	920	281	243	2628	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.27	0.07	0.10	0.07	0.02	0.16	0.16	0.08	0.46	0.13
Crit Moves:		****		****			****				****	
Green Time:	26.9	41.4	68.9	11.7	26.2	33.2	7.0	57.4	84.3	27.4	77.9	89.6
Volume/Cap:	0.59	0.89	0.60	0.89	0.59	0.31	0.35	0.42	0.29	0.42	0.89	0.22
Delay/Veh:	58.3	61.5	31.5	98.4	58.5	49.3	70.7	34.2	17.3	54.7	35.9	14.2
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:	58.3	61.5	31.5	98.4	58.5	49.3	70.7	34.2	17.3	54.7	35.9	14.2
LOS by Move:	E	E	C	F	E	D	E	C	B	D	D	B
HCM2kAvgQ:	9	23	18	9	9	5	2	10	7	6	38	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3295: BERRYESSA/FLICKINGER



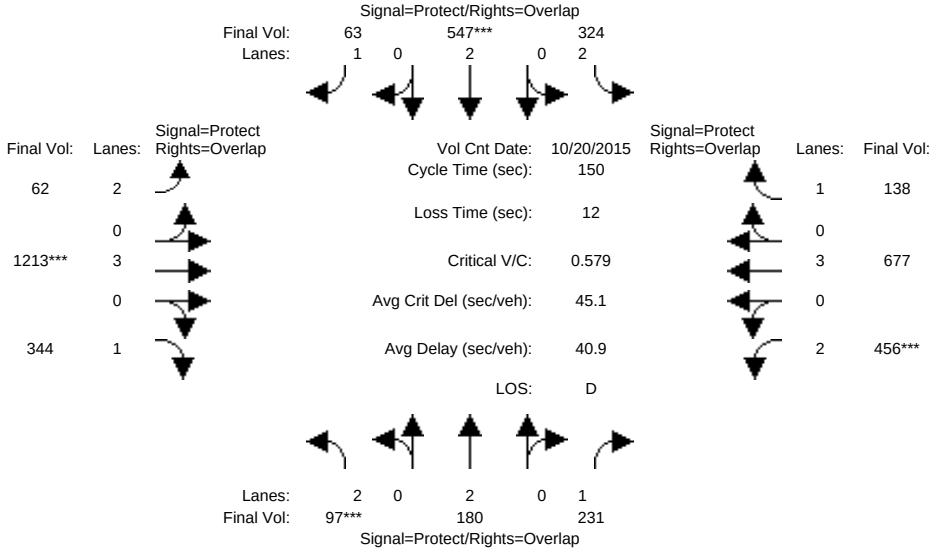
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30												
Base Vol:	363	949	277	219	383	115	44	925	296	157	2575	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	363	949	277	219	383	115	44	925	296	157	2575	227
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	363	949	277	219	383	115	44	925	296	157	2575	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	363	949	277	219	383	115	44	925	296	157	2575	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	949	277	219	383	115	44	925	296	157	2575	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	949	277	219	383	115	44	925	296	157	2575	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.16	0.07	0.10	0.07	0.01	0.16	0.17	0.05	0.45	0.13
Crit Moves:		****		****			****				****	
Green Time:	28.9	42.4	62.1	11.8	25.3	32.3	7.0	64.1	93.0	19.7	76.8	88.6
Volume/Cap:	0.60	0.88	0.38	0.88	0.60	0.31	0.30	0.38	0.27	0.38	0.88	0.22
Delay/Veh:	56.9	60.2	30.9	97.2	59.2	49.9	70.3	29.5	13.2	60.2	36.2	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	60.2	30.9	97.2	59.2	49.9	70.3	29.5	13.2	60.2	36.2	14.6
LOS by Move:	E	E	C	F	E	D	E	C	B	E	D	B
HCM2kAvgQ:	10	24	9	9	9	5	1	9	6	4	37	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3295: BERRYESSA/FLICKINGER



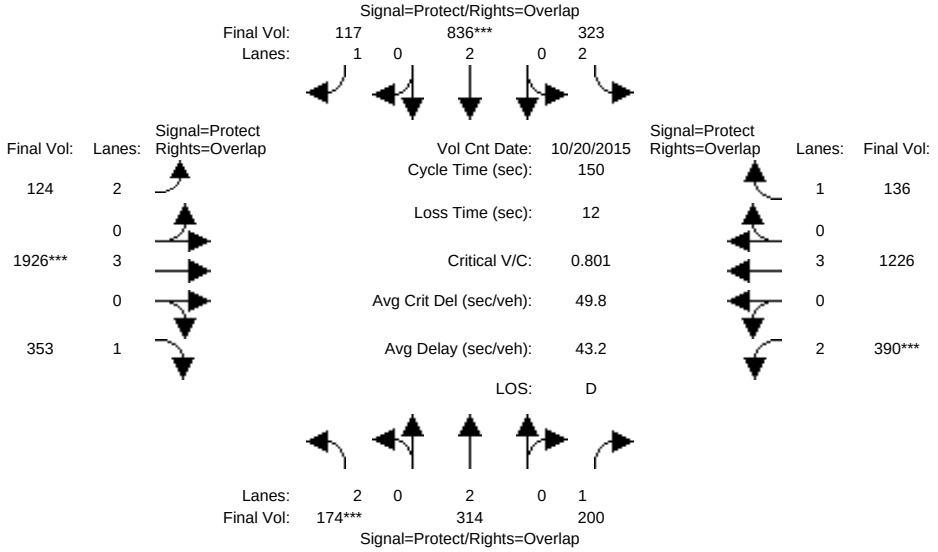
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	97	180	231	324	547	63	62	1213	344	456	677	138
Growth Adj:	1.00	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	180	231	324	547	63	62	1213	344	456	677	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	180	231	324	547	63	62	1213	344	456	677	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	180	231	324	547	63	62	1213	344	456	677	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	180	231	324	547	63	62	1213	344	456	677	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	180	231	324	547	63	62	1213	344	456	677	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.13	0.10	0.14	0.04	0.02	0.21	0.20	0.14	0.12	0.08
Crit Moves:	****				****			****		****		
Green Time:	8.0	17.8	55.3	27.5	37.3	63.5	26.1	55.2	63.2	37.5	66.6	94.0
Volume/Cap:	0.58	0.40	0.36	0.56	0.58	0.09	0.11	0.58	0.47	0.58	0.27	0.13
Delay/Veh:	74.3	61.7	34.7	57.0	50.3	25.9	52.2	38.5	31.8	50.4	26.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.3	61.7	34.7	57.0	50.3	25.9	52.2	38.5	31.8	50.4	26.4	11.4
LOS by Move:	E	E	C	E	D	C	D	D	C	D	C	B
HCM2kAvgQ:	4	4	8	9	11	2	1	15	12	11	6	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3295: BERRYESSA/FLICKINGER



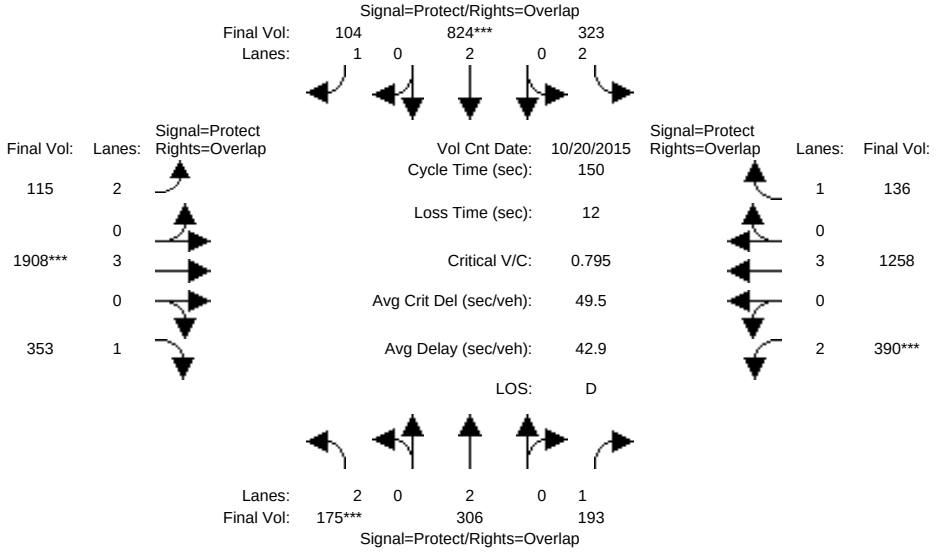
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	174	314	200	323	836	117	124	1926	353	390	1226	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:	174	314	200	323	836	117	124	1926	353	390	1226	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	314	200	323	836	117	124	1926	353	390	1226	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:	174	314	200	323	836	117	124	1926	353	390	1226	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	314	200	323	836	117	124	1926	353	390	1226	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
FinalVolume:	174	314	200	323	836	117	124	1926	353	390	1226	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.11	0.10	0.22	0.07	0.04	0.34	0.20	0.12	0.22	0.08
Crit Moves:	****				****			****		****		
Green Time:	10.3	23.0	46.2	28.5	41.2	56.6	15.4	63.3	73.6	23.2	71.0	99.6
Volume/Cap:	0.80	0.54	0.37	0.54	0.80	0.18	0.38	0.80	0.41	0.80	0.45	0.12
Delay/Veh:	87.6	59.6	41.0	55.8	55.1	31.3	63.6	39.9	24.7	70.4	26.6	9.2
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:	87.6	59.6	41.0	55.8	55.1	31.3	63.6	39.9	24.7	70.4	26.6	9.2
LOS by Move:	F	E	D	E	E	C	E	D	C	E	C	A
HCM2kAvgQ:	7	7	8	8	19	4	4	27	11	12	12	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3295: BERRYESSA/FLICKINGER



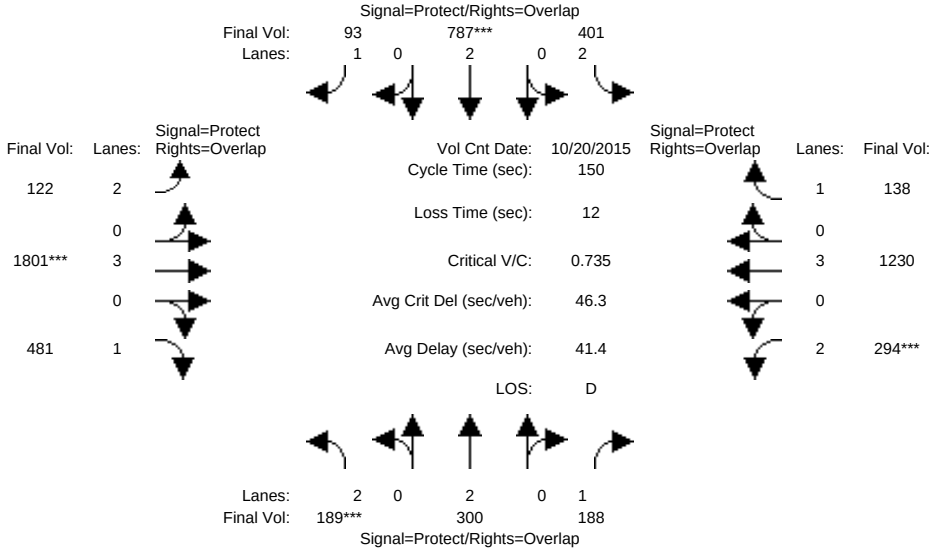
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	175	306	193	323	824	104	115	1908	353	390	1258	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:	175	306	193	323	824	104	115	1908	353	390	1258	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	306	193	323	824	104	115	1908	353	390	1258	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:	175	306	193	323	824	104	115	1908	353	390	1258	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	306	193	323	824	104	115	1908	353	390	1258	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
FinalVolume:	175	306	193	323	824	104	115	1908	353	390	1258	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.11	0.10	0.22	0.06	0.04	0.33	0.20	0.12	0.22	0.08
Crit Moves:	****				****			****		****		
Green Time:	10.5	22.6	46.0	28.8	40.9	56.0	15.1	63.2	73.7	23.4	71.5	100.3
Volume/Cap:	0.79	0.53	0.36	0.53	0.79	0.16	0.36	0.79	0.41	0.79	0.46	0.12
Delay/Veh:	86.5	59.8	40.9	55.5	54.9	31.4	63.7	39.7	24.6	69.7	26.5	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.5	59.8	40.9	55.5	54.9	31.4	63.7	39.7	24.6	69.7	26.5	9.0
LOS by Move:	F	E	D	E	D	C	E	D	C	E	C	A
HCM2kAvgQ:	7	7	7	8	19	3	3	26	11	12	13	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3295: BERRYESSA/FLICKINGER



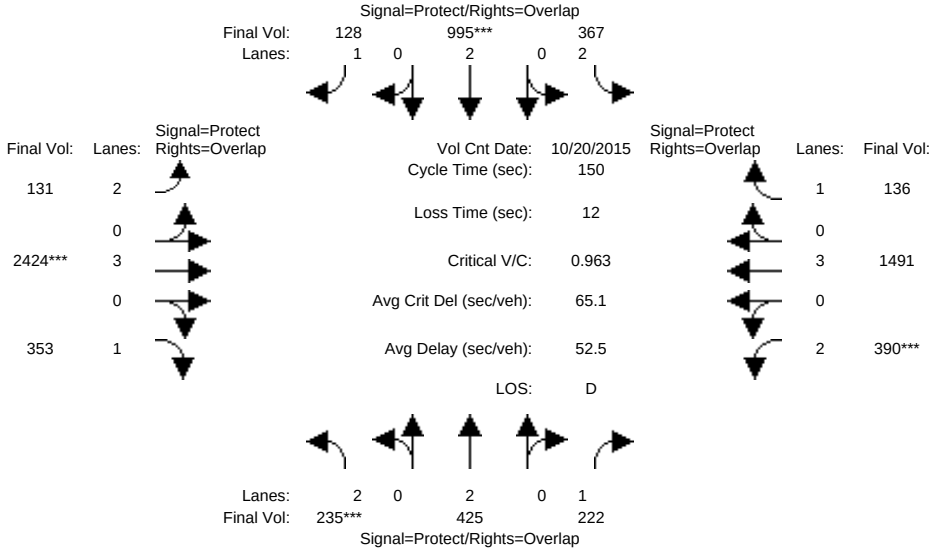
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	189	300	188	401	787	93	122	1801	481	294	1230	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	300	188	401	787	93	122	1801	481	294	1230	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	300	188	401	787	93	122	1801	481	294	1230	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	300	188	401	787	93	122	1801	481	294	1230	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	300	188	401	787	93	122	1801	481	294	1230	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	300	188	401	787	93	122	1801	481	294	1230	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.11	0.13	0.21	0.05	0.04	0.32	0.27	0.09	0.22	0.08
Crit Moves:	****				****			****		****		
Green Time:	12.2	20.9	39.9	33.6	42.3	57.1	14.8	64.5	76.7	19.0	68.7	102.3
Volume/Cap:	0.74	0.57	0.40	0.57	0.74	0.14	0.39	0.74	0.54	0.74	0.47	0.12
Delay/Veh:	77.8	61.8	45.8	52.8	51.5	30.5	64.2	36.8	25.3	70.0	28.3	8.3
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:	77.8	61.8	45.8	52.8	51.5	30.5	64.2	36.8	25.3	70.0	28.3	8.3
LOS by Move:	E	E	D	D	D	C	E	D	C	E	C	A
HCM2kAvgQ:	7	7	8	10	17	3	3	23	16	9	13	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3295: BERRYESSA/FLICKINGER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00

Base Vol:	235	425	222	367	995	128	131	2424	353	390	1491	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:	235	425	222	367	995	128	131	2424	353	390	1491	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	425	222	367	995	128	131	2424	353	390	1491	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:	235	425	222	367	995	128	131	2424	353	390	1491	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	425	222	367	995	128	131	2424	353	390	1491	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
FinalVolume:	235	425	222	367	995	128	131	2424	353	390	1491	136

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

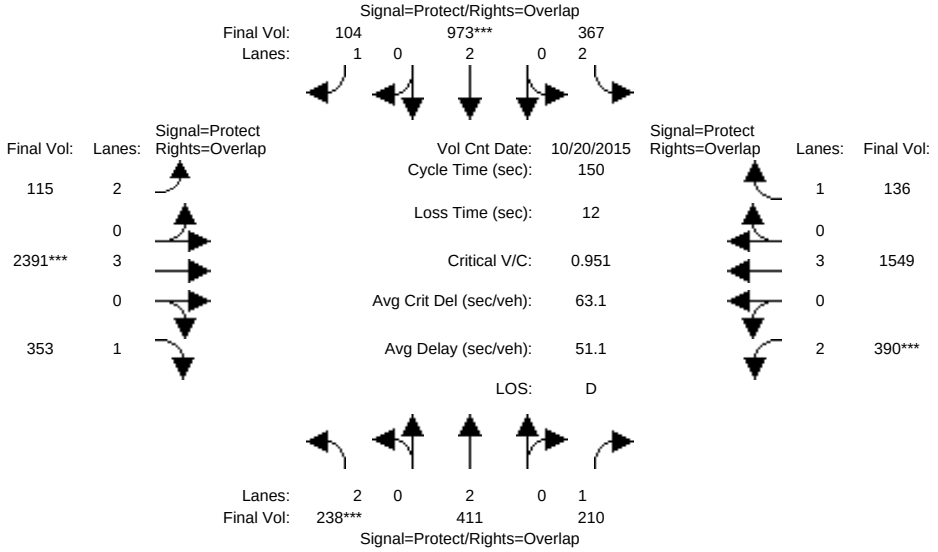
Vol/Sat:	0.07	0.11	0.13	0.12	0.26	0.07	0.04	0.43	0.20	0.12	0.26	0.08
Crit Moves:	****				****			****		****		
Green Time:	11.6	25.7	45.0	26.8	40.8	53.8	13.0	66.3	77.9	19.3	72.6	99.4
Volume/Cap:	0.96	0.65	0.42	0.65	0.96	0.20	0.48	0.96	0.39	0.96	0.54	0.12
Delay/Veh:	116.0	60.4	42.7	60.1	73.3	33.5	66.7	51.3	22.0	99.9	27.3	9.3
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:	116.0	60.4	42.7	60.1	73.3	33.5	66.7	51.3	22.0	99.9	27.3	9.3
LOS by Move:	F	E	D	E	E	C	E	D	C	F	C	A
HCM2kAvgQ:	10	10	9	10	27	4	4	41	10	15	16	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3295: BERRYESSA/FLICKINGER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00

Base Vol:	238	411	210	367	973	104	115	2391	353	390	1549	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:	238	411	210	367	973	104	115	2391	353	390	1549	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	411	210	367	973	104	115	2391	353	390	1549	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:	238	411	210	367	973	104	115	2391	353	390	1549	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	411	210	367	973	104	115	2391	353	390	1549	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
FinalVolume:	238	411	210	367	973	104	115	2391	353	390	1549	136

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

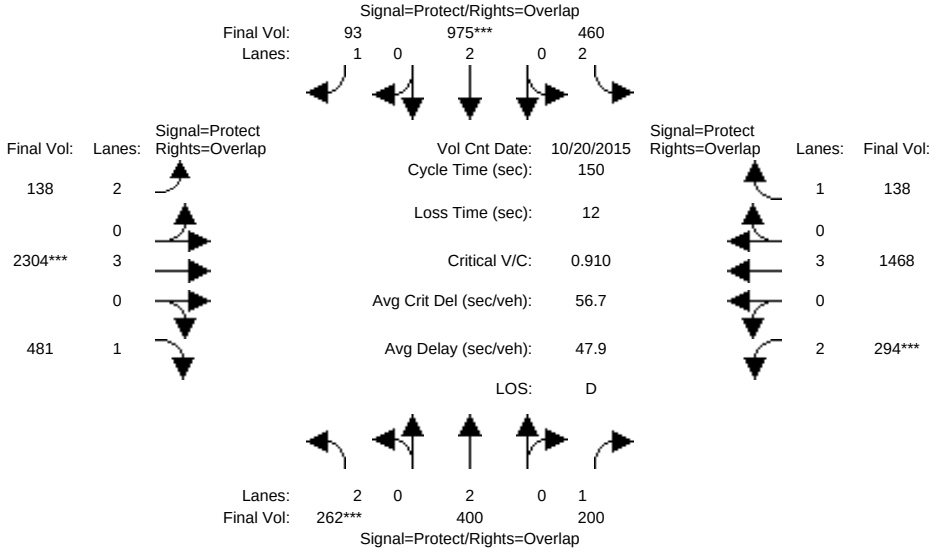
Vol/Sat:	0.08	0.11	0.12	0.12	0.26	0.06	0.04	0.42	0.20	0.12	0.27	0.08
Crit Moves:	****				****			****		****		
Green Time:	11.9	25.2	44.7	27.1	40.4	52.9	12.6	66.2	78.1	19.5	73.1	100.3
Volume/Cap:	0.95	0.64	0.40	0.64	0.95	0.17	0.44	0.95	0.39	0.95	0.56	0.12
Delay/Veh:	112.1	60.5	42.5	59.5	71.4	33.5	66.5	49.4	21.9	96.8	27.3	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.1	60.5	42.5	59.5	71.4	33.5	66.5	49.4	21.9	96.8	27.3	9.0
LOS by Move:	F	E	D	E	E	C	E	D	C	F	C	A
HCM2kAvgQ:	10	10	8	10	26	3	3	40	10	14	16	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3295: BERRYESSA/FLICKINGER



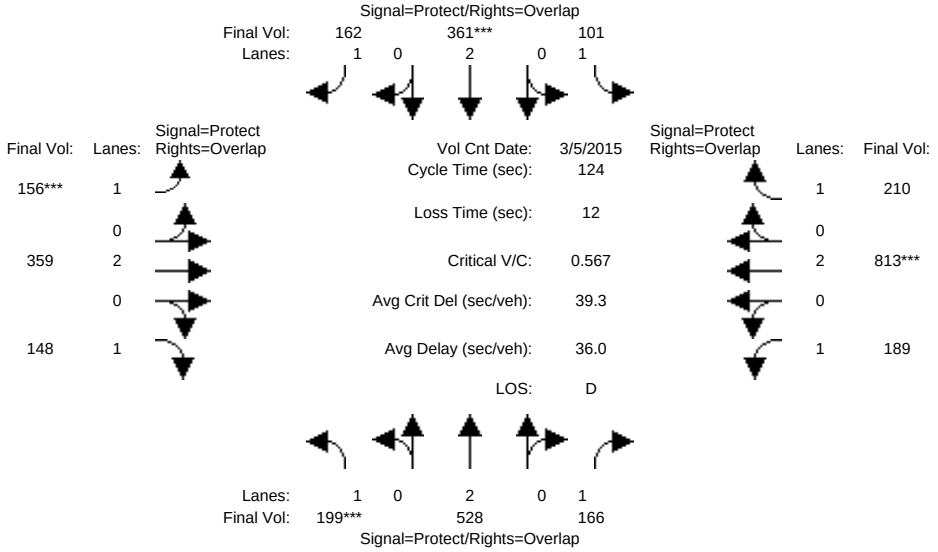
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00																								
Base Vol:	262		400		200		460		975		93		138		2304		481		294		1468		138	
Growth Adj:	1.00		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		400		200		460		975		93		138		2304		481		294		1468		138	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ATI:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	262		400		200		460		975		93		138		2304		481		294		1468		138	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		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		400		200		460		975		93		138		2304		481		294		1468		138	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	262		400		200		460		975		93		138		2304		481		294		1468		138	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	262		400		200		460		975		93		138		2304		481		294		1468		138	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.83		1.00		0.92		0.83		1.00		0.92		0.83		1.00		0.92		0.83		1.00		0.92	
Lanes:	2.00		2.00		1.00		2.00		2.00		1.00		2.00		3.00		1.00		2.00		3.00		1.00	
Final Sat.:	3150		3800		1750		3150		3800		1750		3150		5700		1750		3150		5700		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.08		0.11		0.11		0.15		0.26		0.05		0.04		0.40		0.27		0.09		0.26		0.08	
Crit Moves:	****								****						****				****					
Green Time:	13.7		23.5		38.8		32.5		42.3		54.9		12.6		66.6		80.3		15.4		69.4		102.0	
Volume/Cap:	0.91		0.67		0.44		0.67		0.91		0.15		0.52		0.91		0.51		0.91		0.56		0.12	
Delay/Veh:	98.3		62.7		47.2		56.5		63.4		32.0		67.7		44.3		22.8		95.0		29.4		8.4	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	98.3		62.7		47.2		56.5		63.4		32.0		67.7		44.3		22.8		95.0		29.4		8.4	
LOS by Move:	F		E		D		E		E		C		E		D		C		F		C		A	
HCM2kAvgQ:	10		10		8		12		25		3		4		36		15		11		16		2	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3595: JACKSON/MABURY



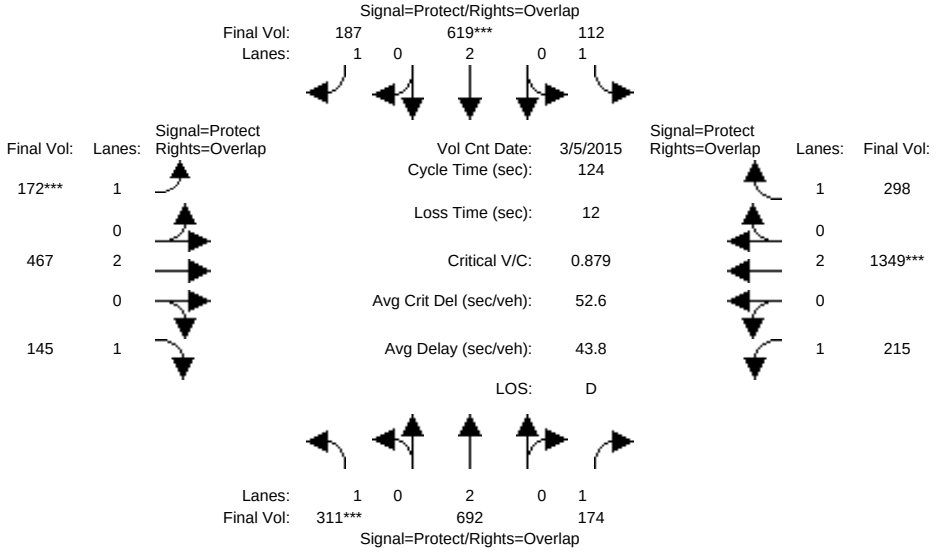
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 7:30-8:30												
Base Vol:	199	528	166	101	361	162	156	359	148	189	813	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	528	166	101	361	162	156	359	148	189	813	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	528	166	101	361	162	156	359	148	189	813	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	528	166	101	361	162	156	359	148	189	813	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	528	166	101	361	162	156	359	148	189	813	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	528	166	101	361	162	156	359	148	189	813	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.09	0.06	0.10	0.09	0.09	0.09	0.08	0.11	0.21	0.12
Crit Moves:	****				****		****				****	
Green Time:	24.9	32.3	67.6	13.4	20.8	40.3	19.5	30.9	55.8	35.4	46.8	60.2
Volume/Cap:	0.57	0.53	0.17	0.53	0.57	0.28	0.57	0.38	0.19	0.38	0.57	0.25
Delay/Veh:	46.9	40.0	14.2	55.3	48.7	31.4	51.1	38.8	20.6	36.0	31.1	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:	46.9	40.0	14.2	55.3	48.7	31.4	51.1	38.8	20.6	36.0	31.1	18.8
LOS by Move:	D	D	B	E	D	C	D	D	C	D	C	B
HCM2kAvgQ:	8	9	3	5	7	5	7	6	4	6	12	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3595: JACKSON/MABURY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 5 Mar 2015 << 7:30-8:30

Base Vol:	311	692	174	112	619	187	172	467	145	215	1349	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	692	174	112	619	187	172	467	145	215	1349	298
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	692	174	112	619	187	172	467	145	215	1349	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	692	174	112	619	187	172	467	145	215	1349	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	692	174	112	619	187	172	467	145	215	1349	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	311	692	174	112	619	187	172	467	145	215	1349	298

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

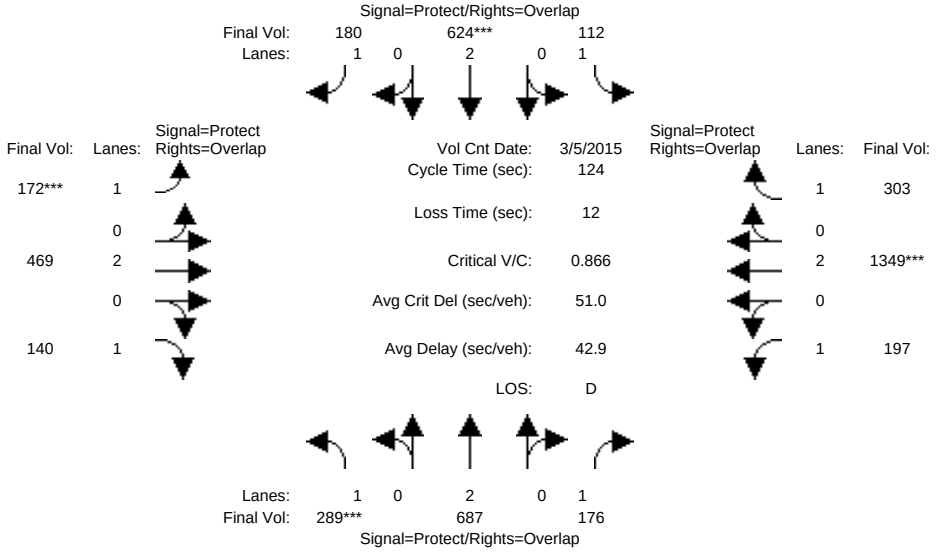
Vol/Sat:	0.18	0.18	0.10	0.06	0.16	0.11	0.10	0.12	0.08	0.12	0.36	0.17
Crit Moves:	****				****		****				****	
Green Time:	25.1	35.6	67.5	12.5	23.0	36.8	13.9	32.0	57.1	32.0	50.1	62.6
Volume/Cap:	0.88	0.64	0.18	0.64	0.88	0.36	0.88	0.48	0.18	0.48	0.88	0.34
Delay/Veh:	69.4	39.8	14.4	61.0	61.4	34.7	87.6	39.3	19.8	39.7	40.3	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:	69.4	39.8	14.4	61.0	61.4	34.7	87.6	39.3	19.8	39.7	40.3	18.6
LOS by Move:	E	D	B	E	E	C	F	D	B	D	D	B
HCM2kAvgQ:	15	12	4	6	14	6	10	8	3	8	27	7

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3595: JACKSON/MABURY



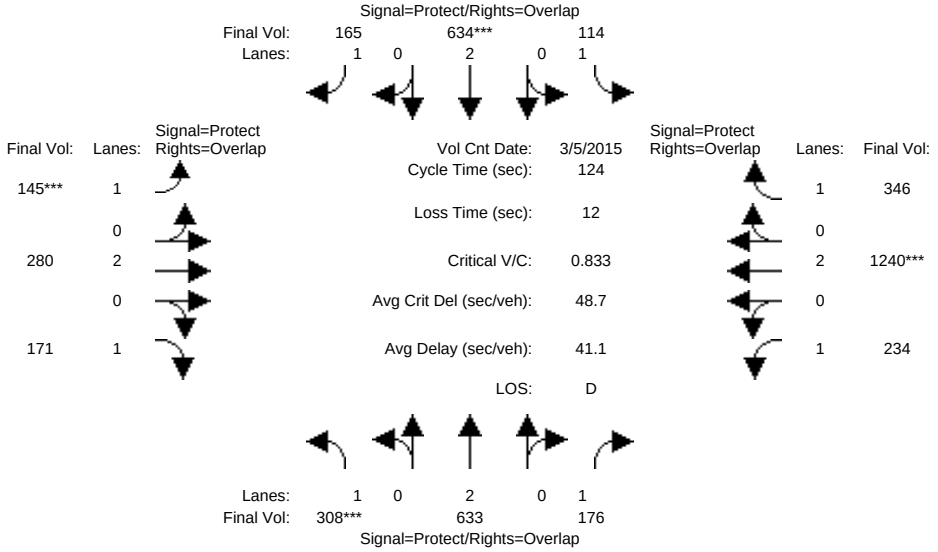
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 7:30-8:30												
Base Vol:	289	687	176	112	624	180	172	469	140	197	1349	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	687	176	112	624	180	172	469	140	197	1349	303
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	687	176	112	624	180	172	469	140	197	1349	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	687	176	112	624	180	172	469	140	197	1349	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	687	176	112	624	180	172	469	140	197	1349	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	687	176	112	624	180	172	469	140	197	1349	303
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.10	0.06	0.16	0.10	0.10	0.12	0.08	0.11	0.36	0.17
Crit Moves:	****				****		****				****	
Green Time:	23.6	34.8	65.8	12.3	23.5	37.6	14.1	33.9	57.6	30.9	50.8	63.1
Volume/Cap:	0.87	0.64	0.19	0.64	0.87	0.34	0.87	0.45	0.17	0.45	0.87	0.34
Delay/Veh:	69.2	40.5	15.3	61.8	59.5	34.0	84.7	37.6	19.5	40.1	38.9	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:	69.2	40.5	15.3	61.8	59.5	34.0	84.7	37.6	19.5	40.1	38.9	18.3
LOS by Move:	E	D	B	E	E	C	F	D	B	D	D	B
HCM2kAvgQ:	14	12	4	6	14	6	10	7	3	7	26	7

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3595: JACKSON/MABURY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 5 Mar 2015 << 7:30-8:30

Base Vol:	308	633	176	114	634	165	145	280	171	234	1240	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	633	176	114	634	165	145	280	171	234	1240	346
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	633	176	114	634	165	145	280	171	234	1240	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	633	176	114	634	165	145	280	171	234	1240	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	633	176	114	634	165	145	280	171	234	1240	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	633	176	114	634	165	145	280	171	234	1240	346

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

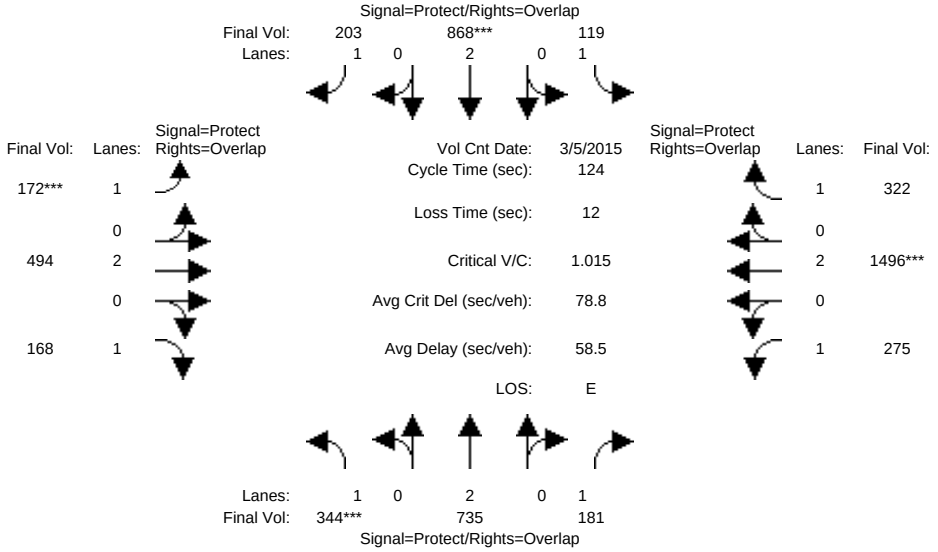
Vol/Sat:	0.18	0.17	0.10	0.07	0.17	0.09	0.08	0.07	0.10	0.13	0.33	0.20
Crit Moves:	****				****		****				****	
Green Time:	26.2	36.7	74.7	14.4	24.8	37.2	12.3	22.9	49.1	38.0	48.6	63.0
Volume/Cap:	0.83	0.56	0.17	0.56	0.83	0.31	0.83	0.40	0.25	0.44	0.83	0.39
Delay/Veh:	61.6	37.5	11.0	55.5	55.4	33.9	82.4	44.8	25.2	35.0	38.2	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:	61.6	37.5	11.0	55.5	55.4	33.9	82.4	44.8	25.2	35.0	38.2	19.0
LOS by Move:	E	D	B	E	E	C	F	D	C	C	D	B
HCM2kAvgQ:	15	10	3	5	14	5	8	5	5	8	23	9

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3595: JACKSON/MABURY



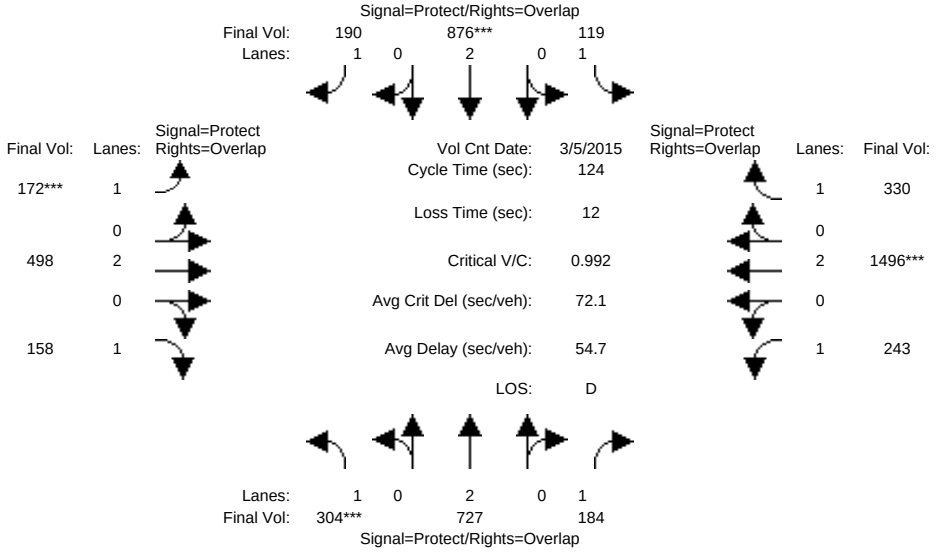
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 7:30-8:30												
Base Vol:	344	735	181	119	868	203	172	494	168	275	1496	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	735	181	119	868	203	172	494	168	275	1496	322
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	735	181	119	868	203	172	494	168	275	1496	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	735	181	119	868	203	172	494	168	275	1496	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	735	181	119	868	203	172	494	168	275	1496	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	344	735	181	119	868	203	172	494	168	275	1496	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.19	0.10	0.07	0.23	0.12	0.10	0.13	0.10	0.16	0.39	0.18
Crit Moves:	****				****		****				****	
Green Time:	24.0	38.4	71.3	13.5	27.9	39.9	12.0	27.2	51.2	32.9	48.1	61.6
Volume/Cap:	1.02	0.62	0.18	0.62	1.02	0.36	1.02	0.59	0.23	0.59	1.02	0.37
Delay/Veh:	102.8	37.7	12.6	59.2	82.7	32.7	129.2	44.6	23.8	41.8	65.2	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:	102.8	37.7	12.6	59.2	82.7	32.7	129.2	44.6	23.8	41.8	65.2	19.5
LOS by Move:	F	D	B	E	F	C	F	D	C	D	E	B
HCM2kAvgQ:	20	12	3	6	23	6	11	9	4	10	36	8

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3595: JACKSON/MABURY



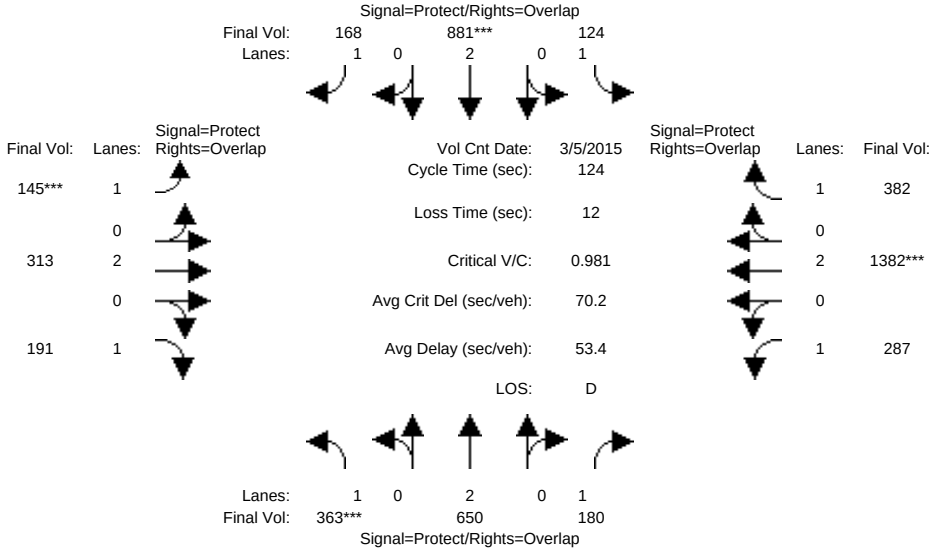
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 7:30-8:30												
Base Vol:	304	727	184	119	876	190	172	498	158	243	1496	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	727	184	119	876	190	172	498	158	243	1496	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	727	184	119	876	190	172	498	158	243	1496	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	727	184	119	876	190	172	498	158	243	1496	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	727	184	119	876	190	172	498	158	243	1496	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	727	184	119	876	190	172	498	158	243	1496	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.11	0.07	0.23	0.11	0.10	0.13	0.09	0.14	0.39	0.19
Crit Moves:	****				****		****				****	
Green Time:	21.7	37.3	68.9	13.2	28.8	41.1	12.3	29.9	51.6	31.6	49.2	62.4
Volume/Cap:	0.99	0.64	0.19	0.64	0.99	0.33	0.99	0.54	0.22	0.54	0.99	0.37
Delay/Veh:	100.2	38.7	13.8	60.2	75.8	31.4	121.8	41.8	23.4	41.3	58.5	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:	100.2	38.7	13.8	60.2	75.8	31.4	121.8	41.8	23.4	41.3	58.5	19.1
LOS by Move:	F	D	B	E	E	C	F	D	C	D	E	B
HCM2kAvgQ:	18	12	4	6	22	6	11	9	4	9	35	8

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3595: JACKSON/MABURY



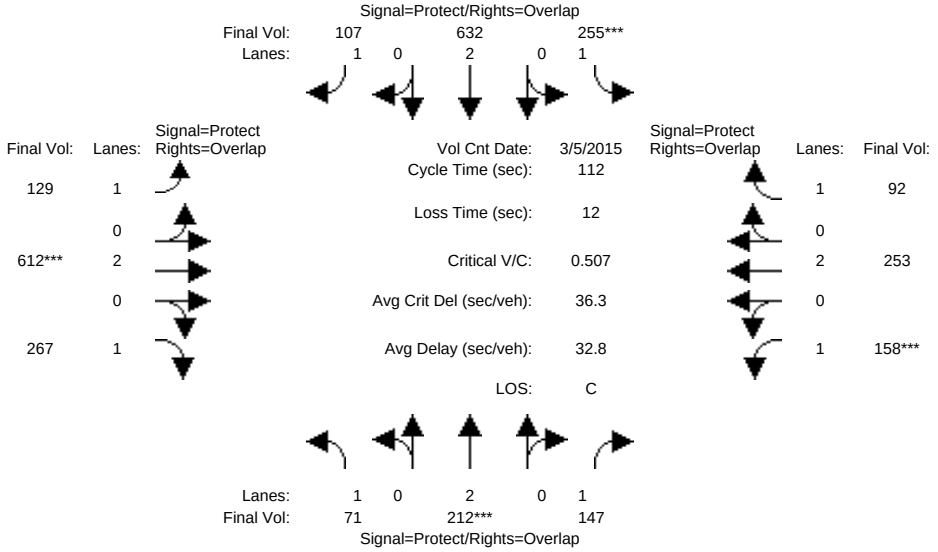
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 5 Mar 2015 << 7:30-8:30																
Base Vol:	363	650	180		124	881	168		145	313	191		287	1382	382	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	363	650	180		124	881	168		145	313	191		287	1382	382	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	363	650	180		124	881	168		145	313	191		287	1382	382	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	363	650	180		124	881	168		145	313	191		287	1382	382	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	363	650	180		124	881	168		145	313	191		287	1382	382	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	363	650	180		124	881	168		145	313	191		287	1382	382	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1750	3800	1750		1750	3800	1750		1750	3800	1750		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.17	0.10		0.07	0.23	0.10		0.08	0.08	0.11		0.16	0.36	0.22	
Crit Moves:	****					****			****					****		
Green Time:	26.2	39.3	76.9		16.3	29.3	39.8		10.5	18.9	45.1		37.6	46.0	62.3	
Volume/Cap:	0.98	0.54	0.17		0.54	0.98	0.30		0.98	0.54	0.30		0.54	0.98	0.43	
Delay/Veh:	90.1	35.4	10.1		53.0	72.3	31.9		124.6	49.6	28.4		37.2	58.0	20.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	90.1	35.4	10.1		53.0	72.3	31.9		124.6	49.6	28.4		37.2	58.0	20.0	
LOS by Move:	F	D	B		D	E	C		F	D	C		D	E	C	
HCM2kAvgQ:	20	10	3		5	22	5		10	6	6		10	32	10	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3595: JACKSON/MABURY



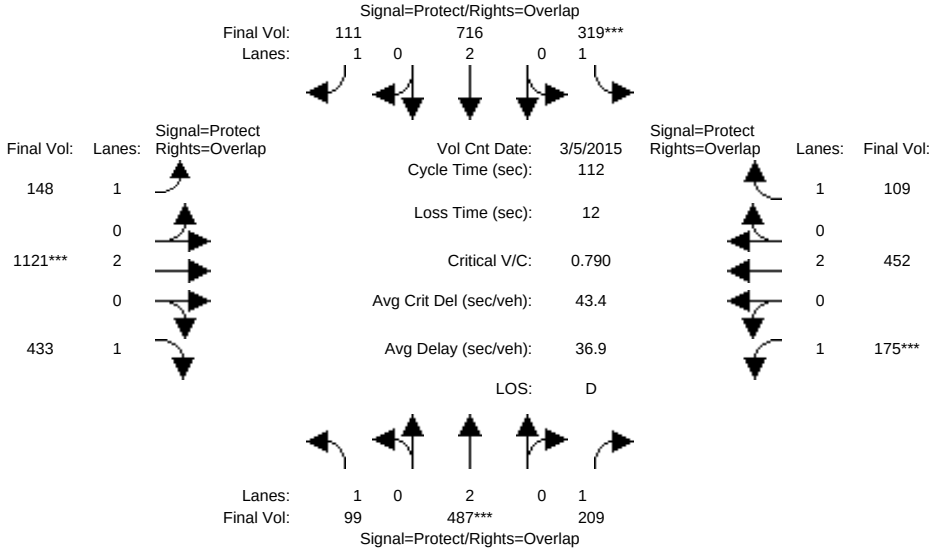
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 5:00-6:00												
Base Vol:	71	212	147	255	632	107	129	612	267	158	253	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	212	147	255	632	107	129	612	267	158	253	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	212	147	255	632	107	129	612	267	158	253	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	212	147	255	632	107	129	612	267	158	253	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	212	147	255	632	107	129	612	267	158	253	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	212	147	255	632	107	129	612	267	158	253	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.08	0.15	0.17	0.06	0.07	0.16	0.15	0.09	0.07	0.05
Crit Moves:		****		****				****		****		
Green Time:	12.2	12.3	32.3	32.2	32.3	57.4	25.1	35.6	47.7	19.9	30.4	62.6
Volume/Cap:	0.37	0.51	0.29	0.51	0.58	0.12	0.33	0.51	0.36	0.51	0.25	0.09
Delay/Veh:	47.6	48.0	31.3	34.1	34.7	14.2	36.9	31.4	22.1	43.0	32.0	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	48.0	31.3	34.1	34.7	14.2	36.9	31.4	22.1	43.0	32.0	11.6
LOS by Move:	D	D	C	C	C	B	D	C	C	D	C	B
HCM2kAvgQ:	3	4	4	8	10	2	4	9	7	6	3	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3595: JACKSON/MABURY



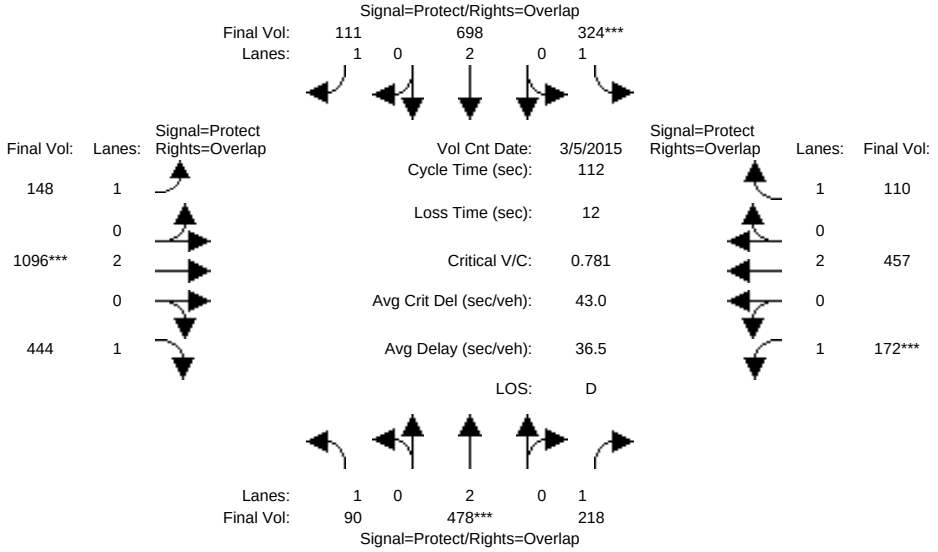
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 5:00-6:00												
Base Vol:	99	487	209	319	716	111	148	1121	433	175	452	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	487	209	319	716	111	148	1121	433	175	452	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	487	209	319	716	111	148	1121	433	175	452	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:	99	487	209	319	716	111	148	1121	433	175	452	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	487	209	319	716	111	148	1121	433	175	452	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	487	209	319	716	111	148	1121	433	175	452	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.12	0.18	0.19	0.06	0.08	0.30	0.25	0.10	0.12	0.06
Crit Moves:		****		****				****		****		
Green Time:	11.0	18.2	32.3	25.8	33.0	56.3	23.3	41.8	52.8	14.2	32.7	58.6
Volume/Cap:	0.58	0.79	0.41	0.79	0.64	0.13	0.41	0.79	0.53	0.79	0.41	0.12
Delay/Veh:	53.1	51.9	32.7	50.6	35.5	14.8	39.1	34.3	21.4	64.7	32.1	13.7
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:	53.1	51.9	32.7	50.6	35.5	14.8	39.1	34.3	21.4	64.7	32.1	13.7
LOS by Move:	D	D	C	D	D	B	D	C	C	E	C	B
HCM2kAvgQ:	4	10	6	13	11	2	5	19	11	8	6	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3595: JACKSON/MABURY



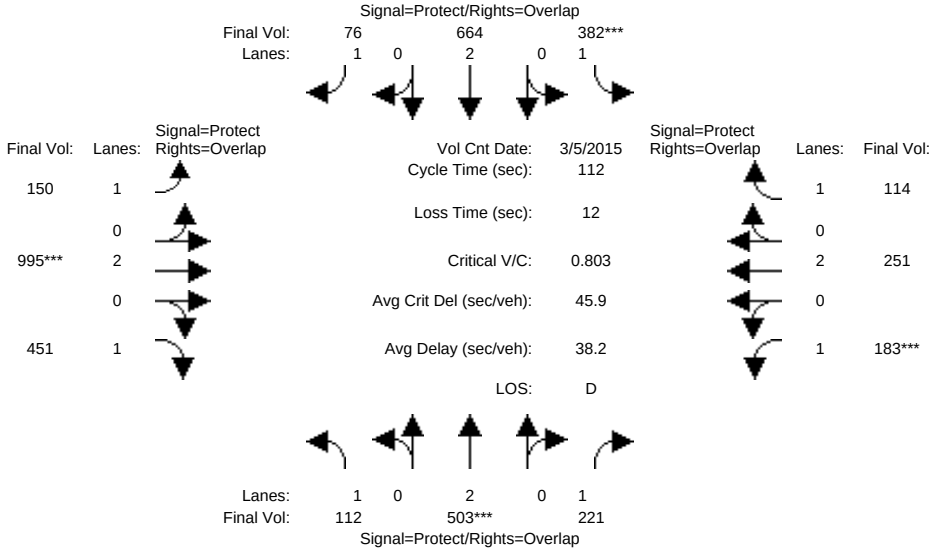
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 5:00-6:00												
Base Vol:	90	478	218	324	698	111	148	1096	444	172	457	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	478	218	324	698	111	148	1096	444	172	457	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	478	218	324	698	111	148	1096	444	172	457	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	478	218	324	698	111	148	1096	444	172	457	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	478	218	324	698	111	148	1096	444	172	457	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	478	218	324	698	111	148	1096	444	172	457	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.12	0.19	0.18	0.06	0.08	0.29	0.25	0.10	0.12	0.06
Crit Moves:		****		****				****		****		
Green Time:	11.3	18.0	32.1	26.5	33.3	56.1	22.9	41.3	52.7	14.1	32.5	59.1
Volume/Cap:	0.51	0.78	0.43	0.78	0.62	0.13	0.41	0.78	0.54	0.78	0.41	0.12
Delay/Veh:	50.2	51.5	33.1	49.3	35.0	14.9	39.5	34.2	21.8	63.8	32.3	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:	50.2	51.5	33.1	49.3	35.0	14.9	39.5	34.2	21.8	63.8	32.3	13.4
LOS by Move:	D	D	C	D	C	B	D	C	C	E	C	B
HCM2kAvgQ:	4	10	7	13	11	2	5	18	12	8	6	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3595: JACKSON/MABURY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 5 Mar 2015 << 5:00-6:00

Base Vol:	112	503	221	382	664	76	150	995	451	183	251	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	503	221	382	664	76	150	995	451	183	251	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	503	221	382	664	76	150	995	451	183	251	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	503	221	382	664	76	150	995	451	183	251	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	503	221	382	664	76	150	995	451	183	251	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	503	221	382	664	76	150	995	451	183	251	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

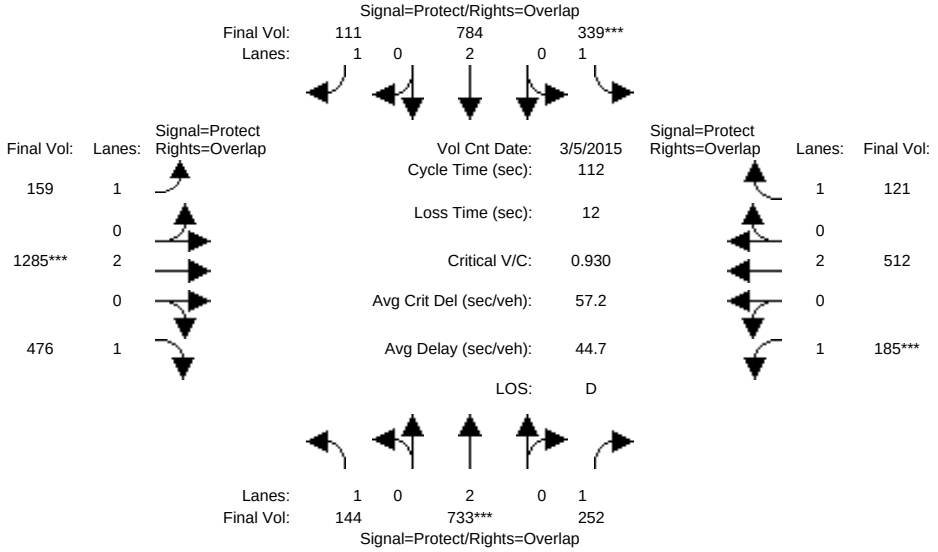
Vol/Sat:	0.06	0.13	0.13	0.22	0.17	0.04	0.09	0.26	0.26	0.10	0.07	0.07
Crit Moves:		****		****				****		****		
Green Time:	13.1	18.5	33.0	30.4	35.8	60.8	25.0	36.5	49.6	14.6	26.1	56.5
Volume/Cap:	0.55	0.80	0.43	0.80	0.55	0.08	0.38	0.80	0.58	0.80	0.28	0.13
Delay/Veh:	49.7	52.4	32.4	47.5	31.9	12.3	37.6	38.3	24.5	65.6	35.5	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:	49.7	52.4	32.4	47.5	31.9	12.3	37.6	38.3	24.5	65.6	35.5	14.8
LOS by Move:	D	D	C	D	C	B	D	D	C	E	D	B
HCM2kAvgQ:	5	10	7	15	10	1	5	17	13	9	4	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3595: JACKSON/MABURY



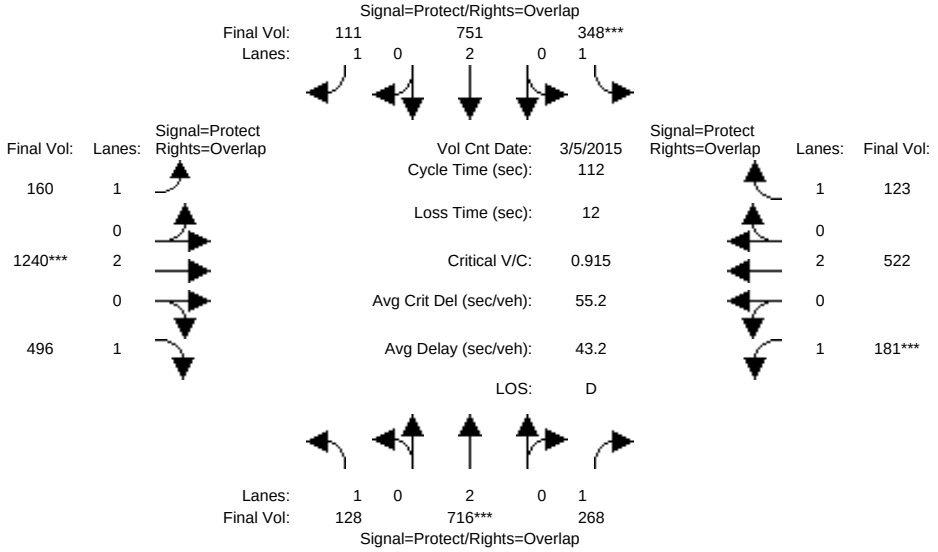
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 5:00-6:00												
Base Vol:	144	733	252	339	784	111	159	1285	476	185	512	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	733	252	339	784	111	159	1285	476	185	512	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	733	252	339	784	111	159	1285	476	185	512	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	733	252	339	784	111	159	1285	476	185	512	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	733	252	339	784	111	159	1285	476	185	512	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	733	252	339	784	111	159	1285	476	185	512	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.14	0.19	0.21	0.06	0.09	0.34	0.27	0.11	0.13	0.07
Crit Moves:		****		****				****		****		
Green Time:	13.3	23.2	36.0	23.3	33.3	54.8	21.5	40.7	54.0	12.7	31.9	55.2
Volume/Cap:	0.69	0.93	0.45	0.93	0.69	0.13	0.47	0.93	0.56	0.93	0.47	0.14
Delay/Veh:	57.2	61.0	30.7	73.5	36.8	15.7	41.2	45.6	21.5	93.6	33.4	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:	57.2	61.0	30.7	73.5	36.8	15.7	41.2	45.6	21.5	93.6	33.4	15.5
LOS by Move:	E	E	C	E	D	B	D	D	C	F	C	B
HCM2kAvgQ:	7	16	8	17	13	2	6	26	13	10	7	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3595: JACKSON/MABURY



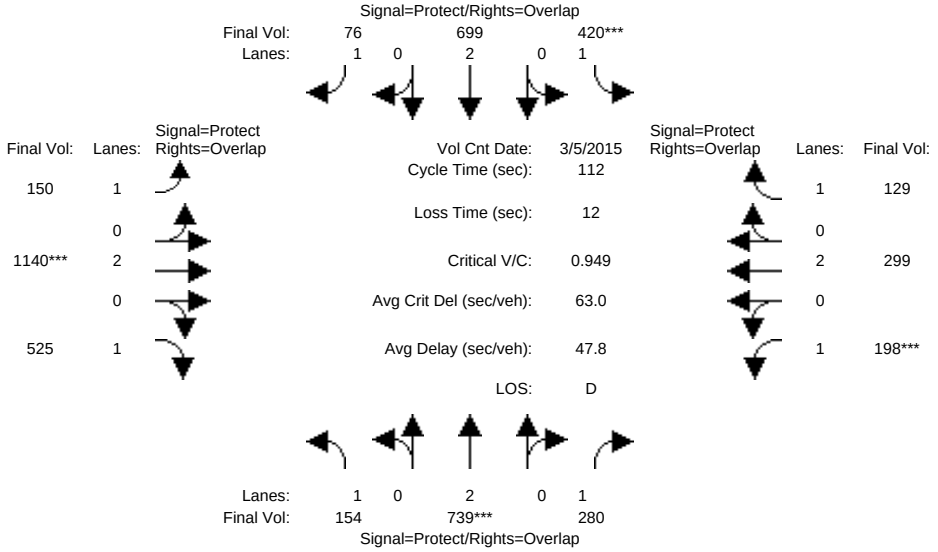
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 5:00-6:00												
Base Vol:	128	716	268	348	751	111	160	1240	496	181	522	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	716	268	348	751	111	160	1240	496	181	522	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	716	268	348	751	111	160	1240	496	181	522	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	716	268	348	751	111	160	1240	496	181	522	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	716	268	348	751	111	160	1240	496	181	522	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	716	268	348	751	111	160	1240	496	181	522	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.15	0.20	0.20	0.06	0.09	0.33	0.28	0.10	0.14	0.07
Crit Moves:		****		****				****		****		
Green Time:	12.8	23.1	35.7	24.3	34.6	55.6	21.0	39.9	52.7	12.7	31.6	55.9
Volume/Cap:	0.64	0.92	0.48	0.92	0.64	0.13	0.49	0.92	0.60	0.92	0.49	0.14
Delay/Veh:	54.2	58.8	31.3	69.0	34.5	15.2	41.8	44.2	23.1	90.1	33.8	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:	54.2	58.8	31.3	69.0	34.5	15.2	41.8	44.2	23.1	90.1	33.8	15.2
LOS by Move:	D	E	C	E	C	B	D	D	C	F	C	B
HCM2kAvgQ:	6	16	8	17	12	2	6	24	14	10	8	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3595: JACKSON/MABURY



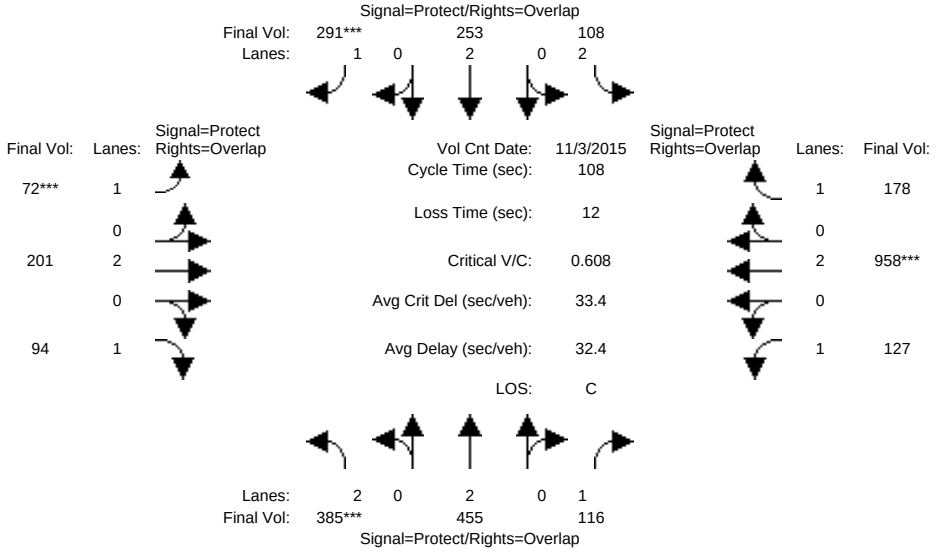
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 5:00-6:00																
Base Vol:	154		739	280	420		699	76	150		1140	525	198		299	129
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	154		739	280	420		699	76	150		1140	525	198		299	129
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	154		739	280	420		699	76	150		1140	525	198		299	129
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	154		739	280	420		699	76	150		1140	525	198		299	129
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	154		739	280	420		699	76	150		1140	525	198		299	129
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	154		739	280	420		699	76	150		1140	525	198		299	129
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.09		0.19	0.16	0.24		0.18	0.04	0.09		0.30	0.30	0.11		0.08	0.07
Crit Moves:			****		****						****		****			
Green Time:	16.6		22.9	36.3	28.3		34.7	58.5	23.9		35.4	52.0	13.3		24.9	53.2
Volume/Cap:	0.59		0.95	0.49	0.95		0.59	0.08	0.40		0.95	0.65	0.95		0.35	0.16
Delay/Veh:	48.3		64.8	31.1	71.3		33.5	13.4	38.6		52.8	24.8	96.9		37.0	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:	48.3		64.8	31.1	71.3		33.5	13.4	38.6		52.8	24.8	96.9		37.0	16.8
LOS by Move:	D		E	C	E		C	B	D		D	C	F		D	B
HCM2kAvgQ:	6		17	9	20		11	1	5		24	15	11		4	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3623: KING/MABURY



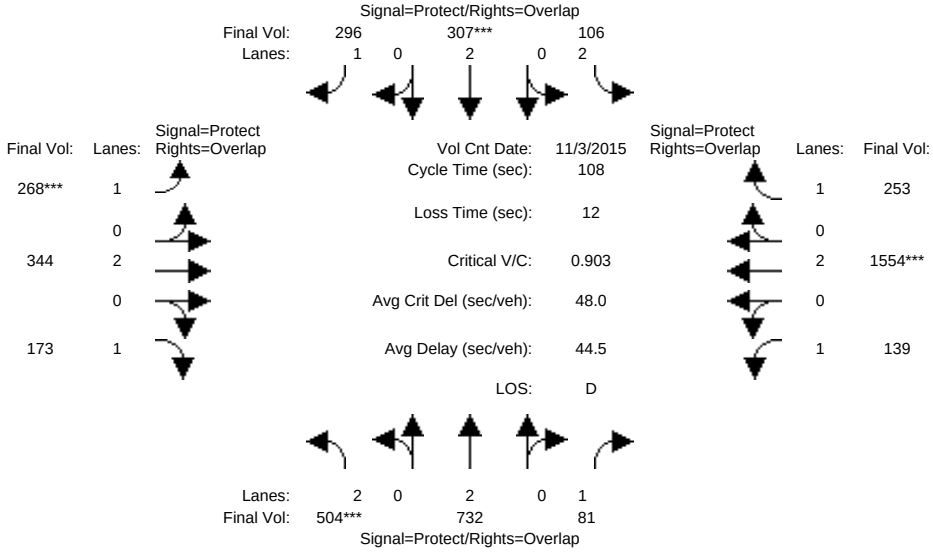
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:15-8:15												
Base Vol:	385	455	116	108	253	291	72	201	94	127	958	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	455	116	108	253	291	72	201	94	127	958	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	455	116	108	253	291	72	201	94	127	958	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	455	116	108	253	291	72	201	94	127	958	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	455	116	108	253	291	72	201	94	127	958	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	455	116	108	253	291	72	201	94	127	958	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.07	0.03	0.07	0.17	0.04	0.05	0.05	0.07	0.25	0.10
Crit Moves:	****					****	****				****	
Green Time:	21.7	25.8	48.7	14.0	18.0	25.3	7.3	29.2	50.9	22.9	44.8	58.7
Volume/Cap:	0.61	0.50	0.15	0.27	0.40	0.71	0.61	0.20	0.11	0.34	0.61	0.19
Delay/Veh:	41.0	36.0	17.6	42.8	40.6	43.6	57.8	30.5	16.0	36.7	25.4	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:	41.0	36.0	17.6	42.8	40.6	43.6	57.8	30.5	16.0	36.7	25.4	12.6
LOS by Move:	D	D	B	D	D	D	E	C	B	D	C	B
HCM2kAvgQ:	8	7	2	2	4	11	4	3	2	4	13	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3623: KING/MABURY



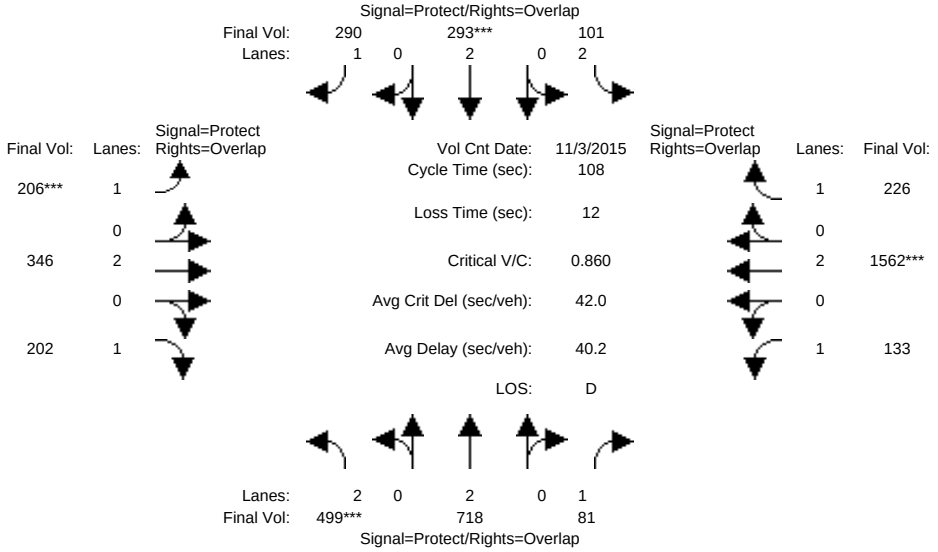
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:15-8:15												
Base Vol:	504	732	81	106	307	296	268	344	173	139	1554	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	504	732	81	106	307	296	268	344	173	139	1554	253
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	504	732	81	106	307	296	268	344	173	139	1554	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	504	732	81	106	307	296	268	344	173	139	1554	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	732	81	106	307	296	268	344	173	139	1554	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	504	732	81	106	307	296	268	344	173	139	1554	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.05	0.03	0.08	0.17	0.15	0.09	0.10	0.08	0.41	0.14
Crit Moves:	****				****		****				****	
Green Time:	19.1	21.7	52.7	7.3	10.0	28.2	18.2	36.0	55.1	30.9	48.7	56.0
Volume/Cap:	0.91	0.96	0.09	0.50	0.87	0.65	0.91	0.27	0.19	0.28	0.91	0.28
Delay/Veh:	62.2	65.2	14.9	50.4	68.9	38.7	73.6	26.5	14.5	30.2	34.9	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:	62.2	65.2	14.9	50.4	68.9	38.7	73.6	26.5	14.5	30.2	34.9	14.8
LOS by Move:	E	E	B	D	E	D	E	C	B	C	C	B
HCM2kAvgQ:	13	17	2	3	8	10	13	4	3	4	28	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3623: KING/MABURY



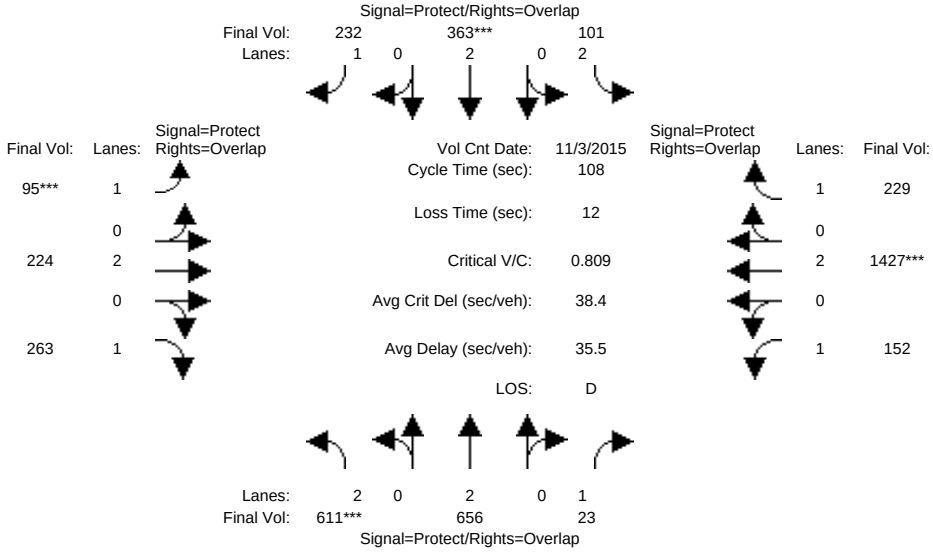
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:15-8:15												
Base Vol:	499	718	81	101	293	290	206	346	202	133	1562	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	718	81	101	293	290	206	346	202	133	1562	226
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	499	718	81	101	293	290	206	346	202	133	1562	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	499	718	81	101	293	290	206	346	202	133	1562	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	718	81	101	293	290	206	346	202	133	1562	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	499	718	81	101	293	290	206	346	202	133	1562	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.05	0.03	0.08	0.17	0.12	0.09	0.12	0.08	0.41	0.13
Crit Moves:	****				****		****				****	
Green Time:	19.8	22.2	52.0	7.6	10.0	24.7	14.7	36.3	56.2	29.8	51.4	59.1
Volume/Cap:	0.86	0.92	0.10	0.45	0.83	0.72	0.86	0.27	0.22	0.28	0.86	0.24
Delay/Veh:	55.5	57.9	15.3	49.7	63.7	44.9	71.7	26.3	14.2	30.9	29.7	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	57.9	15.3	49.7	63.7	44.9	71.7	26.3	14.2	30.9	29.7	12.9
LOS by Move:	E	E	B	D	E	D	E	C	B	C	C	B
HCM2kAvgQ:	13	16	2	3	7	11	10	4	4	4	26	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3623: KING/MABURY



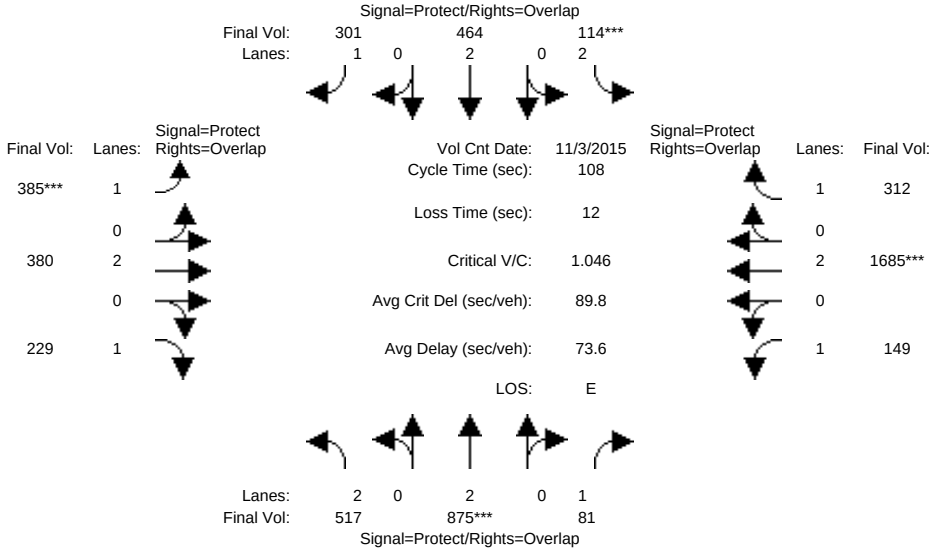
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:15-8:15												
Base Vol:	611	656	23	101	363	232	95	224	263	152	1427	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	611	656	23	101	363	232	95	224	263	152	1427	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	611	656	23	101	363	232	95	224	263	152	1427	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	611	656	23	101	363	232	95	224	263	152	1427	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	611	656	23	101	363	232	95	224	263	152	1427	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	611	656	23	101	363	232	95	224	263	152	1427	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.17	0.01	0.03	0.10	0.13	0.05	0.06	0.15	0.09	0.38	0.13
Crit Moves:	****				****		****				****	
Green Time:	25.9	28.1	55.9	10.5	12.7	20.0	7.2	29.6	55.5	27.8	50.1	60.7
Volume/Cap:	0.81	0.66	0.03	0.33	0.81	0.72	0.81	0.22	0.29	0.34	0.81	0.23
Delay/Veh:	45.3	37.4	12.8	46.1	57.0	48.8	82.4	30.3	15.2	33.1	27.7	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	37.4	12.8	46.1	57.0	48.8	82.4	30.3	15.2	33.1	27.7	12.1
LOS by Move:	D	D	B	D	E	D	F	C	B	C	C	B
HCM2kAvgQ:	14	11	0	2	8	9	5	3	5	5	22	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3623: KING/MABURY



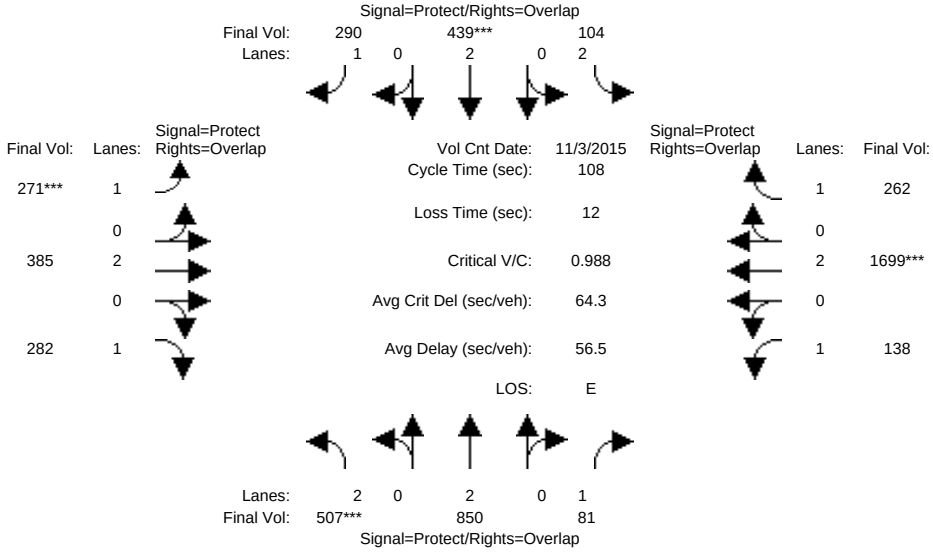
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:15-8:15												
Base Vol:	517	875	81	114	464	301	385	380	229	149	1685	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	517	875	81	114	464	301	385	380	229	149	1685	312
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	517	875	81	114	464	301	385	380	229	149	1685	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	517	875	81	114	464	301	385	380	229	149	1685	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	517	875	81	114	464	301	385	380	229	149	1685	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	517	875	81	114	464	301	385	380	229	149	1685	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.05	0.04	0.12	0.17	0.22	0.10	0.13	0.09	0.44	0.18
Crit Moves:		****		****			****				****	
Green Time:	17.2	22.9	53.3	7.0	12.8	34.7	21.9	35.7	52.8	30.4	44.2	51.2
Volume/Cap:	1.03	1.08	0.09	0.56	1.03	0.54	1.08	0.30	0.27	0.30	1.08	0.38
Delay/Veh:	94.3	99.6	14.6	52.4	98.8	31.1	115.3	27.0	16.4	30.8	81.4	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:	94.3	99.6	14.6	52.4	98.8	31.1	115.3	27.0	16.4	30.8	81.4	18.5
LOS by Move:	F	F	B	D	F	C	F	C	B	C	F	B
HCM2kAvgQ:	16	23	2	3	13	9	22	5	5	4	40	7

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3623: KING/MABURY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 3 Nov 2015 << 7:15-8:15

Base Vol:	507	850	81	104	439	290	271	385	282	138	1699	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	850	81	104	439	290	271	385	282	138	1699	262
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	507	850	81	104	439	290	271	385	282	138	1699	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	507	850	81	104	439	290	271	385	282	138	1699	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	507	850	81	104	439	290	271	385	282	138	1699	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	507	850	81	104	439	290	271	385	282	138	1699	262

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

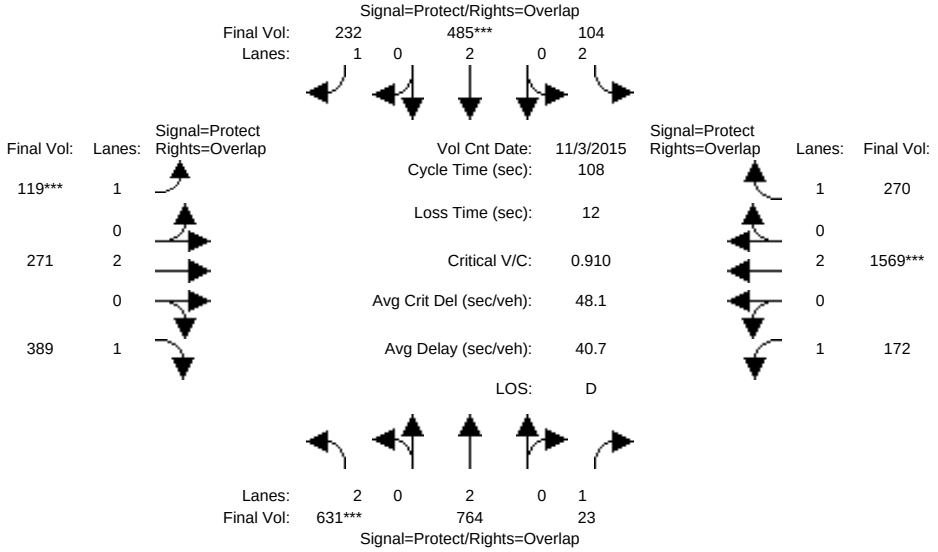
Vol/Sat:	0.16	0.22	0.05	0.03	0.12	0.17	0.15	0.10	0.16	0.08	0.45	0.15
Crit Moves:	****				****		****				****	
Green Time:	17.6	23.2	52.0	7.0	12.6	29.5	16.9	37.0	54.6	28.8	48.9	55.9
Volume/Cap:	0.99	1.04	0.10	0.51	0.99	0.61	0.99	0.30	0.32	0.30	0.99	0.29
Delay/Veh:	81.7	84.9	15.3	51.0	87.1	36.4	96.4	26.1	16.0	31.9	48.2	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:	81.7	84.9	15.3	51.0	87.1	36.4	96.4	26.1	16.0	31.9	48.2	15.0
LOS by Move:	F	F	B	D	F	D	F	C	B	C	D	B
HCM2kAvgQ:	15	21	2	3	12	10	15	5	6	4	35	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3623: KING/MABURY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 3 Nov 2015 << 7:15-8:15

Base Vol:	631	764	23	104	485	232	119	271	389	172	1569	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	631	764	23	104	485	232	119	271	389	172	1569	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	631	764	23	104	485	232	119	271	389	172	1569	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	631	764	23	104	485	232	119	271	389	172	1569	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	631	764	23	104	485	232	119	271	389	172	1569	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	631	764	23	104	485	232	119	271	389	172	1569	270

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

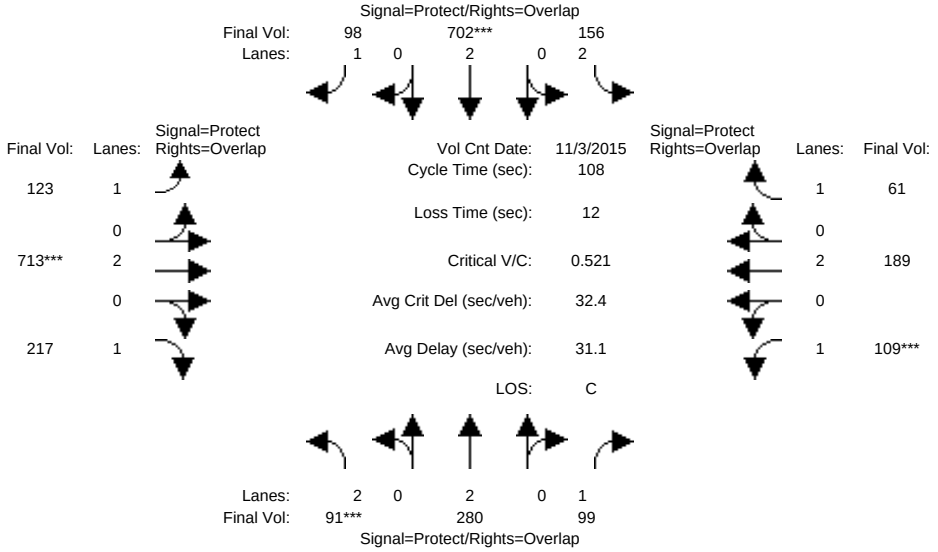
Vol/Sat:	0.20	0.20	0.01	0.03	0.13	0.13	0.07	0.07	0.22	0.10	0.41	0.15
Crit Moves:	****				****		****				****	
Green Time:	23.8	29.4	58.8	9.5	15.1	23.2	8.1	27.7	51.5	29.4	49.0	58.5
Volume/Cap:	0.91	0.74	0.02	0.38	0.91	0.62	0.91	0.28	0.47	0.36	0.91	0.28
Delay/Veh:	57.1	38.6	11.4	47.3	65.4	41.4	101.7	32.3	19.4	32.2	35.0	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:	57.1	38.6	11.4	47.3	65.4	41.4	101.7	32.3	19.4	32.2	35.0	13.6
LOS by Move:	E	D	B	D	E	D	F	C	B	C	D	B
HCM2kAvgQ:	16	13	0	2	11	8	7	4	9	5	28	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3623: KING/MABURY



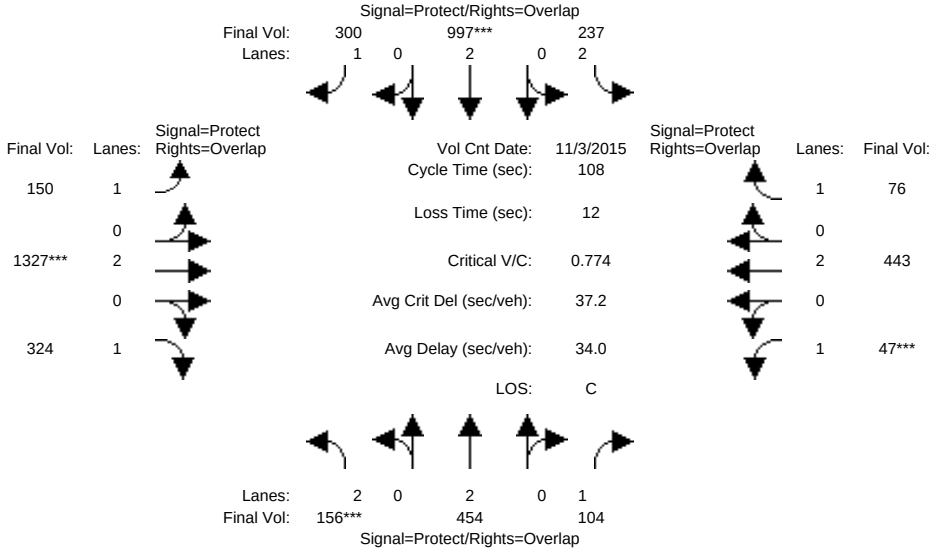
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	91	280	99	156	702	98	123	713	217	109	189	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	280	99	156	702	98	123	713	217	109	189	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	280	99	156	702	98	123	713	217	109	189	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	280	99	156	702	98	123	713	217	109	189	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	280	99	156	702	98	123	713	217	109	189	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	280	99	156	702	98	123	713	217	109	189	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.06	0.05	0.18	0.06	0.07	0.19	0.12	0.06	0.05	0.03
Crit Moves:	****				****			****		****		
Green Time:	7.0	26.4	39.1	18.5	37.8	59.9	22.1	38.4	45.4	12.8	29.1	47.5
Volume/Cap:	0.45	0.30	0.16	0.29	0.53	0.10	0.34	0.53	0.29	0.53	0.18	0.08
Delay/Veh:	55.5	34.1	23.8	40.4	29.5	11.6	39.4	29.1	21.7	54.1	30.7	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:	55.5	34.1	23.8	40.4	29.5	11.6	39.4	29.1	21.7	54.1	30.7	17.7
LOS by Move:	E	C	C	D	C	B	D	C	C	D	C	B
HCM2kAvgQ:	2	4	2	3	9	2	4	10	5	4	2	1

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3623: KING/MABURY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00

Base Vol:	156	454	104	237	997	300	150	1327	324	47	443	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	454	104	237	997	300	150	1327	324	47	443	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	454	104	237	997	300	150	1327	324	47	443	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	454	104	237	997	300	150	1327	324	47	443	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	454	104	237	997	300	150	1327	324	47	443	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	454	104	237	997	300	150	1327	324	47	443	76

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

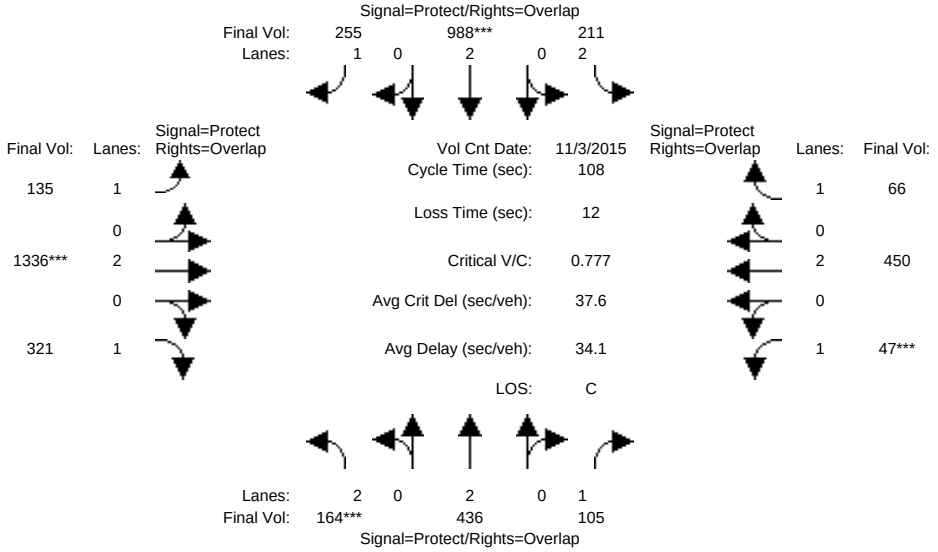
Vol/Sat:	0.05	0.12	0.06	0.08	0.26	0.17	0.09	0.35	0.19	0.03	0.12	0.04
Crit Moves:	****				****			****		****		
Green Time:	7.0	25.9	32.9	16.3	35.2	58.0	22.8	46.8	53.8	7.0	31.0	47.3
Volume/Cap:	0.76	0.50	0.20	0.50	0.81	0.32	0.41	0.81	0.37	0.41	0.41	0.10
Delay/Veh:	73.1	37.4	28.6	45.8	38.9	14.9	40.0	30.9	17.9	59.3	32.2	18.1
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:	73.1	37.4	28.6	45.8	38.9	14.9	40.0	30.9	17.9	59.3	32.2	18.1
LOS by Move:	E	D	C	D	D	B	D	C	B	E	C	B
HCM2kAvgQ:	5	7	3	5	17	6	5	21	7	2	6	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3623: KING/MABURY



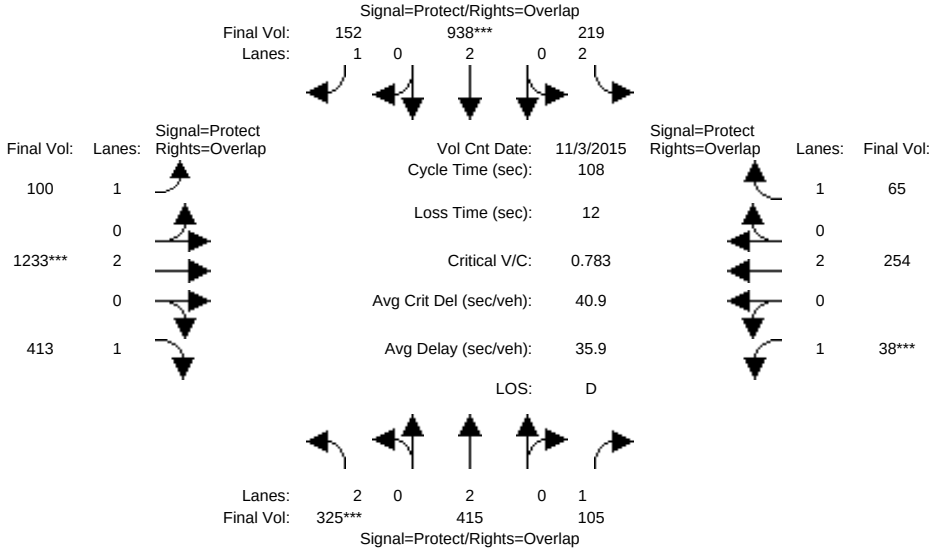
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	164	436	105	211	988	255	135	1336	321	47	450	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	436	105	211	988	255	135	1336	321	47	450	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	436	105	211	988	255	135	1336	321	47	450	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	436	105	211	988	255	135	1336	321	47	450	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	436	105	211	988	255	135	1336	321	47	450	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	436	105	211	988	255	135	1336	321	47	450	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.06	0.07	0.26	0.15	0.08	0.35	0.18	0.03	0.12	0.04
Crit Moves:	****				****			****		****		
Green Time:	7.0	26.4	33.4	15.4	34.9	56.2	21.4	47.1	54.1	7.0	32.8	48.2
Volume/Cap:	0.80	0.47	0.19	0.47	0.81	0.28	0.39	0.81	0.37	0.41	0.39	0.08
Delay/Veh:	77.3	36.5	28.2	46.0	39.2	15.3	40.9	30.7	17.6	59.3	30.7	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:	77.3	36.5	28.2	46.0	39.2	15.3	40.9	30.7	17.6	59.3	30.7	17.4
LOS by Move:	E	D	C	D	D	B	D	C	B	E	C	B
HCM2kAvgQ:	5	6	3	4	17	5	4	21	7	2	6	1

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3623: KING/MABURY



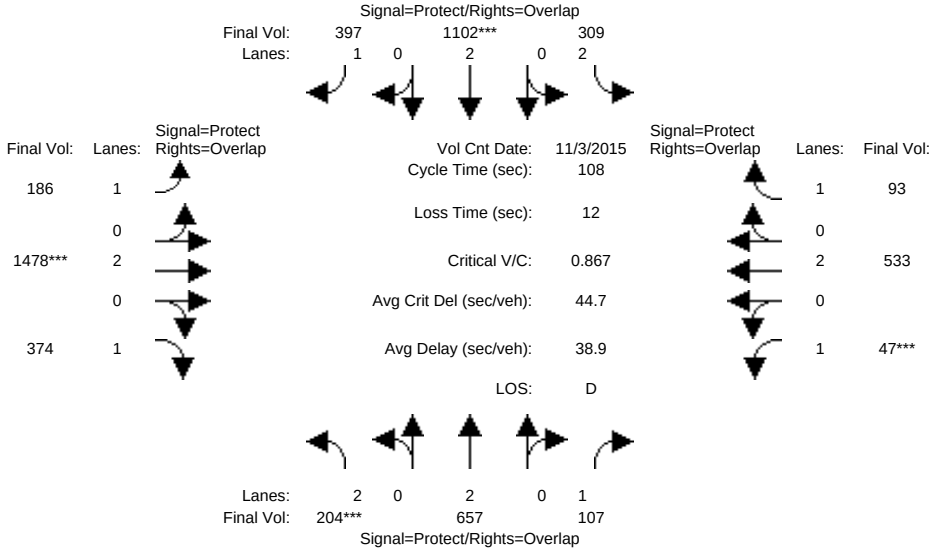
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	325	415	105	219	938	152	100	1233	413	38	254	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	415	105	219	938	152	100	1233	413	38	254	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	415	105	219	938	152	100	1233	413	38	254	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	415	105	219	938	152	100	1233	413	38	254	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	415	105	219	938	152	100	1233	413	38	254	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	415	105	219	938	152	100	1233	413	38	254	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.06	0.07	0.25	0.09	0.06	0.32	0.24	0.02	0.07	0.04
Crit Moves:	****				****			****		****		
Green Time:	13.6	28.2	35.2	18.0	32.6	53.1	20.5	42.8	56.4	7.0	29.3	47.3
Volume/Cap:	0.82	0.42	0.18	0.42	0.82	0.18	0.30	0.82	0.45	0.34	0.25	0.08
Delay/Veh:	62.9	34.4	26.8	42.8	41.5	15.7	39.9	34.2	17.7	56.1	31.3	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:	62.9	34.4	26.8	42.8	41.5	15.7	39.9	34.2	17.7	56.1	31.3	18.0
LOS by Move:	E	C	C	D	D	B	D	C	B	E	C	B
HCM2kAvgQ:	9	6	3	4	17	3	3	20	9	2	3	1

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3623: KING/MABURY



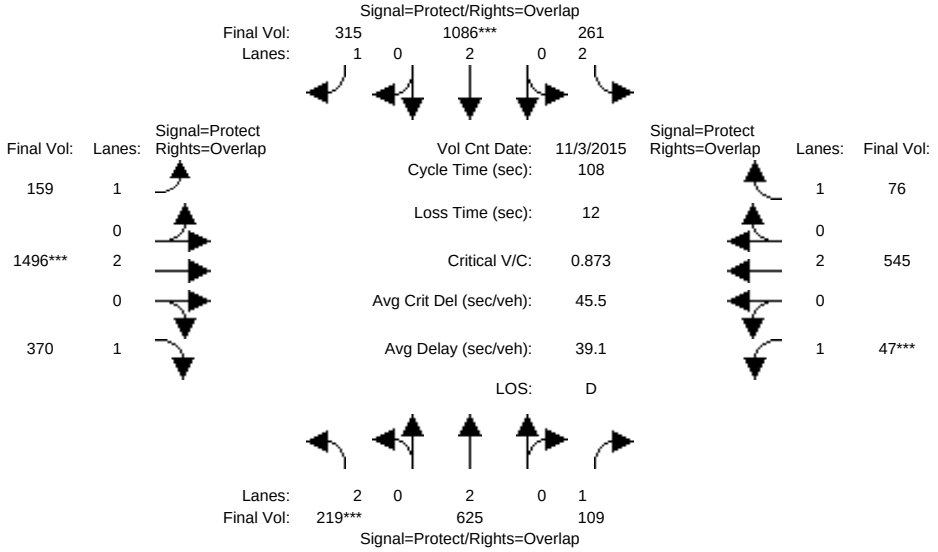
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	204	657	107	309	1102	397	186	1478	374	47	533	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:	204	657	107	309	1102	397	186	1478	374	47	533	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	657	107	309	1102	397	186	1478	374	47	533	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:	204	657	107	309	1102	397	186	1478	374	47	533	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	657	107	309	1102	397	186	1478	374	47	533	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	657	107	309	1102	397	186	1478	374	47	533	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.06	0.10	0.29	0.23	0.11	0.39	0.21	0.03	0.14	0.05
Crit Moves:	****				****			****		****		
Green Time:	7.8	27.1	34.1	15.4	34.7	57.8	23.1	46.5	54.3	7.0	30.5	45.8
Volume/Cap:	0.90	0.69	0.19	0.69	0.90	0.42	0.50	0.90	0.43	0.41	0.50	0.13
Delay/Veh:	88.8	40.7	27.7	52.5	46.0	16.5	42.0	37.1	18.5	59.3	34.0	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.8	40.7	27.7	52.5	46.0	16.5	42.0	37.1	18.5	59.3	34.0	19.2
LOS by Move:	F	D	C	D	D	B	D	D	B	E	C	B
HCM2kAvgQ:	7	11	3	7	21	9	6	26	8	2	8	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3623: KING/MABURY



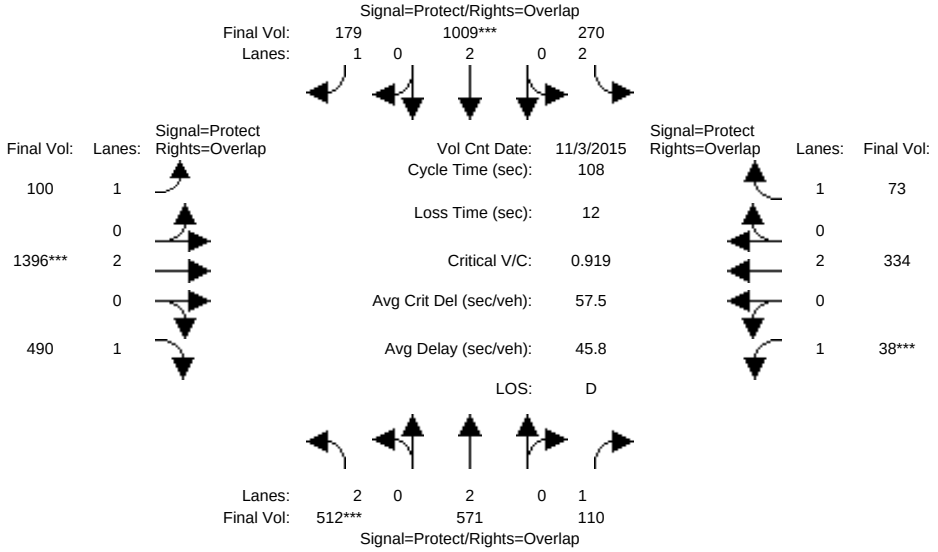
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	219	625	109	261	1086	315	159	1496	370	47	545	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	625	109	261	1086	315	159	1496	370	47	545	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	625	109	261	1086	315	159	1496	370	47	545	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	625	109	261	1086	315	159	1496	370	47	545	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	625	109	261	1086	315	159	1496	370	47	545	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	625	109	261	1086	315	159	1496	370	47	545	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.06	0.08	0.29	0.18	0.09	0.39	0.21	0.03	0.14	0.04
Crit Moves:	****				****			****		****		
Green Time:	8.3	28.1	35.1	14.1	34.0	54.8	20.9	46.8	55.0	7.0	32.9	47.1
Volume/Cap:	0.91	0.63	0.19	0.63	0.91	0.35	0.47	0.91	0.41	0.41	0.47	0.10
Delay/Veh:	88.0	38.5	27.0	51.7	47.2	17.1	43.3	37.6	17.9	59.3	31.8	18.2
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:	88.0	38.5	27.0	51.7	47.2	17.1	43.3	37.6	17.9	59.3	31.8	18.2
LOS by Move:	F	D	C	D	D	B	D	D	B	E	C	B
HCM2kAvgQ:	7	10	3	6	21	7	5	27	8	2	8	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3623: KING/MABURY



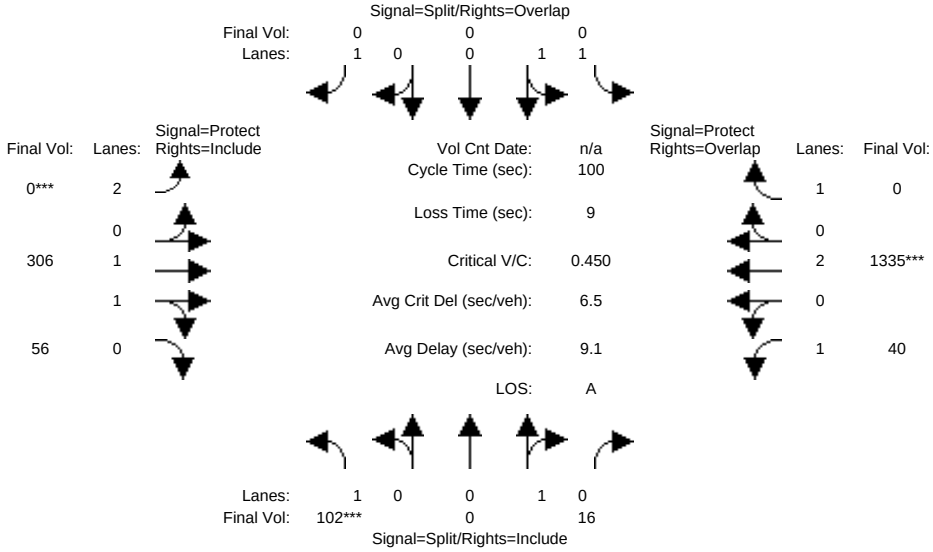
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	512	571	110	270	1009	179	100	1396	490	38	334	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	512	571	110	270	1009	179	100	1396	490	38	334	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	512	571	110	270	1009	179	100	1396	490	38	334	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	512	571	110	270	1009	179	100	1396	490	38	334	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	571	110	270	1009	179	100	1396	490	38	334	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	512	571	110	270	1009	179	100	1396	490	38	334	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.15	0.06	0.09	0.27	0.10	0.06	0.37	0.28	0.02	0.09	0.04
Crit Moves:	****				****			****		****		
Green Time:	18.2	30.5	37.5	17.4	29.7	49.5	19.8	41.1	59.3	7.0	28.3	45.7
Volume/Cap:	0.97	0.53	0.18	0.53	0.97	0.22	0.31	0.97	0.51	0.34	0.34	0.10
Delay/Veh:	76.0	34.6	25.2	45.5	59.3	18.3	40.7	49.5	17.2	56.1	33.2	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:	76.0	34.6	25.2	45.5	59.3	18.3	40.7	49.5	17.2	56.1	33.2	19.0
LOS by Move:	E	C	C	D	E	B	D	D	B	E	C	B
HCM2kAvgQ:	15	8	3	6	22	4	3	28	11	2	5	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #4135: LENFEST/MABURY RD



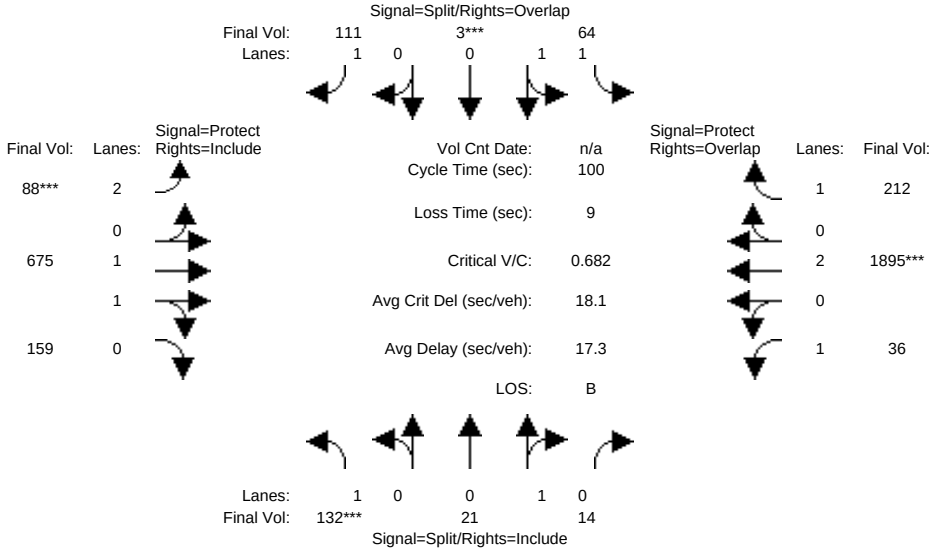
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	102	0	16	0	0	0	0	306	56	40	1335	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	0	16	0	0	0	0	306	56	40	1335	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	0	16	0	0	0	0	306	56	40	1335	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	0	16	0	0	0	0	306	56	40	1335	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	16	0	0	0	0	306	56	40	1335	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	0	16	0	0	0	0	306	56	40	1335	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	2.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	1750	0	1800	1750	1900	1750	3150	3127	572	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.01	0.00	0.00	0.00	0.00	0.10	0.10	0.02	0.35	0.00
Crit Moves:	****						****				****	
Green Time:	12.9	0.0	12.9	0.0	0.0	0.0	0.0	45.9	45.9	32.1	78.1	0.0
Volume/Cap:	0.45	0.00	0.07	0.00	0.00	0.00	0.00	0.21	0.21	0.07	0.45	0.00
Delay/Veh:	41.7	0.0	38.4	0.0	0.0	0.0	0.0	16.3	16.3	23.6	3.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	0.0	38.4	0.0	0.0	0.0	0.0	16.3	16.3	23.6	3.8	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	3	3	1	7	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #4135: LENFEST/MABURY RD



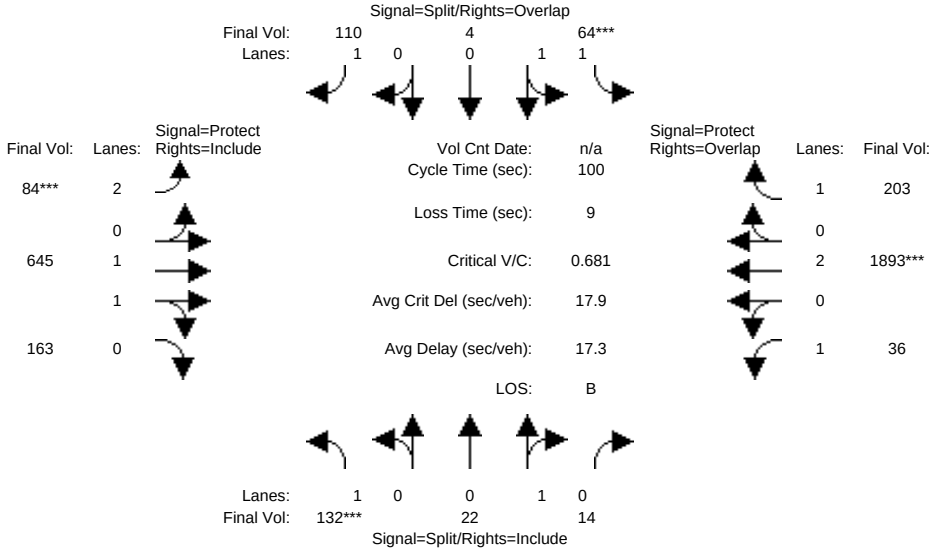
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	10		0		10		10		10		10		0		10		10		7		10		0	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:																								
Base Vol:	132		21		14		64		3		111		88		675		159		36		1895		212	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	132		21		14		64		3		111		88		675		159		36		1895		212	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ATI:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	132		21		14		64		3		111		88		675		159		36		1895		212	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	132		21		14		64		3		111		88		675		159		36		1895		212	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	132		21		14		64		3		111		88		675		159		36		1895		212	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	132		21		14		64		3		111		88		675		159		36		1895		212	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		0.95		0.95		0.93		0.95		0.92		0.83		0.98		0.95		0.92		1.00		0.92	
Lanes:	1.00		0.60		0.40		1.91		0.09		1.00		2.00		1.61		0.39		1.00		2.00		1.00	
Final Sat.:	1750		1080		720		3391		159		1750		3150		2994		705		1750		3800		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.08		0.02		0.02		0.02		0.02		0.06		0.03		0.23		0.23		0.02		0.50		0.12	
Crit Moves:	****								****				****								****			
Green Time:	10.1		10.1		10.1		10.0		10.0		13.8		3.8		54.1		54.1		16.8		67.1		77.1	
Volume/Cap:	0.74		0.19		0.19		0.19		0.19		0.46		0.74		0.42		0.42		0.12		0.74		0.16	
Delay/Veh:	59.2		41.7		41.7		41.5		41.5		41.1		69.8		13.8		13.8		35.5		12.0		3.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	59.2		41.7		41.7		41.5		41.5		41.1		69.8		13.8		13.8		35.5		12.0		3.0	
LOS by Move:	E		D		D		D		D		D		E		B		B		D		B		A	
HCM2kAvgQ:	6		1		1		1		1		4		3		8		8		1		20		2	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #4135: LENFEST/MABURY RD



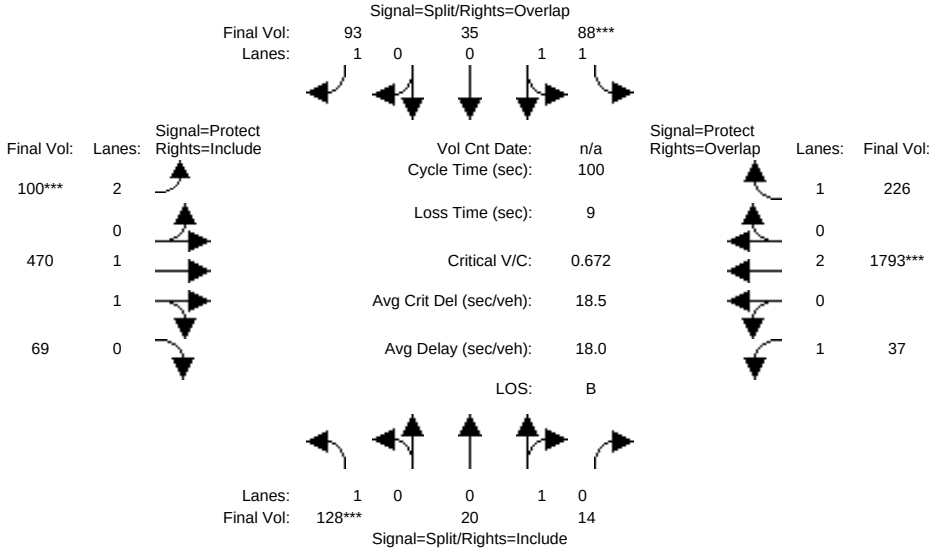
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	22	14	64	4	110	84	645	163	36	1893	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	22	14	64	4	110	84	645	163	36	1893	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	22	14	64	4	110	84	645	163	36	1893	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	22	14	64	4	110	84	645	163	36	1893	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	22	14	64	4	110	84	645	163	36	1893	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	22	14	64	4	110	84	645	163	36	1893	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.61	0.39	1.88	0.12	1.00	2.00	1.59	0.41	1.00	2.00	1.00
Final Sat.:	1750	1100	700	3341	209	1750	3150	2953	746	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.02	0.02	0.02	0.06	0.03	0.22	0.22	0.02	0.50	0.12
Crit Moves:	****			****			****				****	
Green Time:	10.2	10.2	10.2	10.0	10.0	13.6	3.6	53.6	53.6	17.2	67.2	77.2
Volume/Cap:	0.74	0.20	0.20	0.19	0.19	0.46	0.74	0.41	0.41	0.12	0.74	0.15
Delay/Veh:	58.9	41.7	41.7	41.6	41.6	41.3	70.5	13.9	13.9	35.2	11.9	3.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	41.7	41.7	41.6	41.6	41.3	70.5	13.9	13.9	35.2	11.9	3.0
LOS by Move:	E	D	D	D	D	D	E	B	B	D	B	A
HCM2kAvgQ:	6	1	1	1	1	4	3	8	8	1	20	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #4135: LENFEST/MABURY RD



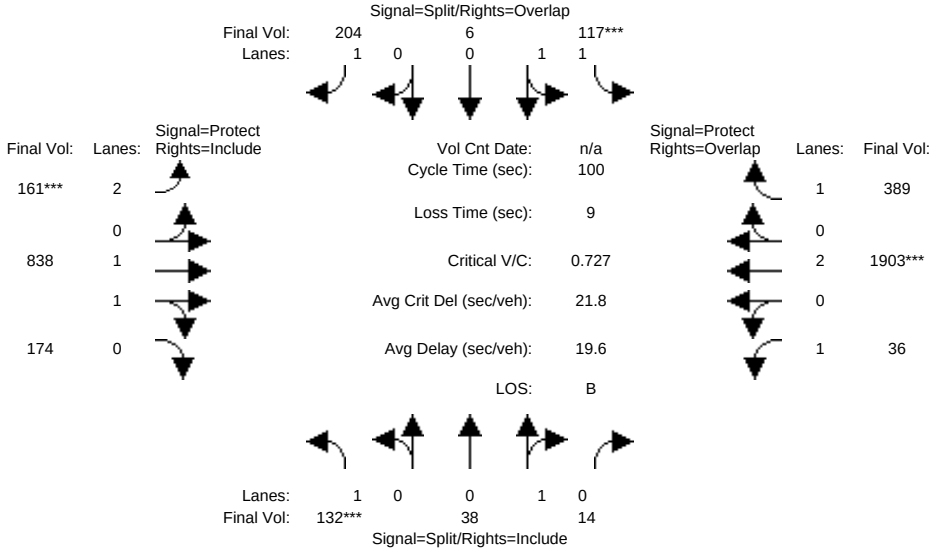
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	128	20	14	88	35	93	100	470	69	37	1793	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	20	14	88	35	93	100	470	69	37	1793	226
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	20	14	88	35	93	100	470	69	37	1793	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	20	14	88	35	93	100	470	69	37	1793	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	20	14	88	35	93	100	470	69	37	1793	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	20	14	88	35	93	100	470	69	37	1793	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.59	0.41	1.44	0.56	1.00	2.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1750	1059	741	2540	1010	1750	3150	3226	474	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.02	0.03	0.03	0.05	0.03	0.15	0.15	0.02	0.47	0.13
Crit Moves:	****			****			****				****	
Green Time:	10.3	10.3	10.3	10.0	10.0	14.5	4.5	47.8	47.8	23.0	66.3	76.3
Volume/Cap:	0.71	0.18	0.18	0.35	0.35	0.37	0.71	0.30	0.30	0.09	0.71	0.17
Delay/Veh:	56.0	41.5	41.5	42.5	42.5	39.5	62.9	16.1	16.1	30.4	11.7	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	41.5	41.5	42.5	42.5	39.5	62.9	16.1	16.1	30.4	11.7	3.3
LOS by Move:	E	D	D	D	D	D	E	B	B	C	B	A
HCM2kAvgQ:	6	1	1	2	2	3	3	5	5	1	18	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #4135: LENFEST/MABURY RD



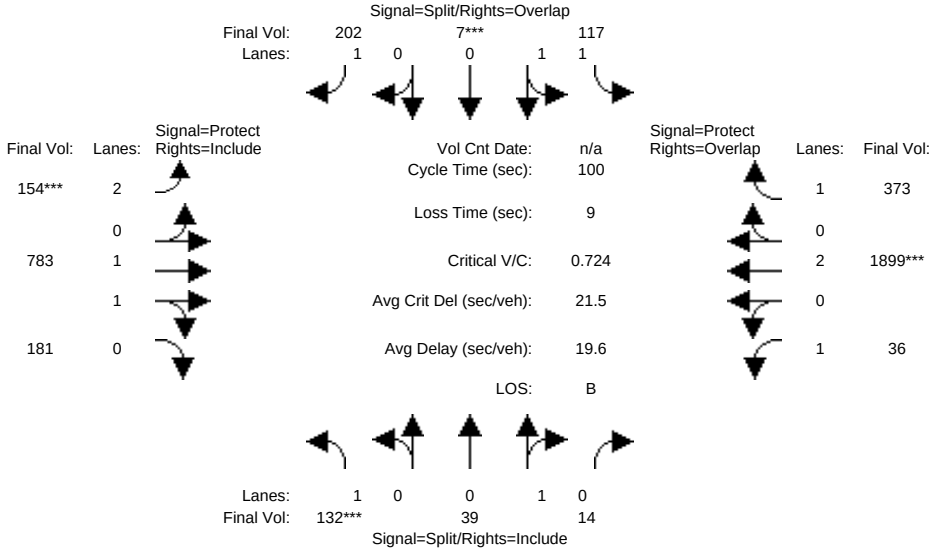
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	38	14	117	6	204	161	838	174	36	1903	389
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	38	14	117	6	204	161	838	174	36	1903	389
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	38	14	117	6	204	161	838	174	36	1903	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	38	14	117	6	204	161	838	174	36	1903	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	38	14	117	6	204	161	838	174	36	1903	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	38	14	117	6	204	161	838	174	36	1903	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.73	0.27	1.90	0.10	1.00	2.00	1.65	0.35	1.00	2.00	1.00
Final Sat.:	1750	1315	485	3377	173	1750	3150	3063	636	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.03	0.03	0.12	0.05	0.27	0.27	0.02	0.50	0.22
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	16.6	6.6	56.5	56.5	14.5	64.4	74.4
Volume/Cap:	0.75	0.29	0.29	0.35	0.35	0.70	0.78	0.48	0.48	0.14	0.78	0.30
Delay/Veh:	60.7	42.6	42.6	42.5	42.5	47.0	62.8	13.2	13.2	37.6	14.3	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	42.6	42.6	42.5	42.5	47.0	62.8	13.2	13.2	37.6	14.3	4.3
LOS by Move:	E	D	D	D	D	D	E	B	B	D	B	A
HCM2kAvgQ:	6	2	2	2	2	8	5	10	10	1	22	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #4135: LENFEST/MABURY RD



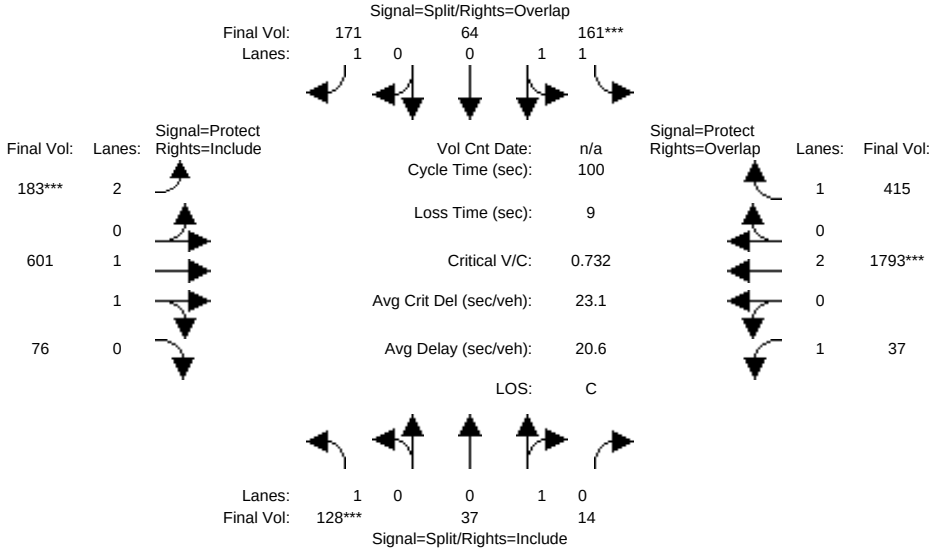
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	39	14	117	7	202	154	783	181	36	1899	373
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	39	14	117	7	202	154	783	181	36	1899	373
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	39	14	117	7	202	154	783	181	36	1899	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:	132	39	14	117	7	202	154	783	181	36	1899	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	39	14	117	7	202	154	783	181	36	1899	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
FinalVolume:	132	39	14	117	7	202	154	783	181	36	1899	373
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.74	0.26	1.89	0.11	1.00	2.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1750	1325	475	3350	200	1750	3150	3005	695	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.03	0.03	0.12	0.05	0.26	0.26	0.02	0.50	0.21
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	16.3	6.3	56.0	56.0	15.0	64.7	74.7
Volume/Cap:	0.75	0.29	0.29	0.35	0.35	0.71	0.77	0.47	0.47	0.14	0.77	0.29
Delay/Veh:	60.7	42.6	42.6	42.6	42.6	47.5	63.0	13.3	13.3	37.1	14.0	4.2
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:	60.7	42.6	42.6	42.6	42.6	47.5	63.0	13.3	13.3	37.1	14.0	4.2
LOS by Move:	E	D	D	D	D	D	E	B	B	D	B	A
HCM2kAvgQ:	6	2	2	2	2	8	5	9	9	1	22	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #4135: LENFEST/MABURY RD



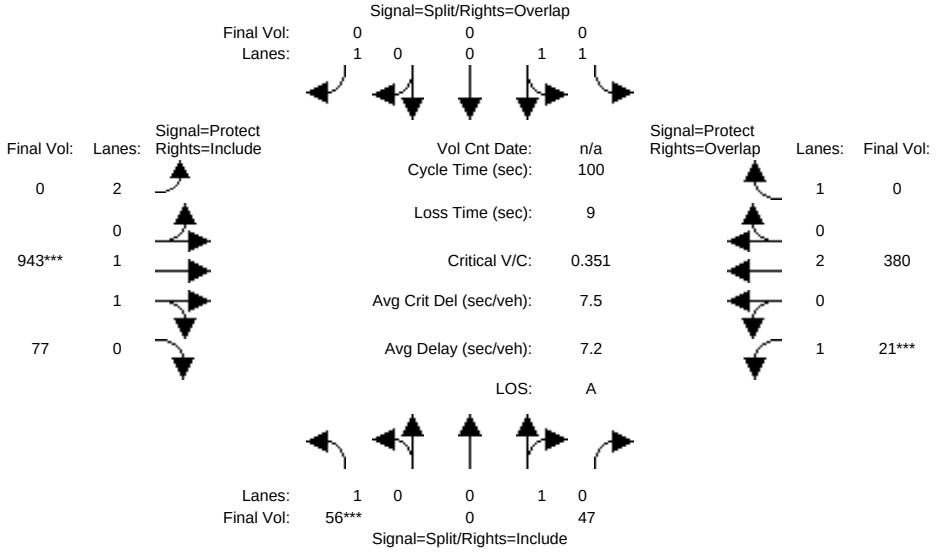
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	128	37	14	161	64	171	183	601	76	37	1793	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	37	14	161	64	171	183	601	76	37	1793	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	37	14	161	64	171	183	601	76	37	1793	415
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	37	14	161	64	171	183	601	76	37	1793	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	37	14	161	64	171	183	601	76	37	1793	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	37	14	161	64	171	183	601	76	37	1793	415
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.73	0.27	1.44	0.56	1.00	2.00	1.77	0.23	1.00	2.00	1.00
Final Sat.:	1750	1306	494	2540	1010	1750	3150	3284	415	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.03	0.06	0.06	0.10	0.06	0.18	0.18	0.02	0.47	0.24
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	17.8	7.8	51.4	51.4	19.6	63.2	73.2
Volume/Cap:	0.73	0.28	0.28	0.63	0.63	0.55	0.75	0.36	0.36	0.11	0.75	0.32
Delay/Veh:	58.3	42.5	42.5	47.0	47.0	39.5	57.0	14.6	14.6	33.1	14.1	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	42.5	42.5	47.0	47.0	39.5	57.0	14.6	14.6	33.1	14.1	4.8
LOS by Move:	E	D	D	D	D	D	E	B	B	C	B	A
HCM2kAvgQ:	6	2	2	5	5	6	5	6	6	1	20	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #4135: LENFEST/MABURY RD



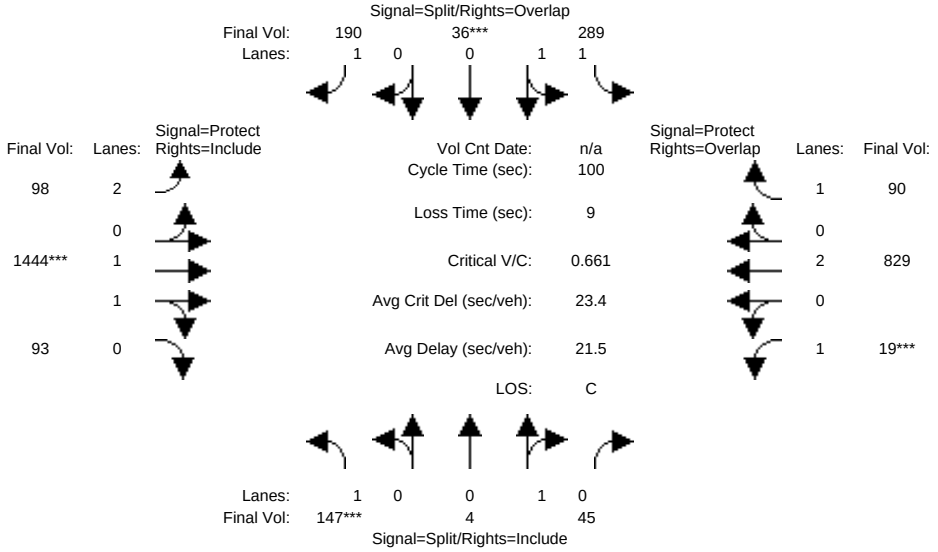
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	56	0	47	0	0	0	0	943	77	21	380	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	0	47	0	0	0	0	943	77	21	380	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	0	47	0	0	0	0	943	77	21	380	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	47	0	0	0	0	943	77	21	380	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	0	47	0	0	0	0	943	77	21	380	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	0	47	0	0	0	0	943	77	21	380	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	2.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1750	0	1800	1750	1900	1750	3150	3420	279	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.28	0.28	0.01	0.10	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	74.0	74.0	7.0	81.0	0.0
Volume/Cap:	0.32	0.00	0.26	0.00	0.00	0.00	0.00	0.37	0.37	0.17	0.12	0.00
Delay/Veh:	42.9	0.0	42.4	0.0	0.0	0.0	0.0	4.8	4.8	44.4	2.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	0.0	42.4	0.0	0.0	0.0	0.0	4.8	4.8	44.4	2.0	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	6	6	1	1	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #4135: LENFEST/MABURY RD



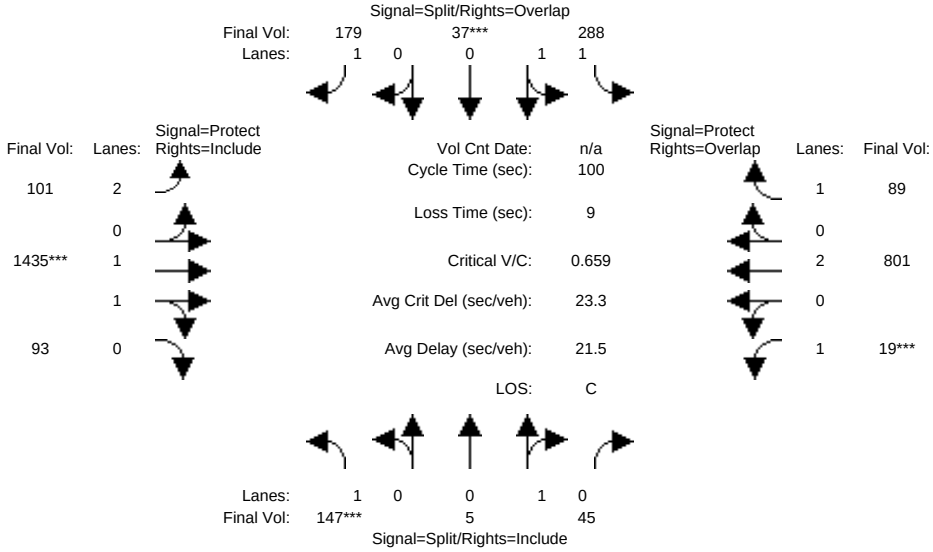
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	147	4	45	289	36	190	98	1444	93	19	829	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	4	45	289	36	190	98	1444	93	19	829	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	4	45	289	36	190	98	1444	93	19	829	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	4	45	289	36	190	98	1444	93	19	829	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	4	45	289	36	190	98	1444	93	19	829	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	4	45	289	36	190	98	1444	93	19	829	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.08	0.92	1.78	0.22	1.00	2.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1750	147	1653	3157	393	1750	3150	3476	224	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.09	0.09	0.11	0.03	0.42	0.42	0.01	0.22	0.05
Crit Moves:	****				****			****		****		
Green Time:	11.9	11.9	11.9	13.0	13.0	21.3	8.2	59.0	59.0	7.0	57.8	70.8
Volume/Cap:	0.70	0.23	0.23	0.70	0.70	0.51	0.38	0.70	0.70	0.16	0.38	0.07
Delay/Veh:	52.7	40.4	40.4	46.5	46.5	36.0	44.4	15.4	15.4	44.3	11.5	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	40.4	40.4	46.5	46.5	36.0	44.4	15.4	15.4	44.3	11.5	4.5
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	A
HCM2kAvgQ:	6	2	2	7	7	6	2	18	18	1	7	1

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #4135: LENFEST/MABURY RD



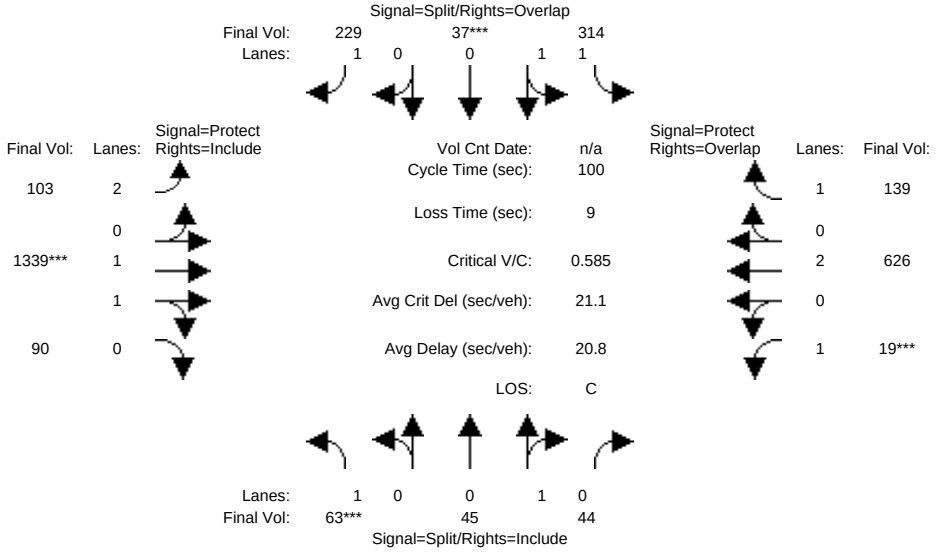
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	147	5	45	288	37	179	101	1435	93	19	801	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	5	45	288	37	179	101	1435	93	19	801	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	5	45	288	37	179	101	1435	93	19	801	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	5	45	288	37	179	101	1435	93	19	801	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	5	45	288	37	179	101	1435	93	19	801	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	5	45	288	37	179	101	1435	93	19	801	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.10	0.90	1.78	0.22	1.00	2.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1750	180	1620	3146	404	1750	3150	3475	225	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.09	0.09	0.10	0.03	0.41	0.41	0.01	0.21	0.05
Crit Moves:	****				****			****		****		
Green Time:	12.0	12.0	12.0	13.1	13.1	21.8	8.7	58.9	58.9	7.0	57.2	70.3
Volume/Cap:	0.70	0.23	0.23	0.70	0.70	0.47	0.37	0.70	0.70	0.16	0.37	0.07
Delay/Veh:	52.4	40.4	40.4	46.3	46.3	35.0	43.9	15.4	15.4	44.3	11.7	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	40.4	40.4	46.3	46.3	35.0	43.9	15.4	15.4	44.3	11.7	4.7
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	A
HCM2kAvgQ:	6	2	2	7	7	6	2	17	17	1	7	1

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #4135: LENFEST/MABURY RD



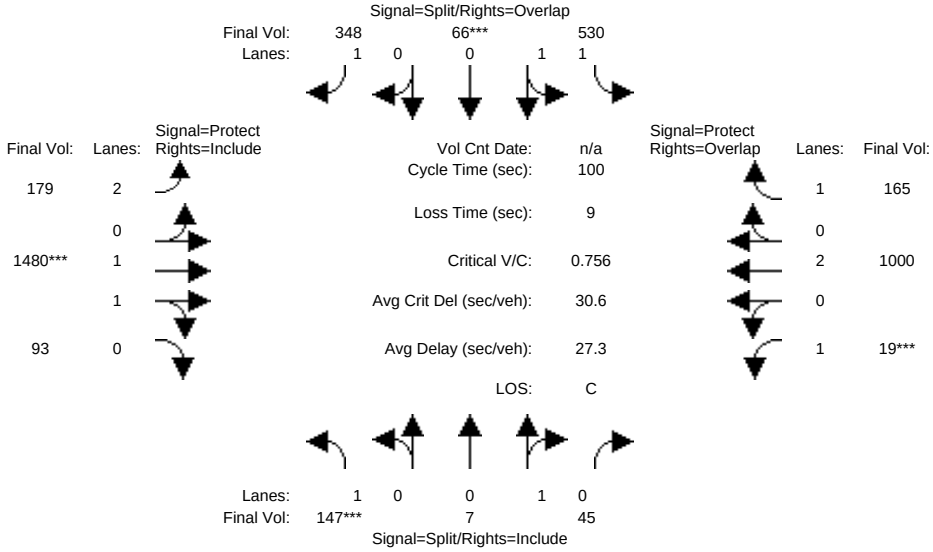
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	45	44	314	37	229	103	1339	90	19	626	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	45	44	314	37	229	103	1339	90	19	626	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	45	44	314	37	229	103	1339	90	19	626	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	45	44	314	37	229	103	1339	90	19	626	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	45	44	314	37	229	103	1339	90	19	626	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	45	44	314	37	229	103	1339	90	19	626	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.51	0.49	1.79	0.21	1.00	2.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1750	910	890	3176	374	1750	3150	3467	233	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.05	0.10	0.10	0.13	0.03	0.39	0.39	0.01	0.16	0.08
Crit Moves:	****				****			****		****		
Green Time:	10.0	10.0	10.0	15.1	15.1	26.0	10.9	58.9	58.9	7.0	55.0	70.1
Volume/Cap:	0.36	0.49	0.49	0.66	0.66	0.50	0.30	0.66	0.66	0.16	0.30	0.11
Delay/Veh:	43.3	44.7	44.7	43.0	43.0	32.4	41.5	14.5	14.5	44.3	12.2	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	44.7	44.7	43.0	43.0	32.4	41.5	14.5	14.5	44.3	12.2	4.9
LOS by Move:	D	D	D	D	D	C	D	B	B	D	B	A
HCM2kAvgQ:	2	3	3	7	7	7	2	15	15	1	5	1

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #4135: LENFEST/MABURY RD



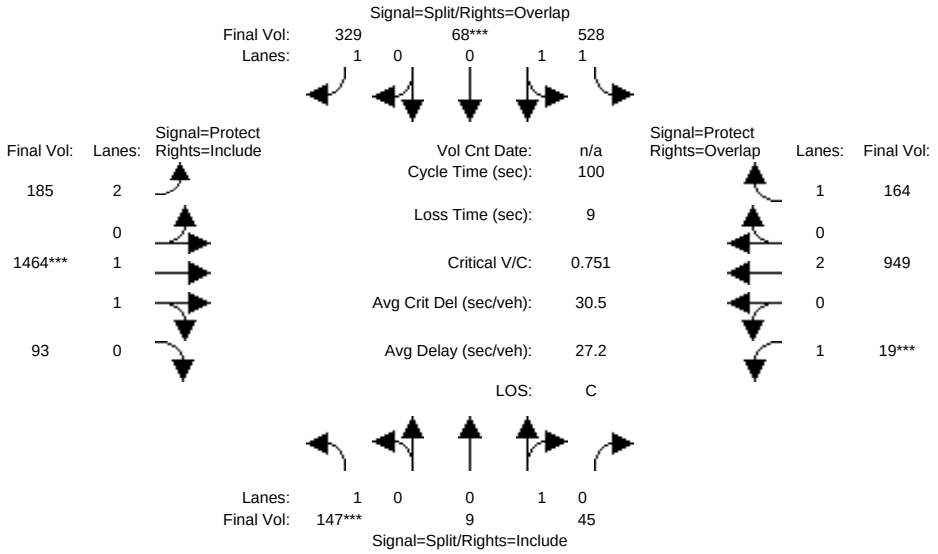
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	147	7	45	530	66	348	179	1480	93	19	1000	165
Growth Adj:	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:	147	7	45	530	66	348	179	1480	93	19	1000	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	7	45	530	66	348	179	1480	93	19	1000	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:	147	7	45	530	66	348	179	1480	93	19	1000	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	7	45	530	66	348	179	1480	93	19	1000	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	7	45	530	66	348	179	1480	93	19	1000	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.13	0.87	1.78	0.22	1.00	2.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1750	242	1558	3157	393	1750	3150	3481	219	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.17	0.17	0.20	0.06	0.43	0.43	0.01	0.26	0.09
Crit Moves:	****				****			****		****		
Green Time:	10.4	10.4	10.4	20.8	20.8	31.4	10.6	52.7	52.7	7.0	49.1	70.0
Volume/Cap:	0.81	0.28	0.28	0.81	0.81	0.63	0.54	0.81	0.81	0.16	0.54	0.13
Delay/Veh:	66.3	42.1	42.1	44.2	44.2	31.7	44.1	22.0	22.0	44.3	17.9	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:	66.3	42.1	42.1	44.2	44.2	31.7	44.1	22.0	22.0	44.3	17.9	5.0
LOS by Move:	E	D	D	D	D	C	D	C	C	D	B	A
HCM2kAvgQ:	7	2	2	12	12	11	4	22	22	1	11	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #4135: LENFEST/MABURY RD



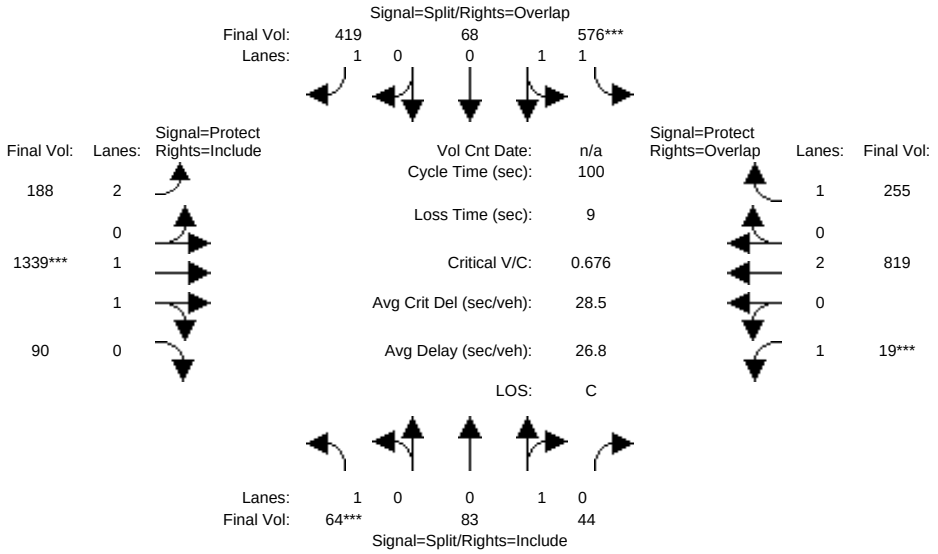
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	147	9	45	528	68	329	185	1464	93	19	949	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	9	45	528	68	329	185	1464	93	19	949	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	9	45	528	68	329	185	1464	93	19	949	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	9	45	528	68	329	185	1464	93	19	949	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	9	45	528	68	329	185	1464	93	19	949	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	9	45	528	68	329	185	1464	93	19	949	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.17	0.83	1.77	0.23	1.00	2.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1750	300	1500	3145	405	1750	3150	3479	221	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.17	0.17	0.19	0.06	0.42	0.42	0.01	0.25	0.09
Crit Moves:	****				****			****		****		
Green Time:	10.5	10.5	10.5	21.0	21.0	32.3	11.3	52.5	52.5	7.0	48.2	69.2
Volume/Cap:	0.80	0.29	0.29	0.80	0.80	0.58	0.52	0.80	0.80	0.16	0.52	0.14
Delay/Veh:	65.4	42.1	42.1	43.7	43.7	29.8	43.1	21.9	21.9	44.3	18.1	5.3
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:	65.4	42.1	42.1	43.7	43.7	29.8	43.1	21.9	21.9	44.3	18.1	5.3
LOS by Move:	E	D	D	D	D	C	D	C	C	D	B	A
HCM2kAvgQ:	7	2	2	11	11	10	4	22	22	1	10	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #4135: LENFEST/MABURY RD



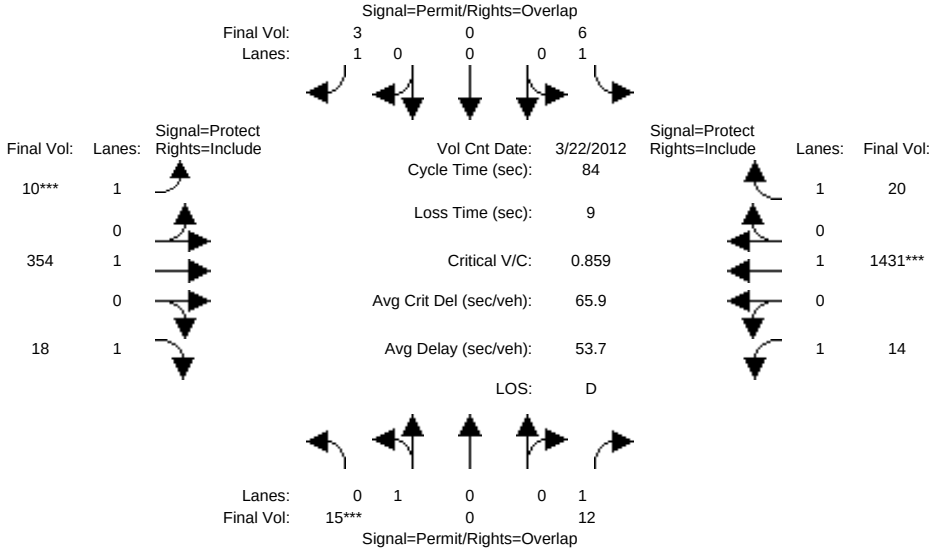
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	83	44	576	68	419	188	1339	90	19	819	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	83	44	576	68	419	188	1339	90	19	819	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	83	44	576	68	419	188	1339	90	19	819	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:	64	83	44	576	68	419	188	1339	90	19	819	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	83	44	576	68	419	188	1339	90	19	819	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
FinalVolume:	64	83	44	576	68	419	188	1339	90	19	819	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.65	0.35	1.79	0.21	1.00	2.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1750	1176	624	3175	375	1750	3150	3467	233	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.18	0.18	0.24	0.06	0.39	0.39	0.01	0.22	0.15
Crit Moves:	****			****				****		****		
Green Time:	10.4	10.4	10.4	23.5	23.5	35.9	12.4	50.1	50.1	7.0	44.7	68.2
Volume/Cap:	0.35	0.68	0.68	0.77	0.77	0.67	0.48	0.77	0.77	0.16	0.48	0.21
Delay/Veh:	42.8	52.6	52.6	40.2	40.2	29.8	41.8	22.4	22.4	44.3	19.7	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:	42.8	52.6	52.6	40.2	40.2	29.8	41.8	22.4	22.4	44.3	19.7	6.0
LOS by Move:	D	D	D	D	D	C	D	C	C	D	B	A
HCM2kAvgQ:	2	5	5	12	12	13	4	20	20	1	9	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



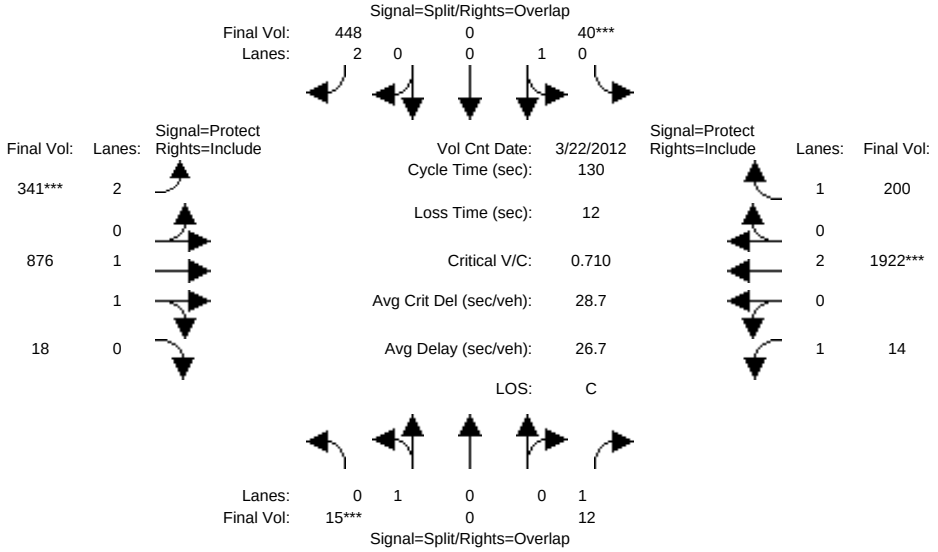
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	15	0	12	6	0	3	10	354	18	14	1431	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	12	6	0	3	10	354	18	14	1431	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	12	6	0	3	10	354	18	14	1431	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	12	6	0	3	10	354	18	14	1431	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	12	6	0	3	10	354	18	14	1431	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	0	12	6	0	3	10	354	18	14	1431	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1750	0	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.19	0.01	0.01	0.75	0.01
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	30.1	10.0	0.0	17.0	7.0	44.9	44.9	20.1	58.0	58.0
Volume/Cap:	0.07	0.00	0.02	0.03	0.00	0.01	0.07	0.35	0.02	0.03	1.09	0.02
Delay/Veh:	33.0	0.0	17.4	32.8	0.0	26.8	35.7	11.4	9.2	24.5	66.5	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	0.0	17.4	32.8	0.0	26.8	35.7	11.4	9.2	24.5	66.5	4.1
LOS by Move:	C	A	B	C	A	C	D	B	A	C	E	A
HCM2kAvgQ:	0	0	0	0	0	0	0	5	0	0	56	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



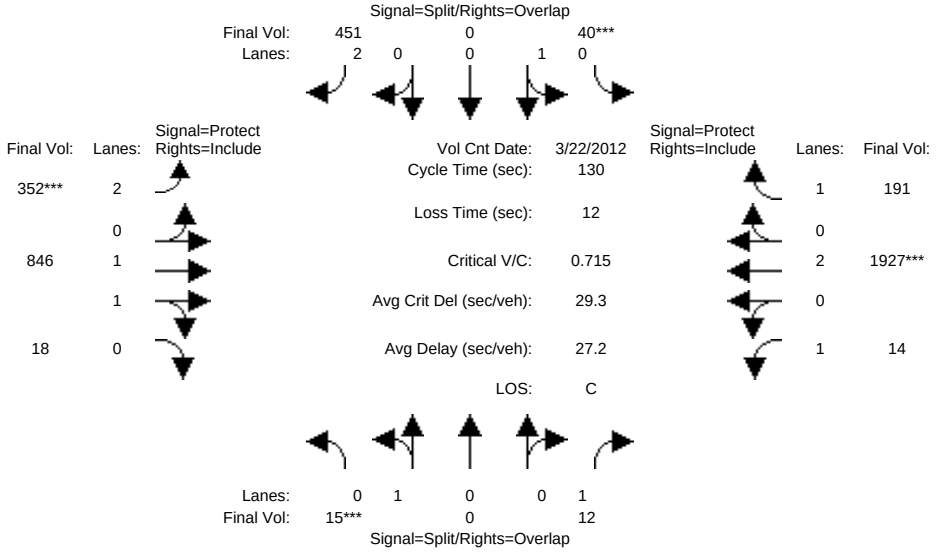
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	15	0	12	40	0	448	341	876	18	14	1922	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	12	40	0	448	341	876	18	14	1922	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	12	40	0	448	341	876	18	14	1922	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	12	40	0	448	341	876	18	14	1922	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	12	40	0	448	341	876	18	14	1922	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	0	12	40	0	448	341	876	18	14	1922	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3625	74	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.00	0.14	0.11	0.24	0.24	0.01	0.51	0.11
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	27.9	10.0	0.0	27.3	17.3	80.1	80.1	17.9	80.7	80.7
Volume/Cap:	0.11	0.00	0.03	0.29	0.00	0.68	0.81	0.39	0.39	0.06	0.81	0.18
Delay/Veh:	56.2	0.0	40.4	57.8	0.0	50.1	66.5	12.7	12.7	48.9	21.2	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:	56.2	0.0	40.4	57.8	0.0	50.1	66.5	12.7	12.7	48.9	21.2	10.6
LOS by Move:	E	A	D	E	A	D	E	B	B	D	C	B
HCM2kAvgQ:	1	0	0	2	0	11	10	9	9	1	30	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



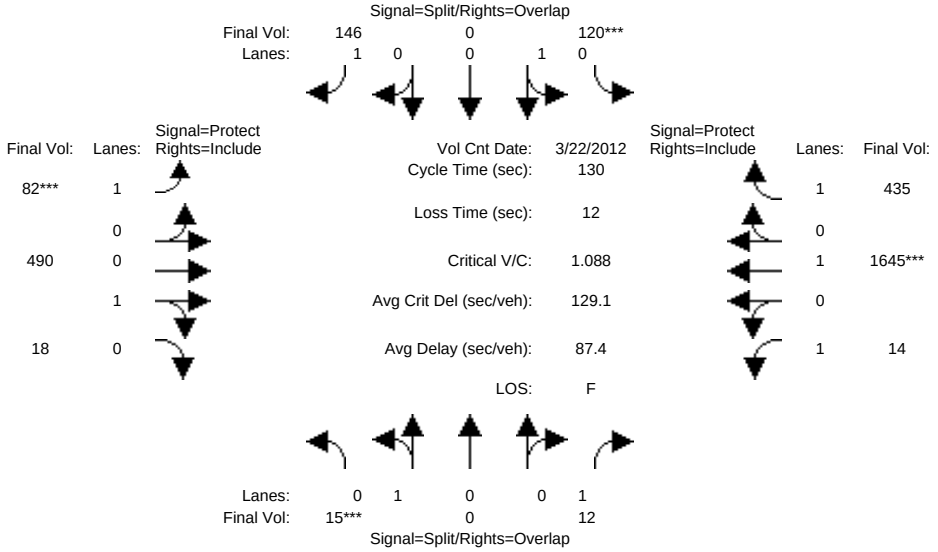
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	15	0	12	40	0	451	352	846	18	14	1927	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	12	40	0	451	352	846	18	14	1927	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	12	40	0	451	352	846	18	14	1927	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	12	40	0	451	352	846	18	14	1927	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	12	40	0	451	352	846	18	14	1927	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	0	12	40	0	451	352	846	18	14	1927	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3623	77	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.00	0.14	0.11	0.23	0.23	0.01	0.51	0.11
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	28.4	10.0	0.0	27.7	17.7	79.6	79.6	18.4	80.3	80.3
Volume/Cap:	0.11	0.00	0.03	0.29	0.00	0.67	0.82	0.38	0.38	0.06	0.82	0.18
Delay/Veh:	56.2	0.0	40.0	57.8	0.0	49.7	66.6	12.8	12.8	48.4	21.7	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	0.0	40.0	57.8	0.0	49.7	66.6	12.8	12.8	48.4	21.7	10.7
LOS by Move:	E	A	D	E	A	D	E	B	B	D	C	B
HCM2kAvgQ:	1	0	0	2	0	11	10	9	9	1	31	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



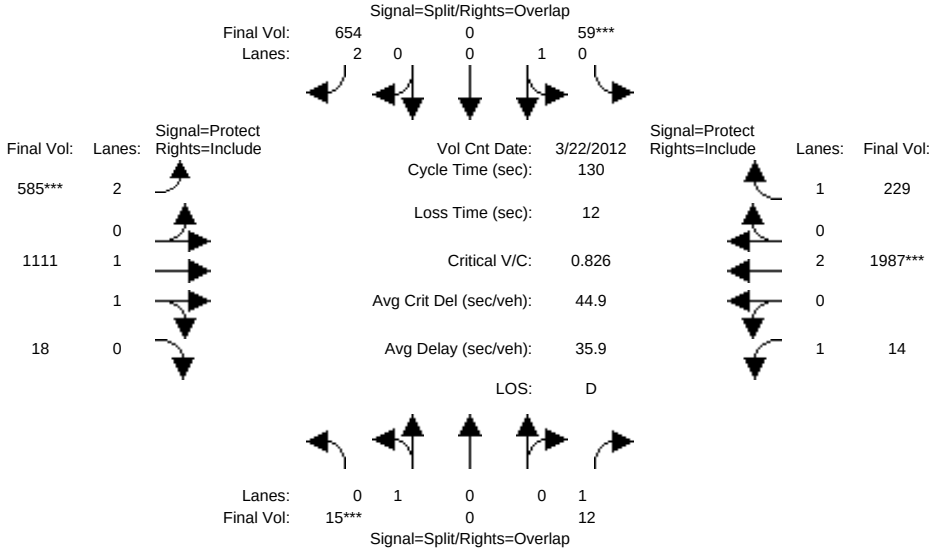
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	15	0	12	120	0	146	82	490	18	14	1645	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	12	120	0	146	82	490	18	14	1645	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	12	120	0	146	82	490	18	14	1645	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	12	120	0	146	82	490	18	14	1645	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	12	120	0	146	82	490	18	14	1645	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	0	12	120	0	146	82	490	18	14	1645	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.96	0.04	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1736	64	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.07	0.00	0.08	0.05	0.28	0.28	0.01	0.87	0.25
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	25.7	10.0	0.0	17.0	7.0	82.3	82.3	15.7	91.0	91.0
Volume/Cap:	0.11	0.00	0.03	0.87	0.00	0.64	0.87	0.45	0.45	0.07	1.24	0.36
Delay/Veh:	56.2	0.0	42.2	99.3	0.0	59.5	114.2	12.5	12.5	50.8	133	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	0.0	42.2	99.3	0.0	59.5	114.2	12.5	12.5	50.8	133	8.0
LOS by Move:	E	A	D	F	A	E	F	B	B	D	F	A
HCM2kAvgQ:	1	0	0	7	0	7	6	11	11	1	103	7

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



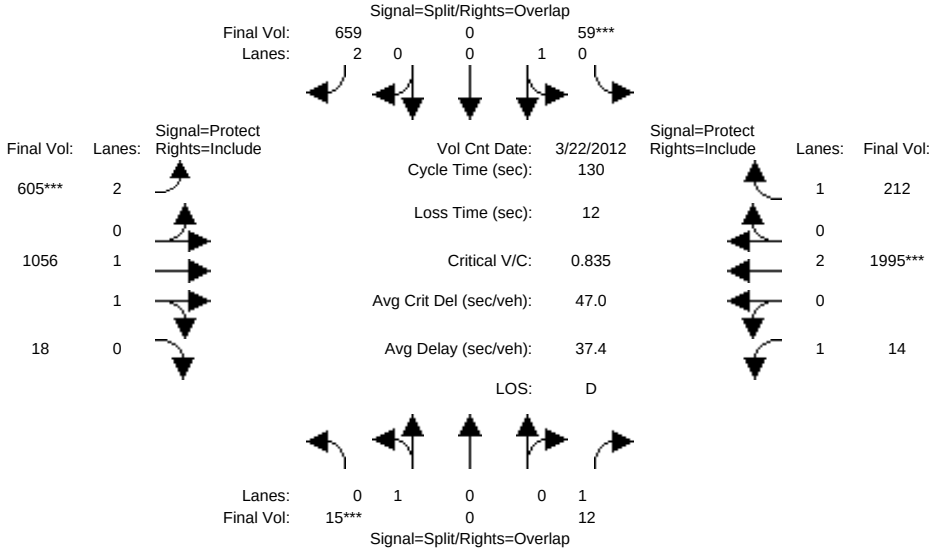
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	15	0	12	59	0	654	585	1111	18	14	1987	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	12	59	0	654	585	1111	18	14	1987	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	12	59	0	654	585	1111	18	14	1987	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	12	59	0	654	585	1111	18	14	1987	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	12	59	0	654	585	1111	18	14	1987	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	0	12	59	0	654	585	1111	18	14	1987	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3641	59	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.03	0.00	0.21	0.19	0.31	0.31	0.01	0.52	0.13
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	24.7	10.0	0.0	35.7	25.7	83.3	83.3	14.7	72.3	72.3
Volume/Cap:	0.11	0.00	0.04	0.43	0.00	0.76	0.94	0.48	0.48	0.07	0.94	0.24
Delay/Veh:	56.2	0.0	43.0	59.4	0.0	47.0	73.8	12.2	12.2	51.7	35.9	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:	56.2	0.0	43.0	59.4	0.0	47.0	73.8	12.2	12.2	51.7	35.9	14.8
LOS by Move:	E	A	D	E	A	D	E	B	B	D	D	B
HCM2kAvgQ:	1	0	0	3	0	16	18	12	12	1	41	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



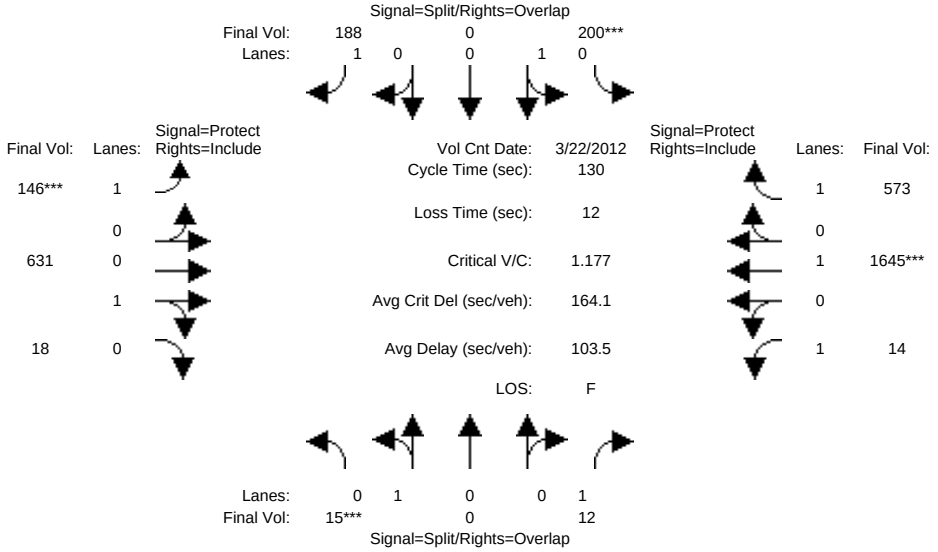
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	15	0	12	59	0	659	605	1056	18	14	1995	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	12	59	0	659	605	1056	18	14	1995	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	12	59	0	659	605	1056	18	14	1995	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	12	59	0	659	605	1056	18	14	1995	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	12	59	0	659	605	1056	18	14	1995	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	0	12	59	0	659	605	1056	18	14	1995	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3638	62	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.03	0.00	0.21	0.19	0.29	0.29	0.01	0.53	0.12
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	25.3	10.0	0.0	36.2	26.2	82.7	82.7	15.3	71.8	71.8
Volume/Cap:	0.11	0.00	0.04	0.43	0.00	0.75	0.95	0.46	0.46	0.07	0.95	0.22
Delay/Veh:	56.2	0.0	42.5	59.4	0.0	46.4	75.4	12.3	12.3	51.1	37.9	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:	56.2	0.0	42.5	59.4	0.0	46.4	75.4	12.3	12.3	51.1	37.9	15.0
LOS by Move:	E	A	D	E	A	D	E	B	B	D	D	B
HCM2kAvgQ:	1	0	0	3	0	16	19	11	11	1	42	5

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



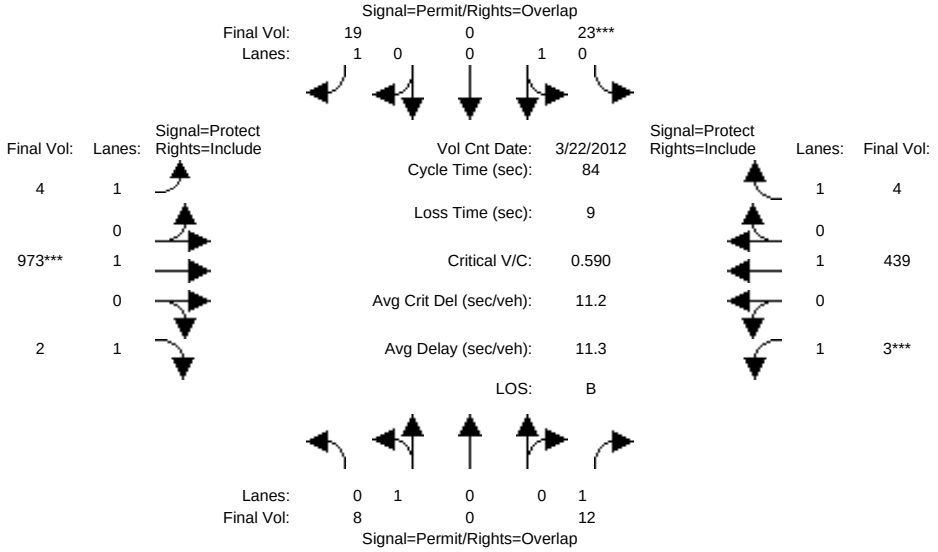
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	15	0	12	200	0	188	146	631	18	14	1645	573
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	12	200	0	188	146	631	18	14	1645	573
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	12	200	0	188	146	631	18	14	1645	573
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	12	200	0	188	146	631	18	14	1645	573
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	12	200	0	188	146	631	18	14	1645	573
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	0	12	200	0	188	146	631	18	14	1645	573
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1750	50	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.11	0.00	0.11	0.08	0.36	0.36	0.01	0.87	0.33
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	22.6	11.3	0.0	19.8	8.5	84.1	84.1	12.6	88.2	88.2
Volume/Cap:	0.11	0.00	0.04	1.28	0.00	0.70	1.28	0.56	0.56	0.08	1.28	0.48
Delay/Veh:	56.2	0.0	44.8	223.8	0.0	60.6	236.5	13.3	13.3	53.7	151	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:	56.2	0.0	44.8	223.8	0.0	60.6	236.5	13.3	13.3	53.7	151	10.3
LOS by Move:	E	A	D	F	A	E	F	B	B	D	F	B
HCM2kAvgQ:	1	0	0	16	0	9	13	15	15	1	108	12

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



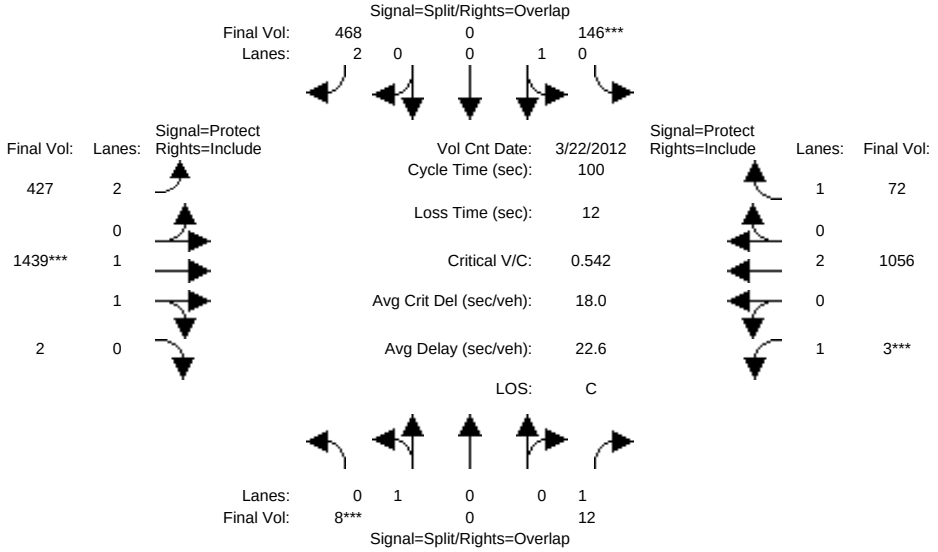
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	8	0	12	23	0	19	4	973	2	3	439	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	12	23	0	19	4	973	2	3	439	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	12	23	0	19	4	973	2	3	439	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	12	23	0	19	4	973	2	3	439	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	12	23	0	19	4	973	2	3	439	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	0	12	23	0	19	4	973	2	3	439	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.00	0.51	0.00	0.00	0.23	0.00
Crit Moves:				****				****		****		
Green Time:	10.0	0.0	17.0	10.0	0.0	27.2	17.2	58.0	58.0	7.0	47.8	47.8
Volume/Cap:	0.04	0.00	0.03	0.11	0.00	0.03	0.01	0.74	0.00	0.02	0.41	0.00
Delay/Veh:	32.8	0.0	26.9	33.2	0.0	19.4	26.6	10.6	4.0	35.4	10.4	7.8
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:	32.8	0.0	26.9	33.2	0.0	19.4	26.6	10.6	4.0	35.4	10.4	7.8
LOS by Move:	C	A	C	C	A	B	C	B	A	D	B	A
HCM2kAvgQ:	0	0	0	1	0	0	0	17	0	0	6	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



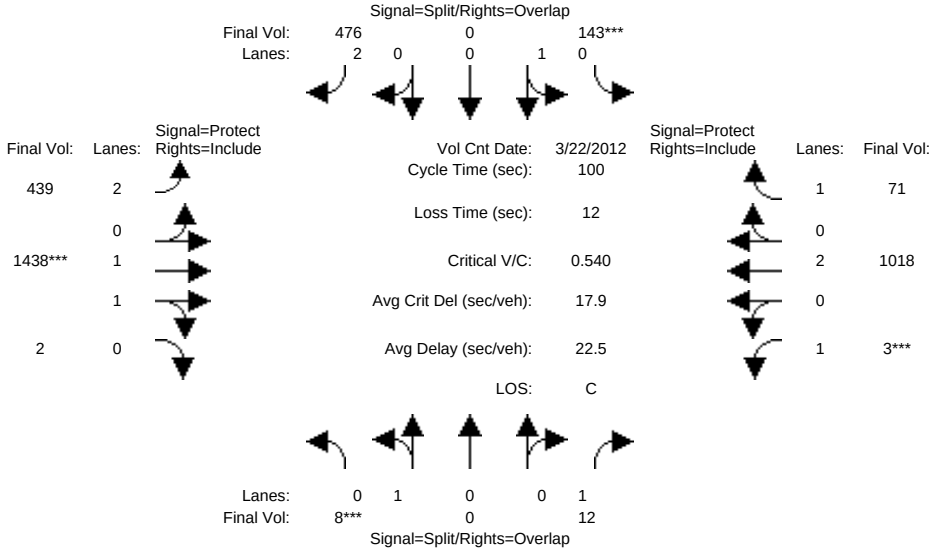
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	8	0	12	146	0	468	427	1439	2	3	1056	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	12	146	0	468	427	1439	2	3	1056	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	12	146	0	468	427	1439	2	3	1056	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	12	146	0	468	427	1439	2	3	1056	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	12	146	0	468	427	1439	2	3	1056	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	0	12	146	0	468	427	1439	2	3	1056	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3695	5	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.08	0.00	0.15	0.14	0.39	0.39	0.00	0.28	0.04
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	17.0	12.2	0.0	33.8	21.6	58.8	58.8	7.0	44.2	44.2
Volume/Cap:	0.04	0.00	0.04	0.66	0.00	0.44	0.63	0.66	0.66	0.02	0.63	0.09
Delay/Veh:	40.8	0.0	34.7	49.3	0.0	26.0	37.5	14.7	14.7	43.4	22.3	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:	40.8	0.0	34.7	49.3	0.0	26.0	37.5	14.7	14.7	43.4	22.3	16.3
LOS by Move:	D	A	C	D	A	C	D	B	B	D	C	B
HCM2kAvgQ:	0	0	0	6	0	7	8	16	16	0	13	1

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



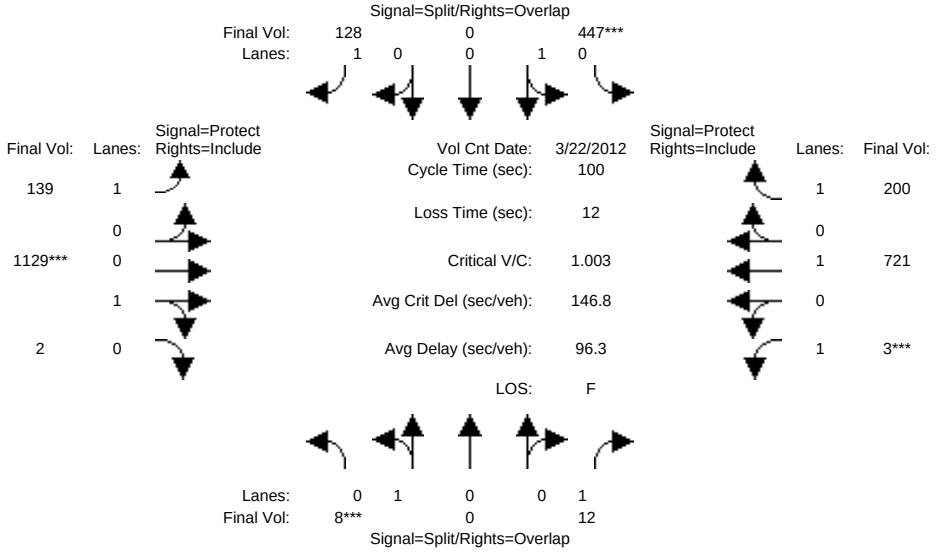
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	8	0	12	143	0	476	439	1438	2	3	1018	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	12	143	0	476	439	1438	2	3	1018	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	12	143	0	476	439	1438	2	3	1018	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	12	143	0	476	439	1438	2	3	1018	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	12	143	0	476	439	1438	2	3	1018	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	0	12	143	0	476	439	1438	2	3	1018	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3695	5	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.08	0.00	0.15	0.14	0.39	0.39	0.00	0.27	0.04
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	17.0	12.0	0.0	34.6	22.6	59.0	59.0	7.0	43.4	43.4
Volume/Cap:	0.04	0.00	0.04	0.66	0.00	0.44	0.62	0.66	0.66	0.02	0.62	0.09
Delay/Veh:	40.8	0.0	34.7	49.4	0.0	25.5	36.5	14.5	14.5	43.4	22.6	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:	40.8	0.0	34.7	49.4	0.0	25.5	36.5	14.5	14.5	43.4	22.6	16.8
LOS by Move:	D	A	C	D	A	C	D	B	B	D	C	B
HCM2kAvgQ:	0	0	0	6	0	7	8	16	16	0	12	1

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



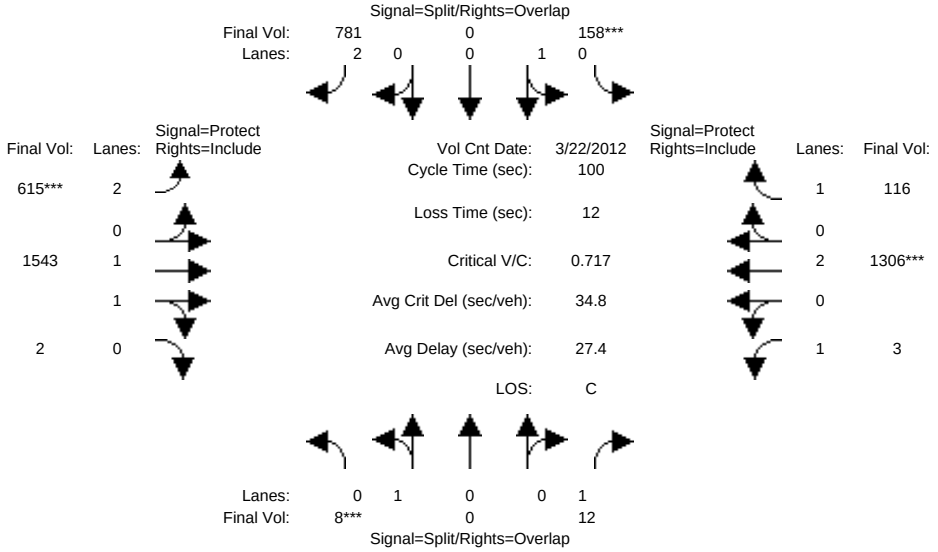
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	8	0	12	447	0	128	139	1129	2	3	721	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	12	447	0	128	139	1129	2	3	721	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	12	447	0	128	139	1129	2	3	721	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	12	447	0	128	139	1129	2	3	721	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	12	447	0	128	139	1129	2	3	721	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	0	12	447	0	128	139	1129	2	3	721	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.99	0.01	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1797	3	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.25	0.00	0.07	0.08	0.63	0.63	0.00	0.38	0.11
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	17.0	20.1	0.0	30.1	10.0	50.9	50.9	7.0	47.9	47.9
Volume/Cap:	0.04	0.00	0.04	1.23	0.00	0.24	0.79	1.23	1.23	0.02	0.79	0.24
Delay/Veh:	40.8	0.0	34.7	167.3	0.0	26.6	65.4	140	139.7	43.4	26.7	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:	40.8	0.0	34.7	167.3	0.0	26.6	65.4	140	139.7	43.4	26.7	15.5
LOS by Move:	D	A	C	F	A	C	E	F	F	D	C	B
HCM2kAvgQ:	0	0	0	28	0	3	7	66	66	0	20	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



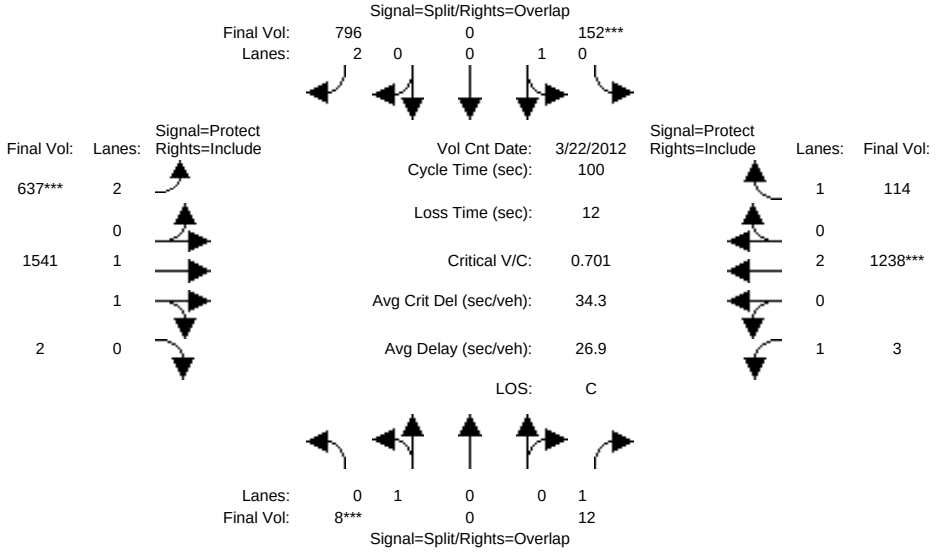
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	8	0	12	158	0	781	615	1543	2	3	1306	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	12	158	0	781	615	1543	2	3	1306	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	12	158	0	781	615	1543	2	3	1306	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	12	158	0	781	615	1543	2	3	1306	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	12	158	0	781	615	1543	2	3	1306	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	0	12	158	0	781	615	1543	2	3	1306	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3695	5	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.09	0.00	0.25	0.20	0.42	0.42	0.00	0.34	0.07
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	19.6	10.9	0.0	35.2	24.3	57.4	57.4	9.6	42.8	42.8
Volume/Cap:	0.04	0.00	0.03	0.80	0.00	0.70	0.80	0.73	0.73	0.02	0.80	0.15
Delay/Veh:	40.8	0.0	32.6	64.3	0.0	30.0	41.8	16.8	16.8	40.9	27.9	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	0.0	32.6	64.3	0.0	30.0	41.8	16.8	16.8	40.9	27.9	17.6
LOS by Move:	D	A	C	E	A	C	D	B	B	D	C	B
HCM2kAvgQ:	0	0	0	7	0	13	13	19	19	0	19	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



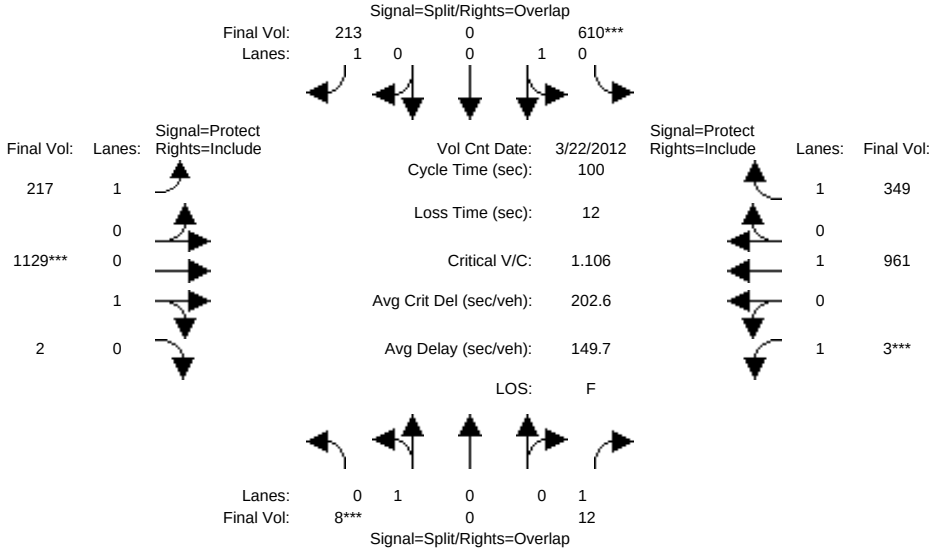
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	8	0	12	152	0	796	637	1541	2	3	1238	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	12	152	0	796	637	1541	2	3	1238	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	12	152	0	796	637	1541	2	3	1238	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	12	152	0	796	637	1541	2	3	1238	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	12	152	0	796	637	1541	2	3	1238	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	0	12	152	0	796	637	1541	2	3	1238	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3695	5	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.08	0.00	0.25	0.20	0.42	0.42	0.00	0.33	0.07
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	19.7	10.8	0.0	36.5	25.8	57.6	57.6	9.7	41.5	41.5
Volume/Cap:	0.04	0.00	0.03	0.79	0.00	0.69	0.79	0.72	0.72	0.02	0.79	0.16
Delay/Veh:	40.8	0.0	32.5	62.3	0.0	28.8	39.6	16.7	16.7	40.9	28.1	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:	40.8	0.0	32.5	62.3	0.0	28.8	39.6	16.7	16.7	40.9	28.1	18.4
LOS by Move:	D	A	C	E	A	C	D	B	B	D	C	B
HCM2kAvgQ:	0	0	0	7	0	13	13	18	18	0	18	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



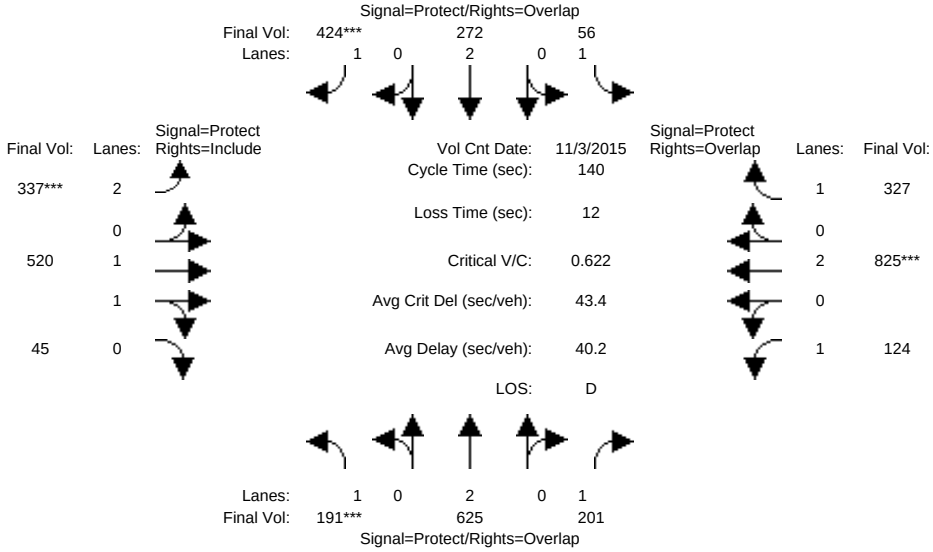
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	8	0	12	610	0	213	217	1129	2	3	961	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	12	610	0	213	217	1129	2	3	961	349
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	12	610	0	213	217	1129	2	3	961	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	12	610	0	213	217	1129	2	3	961	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	12	610	0	213	217	1129	2	3	961	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	0	12	610	0	213	217	1129	2	3	961	349
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.99	0.01	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1797	3	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.34	0.00	0.12	0.12	0.63	0.63	0.00	0.51	0.20
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	17.0	24.9	0.0	35.3	10.5	46.1	46.1	7.0	42.7	42.7
Volume/Cap:	0.04	0.00	0.04	1.36	0.00	0.34	1.19	1.36	1.36	0.02	1.19	0.47
Delay/Veh:	40.8	0.0	34.7	214.5	0.0	24.1	170.1	198	197.7	43.4	125	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	0.0	34.7	214.5	0.0	24.1	170.1	198	197.7	43.4	125	21.0
LOS by Move:	D	A	C	F	A	C	F	F	F	D	F	C
HCM2kAvgQ:	0	0	0	43	0	5	15	76	76	0	51	8

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3625: KING/McKEE



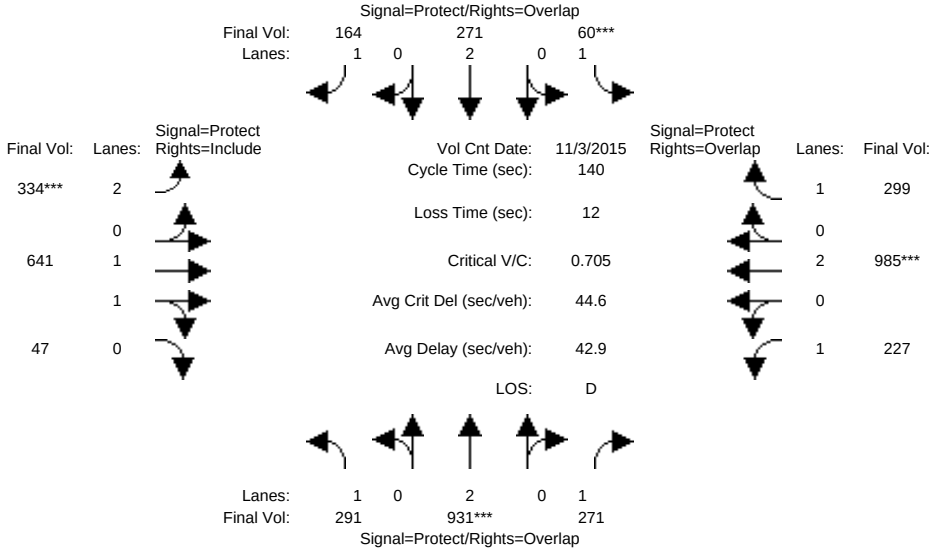
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:20-8:20												
Base Vol:	191	625	201	56	272	424	337	520	45	124	825	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	625	201	56	272	424	337	520	45	124	825	327
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	625	201	56	272	424	337	520	45	124	825	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:	191	625	201	56	272	424	337	520	45	124	825	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	625	201	56	272	424	337	520	45	124	825	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	625	201	56	272	424	337	520	45	124	825	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3405	295	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.11	0.03	0.07	0.24	0.11	0.15	0.15	0.07	0.22	0.19
Crit Moves:	****					****	****				****	
Green Time:	24.6	42.2	65.3	12.8	30.5	54.5	24.1	49.8	49.8	23.1	48.9	61.7
Volume/Cap:	0.62	0.55	0.25	0.35	0.33	0.62	0.62	0.43	0.43	0.43	0.62	0.42
Delay/Veh:	57.3	41.4	22.7	61.0	46.4	36.2	56.0	34.5	34.5	53.5	38.8	27.3
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:	57.3	41.4	22.7	61.0	46.4	36.2	56.0	34.5	34.5	53.5	38.8	27.3
LOS by Move:	E	D	C	E	D	D	E	C	C	D	D	C
HCM2kAvgQ:	9	11	5	3	5	16	9	9	9	5	15	10

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3625: KING/McKEE



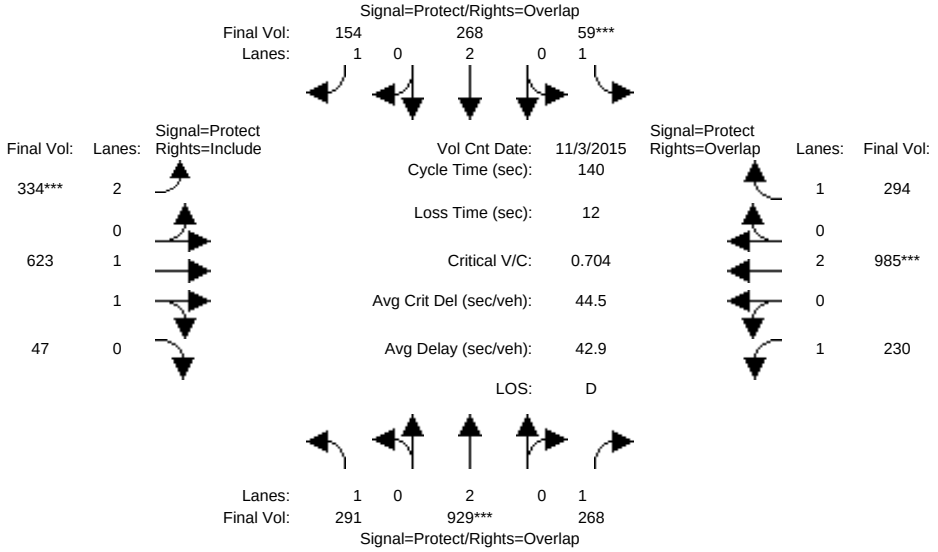
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:20-8:20												
Base Vol:	291	931	271	60	271	164	334	641	47	227	985	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	931	271	60	271	164	334	641	47	227	985	299
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	931	271	60	271	164	334	641	47	227	985	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	291	931	271	60	271	164	334	641	47	227	985	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	931	271	60	271	164	334	641	47	227	985	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	931	271	60	271	164	334	641	47	227	985	299
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3447	253	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.15	0.03	0.07	0.09	0.11	0.19	0.19	0.13	0.26	0.17
Crit Moves:		****		****			****				****	
Green Time:	38.9	48.6	78.3	7.0	16.7	37.7	21.0	42.7	42.7	29.8	51.4	58.4
Volume/Cap:	0.60	0.71	0.28	0.69	0.60	0.35	0.71	0.61	0.61	0.61	0.71	0.41
Delay/Veh:	45.9	41.3	16.2	85.7	60.7	41.7	61.4	42.6	42.6	52.8	39.5	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	41.3	16.2	85.7	60.7	41.7	61.4	42.6	42.6	52.8	39.5	29.1
LOS by Move:	D	D	B	F	E	D	E	D	D	D	D	C
HCM2kAvgQ:	12	18	6	4	6	6	9	13	13	10	19	10

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3625: KING/McKEE



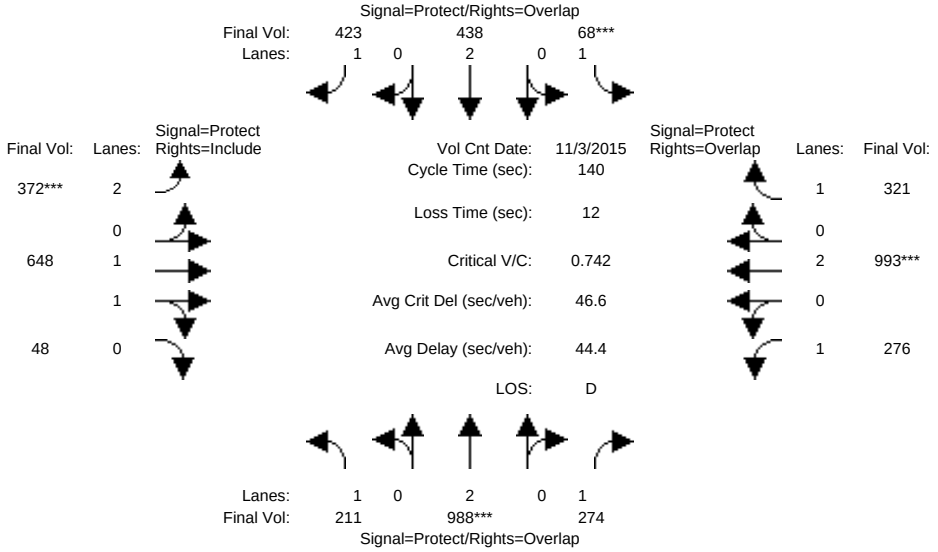
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:20-8:20												
Base Vol:	291	929	268	59	268	154	334	623	47	230	985	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	929	268	59	268	154	334	623	47	230	985	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	929	268	59	268	154	334	623	47	230	985	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:	291	929	268	59	268	154	334	623	47	230	985	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	929	268	59	268	154	334	623	47	230	985	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
FinalVolume:	291	929	268	59	268	154	334	623	47	230	985	294
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3440	260	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.15	0.03	0.07	0.09	0.11	0.18	0.18	0.13	0.26	0.17
Crit Moves:		****		****			****				****	
Green Time:	38.8	48.5	79.0	7.0	16.7	37.7	21.0	42.0	42.0	30.5	51.4	58.4
Volume/Cap:	0.60	0.71	0.27	0.67	0.59	0.33	0.71	0.60	0.60	0.60	0.71	0.40
Delay/Veh:	45.9	41.3	15.8	84.2	60.5	41.4	61.3	42.8	42.8	52.1	39.5	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	41.3	15.8	84.2	60.5	41.4	61.3	42.8	42.8	52.1	39.5	28.9
LOS by Move:	D	D	B	F	E	D	E	D	D	D	D	C
HCM2kAvgQ:	12	18	6	4	6	6	9	13	13	10	19	9

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3625: KING/McKEE



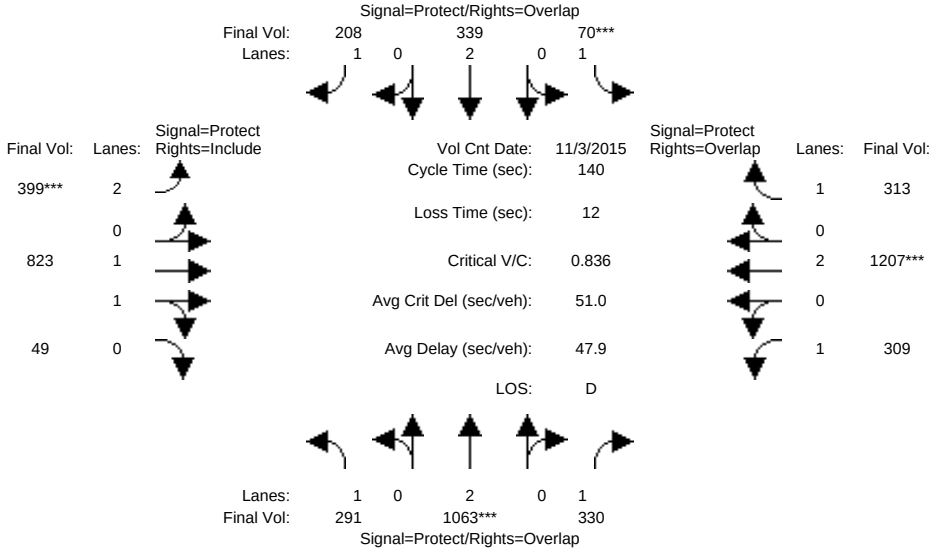
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:20-8:20												
Base Vol:	211	988	274	68	438	423	372	648	48	276	993	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:	211	988	274	68	438	423	372	648	48	276	993	321
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	988	274	68	438	423	372	648	48	276	993	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:	211	988	274	68	438	423	372	648	48	276	993	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	988	274	68	438	423	372	648	48	276	993	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
FinalVolume:	211	988	274	68	438	423	372	648	48	276	993	321
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3445	255	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.16	0.04	0.12	0.24	0.12	0.19	0.19	0.16	0.26	0.18
Crit Moves:		****		****			****				****	
Green Time:	27.8	49.1	81.7	7.3	28.6	50.8	22.3	38.9	38.9	32.7	49.3	56.6
Volume/Cap:	0.61	0.74	0.27	0.74	0.57	0.67	0.74	0.68	0.68	0.68	0.74	0.45
Delay/Veh:	54.1	42.2	14.5	92.7	51.1	40.1	62.0	46.7	46.7	53.3	42.0	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	42.2	14.5	92.7	51.1	40.1	62.0	46.7	46.7	53.3	42.0	30.8
LOS by Move:	D	D	B	F	D	D	E	D	D	D	D	C
HCM2kAvgQ:	10	19	6	5	9	17	11	14	14	12	19	11

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3625: KING/McKEE



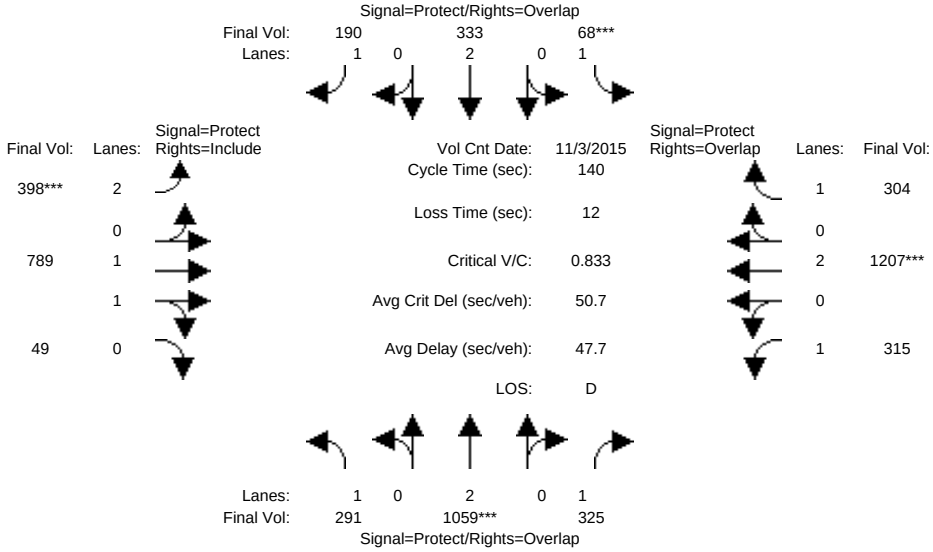
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:20-8:20												
Base Vol:	291	1063	330	70	339	208	399	823	49	309	1207	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:	291	1063	330	70	339	208	399	823	49	309	1207	313
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	1063	330	70	339	208	399	823	49	309	1207	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:	291	1063	330	70	339	208	399	823	49	309	1207	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	1063	330	70	339	208	399	823	49	309	1207	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
FinalVolume:	291	1063	330	70	339	208	399	823	49	309	1207	313
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3492	208	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.19	0.04	0.09	0.12	0.13	0.24	0.24	0.18	0.32	0.18
Crit Moves:		****		****			****				****	
Green Time:	35.0	46.7	78.6	7.0	18.8	39.9	21.2	42.4	42.4	31.8	53.1	60.1
Volume/Cap:	0.67	0.84	0.34	0.80	0.67	0.42	0.84	0.78	0.78	0.78	0.84	0.42
Delay/Veh:	51.1	48.2	16.8	104.8	61.0	41.1	70.1	48.0	48.0	60.1	44.0	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	48.2	16.8	104.8	61.0	41.1	70.1	48.0	48.0	60.1	44.0	28.2
LOS by Move:	D	D	B	F	E	D	E	D	D	E	D	C
HCM2kAvgQ:	13	23	8	5	8	8	12	19	19	15	25	10

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3625: KING/McKEE



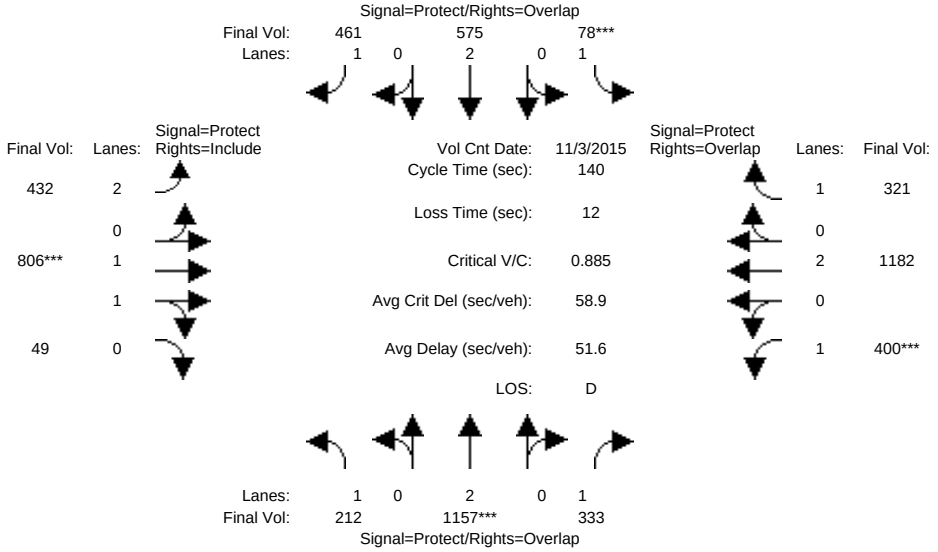
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:20-8:20												
Base Vol:	291	1059	325	68	333	190	398	789	49	315	1207	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	1059	325	68	333	190	398	789	49	315	1207	304
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	1059	325	68	333	190	398	789	49	315	1207	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	291	1059	325	68	333	190	398	789	49	315	1207	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	1059	325	68	333	190	398	789	49	315	1207	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	1059	325	68	333	190	398	789	49	315	1207	304
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3483	216	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.19	0.04	0.09	0.11	0.13	0.23	0.23	0.18	0.32	0.17
Crit Moves:		****		****			****				****	
Green Time:	35.1	46.7	79.6	7.0	18.5	39.7	21.2	41.4	41.4	32.9	53.2	60.2
Volume/Cap:	0.66	0.84	0.33	0.78	0.66	0.38	0.84	0.77	0.77	0.77	0.84	0.40
Delay/Veh:	50.9	48.1	16.2	100.3	61.1	40.8	70.0	48.2	48.2	58.3	43.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	48.1	16.2	100.3	61.1	40.8	70.0	48.2	48.2	58.3	43.9	27.9
LOS by Move:	D	D	B	F	E	D	E	D	D	E	D	C
HCM2kAvgQ:	13	23	8	5	8	7	12	18	18	15	25	10

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3625: KING/McKEE



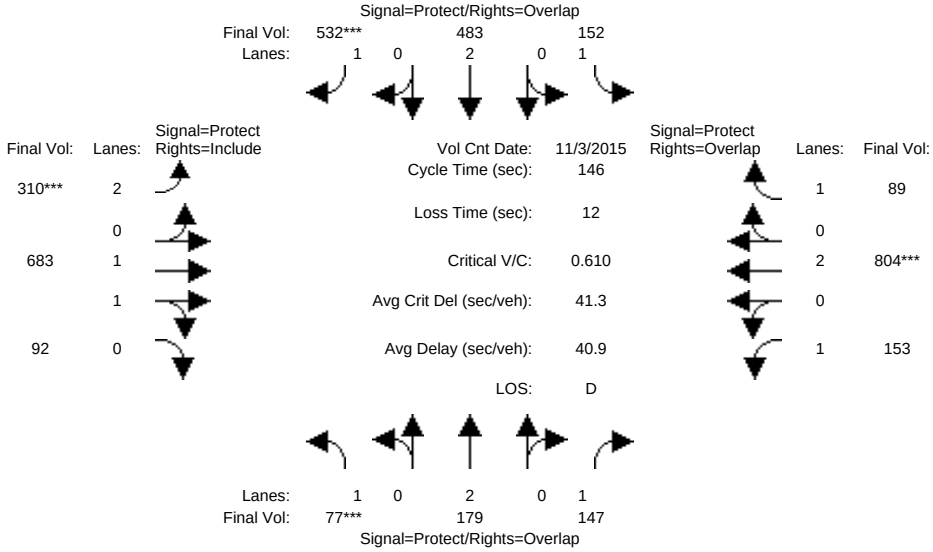
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:20-8:20												
Base Vol:	212	1157	333	78	575	461	432	806	49	400	1182	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:	212	1157	333	78	575	461	432	806	49	400	1182	321
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	1157	333	78	575	461	432	806	49	400	1182	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:	212	1157	333	78	575	461	432	806	49	400	1182	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1157	333	78	575	461	432	806	49	400	1182	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
FinalVolume:	212	1157	333	78	575	461	432	806	49	400	1182	321
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3488	212	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.19	0.04	0.15	0.26	0.14	0.23	0.23	0.23	0.31	0.18
Crit Moves:		****		****				****		****		
Green Time:	24.6	48.2	84.4	7.1	30.7	52.9	22.3	36.6	36.6	36.2	50.5	57.5
Volume/Cap:	0.69	0.88	0.32	0.88	0.69	0.70	0.86	0.88	0.88	0.88	0.86	0.45
Delay/Veh:	60.7	50.8	13.8	125.5	52.8	40.0	71.7	59.5	59.5	68.3	47.4	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	50.8	13.8	125.5	52.8	40.0	71.7	59.5	59.5	68.3	47.4	30.2
LOS by Move:	E	D	B	F	D	D	E	E	E	E	D	C
HCM2kAvgQ:	10	26	7	6	12	19	14	21	21	21	26	11

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3625: KING/McKEE



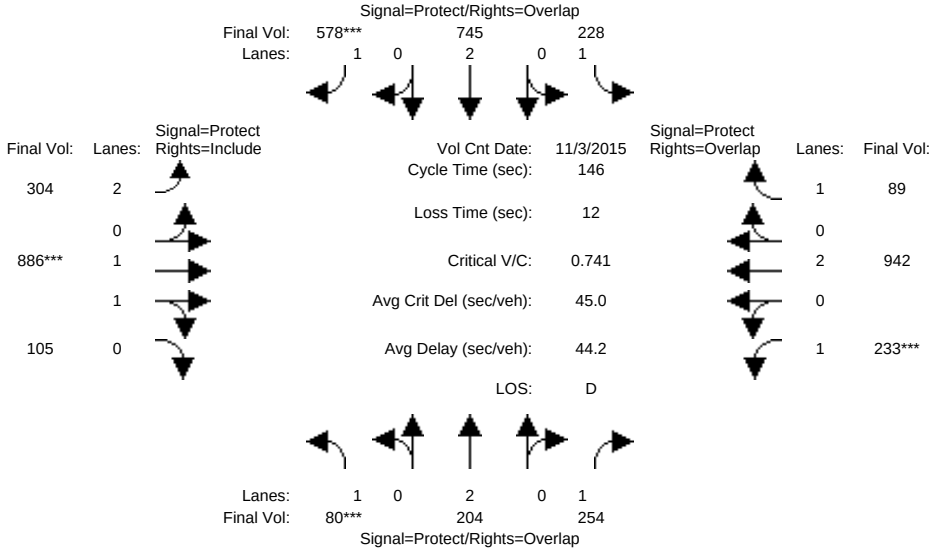
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 4:50-5:50												
Base Vol:	77	179	147	152	483	532	310	683	92	153	804	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	179	147	152	483	532	310	683	92	153	804	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	179	147	152	483	532	310	683	92	153	804	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	179	147	152	483	532	310	683	92	153	804	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	179	147	152	483	532	310	683	92	153	804	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	179	147	152	483	532	310	683	92	153	804	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.76	0.24	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3260	439	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.08	0.09	0.13	0.30	0.10	0.21	0.21	0.09	0.21	0.05
Crit Moves:	****					****	****				****	
Green Time:	10.5	26.4	48.2	33.4	49.2	72.8	23.6	52.4	52.4	21.9	50.7	84.1
Volume/Cap:	0.61	0.26	0.25	0.38	0.38	0.61	0.61	0.58	0.58	0.58	0.61	0.09
Delay/Veh:	74.1	51.7	36.0	48.1	36.9	27.6	59.1	38.6	38.6	61.2	40.3	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:	74.1	51.7	36.0	48.1	36.9	27.6	59.1	38.6	38.6	61.2	40.3	13.9
LOS by Move:	E	D	D	D	D	C	E	D	D	E	D	B
HCM2kAvgQ:	5	3	5	6	8	18	8	14	14	8	15	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3625: KING/McKEE



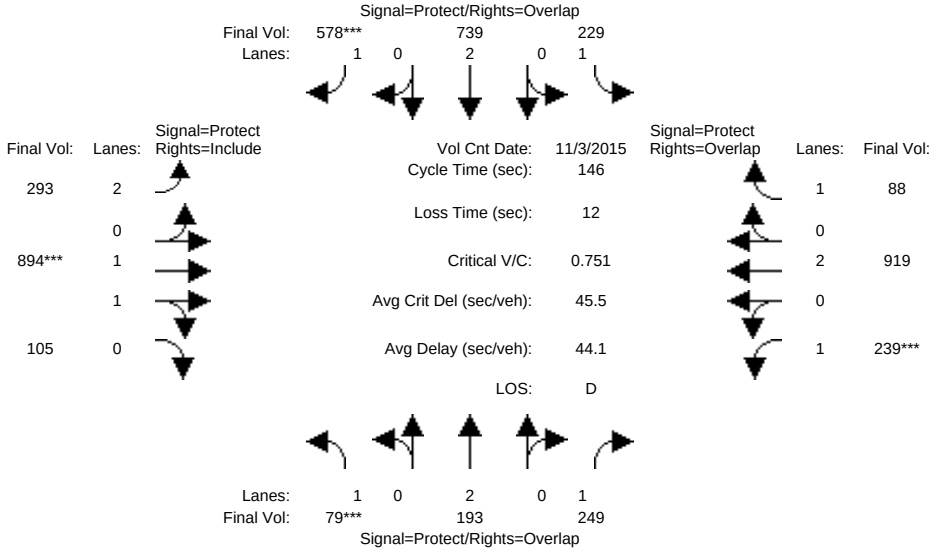
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 4:50-5:50												
Base Vol:	80	204	254	228	745	578	304	886	105	233	942	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	204	254	228	745	578	304	886	105	233	942	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	204	254	228	745	578	304	886	105	233	942	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	204	254	228	745	578	304	886	105	233	942	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	204	254	228	745	578	304	886	105	233	942	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	204	254	228	745	578	304	886	105	233	942	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.78	0.22	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3308	392	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.15	0.13	0.20	0.33	0.10	0.27	0.27	0.13	0.25	0.05
Crit Moves:	****					****		****		****		
Green Time:	9.0	19.0	45.2	36.1	46.0	68.2	22.1	52.7	52.7	26.2	56.8	92.9
Volume/Cap:	0.74	0.41	0.47	0.53	0.62	0.71	0.64	0.74	0.74	0.74	0.64	0.08
Delay/Veh:	91.1	59.0	41.4	48.8	43.6	33.9	61.0	42.9	42.9	65.8	37.1	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:	91.1	59.0	41.4	48.8	43.6	33.9	61.0	42.9	42.9	65.8	37.1	10.2
LOS by Move:	F	E	D	D	D	C	E	D	D	E	D	B
HCM2kAvgQ:	5	4	10	10	14	23	9	21	21	12	17	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3625: KING/McKEE



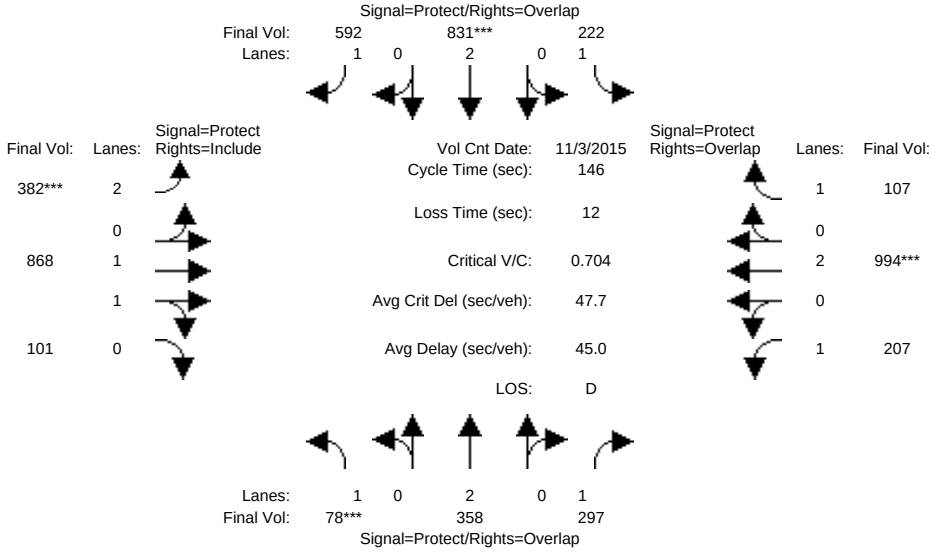
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 4:50-5:50												
Base Vol:	79	193	249	229	739	578	293	894	105	239	919	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	193	249	229	739	578	293	894	105	239	919	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	193	249	229	739	578	293	894	105	239	919	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	193	249	229	739	578	293	894	105	239	919	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	193	249	229	739	578	293	894	105	239	919	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	193	249	229	739	578	293	894	105	239	919	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.78	0.22	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3311	389	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.14	0.13	0.19	0.33	0.09	0.27	0.27	0.14	0.24	0.05
Crit Moves:	****					****		****		****		
Green Time:	8.8	18.9	45.4	36.1	46.1	68.1	22.0	52.5	52.5	26.6	57.1	93.2
Volume/Cap:	0.75	0.39	0.46	0.53	0.62	0.71	0.62	0.75	0.75	0.75	0.62	0.08
Delay/Veh:	93.2	58.8	41.0	48.9	43.4	33.9	60.6	43.4	43.4	66.2	36.5	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:	93.2	58.8	41.0	48.9	43.4	33.9	60.6	43.4	43.4	66.2	36.5	10.1
LOS by Move:	F	E	D	D	D	C	E	D	D	E	D	B
HCM2kAvgQ:	5	4	10	10	14	23	8	21	21	12	17	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3625: KING/McKEE



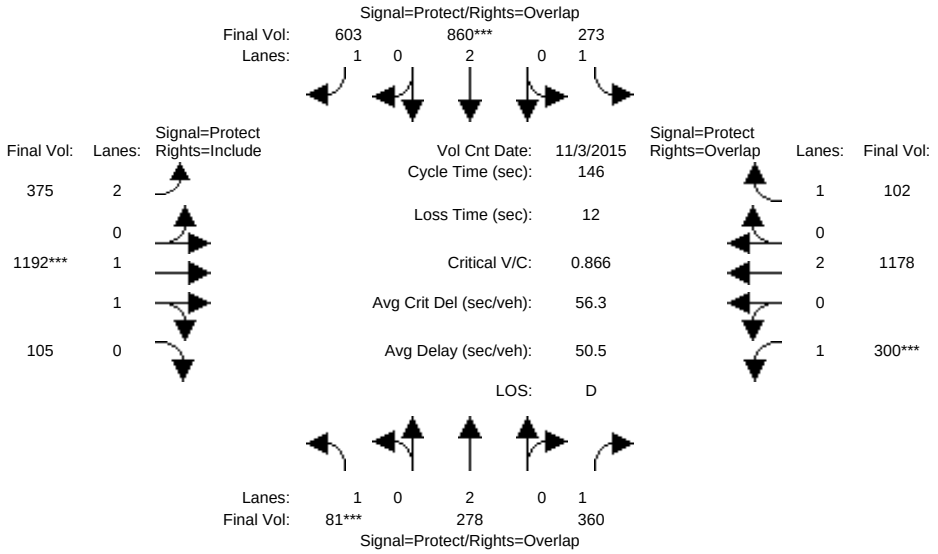
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 4:50-5:50												
Base Vol:	78	358	297	222	831	592	382	868	101	207	994	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	358	297	222	831	592	382	868	101	207	994	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	358	297	222	831	592	382	868	101	207	994	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	358	297	222	831	592	382	868	101	207	994	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	358	297	222	831	592	382	868	101	207	994	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	358	297	222	831	592	382	868	101	207	994	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3314	386	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.17	0.13	0.22	0.34	0.12	0.26	0.26	0.12	0.26	0.06
Crit Moves:	****				****		****				****	
Green Time:	9.2	23.3	48.0	31.3	45.4	70.5	25.2	54.7	54.7	24.7	54.3	85.6
Volume/Cap:	0.70	0.59	0.52	0.59	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.10
Delay/Veh:	85.5	58.5	40.5	54.1	46.3	32.1	61.1	40.3	40.3	64.4	40.7	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:	85.5	58.5	40.5	54.1	46.3	32.1	61.1	40.3	40.3	64.4	40.7	13.4
LOS by Move:	F	E	D	D	D	C	E	D	D	E	D	B
HCM2kAvgQ:	5	8	12	10	17	23	11	19	19	11	19	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3625: KING/McKEE



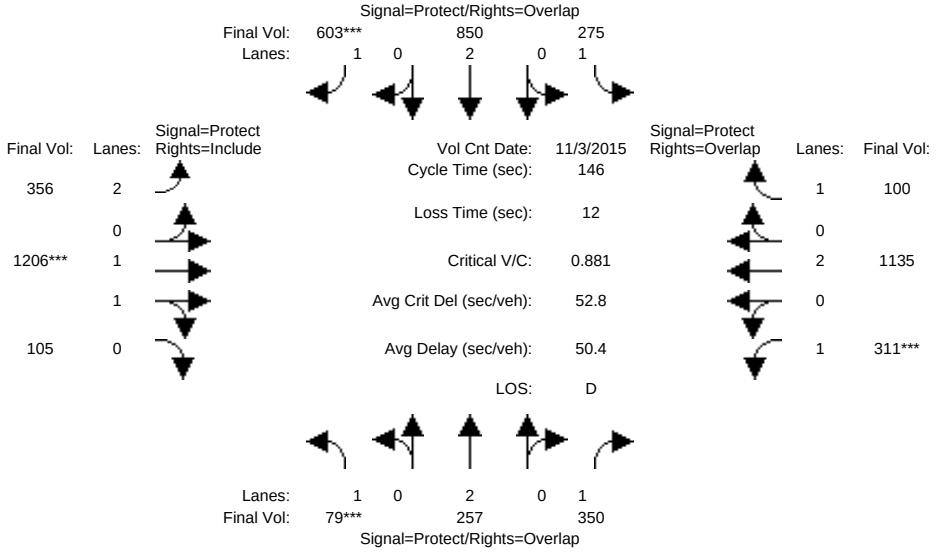
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 3 Nov 2015 << 4:50-5:50																
Base Vol:	81	278	360		273	860	603		375	1192	105		300	1178	102	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	81	278	360		273	860	603		375	1192	105		300	1178	102	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	81	278	360		273	860	603		375	1192	105		300	1178	102	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	81	278	360		273	860	603		375	1192	105		300	1178	102	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	81	278	360		273	860	603		375	1192	105		300	1178	102	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	81	278	360		273	860	603		375	1192	105		300	1178	102	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.83	0.98	0.95		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		2.00	1.83	0.17		1.00	2.00	1.00	
Final Sat.:	1750	3800	1750		1750	3800	1750		3150	3400	300		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.07	0.21		0.16	0.23	0.34		0.12	0.35	0.35		0.17	0.31	0.06	
Crit Moves:	****					****				****			****			
Green Time:	7.8	14.7	43.6		31.3	38.2	62.6		24.4	59.1	59.1		28.9	63.6	94.9	
Volume/Cap:	0.87	0.73	0.69		0.73	0.87	0.80		0.71	0.87	0.87		0.87	0.71	0.09	
Delay/Veh:	120.8	70.6	49.1		60.4	59.6	42.6		62.0	45.4	45.4		76.5	35.2	9.5	
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:	120.8	70.6	49.1		60.4	59.6	42.6		62.0	45.4	45.4		76.5	35.2	9.5	
LOS by Move:	F	E	D		E	E	D		E	D	D		E	D	A	
HCM2kAvgQ:	6	8	16		13	21	27		11	29	29		17	22	2	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3625: KING/McKEE



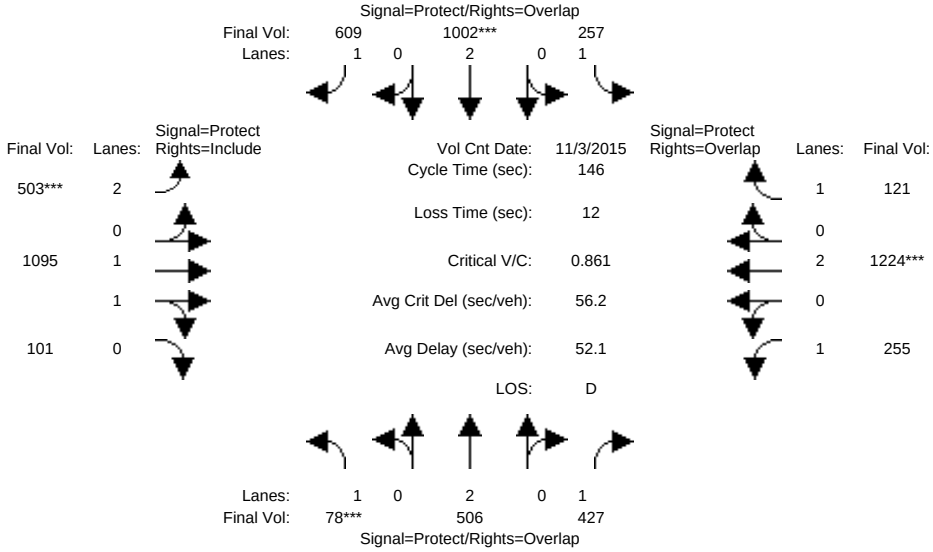
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 3 Nov 2015 << 4:50-5:50																								
Base Vol:	79		257		350		275		850		603		356		1206		105		311		1135		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:	79		257		350		275		850		603		356		1206		105		311		1135		100	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ATI:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	79		257		350		275		850		603		356		1206		105		311		1135		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:	79		257		350		275		850		603		356		1206		105		311		1135		100	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	79		257		350		275		850		603		356		1206		105		311		1135		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	
FinalVolume:	79		257		350		275		850		603		356		1206		105		311		1135		100	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		1.00		0.92		0.92		1.00		0.92		0.83		0.98		0.95		0.92		1.00		0.92	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		2.00		1.84		0.16		1.00		2.00		1.00	
Final Sat.:	1750		3800		1750		1750		3800		1750		3150		3403		296		1750		3800		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.05		0.07		0.20		0.16		0.22		0.34		0.11		0.35		0.35		0.18		0.30		0.06	
Crit Moves:	****										****				****				****					
Green Time:	7.5		13.9		43.4		31.9		38.4		62.6		24.2		58.7		58.7		29.4		64.0		95.9	
Volume/Cap:	0.88		0.71		0.67		0.72		0.85		0.80		0.68		0.88		0.88		0.88		0.68		0.09	
Delay/Veh:	126.7		70.5		48.6		59.3		58.2		42.7		61.0		46.9		46.9		78.3		34.0		9.2	
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:	126.7		70.5		48.6		59.3		58.2		42.7		61.0		46.9		46.9		78.3		34.0		9.2	
LOS by Move:	F		E		D		E		E		D		E		D		D		E		C		A	
HCM2kAvgQ:	6		7		15		13		20		27		10		30		30		18		20		2	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3625: KING/McKEE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 3 Nov 2015 << 4:50-5:50

Base Vol:	78	506	427	257	1002	609	503	1095	101	255	1224	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	506	427	257	1002	609	503	1095	101	255	1224	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	506	427	257	1002	609	503	1095	101	255	1224	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	506	427	257	1002	609	503	1095	101	255	1224	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	506	427	257	1002	609	503	1095	101	255	1224	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	506	427	257	1002	609	503	1095	101	255	1224	121

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3387	312	1750	3800	1750

Capacity Analysis Module:

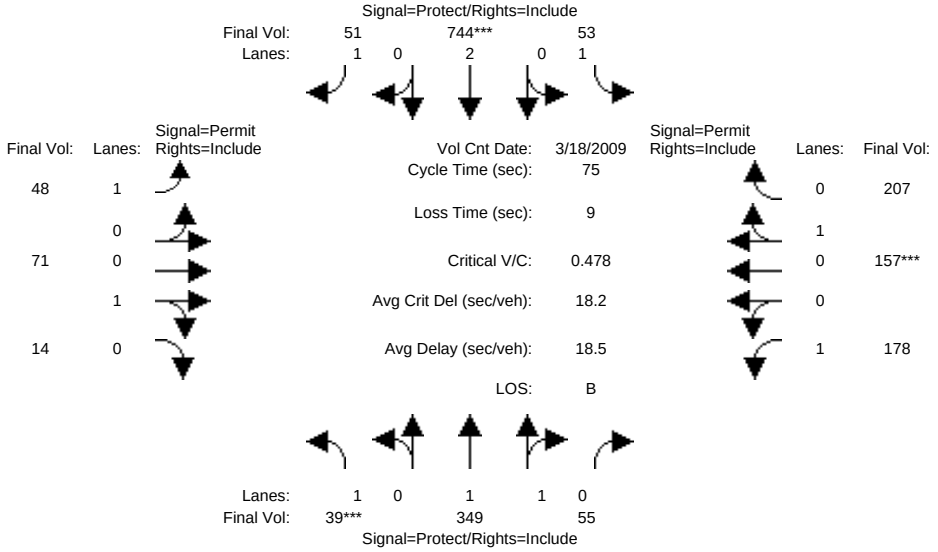
Vol/Sat:	0.04	0.13	0.24	0.15	0.26	0.35	0.16	0.32	0.32	0.15	0.32	0.07
Crit Moves:	****				****		****				****	
Green Time:	7.6	24.9	50.3	27.4	44.7	71.8	27.1	56.3	56.3	25.4	54.6	82.1
Volume/Cap:	0.86	0.78	0.71	0.78	0.86	0.71	0.86	0.84	0.84	0.84	0.86	0.12
Delay/Veh:	120.8	64.1	45.4	68.0	54.4	31.6	70.0	45.2	45.2	76.5	47.8	15.1
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:	120.8	64.1	45.4	68.0	54.4	31.6	70.0	45.2	45.2	76.5	47.8	15.1
LOS by Move:	F	E	D	E	D	C	E	D	D	E	D	B
HCM2kAvgQ:	6	13	19	14	23	23	16	27	27	14	27	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3574: HEDDING/MABURY



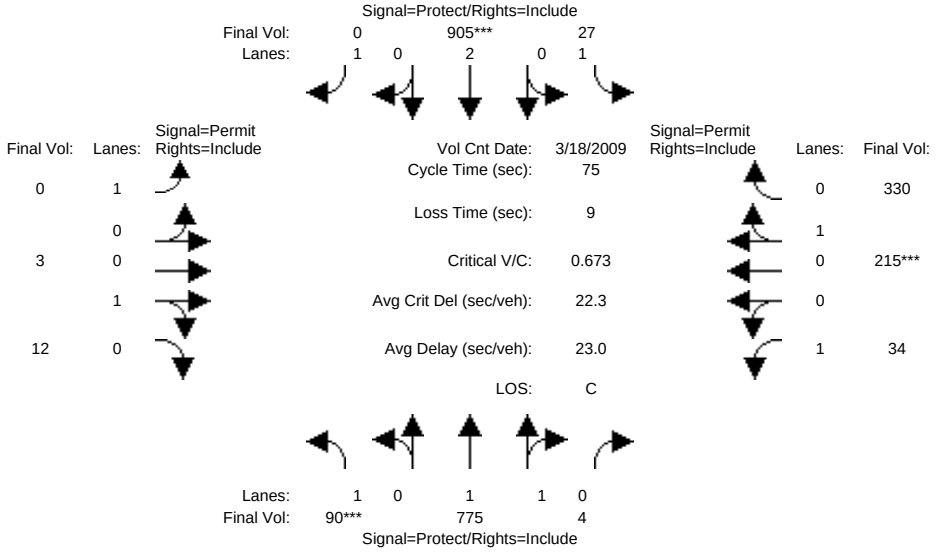
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30												
Base Vol:	39	349	55	53	744	51	48	71	14	178	157	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	349	55	53	744	51	48	71	14	178	157	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	349	55	53	744	51	48	71	14	178	157	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	349	55	53	744	51	48	71	14	178	157	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	349	55	53	744	51	48	71	14	178	157	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	349	55	53	744	51	48	71	14	178	157	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.72	0.28	1.00	2.00	1.00	1.00	0.84	0.16	1.00	0.43	0.57
Final Sat.:	1750	3196	504	1750	3800	1750	1750	1504	296	1750	776	1024
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.03	0.20	0.03	0.03	0.05	0.05	0.10	0.20	0.20
Crit Moves:	****				****						****	
Green Time:	7.0	21.2	21.2	14.8	29.0	29.0	30.0	30.0	30.0	30.0	30.0	30.0
Volume/Cap:	0.24	0.39	0.39	0.15	0.51	0.08	0.07	0.12	0.12	0.25	0.51	0.51
Delay/Veh:	32.3	21.9	21.9	25.1	17.8	14.6	13.9	14.3	14.3	15.2	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	21.9	21.9	25.1	17.8	14.6	13.9	14.3	14.3	15.2	17.5	17.5
LOS by Move:	C	C	C	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	4	4	1	7	1	1	1	1	3	7	7

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3574: HEDDING/MABURY



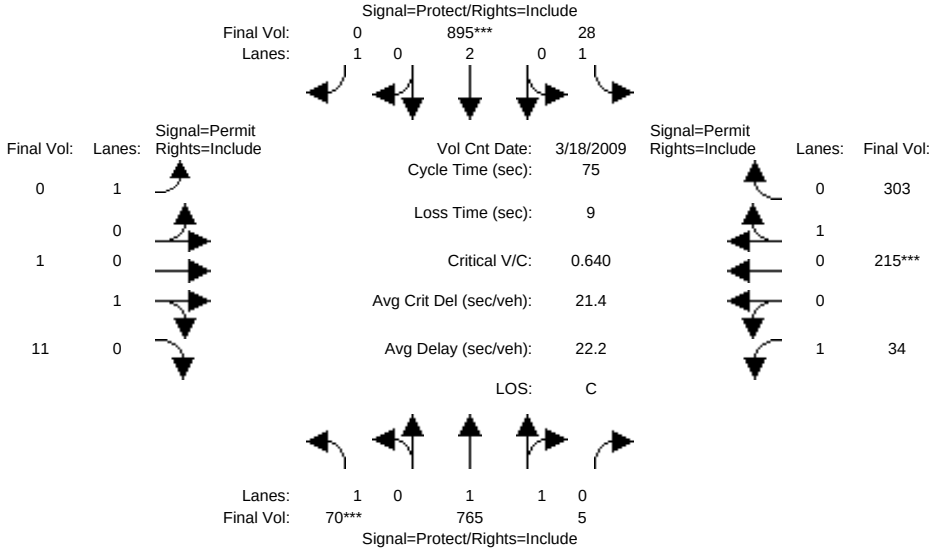
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30												
Base Vol:	90	775	4	27	905	0	0	3	12	34	215	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	775	4	27	905	0	0	3	12	34	215	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	775	4	27	905	0	0	3	12	34	215	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	775	4	27	905	0	0	3	12	34	215	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	775	4	27	905	0	0	3	12	34	215	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	775	4	27	905	0	0	3	12	34	215	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	0.20	0.80	1.00	0.39	0.61
Final Sat.:	1750	3681	19	1750	3800	1750	1750	360	1440	1750	710	1090
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.02	0.24	0.00	0.00	0.01	0.01	0.02	0.30	0.30
Crit Moves:	****				****						****	
Green Time:	7.0	22.8	22.8	10.1	26.0	0.0	0.0	33.0	33.0	33.0	33.0	33.0
Volume/Cap:	0.55	0.69	0.69	0.11	0.69	0.00	0.00	0.02	0.02	0.04	0.69	0.69
Delay/Veh:	36.5	24.8	24.8	28.7	22.6	0.0	0.0	11.9	11.9	12.0	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	24.8	24.8	28.7	22.6	0.0	0.0	11.9	11.9	12.0	19.4	19.4
LOS by Move:	D	C	C	C	C	A	A	B	B	B	B	B
HCM2kAvgQ:	3	9	9	1	10	0	0	0	0	0	12	12

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3574: HEDDING/MABURY



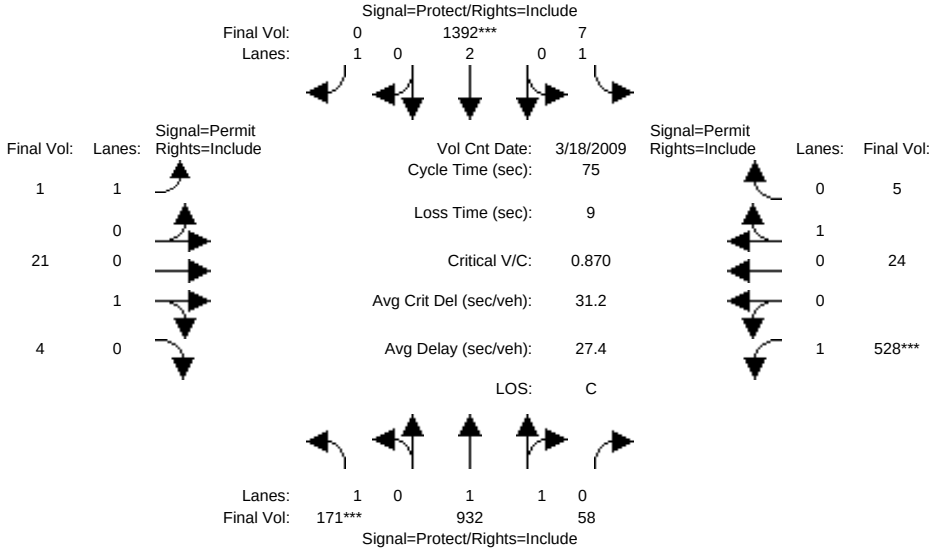
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30												
Base Vol:	70	765	5	28	895	0	0	1	11	34	215	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	765	5	28	895	0	0	1	11	34	215	303
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	765	5	28	895	0	0	1	11	34	215	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	765	5	28	895	0	0	1	11	34	215	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	765	5	28	895	0	0	1	11	34	215	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	765	5	28	895	0	0	1	11	34	215	303
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	0.08	0.92	1.00	0.42	0.58
Final Sat.:	1750	3676	24	1750	3800	1750	1750	150	1650	1750	747	1053
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.02	0.24	0.00	0.00	0.01	0.01	0.02	0.29	0.29
Crit Moves:	****				****						****	
Green Time:	7.0	23.2	23.2	10.4	26.6	0.0	0.0	32.4	32.4	32.4	32.4	32.4
Volume/Cap:	0.43	0.67	0.67	0.12	0.67	0.00	0.00	0.02	0.02	0.04	0.67	0.67
Delay/Veh:	33.9	24.2	24.2	28.5	21.7	0.0	0.0	12.2	12.2	12.3	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:	33.9	24.2	24.2	28.5	21.7	0.0	0.0	12.2	12.2	12.3	19.1	19.1
LOS by Move:	C	C	C	C	C	A	A	B	B	B	B	B
HCM2kAvgQ:	2	9	9	1	10	0	0	0	0	0	11	11

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3574: HEDDING/MABURY



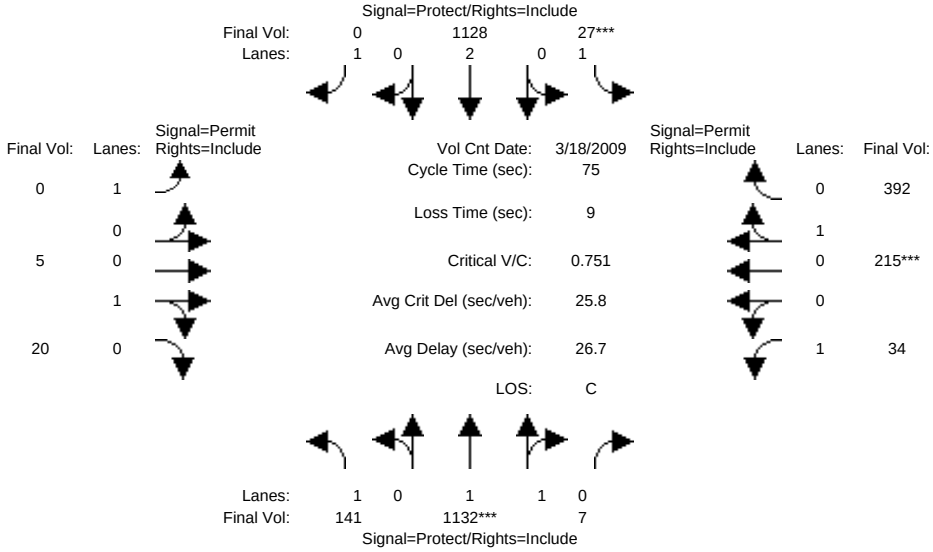
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30												
Base Vol:	171	932	58	7	1392	0	1	21	4	528	24	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	932	58	7	1392	0	1	21	4	528	24	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	932	58	7	1392	0	1	21	4	528	24	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	932	58	7	1392	0	1	21	4	528	24	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	932	58	7	1392	0	1	21	4	528	24	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	932	58	7	1392	0	1	21	4	528	24	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	1.00	0.84	0.16	1.00	0.83	0.17
Final Sat.:	1750	3483	217	1750	3800	1750	1750	1512	288	1750	1490	310
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.27	0.00	0.37	0.00	0.00	0.01	0.01	0.30	0.02	0.02
Crit Moves:	****				****					****		
Green Time:	8.4	29.7	29.7	10.3	31.6	0.0	26.0	26.0	26.0	26.0	26.0	26.0
Volume/Cap:	0.87	0.68	0.68	0.03	0.87	0.00	0.00	0.04	0.04	0.87	0.05	0.05
Delay/Veh:	64.3	20.0	20.0	28.0	25.3	0.0	16.0	16.3	16.3	35.8	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:	64.3	20.0	20.0	28.0	25.3	0.0	16.0	16.3	16.3	35.8	16.3	16.3
LOS by Move:	E	C	C	C	C	A	B	B	B	D	B	B
HCM2kAvgQ:	7	11	11	0	18	0	0	0	0	16	0	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3574: HEDDING/MABURY



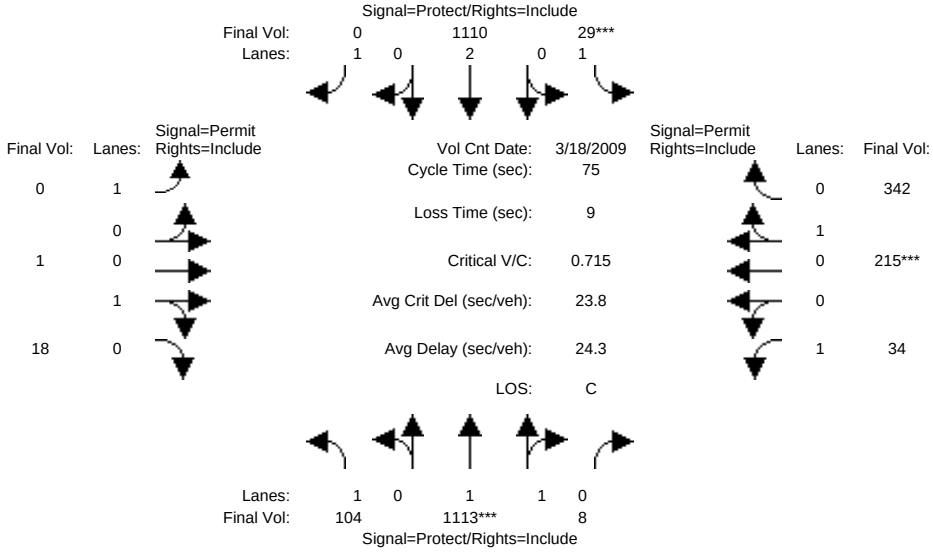
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30												
Base Vol:	141	1132	7	27	1128	0	0	5	20	34	215	392
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	1132	7	27	1128	0	0	5	20	34	215	392
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1132	7	27	1128	0	0	5	20	34	215	392
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1132	7	27	1128	0	0	5	20	34	215	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1132	7	27	1128	0	0	5	20	34	215	392
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	1132	7	27	1128	0	0	5	20	34	215	392
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	0.20	0.80	1.00	0.35	0.65
Final Sat.:	1750	3677	23	1750	3800	1750	1750	360	1440	1750	638	1162
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.02	0.30	0.00	0.00	0.01	0.01	0.02	0.34	0.34
Crit Moves:		****		****							****	
Green Time:	8.4	28.2	28.2	7.0	26.7	0.0	0.0	30.8	30.8	30.8	30.8	30.8
Volume/Cap:	0.72	0.82	0.82	0.17	0.83	0.00	0.00	0.03	0.03	0.05	0.82	0.82
Delay/Veh:	44.3	25.1	25.1	31.8	26.6	0.0	0.0	13.2	13.2	13.3	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	25.1	25.1	31.8	26.6	0.0	0.0	13.2	13.2	13.3	26.9	26.9
LOS by Move:	D	C	C	C	C	A	A	B	B	B	C	C
HCM2kAvgQ:	5	15	15	1	15	0	0	0	0	1	16	16

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3574: HEDDING/MABURY



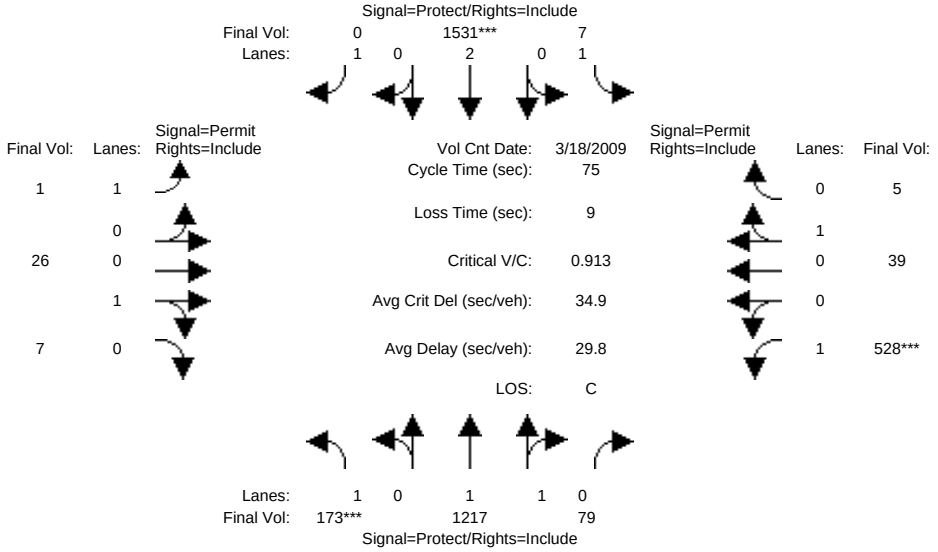
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30												
Base Vol:	104	1113	8	29	1110	0	0	1	18	34	215	342
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	1113	8	29	1110	0	0	1	18	34	215	342
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	1113	8	29	1110	0	0	1	18	34	215	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	1113	8	29	1110	0	0	1	18	34	215	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1113	8	29	1110	0	0	1	18	34	215	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	1113	8	29	1110	0	0	1	18	34	215	342
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	0.05	0.95	1.00	0.39	0.61
Final Sat.:	1750	3674	26	1750	3800	1750	1750	95	1705	1750	695	1105
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.02	0.29	0.00	0.00	0.01	0.01	0.02	0.31	0.31
Crit Moves:		****		****							****	
Green Time:	8.8	29.2	29.2	7.0	27.4	0.0	0.0	29.8	29.8	29.8	29.8	29.8
Volume/Cap:	0.51	0.78	0.78	0.18	0.80	0.00	0.00	0.03	0.03	0.05	0.78	0.78
Delay/Veh:	33.2	22.9	22.9	31.9	24.7	0.0	0.0	13.8	13.8	13.9	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	22.9	22.9	31.9	24.7	0.0	0.0	13.8	13.8	13.9	25.2	25.2
LOS by Move:	C	C	C	C	C	A	A	B	B	B	C	C
HCM2kAvgQ:	3	14	14	1	14	0	0	0	0	1	14	14

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3574: HEDDING/MABURY



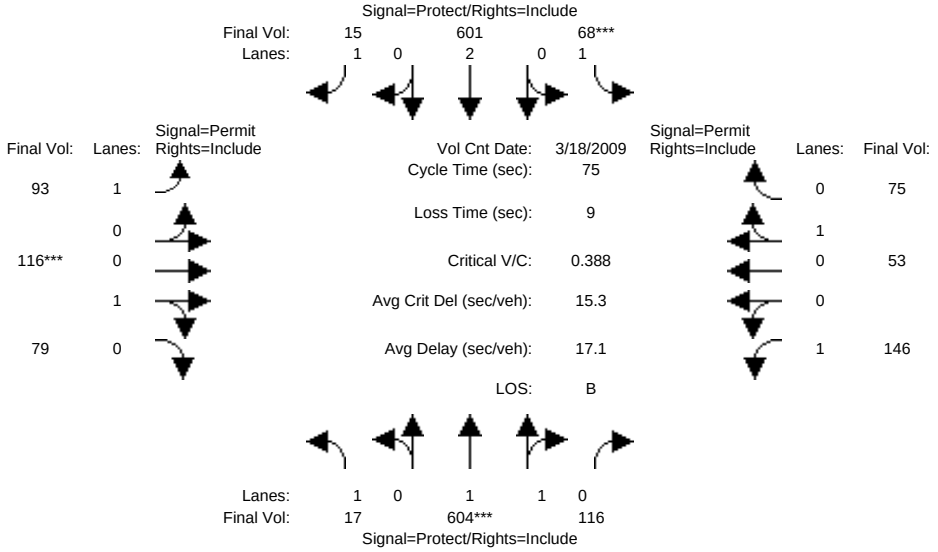
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30												
Base Vol:	173	1217	79	7	1531	0	1	26	7	528	39	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1217	79	7	1531	0	1	26	7	528	39	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1217	79	7	1531	0	1	26	7	528	39	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1217	79	7	1531	0	1	26	7	528	39	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1217	79	7	1531	0	1	26	7	528	39	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1217	79	7	1531	0	1	26	7	528	39	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	0.79	0.21	1.00	0.89	0.11
Final Sat.:	1750	3474	226	1750	3800	1750	1750	1418	382	1750	1595	205
Capacity Analysis Module:												
Vol/Sat:	0.10	0.35	0.35	0.00	0.40	0.00	0.00	0.02	0.02	0.30	0.02	0.02
Crit Moves:	****				****					****		
Green Time:	8.1	32.5	32.5	8.7	33.1	0.0	24.8	24.8	24.8	24.8	24.8	24.8
Volume/Cap:	0.91	0.81	0.81	0.03	0.91	0.00	0.00	0.06	0.06	0.91	0.07	0.07
Delay/Veh:	74.7	21.6	21.6	29.5	27.7	0.0	16.8	17.2	17.2	43.0	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	21.6	21.6	29.5	27.7	0.0	16.8	17.2	17.2	43.0	17.3	17.3
LOS by Move:	E	C	C	C	C	A	B	B	B	D	B	B
HCM2kAvgQ:	8	16	16	0	21	0	0	1	1	17	1	1

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3574: HEDDING/MABURY



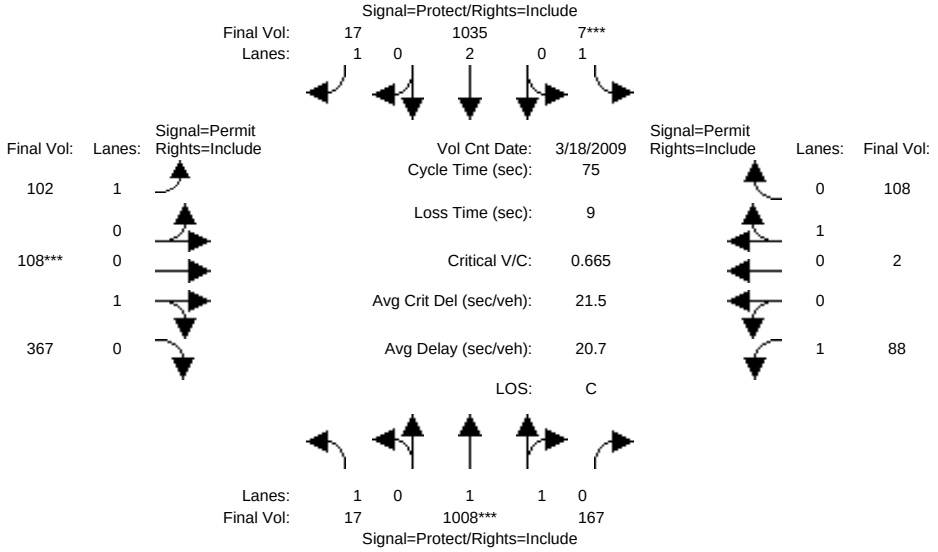
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 5:00-6:00												
Base Vol:	17	604	116	68	601	15	93	116	79	146	53	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:	17	604	116	68	601	15	93	116	79	146	53	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	604	116	68	601	15	93	116	79	146	53	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:	17	604	116	68	601	15	93	116	79	146	53	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	604	116	68	601	15	93	116	79	146	53	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	604	116	68	601	15	93	116	79	146	53	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.67	0.33	1.00	2.00	1.00	1.00	0.59	0.41	1.00	0.41	0.59
Final Sat.:	1750	3103	596	1750	3800	1750	1750	1071	729	1750	745	1055
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.04	0.16	0.01	0.05	0.11	0.11	0.08	0.07	0.07
Crit Moves:		****		****				****				
Green Time:	16.7	37.6	37.6	7.5	28.4	28.4	20.9	20.9	20.9	20.9	20.9	20.9
Volume/Cap:	0.04	0.39	0.39	0.39	0.42	0.02	0.19	0.39	0.39	0.30	0.25	0.25
Delay/Veh:	22.9	11.7	11.7	33.0	17.4	14.6	20.8	22.4	22.4	21.6	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:	22.9	11.7	11.7	33.0	17.4	14.6	20.8	22.4	22.4	21.6	21.3	21.3
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	5	5	2	5	0	2	4	4	3	3	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3574: HEDDING/MABURY



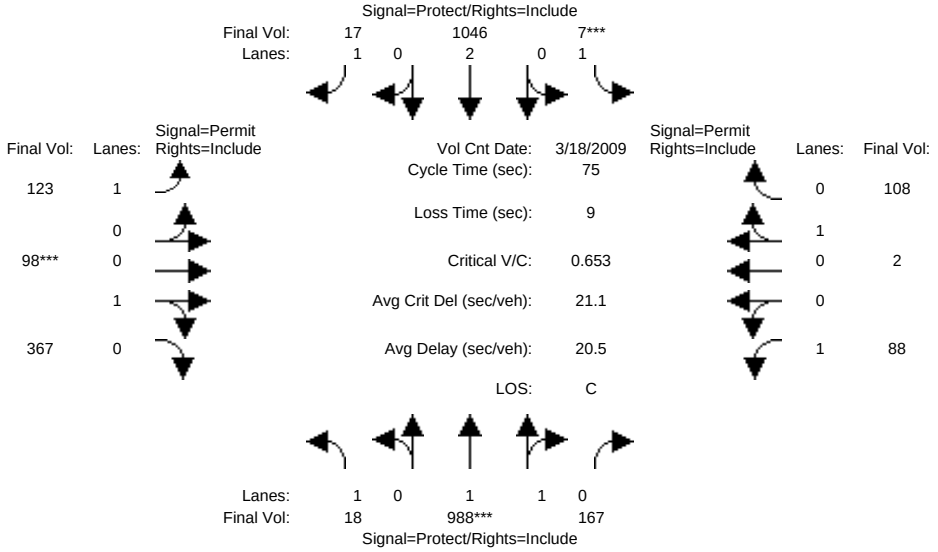
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 5:00-6:00												
Base Vol:	17	1008	167	7	1035	17	102	108	367	88	2	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1008	167	7	1035	17	102	108	367	88	2	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1008	167	7	1035	17	102	108	367	88	2	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1008	167	7	1035	17	102	108	367	88	2	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1008	167	7	1035	17	102	108	367	88	2	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1008	167	7	1035	17	102	108	367	88	2	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.71	0.29	1.00	2.00	1.00	1.00	0.23	0.77	1.00	0.02	0.98
Final Sat.:	1750	3174	526	1750	3800	1750	1750	409	1391	1750	33	1767
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.00	0.27	0.01	0.06	0.26	0.26	0.05	0.06	0.06
Crit Moves:		****		****				****				
Green Time:	10.0	32.2	32.2	7.0	29.2	29.2	26.8	26.8	26.8	26.8	26.8	26.8
Volume/Cap:	0.07	0.74	0.74	0.04	0.70	0.02	0.16	0.74	0.74	0.14	0.17	0.17
Delay/Veh:	28.6	19.8	19.8	31.1	20.7	14.1	16.6	25.6	25.6	16.4	16.6	16.6
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:	28.6	19.8	19.8	31.1	20.7	14.1	16.6	25.6	25.6	16.4	16.6	16.6
LOS by Move:	C	B	B	C	C	B	B	C	C	B	B	B
HCM2kAvgQ:	0	13	13	0	11	0	2	12	12	2	2	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3574: HEDDING/MABURY



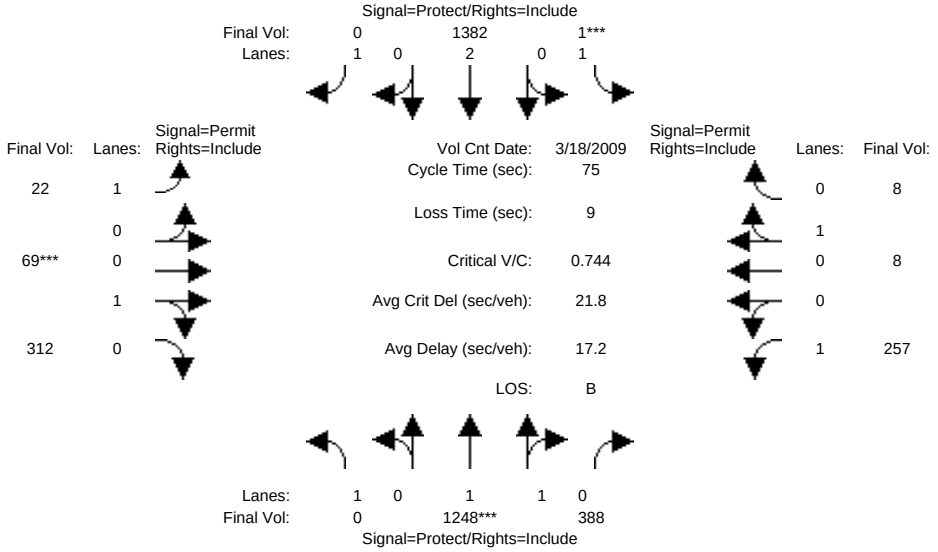
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 5:00-6:00												
Base Vol:	18	988	167	7	1046	17	123	98	367	88	2	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	988	167	7	1046	17	123	98	367	88	2	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	988	167	7	1046	17	123	98	367	88	2	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	988	167	7	1046	17	123	98	367	88	2	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	988	167	7	1046	17	123	98	367	88	2	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	988	167	7	1046	17	123	98	367	88	2	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.70	0.30	1.00	2.00	1.00	1.00	0.21	0.79	1.00	0.02	0.98
Final Sat.:	1750	3165	535	1750	3800	1750	1750	379	1421	1750	33	1767
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.00	0.28	0.01	0.07	0.26	0.26	0.05	0.06	0.06
Crit Moves:		****		****				****				
Green Time:	9.9	32.3	32.3	7.0	29.3	29.3	26.7	26.7	26.7	26.7	26.7	26.7
Volume/Cap:	0.08	0.73	0.73	0.04	0.70	0.02	0.20	0.73	0.73	0.14	0.17	0.17
Delay/Veh:	28.6	19.4	19.4	31.1	20.7	14.1	16.9	25.1	25.1	16.5	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:	28.6	19.4	19.4	31.1	20.7	14.1	16.9	25.1	25.1	16.5	16.7	16.7
LOS by Move:	C	B	B	C	C	B	B	C	C	B	B	B
HCM2kAvgQ:	0	13	13	0	11	0	2	11	11	2	2	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3574: HEDDING/MABURY



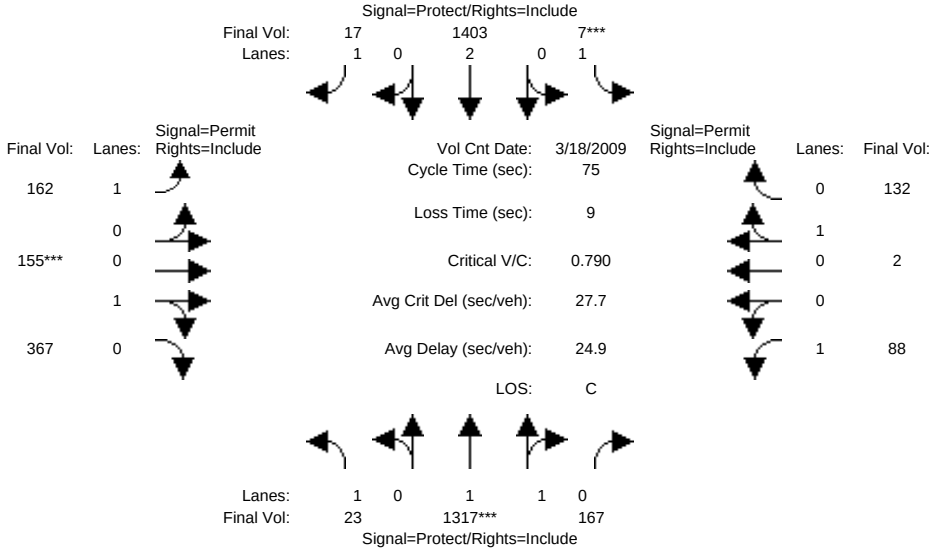
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 5:00-6:00												
Base Vol:	0	1248	388	1	1382	0	22	69	312	257	8	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1248	388	1	1382	0	22	69	312	257	8	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1248	388	1	1382	0	22	69	312	257	8	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1248	388	1	1382	0	22	69	312	257	8	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1248	388	1	1382	0	22	69	312	257	8	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1248	388	1	1382	0	22	69	312	257	8	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.51	0.49	1.00	2.00	1.00	1.00	0.18	0.82	1.00	0.50	0.50
Final Sat.:	1750	2822	877	1750	3800	1750	1750	326	1474	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.00	0.36	0.00	0.01	0.21	0.21	0.15	0.01	0.01
Crit Moves:		****		****				****				
Green Time:	0.0	39.9	39.9	7.0	46.9	0.0	19.1	19.1	19.1	19.1	19.1	19.1
Volume/Cap:	0.00	0.83	0.83	0.01	0.58	0.00	0.05	0.83	0.83	0.58	0.03	0.03
Delay/Veh:	0.0	17.9	17.9	30.9	8.6	0.0	21.1	38.6	38.6	26.3	21.1	21.1
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	17.9	17.9	30.9	8.6	0.0	21.1	38.6	38.6	26.3	21.1	21.1
LOS by Move:	A	B	B	C	A	A	C	D	D	C	C	C
HCM2kAvgQ:	0	19	19	0	10	0	0	12	12	6	0	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3574: HEDDING/MABURY



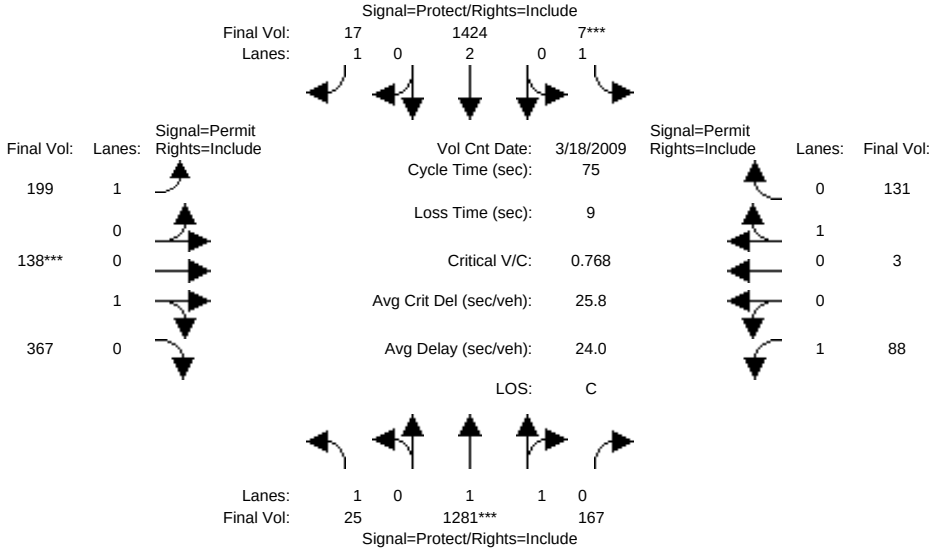
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 5:00-6:00												
Base Vol:	23	1317	167	7	1403	17	162	155	367	88	2	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1317	167	7	1403	17	162	155	367	88	2	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1317	167	7	1403	17	162	155	367	88	2	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1317	167	7	1403	17	162	155	367	88	2	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1317	167	7	1403	17	162	155	367	88	2	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1317	167	7	1403	17	162	155	367	88	2	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.77	0.23	1.00	2.00	1.00	1.00	0.30	0.70	1.00	0.01	0.99
Final Sat.:	1750	3283	416	1750	3800	1750	1750	534	1266	1750	27	1773
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.40	0.00	0.37	0.01	0.09	0.29	0.29	0.05	0.07	0.07
Crit Moves:		****		****				****				
Green Time:	8.3	34.2	34.2	7.0	32.9	32.9	24.8	24.8	24.8	24.8	24.8	24.8
Volume/Cap:	0.12	0.88	0.88	0.04	0.84	0.02	0.28	0.88	0.88	0.15	0.23	0.23
Delay/Veh:	30.3	24.1	24.1	31.1	22.7	11.9	18.8	37.7	37.7	17.8	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:	30.3	24.1	24.1	31.1	22.7	11.9	18.8	37.7	37.7	17.8	18.4	18.4
LOS by Move:	C	C	C	C	C	B	B	D	D	B	B	B
HCM2kAvgQ:	1	20	20	0	17	0	3	16	16	2	2	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3574: HEDDING/MABURY



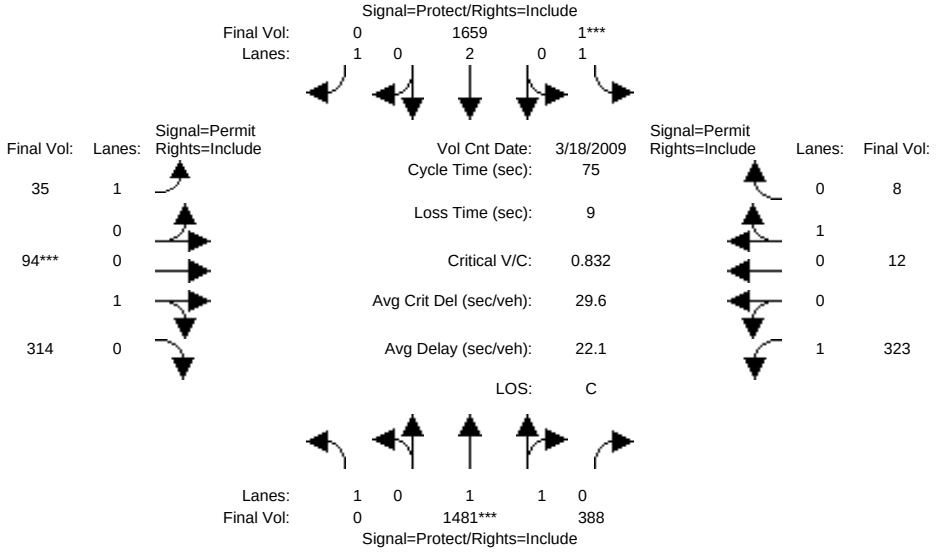
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 5:00-6:00												
Base Vol:	25	1281	167	7	1424	17	199	138	367	88	3	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1281	167	7	1424	17	199	138	367	88	3	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1281	167	7	1424	17	199	138	367	88	3	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1281	167	7	1424	17	199	138	367	88	3	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1281	167	7	1424	17	199	138	367	88	3	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	1281	167	7	1424	17	199	138	367	88	3	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	0.27	0.73	1.00	0.02	0.98
Final Sat.:	1750	3273	427	1750	3800	1750	1750	492	1308	1750	40	1760
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.39	0.00	0.37	0.01	0.11	0.28	0.28	0.05	0.07	0.07
Crit Moves:		****		****				****				
Green Time:	8.2	34.4	34.4	7.0	33.1	33.1	24.6	24.6	24.6	24.6	24.6	24.6
Volume/Cap:	0.13	0.85	0.85	0.04	0.85	0.02	0.35	0.85	0.85	0.15	0.23	0.23
Delay/Veh:	30.4	22.6	22.6	31.1	23.0	11.8	19.4	35.1	35.1	17.9	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:	30.4	22.6	22.6	31.1	23.0	11.8	19.4	35.1	35.1	17.9	18.5	18.5
LOS by Move:	C	C	C	C	C	B	B	D	D	B	B	B
HCM2kAvgQ:	1	18	18	0	18	0	4	15	15	2	2	2

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3574: HEDDING/MABURY



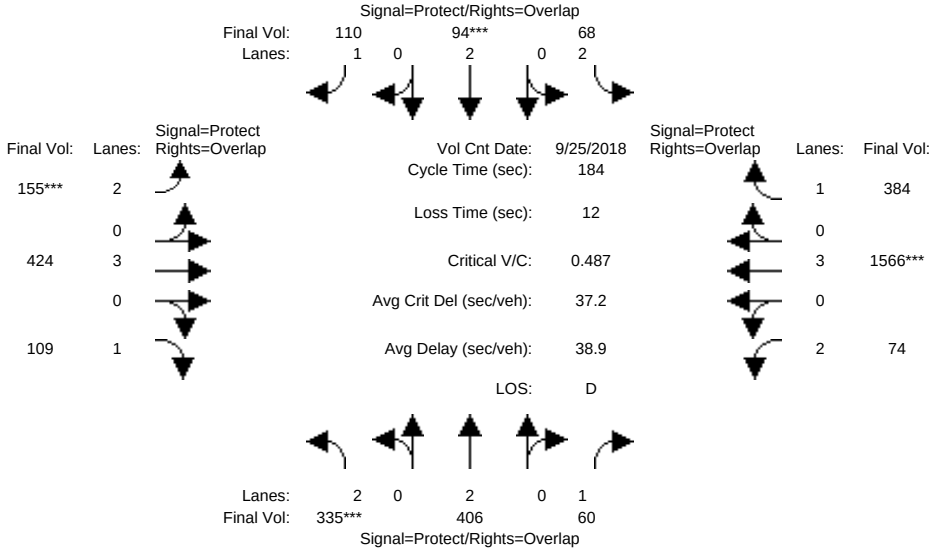
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 5:00-6:00												
Base Vol:	0	1481	388	1	1659	0	35	94	314	323	12	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1481	388	1	1659	0	35	94	314	323	12	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1481	388	1	1659	0	35	94	314	323	12	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1481	388	1	1659	0	35	94	314	323	12	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1481	388	1	1659	0	35	94	314	323	12	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1481	388	1	1659	0	35	94	314	323	12	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.57	0.43	1.00	2.00	1.00	1.00	0.23	0.77	1.00	0.60	0.40
Final Sat.:	1750	2931	768	1750	3800	1750	1750	415	1385	1750	1080	720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.00	0.44	0.00	0.02	0.23	0.23	0.18	0.01	0.01
Crit Moves:		****		****				****				
Green Time:	0.0	40.7	40.7	7.0	47.7	0.0	18.3	18.3	18.3	18.3	18.3	18.3
Volume/Cap:	0.00	0.93	0.93	0.01	0.69	0.00	0.08	0.93	0.93	0.76	0.05	0.05
Delay/Veh:	0.0	24.2	24.2	30.9	9.6	0.0	22.0	54.2	54.2	34.0	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.2	24.2	30.9	9.6	0.0	22.0	54.2	54.2	34.0	21.7	21.7
LOS by Move:	A	C	C	C	A	A	C	D	D	C	C	C
HCM2kAvgQ:	0	26	26	0	13	0	1	14	14	9	0	0

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3106: LUNDY/MURPHY



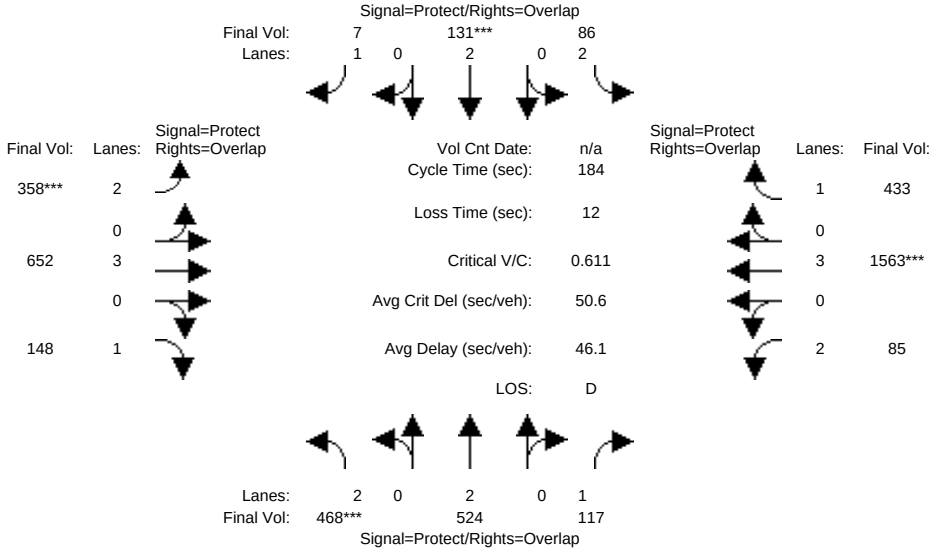
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2018 << 7:35-8:35AM												
Base Vol:	335	406	60	68	94	110	155	424	109	74	1566	384
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	406	60	68	94	110	155	424	109	74	1566	384
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	406	60	68	94	110	155	424	109	74	1566	384
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	406	60	68	94	110	155	424	109	74	1566	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	406	60	68	94	110	155	424	109	74	1566	384
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	406	60	68	94	110	155	424	109	74	1566	384
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.03	0.02	0.02	0.06	0.05	0.07	0.06	0.02	0.27	0.22
Crit Moves:	****				****		****				****	
Green Time:	40.0	36.9	78.2	13.1	10.0	28.5	18.5	80.7	120.7	41.3	103	116.6
Volume/Cap:	0.49	0.53	0.08	0.30	0.46	0.41	0.49	0.17	0.09	0.10	0.49	0.35
Delay/Veh:	63.6	66.6	31.6	81.8	86.0	71.1	79.4	31.4	11.6	56.8	24.4	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.6	66.6	31.6	81.8	86.0	71.1	79.4	31.4	11.6	56.8	24.4	16.0
LOS by Move:	E	E	C	F	F	E	E	C	B	E	C	B
HCM2kAvgQ:	10	10	2	2	3	6	5	5	2	2	17	11

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3106: LUNDY/MURPHY



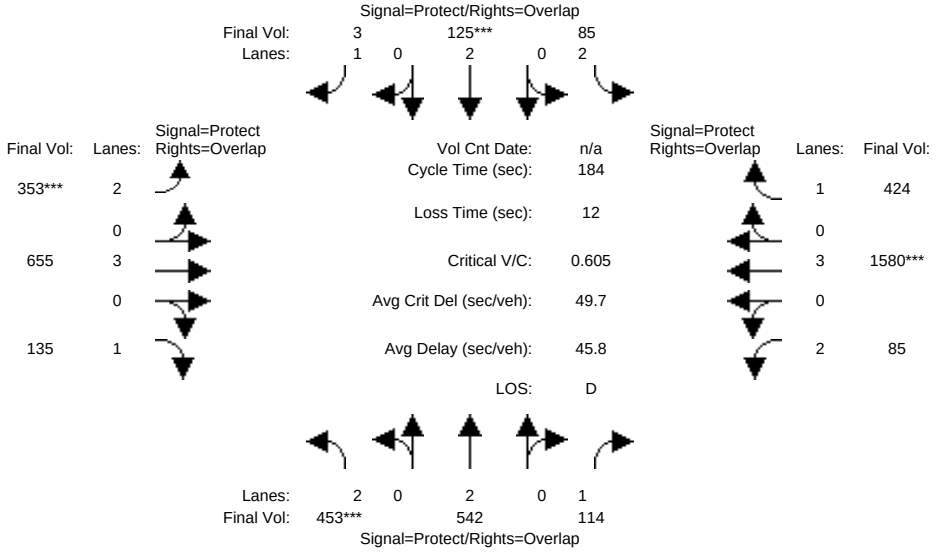
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	468	524	117	86	131	7	358	652	148	85	1563	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	468	524	117	86	131	7	358	652	148	85	1563	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	468	524	117	86	131	7	358	652	148	85	1563	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	468	524	117	86	131	7	358	652	148	85	1563	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	468	524	117	86	131	7	358	652	148	85	1563	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	468	524	117	86	131	7	358	652	148	85	1563	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.07	0.03	0.03	0.00	0.11	0.11	0.08	0.03	0.27	0.25
Crit Moves:	****				****		****				****	
Green Time:	44.8	43.2	72.4	11.9	10.4	44.6	34.2	87.7	132.4	29.2	82.6	94.5
Volume/Cap:	0.61	0.59	0.17	0.42	0.61	0.02	0.61	0.24	0.12	0.17	0.61	0.48
Delay/Veh:	63.3	63.5	36.4	84.1	89.9	53.0	70.7	28.5	7.9	67.1	38.9	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:	63.3	63.5	36.4	84.1	89.9	53.0	70.7	28.5	7.9	67.1	38.9	29.3
LOS by Move:	E	E	D	F	F	D	E	C	A	E	D	C
HCM2kAvgQ:	14	13	4	3	5	0	12	7	3	2	22	16

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3106: LUNDY/MURPHY



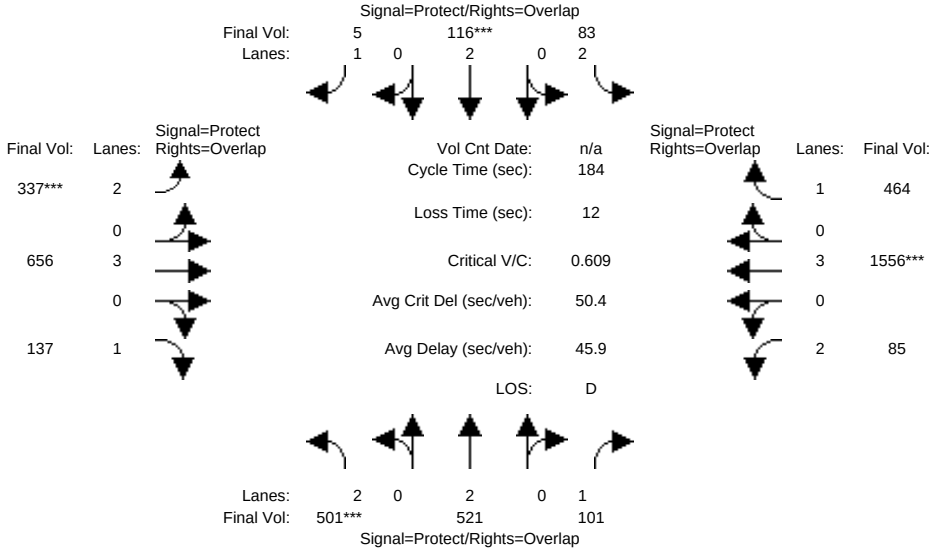
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	453	542	114	85	125	3	353	655	135	85	1580	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	453	542	114	85	125	3	353	655	135	85	1580	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	542	114	85	125	3	353	655	135	85	1580	424
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	542	114	85	125	3	353	655	135	85	1580	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	542	114	85	125	3	353	655	135	85	1580	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	453	542	114	85	125	3	353	655	135	85	1580	424
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.07	0.03	0.03	0.00	0.11	0.11	0.08	0.03	0.28	0.24
Crit Moves:	****				****		****				****	
Green Time:	43.7	42.4	71.8	11.3	10.0	44.1	34.1	88.9	132.6	29.4	84.2	95.5
Volume/Cap:	0.61	0.62	0.17	0.44	0.61	0.01	0.61	0.24	0.11	0.17	0.61	0.47
Delay/Veh:	63.9	64.9	36.7	84.9	90.1	53.3	70.6	27.8	7.8	66.9	37.8	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.9	64.9	36.7	84.9	90.1	53.3	70.6	27.8	7.8	66.9	37.8	28.4
LOS by Move:	E	E	D	F	F	D	E	C	A	E	D	C
HCM2kAvgQ:	14	14	4	3	4	0	11	7	2	2	22	16

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3106: LUNDY/MURPHY



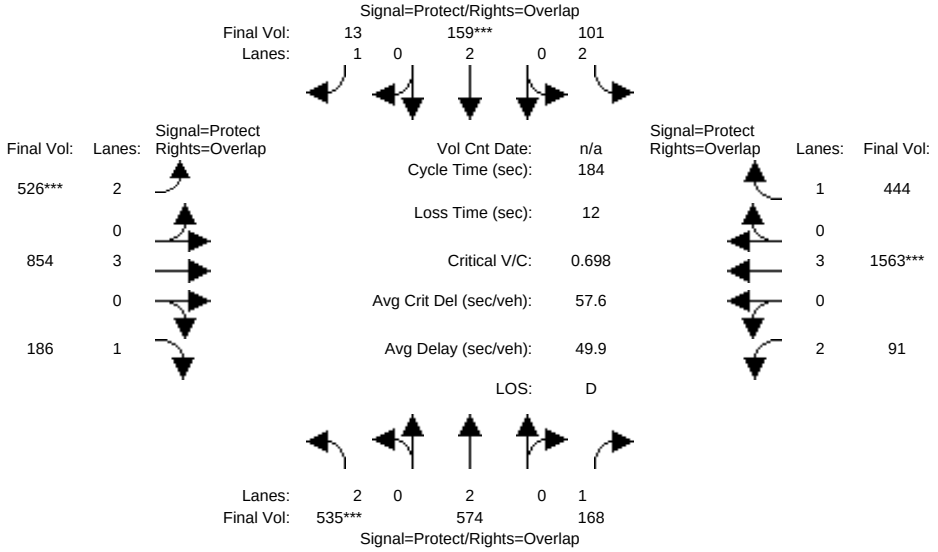
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	501	521	101	83	116	5	337	656	137	85	1556	464
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	501	521	101	83	116	5	337	656	137	85	1556	464
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	501	521	101	83	116	5	337	656	137	85	1556	464
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	501	521	101	83	116	5	337	656	137	85	1556	464
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	521	101	83	116	5	337	656	137	85	1556	464
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	501	521	101	83	116	5	337	656	137	85	1556	464
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.14	0.06	0.03	0.03	0.00	0.11	0.12	0.08	0.03	0.27	0.27
Crit Moves:	****				****		****				****	
Green Time:	47.8	45.2	73.6	12.6	10.0	42.2	32.2	85.8	133.6	28.4	82.0	94.6
Volume/Cap:	0.61	0.56	0.14	0.39	0.56	0.01	0.61	0.25	0.11	0.18	0.61	0.52
Delay/Veh:	61.3	61.4	35.2	83.2	88.4	54.8	72.2	29.6	7.5	67.8	39.3	30.1
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:	61.3	61.4	35.2	83.2	88.4	54.8	72.2	29.6	7.5	67.8	39.3	30.1
LOS by Move:	E	E	D	F	F	D	E	C	A	E	D	C
HCM2kAvgQ:	15	13	4	3	4	0	11	7	2	2	22	18

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3106: LUNDY/MURPHY



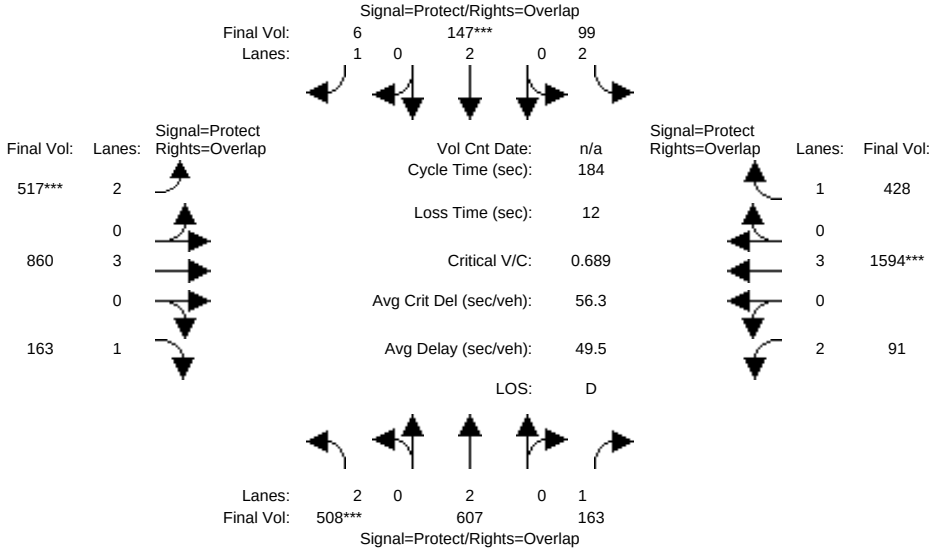
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	535	574	168	101	159	13	526	854	186	91	1563	444
Growth 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:	535	574	168	101	159	13	526	854	186	91	1563	444
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	535	574	168	101	159	13	526	854	186	91	1563	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:	535	574	168	101	159	13	526	854	186	91	1563	444
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	535	574	168	101	159	13	526	854	186	91	1563	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
FinalVolume:	535	574	168	101	159	13	526	854	186	91	1563	444
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.15	0.10	0.03	0.04	0.01	0.17	0.15	0.11	0.03	0.27	0.25
Crit Moves:	****				****		****				****	
Green Time:	44.7	44.5	68.1	11.2	11.0	55.0	44.0	92.7	137.4	23.5	72.2	83.5
Volume/Cap:	0.70	0.62	0.26	0.53	0.70	0.02	0.70	0.30	0.14	0.23	0.70	0.56
Delay/Veh:	66.3	63.6	40.6	86.5	94.1	45.6	66.9	26.7	6.6	72.3	47.8	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	63.6	40.6	86.5	94.1	45.6	66.9	26.7	6.6	72.3	47.8	37.7
LOS by Move:	E	E	D	F	F	D	E	C	A	E	D	D
HCM2kAvgQ:	17	15	7	4	6	1	17	9	3	3	24	19

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3106: LUNDY/MURPHY



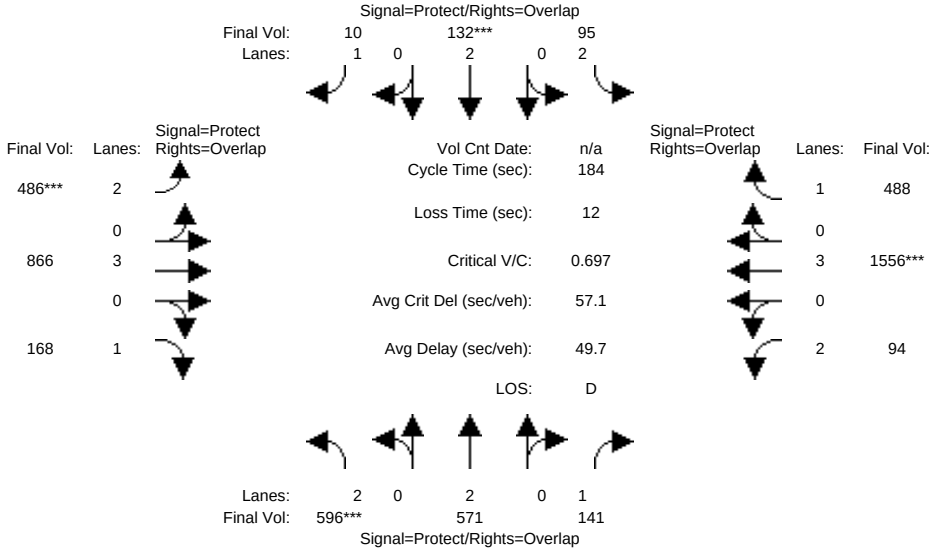
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	508	607	163	99	147	6	517	860	163	91	1594	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	508	607	163	99	147	6	517	860	163	91	1594	428
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	508	607	163	99	147	6	517	860	163	91	1594	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	508	607	163	99	147	6	517	860	163	91	1594	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	508	607	163	99	147	6	517	860	163	91	1594	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	508	607	163	99	147	6	517	860	163	91	1594	428
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.09	0.03	0.04	0.00	0.16	0.15	0.09	0.03	0.28	0.24
Crit Moves:	****				****		****				****	
Green Time:	43.1	43.1	67.0	10.3	10.3	54.2	43.9	94.7	137.8	23.9	74.7	85.0
Volume/Cap:	0.69	0.68	0.26	0.56	0.69	0.01	0.69	0.29	0.12	0.22	0.69	0.53
Delay/Veh:	67.1	66.3	41.2	88.8	94.4	46.0	66.6	25.6	6.4	72.0	45.9	35.9
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:	67.1	66.3	41.2	88.8	94.4	46.0	66.6	25.6	6.4	72.0	45.9	35.9
LOS by Move:	E	E	D	F	F	D	E	C	A	E	D	D
HCM2kAvgQ:	16	16	7	4	5	0	17	9	3	3	24	18

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3106: LUNDY/MURPHY



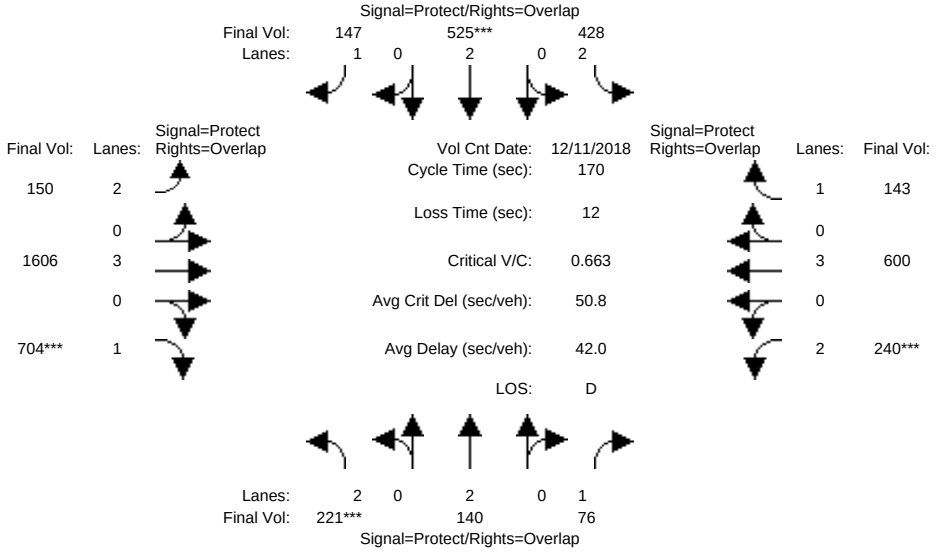
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	596	571	141	95	132	10	486	866	168	94	1556	488
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	596	571	141	95	132	10	486	866	168	94	1556	488
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	596	571	141	95	132	10	486	866	168	94	1556	488
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	596	571	141	95	132	10	486	866	168	94	1556	488
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	596	571	141	95	132	10	486	866	168	94	1556	488
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	596	571	141	95	132	10	486	866	168	94	1556	488
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.15	0.08	0.03	0.03	0.01	0.15	0.15	0.10	0.03	0.27	0.28
Crit Moves:	****				****		****				****	
Green Time:	49.7	47.7	70.1	12.1	10.0	50.5	40.5	89.8	139.5	22.5	71.7	83.8
Volume/Cap:	0.70	0.58	0.21	0.46	0.64	0.02	0.70	0.31	0.13	0.24	0.70	0.61
Delay/Veh:	63.0	60.3	38.5	84.5	91.8	48.7	69.3	28.5	6.0	73.4	48.1	39.2
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:	63.0	60.3	38.5	84.5	91.8	48.7	69.3	28.5	6.0	73.4	48.1	39.2
LOS by Move:	E	E	D	F	F	D	E	C	A	E	D	D
HCM2kAvgQ:	19	14	6	4	5	0	16	9	3	3	24	22

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3106: LUNDY/MURPHY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM

Base Vol:	221	140	76	428	525	147	150	1606	704	240	600	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:	221	140	76	428	525	147	150	1606	704	240	600	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	140	76	428	525	147	150	1606	704	240	600	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:	221	140	76	428	525	147	150	1606	704	240	600	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	140	76	428	525	147	150	1606	704	240	600	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
FinalVolume:	221	140	76	428	525	147	150	1606	704	240	600	143

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

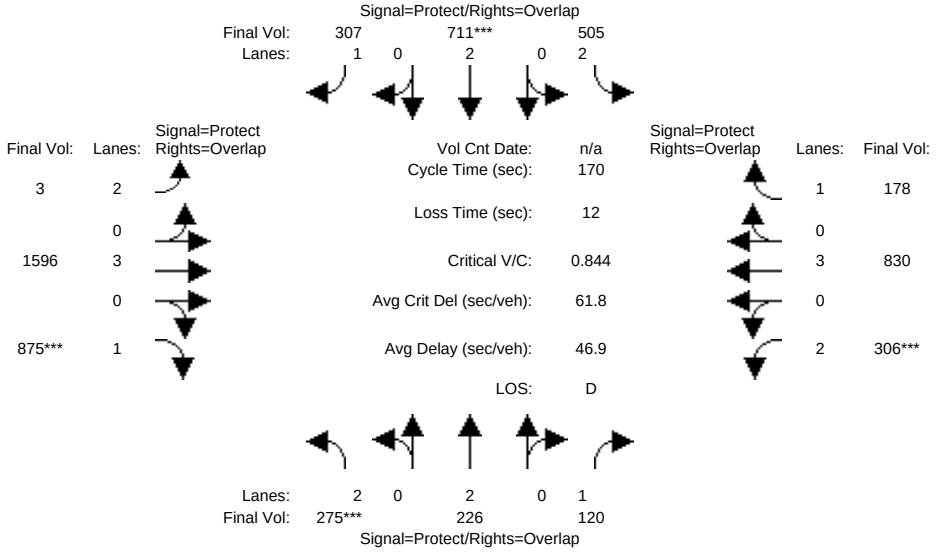
Vol/Sat:	0.07	0.04	0.04	0.14	0.14	0.08	0.05	0.28	0.40	0.08	0.11	0.08
Crit Moves:	****				****				****	****		
Green Time:	18.0	16.1	35.6	37.3	35.4	68.0	32.6	85.1	103.1	19.5	72.0	109.3
Volume/Cap:	0.66	0.39	0.21	0.62	0.66	0.21	0.25	0.56	0.66	0.66	0.25	0.13
Delay/Veh:	78.1	73.0	55.8	61.7	64.0	33.6	58.5	29.8	23.6	76.7	31.6	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:	78.1	73.0	55.8	61.7	64.0	33.6	58.5	29.8	23.6	76.7	31.6	11.9
LOS by Move:	E	E	E	E	E	C	E	C	C	E	C	B
HCM2kAvgQ:	8	4	3	13	13	5	4	19	26	8	6	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3106: LUNDY/MURPHY



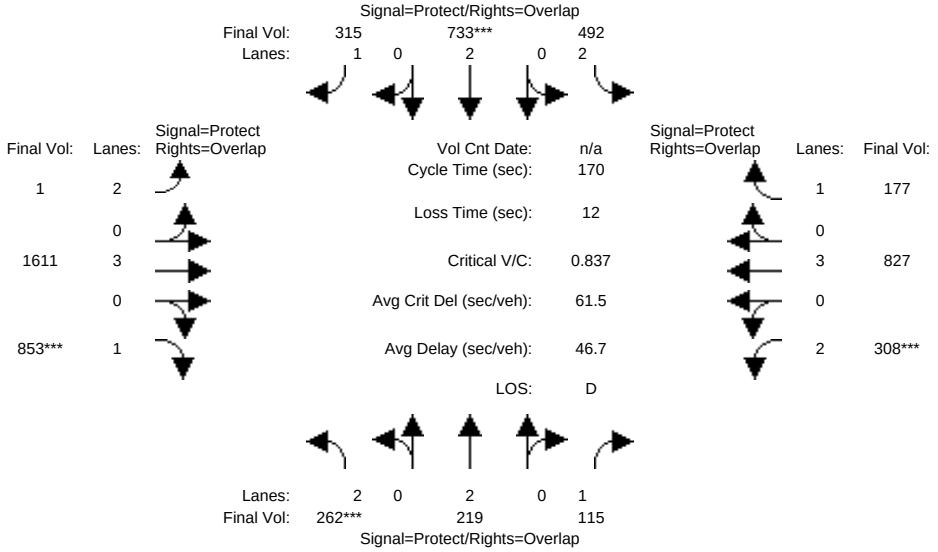
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	275	226	120	505	711	307	3	1596	875	306	830	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	226	120	505	711	307	3	1596	875	306	830	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	226	120	505	711	307	3	1596	875	306	830	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	226	120	505	711	307	3	1596	875	306	830	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	226	120	505	711	307	3	1596	875	306	830	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	226	120	505	711	307	3	1596	875	306	830	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.07	0.16	0.19	0.18	0.00	0.28	0.50	0.10	0.15	0.10
Crit Moves:	****				****				****	****		
Green Time:	17.6	15.0	34.5	40.3	37.7	60.3	22.6	83.1	100.7	19.6	80.1	120.4
Volume/Cap:	0.84	0.68	0.34	0.68	0.84	0.49	0.01	0.57	0.84	0.84	0.31	0.14
Delay/Veh:	92.7	80.6	58.5	61.4	71.1	43.5	63.9	31.1	34.7	90.0	27.9	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.7	80.6	58.5	61.4	71.1	43.5	63.9	31.1	34.7	90.0	27.9	8.1
LOS by Move:	F	F	E	E	E	D	E	C	C	F	C	A
HCM2kAvgQ:	11	7	6	15	20	13	0	19	41	12	9	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3106: LUNDY/MURPHY



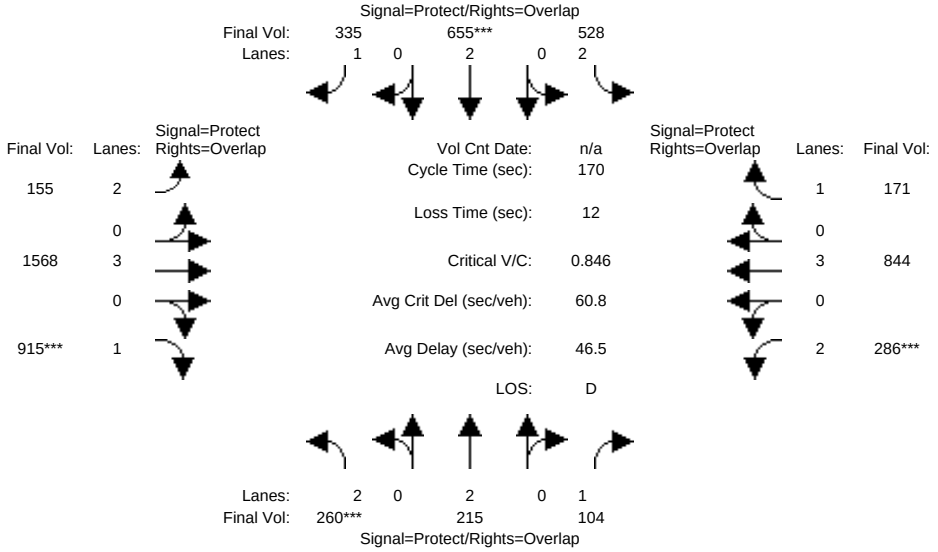
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	262	219	115	492	733	315	1	1611	853	308	827	177
Growth Adj:	1.00	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	219	115	492	733	315	1	1611	853	308	827	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	219	115	492	733	315	1	1611	853	308	827	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	219	115	492	733	315	1	1611	853	308	827	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	219	115	492	733	315	1	1611	853	308	827	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	219	115	492	733	315	1	1611	853	308	827	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.07	0.16	0.19	0.18	0.00	0.28	0.49	0.10	0.15	0.10
Crit Moves:	****				****				****	****		
Green Time:	16.9	15.3	35.2	40.7	39.2	61.7	22.5	82.1	99.0	19.9	79.4	120.1
Volume/Cap:	0.84	0.64	0.32	0.65	0.84	0.50	0.00	0.59	0.84	0.84	0.31	0.14
Delay/Veh:	92.8	78.7	57.7	60.3	69.5	42.7	64.0	32.0	35.1	88.9	28.3	8.2
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:	92.8	78.7	57.7	60.3	69.5	42.7	64.0	32.0	35.1	88.9	28.3	8.2
LOS by Move:	F	E	E	E	E	D	E	C	D	F	C	A
HCM2kAvgQ:	10	6	5	14	20	14	0	20	40	12	9	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3106: LUNDY/MURPHY



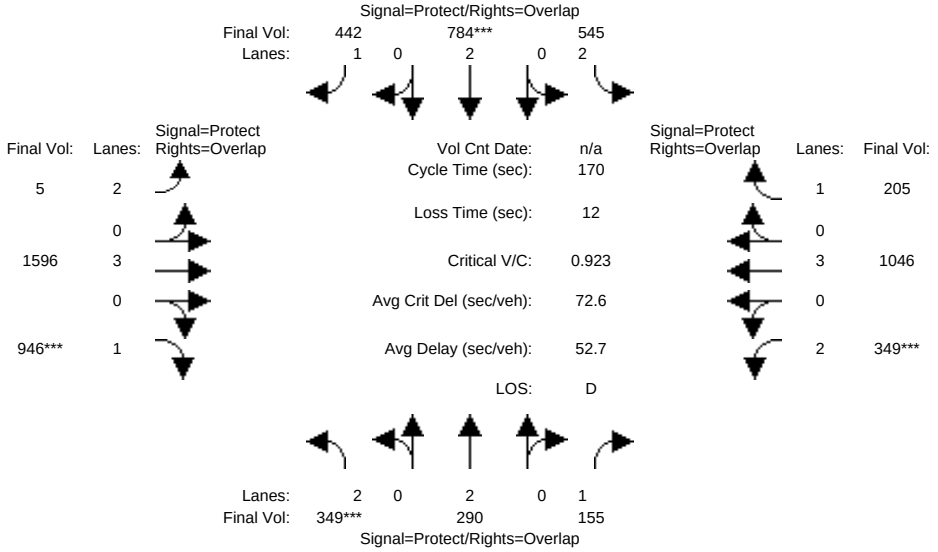
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	215	104	528	655	335	155	1568	915	286	844	171
Growth Adj:	1.00	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	215	104	528	655	335	155	1568	915	286	844	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	215	104	528	655	335	155	1568	915	286	844	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	215	104	528	655	335	155	1568	915	286	844	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	215	104	528	655	335	155	1568	915	286	844	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	215	104	528	655	335	155	1568	915	286	844	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.17	0.17	0.19	0.05	0.28	0.52	0.09	0.15	0.10
Crit Moves:	****				****				****	****		
Green Time:	16.6	13.3	31.6	37.9	34.6	61.3	26.6	88.5	105.1	18.3	80.1	118.1
Volume/Cap:	0.85	0.72	0.32	0.75	0.85	0.53	0.31	0.53	0.85	0.85	0.31	0.14
Delay/Veh:	94.4	85.0	60.5	66.2	73.6	43.9	64.0	27.1	32.3	92.0	28.0	8.8
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:	94.4	85.0	60.5	66.2	73.6	43.9	64.0	27.1	32.3	92.0	28.0	8.8
LOS by Move:	F	F	E	E	E	D	E	C	C	F	C	A
HCM2kAvgQ:	10	7	5	17	19	15	4	17	42	11	9	3

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3106: LUNDY/MURPHY



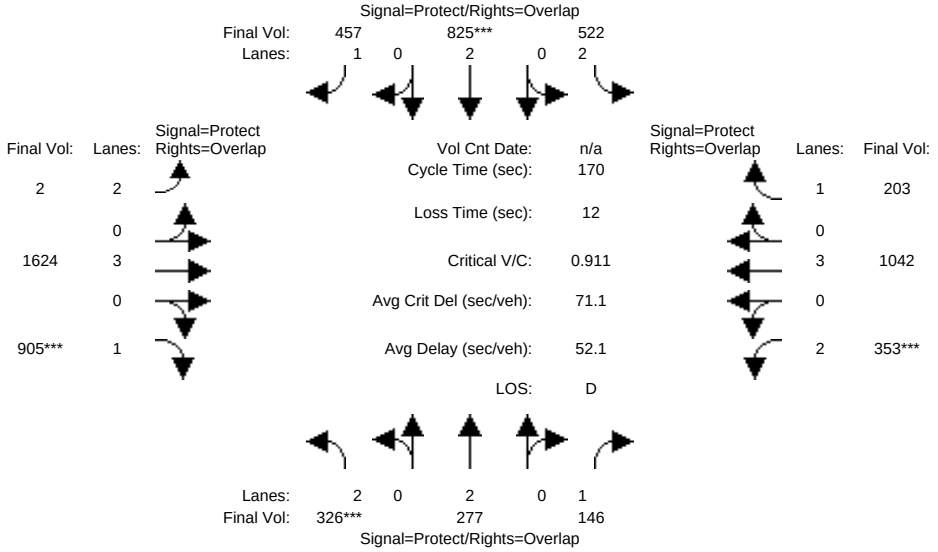
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	349	290	155	545	784	442	5	1596	946	349	1046	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	349	290	155	545	784	442	5	1596	946	349	1046	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	349	290	155	545	784	442	5	1596	946	349	1046	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	290	155	545	784	442	5	1596	946	349	1046	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	290	155	545	784	442	5	1596	946	349	1046	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	349	290	155	545	784	442	5	1596	946	349	1046	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.09	0.17	0.21	0.25	0.00	0.28	0.54	0.11	0.18	0.12
Crit Moves:	****				****				****	****		
Green Time:	20.4	17.9	38.3	40.5	38.0	56.3	18.2	79.2	99.6	20.4	81.3	121.9
Volume/Cap:	0.92	0.73	0.39	0.73	0.92	0.76	0.01	0.60	0.92	0.92	0.38	0.16
Delay/Veh:	101.7	80.2	56.6	63.2	79.9	56.9	67.9	34.1	45.0	101.7	28.4	7.8
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:	101.7	80.2	56.6	63.2	79.9	56.9	67.9	34.1	45.0	101.7	28.4	7.8
LOS by Move:	F	F	E	E	E	E	E	C	D	F	C	A
HCM2kAvgQ:	14	9	7	17	23	23	0	20	51	14	11	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3106: LUNDY/MURPHY



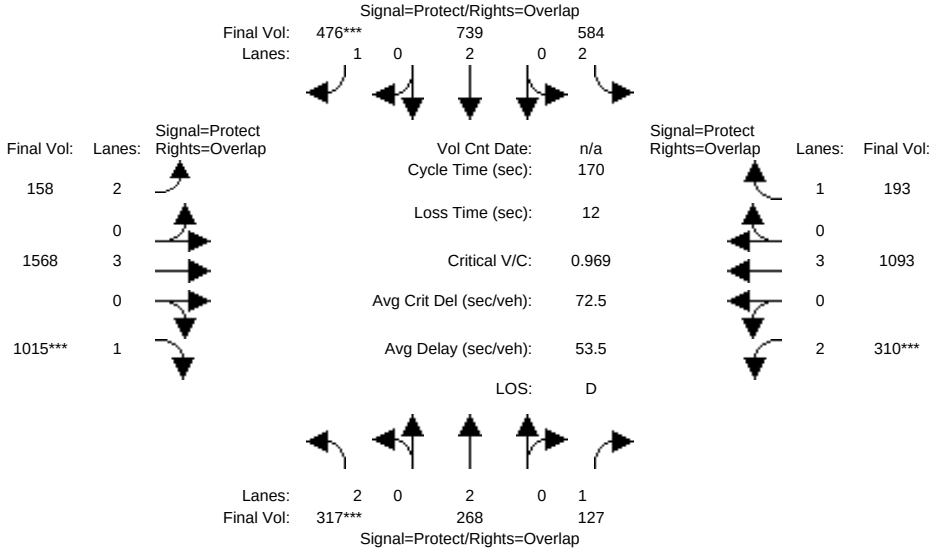
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	326	277	146	522	825	457	2	1624	905	353	1042	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	277	146	522	825	457	2	1624	905	353	1042	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	277	146	522	825	457	2	1624	905	353	1042	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	277	146	522	825	457	2	1624	905	353	1042	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	277	146	522	825	457	2	1624	905	353	1042	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	277	146	522	825	457	2	1624	905	353	1042	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.08	0.17	0.22	0.26	0.00	0.28	0.52	0.11	0.18	0.12
Crit Moves:	****				****				****	****		
Green Time:	19.3	18.3	39.2	41.6	40.5	58.6	18.0	77.2	96.5	20.9	80.1	121.7
Volume/Cap:	0.91	0.68	0.36	0.68	0.91	0.76	0.01	0.63	0.91	0.91	0.39	0.16
Delay/Veh:	101.0	77.6	55.4	60.6	76.1	54.9	68.0	35.9	45.0	98.6	29.2	7.8
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:	101.0	77.6	55.4	60.6	76.1	54.9	68.0	35.9	45.0	98.6	29.2	7.8
LOS by Move:	F	E	E	E	E	D	E	D	D	F	C	A
HCM2kAvgQ:	13	8	7	15	24	24	0	21	48	14	11	4

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3106: LUNDY/MURPHY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	317	268	127	584	739	476	158	1568	1015	310	1093	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	268	127	584	739	476	158	1568	1015	310	1093	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	317	268	127	584	739	476	158	1568	1015	310	1093	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	268	127	584	739	476	158	1568	1015	310	1093	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	268	127	584	739	476	158	1568	1015	310	1093	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	268	127	584	739	476	158	1568	1015	310	1093	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.07	0.19	0.19	0.27	0.05	0.28	0.58	0.10	0.19	0.11
Crit Moves:	****					****			****	****		
Green Time:	17.7	15.6	32.9	41.0	38.9	60.0	21.0	84.1	101.8	17.3	80.4	121.4
Volume/Cap:	0.97	0.77	0.38	0.77	0.85	0.77	0.41	0.56	0.97	0.97	0.41	0.15
Delay/Veh:	117.1	85.4	60.3	64.9	70.6	54.9	69.4	30.2	53.1	117.8	29.3	7.9
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:	117.1	85.4	60.3	64.9	70.6	54.9	69.4	30.2	53.1	117.8	29.3	7.9
LOS by Move:	F	F	E	E	E	D	E	C	D	F	C	A
HCM2kAvgQ:	14	8	6	18	21	25	5	18	59	13	12	3

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

Appendix E
Freeway Level of Service Calculations

Existing Freeway Levels of Service

#	Freeway	Segment	Direction	Peak Hour	Mixed-Flow Lane Speed[1] (mi/hr)	Mixed-Flow Lane Volume[1] (pc/hr/ln)	Mixed-Flow Lane Density[1] (pc/mi/ln)	Mixed-Flow Lane LOS[1]	HOV Lane Speed[1] (mi/hr)	HOV Lane Volume[1] (pc/hr/ln)	HOV Lane Density[1] (pc/mi/ln)	HOV Lane LOS[1]
1	SR 87	from Alma Avenue to I-280	NB	AM	48.40	1,991	41	D	63.66	1,400	22	C
			NB	PM	21.20	1,407	**66**	**F**	63.82	1,393	22	C
2	SR 87	from I-280 to Julian Street	NB	AM	22.20	1,446	**65**	**F**	42.77	1,745	41	D
			NB	PM	60.60	1,746	29	D	67.76	1,174	17	A
3	SR 87	from Julian Street to Taylor Street	NB	AM	28.60	1,660	**58**	**F**	48.34	1,713	35	D
			NB	PM	57.00	1,905	33	D	66.75	1,242	19	B
4	SR 87	from Taylor Street to Julian Street	SB	AM	55.40	1,943	35	D	60.48	1,511	25	D
			SB	PM	25.40	1,561	**61**	**F**	48.76	1,709	35	D
5	SR 87	from Julian Street to I-280	SB	AM	52.60	1,980	38	D	67.40	1,199	18	A
			SB	PM	23.40	1,491	**64**	**F**	54.16	1,646	30	D
6	SR 87	from I-280 to Alma Avenue	SB	AM	62.40	1,601	26	C	67.79	1,172	17	A
			SB	PM	21.40	1,415	**66**	**F**	44.53	1,738	39	D
7	I-280	from Bird Avenue to SR 87	EB	AM	60.40	1,759	29	D	--	--	--	--
			EB	PM	11.40	923	**81**	**F**	--	--	--	--
8	I-280	from SR 87 to Tenth Street	EB	AM	55.20	1,946	35	D	--	--	--	--
			EB	PM	14.40	1,094	**76**	**F**	--	--	--	--
9	I-280	from Tenth Street to McLaughlin Avenue	EB	AM	56.40	1,921	34	D	--	--	--	--
			EB	PM	45.40	1,975	44	D	--	--	--	--
10	I-280	from McLaughlin Avenue to US 101	EB	AM	57.20	1,899	33	D	--	--	--	--
			EB	PM	53.80	1,968	37	D	--	--	--	--
11	I-280	from US 101 to McLaughlin Avenue	WB	AM	10.80	886	**82**	**F**	--	--	--	--
			WB	PM	60.20	1,771	29	D	--	--	--	--
12	I-280	from McLaughlin Avenue to Tenth Street	WB	AM	19.40	1,333	**69**	**F**	--	--	--	--
			WB	PM	44.00	1,963	45	D	--	--	--	--
13	I-280	from Tenth Street to SR 87	WB	AM	21.60	1,423	**66**	**F**	--	--	--	--
			WB	PM	30.60	1,716	56	E	--	--	--	--
14	I-280	from SR 87 to Bird Avenue	WB	AM	31.60	1,742	55	E	--	--	--	--
			WB	PM	20.80	1,391	**67**	**F**	--	--	--	--
15	I-680	from US 101 to King Road	NB	AM	50.80	1,990	39	D	--	--	--	--
			NB	PM	56.60	1,915	34	D	--	--	--	--
16	I-680	from King Road to Capitol Expressway	NB	AM	12.20	971	**80**	**F**	--	--	--	--
			NB	PM	37.20	1,865	50	E	--	--	--	--
17	I-680	from Capitol Expressway to Alum Rock Avenue	NB	AM	13.40	1,039	**78**	**F**	--	--	--	--
			NB	PM	57.20	1,899	33	D	--	--	--	--
18	I-680	from Alum Rock Avenue to McKee Road	NB	AM	20.00	1,358	**68**	**F**	--	--	--	--
			NB	PM	54.20	1,962	36	D	--	--	--	--
19	I-680	from McKee Road to Berryessa Road	NB	AM	35.80	1,838	51	E	--	--	--	--
			NB	PM	57.00	1,905	33	D	--	--	--	--
20	I-680	from Berryessa Road to Hostetter Road	NB	AM	60.00	1,782	30	D	--	--	--	--
			NB	PM	60.00	1,782	30	D	--	--	--	--
21	I-680	from Hostetter Road to Capitol Avenue	NB	AM	62.20	1,621	26	C	--	--	--	--
			NB	PM	62.80	1,559	25	C	--	--	--	--
22	I-680	from Capitol Avenue to Montague Expressway	NB	AM	58.40	1,858	32	D	--	--	--	--
			NB	PM	59.00	1,833	31	D	--	--	--	--
23	I-680	from Montague Expressway to Capitol Avenue	SB	AM	59.60	1,804	30	D	--	--	--	--
			SB	PM	12.00	959	**80**	**F**	--	--	--	--
24	I-680	from Capitol Avenue to Hostetter Road	SB	AM	61.60	1,674	27	D	--	--	--	--
			SB	PM	14.80	1,115	**75**	**F**	--	--	--	--
25	I-680	from Hostetter Road to Berryessa Road	SB	AM	59.00	1,833	31	D	--	--	--	--
			SB	PM	19.40	1,333	**69**	**F**	--	--	--	--
26	I-680	from Berryessa Road to McKee Road	SB	AM	62.80	1,559	25	C	--	--	--	--
			SB	PM	32.40	1,762	54	E	--	--	--	--
27	I-680	from McKee Road to Alum Rock Avenue	SB	AM	45.00	1,972	44	D	--	--	--	--
			SB	PM	29.20	1,678	**57**	**F**	--	--	--	--
28	I-680	from Alum Rock Avenue to Capitol Expressway	SB	AM	30.40	1,711	56	E	--	--	--	--
			SB	PM	50.60	1,991	39	D	--	--	--	--
29	I-680	from Capitol Expressway to King Road	SB	AM	18.80	1,307	**70**	**F**	--	--	--	--
			SB	PM	54.40	1,960	36	D	--	--	--	--
30	I-680	from King Road to US 101	SB	AM	18.20	1,280	**70**	**F**	--	--	--	--
			SB	PM	52.60	1,980	38	D	--	--	--	--
31	I-880	from The Alameda to Coleman Avenue	NB	AM	15.60	1,156	**74**	**F**	--	--	--	--
			NB	PM	6.20	566	**91**	**F**	--	--	--	--
32	I-880	from Coleman Avenue to North First Street	NB	AM	16.60	1,205	**73**	**F**	--	--	--	--
			NB	PM	13.60	1,050	**77**	**F**	--	--	--	--
33	I-880	from North First Street to US 101	NB	AM	17.80	1,262	**71**	**F**	--	--	--	--
			NB	PM	27.80	1,637	**59**	**F**	--	--	--	--
34	I-880	from US 101 to East Brokaw Road	NB	AM	24.00	1,512	**63**	**F**	--	--	--	--
			NB	PM	27.20	1,618	**60**	**F**	--	--	--	--
35	I-880	from East Brokaw Road to Montague Expressway	NB	AM	61.40	1,690	28	D	73.42	475	6	A
			NB	PM	60.00	1,782	30	D	73.10	541	7	A
36	I-880	from Montague Expressway to East Brokaw Road	SB	AM	57.80	1,880	33	D	66.75	1,242	19	B
			SB	PM	14.20	1,083	**76**	**F**	28.51	1,725	**60**	**F**
37	I-880	from East Brokaw Road to US 101	SB	AM	11.20	911	**81**	**F**	39.02	1,754	45	E
			SB	PM	12.00	959	**80**	**F**	2.52	619	**245**	**F**
38	I-880	from US 101 to North First Street	SB	AM	11.20	911	**81**	**F**	--	--	--	--
			SB	PM	10.40	861	**83**	**F**	--	--	--	--
39	I-880	from North First Street to Coleman Avenue	SB	AM	37.60	1,872	50	E	--	--	--	--
			SB	PM	15.80	1,166	**74**	**F**	--	--	--	--
40	I-880	from Coleman Avenue to The Alameda	SB	AM	55.00	1,950	35	D	--	--	--	--
			SB	PM	23.80	1,505	**63**	**F**	--	--	--	--

Existing Freeway Levels of Service

					Mixed-Flow Lane				HOV Lane			
#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/hr)	Volume[1] (pc/hr/ln)	Density[1] (pc/mi/ln)	LOS[1]	Speed[1] (mi/hr)	Volume[1] (pc/hr/ln)	Density[1] (pc/mi/ln)	LOS[1]
41	US 101	from Tully Road to Story Road	NB	AM	21.80	1,431	**66**	**F**	57.02	1,595	28	D
			NB	PM	42.80	1,950	46	D	72.26	689	10	A
42	US 101	from Story Road to I-280	NB	AM	9.40	796	**85**	**F**	17.42	1,579	**91**	**F**
			NB	PM	61.00	1,719	28	D	74.93	90	1	A
43	US 101	from I-280 to Santa Clara Street	NB	AM	12.80	1,006	**79**	**F**	16.87	1,567	**93**	**F**
			NB	PM	60.80	1,733	29	D	76.14	--[2]	--[2]	A
44	US 101	from Santa Clara Street to McKee Road	NB	AM	12.40	983	**79**	**F**	20.80	1,642	**79**	**F**
			NB	PM	63.40	1,487	23	C	74.51	212	3	A
45	US 101	from McKee Road to Oakland Road	NB	AM	19.20	1,324	**69**	**F**	28.32	1,724	**61**	**F**
			NB	PM	57.40	1,893	33	D	73.30	500	7	A
46	US 101	from Oakland Road to I-880	NB	AM	22.20	1,446	**65**	**F**	52.00	1,675	32	D
			NB	PM	32.60	1,767	54	E	74.60	186	2	A
47	US 101	from I-880 to Old Bayshore Highway	NB	AM	14.80	1,115	**75**	**F**	56.11	1,613	29	D
			NB	PM	56.80	1,910	34	D	73.19	523	7	A
48	US 101	from Old Bayshore Highway to North First Street	NB	AM	12.00	959	**80**	**F**	42.80	1,745	41	D
			NB	PM	60.00	1,782	30	D	74.44	230	3	A
49	US 101	from North First Street to Guadalupe Parkway (SR 87)	NB	AM	9.20	783	**85**	**F**	10.04	1,331	**133**	**F**
			NB	PM	61.40	1,690	28	D	69.30	1,049	15	A
50	US 101	from Guadalupe Parkway (SR 87) to North First Street	SB	AM	61.20	1,705	28	D	74.67	166	2	A
			SB	PM	14.80	1,115	**75**	**F**	45.42	1,733	38	D
51	US 101	from North First Street to Old Bayshore Highway	SB	AM	56.60	1,915	34	D	73.86	378	5	A
			SB	PM	7.40	657	**89**	**F**	38.60	1,754	45	E
52	US 101	from Old Bayshore Highway to I-880	SB	AM	60.60	1,746	29	D	72.58	636	9	A
			SB	PM	6.40	582	**91**	**F**	27.94	1,721	**62**	**F**
53	US 101	from I-880 to Oakland Road	SB	AM	55.40	1,943	35	D	75.73	--[2]	--[2]	A
			SB	PM	12.00	959	**80**	**F**	23.79	1,682	**71**	**F**
54	US 101	from Oakland Road to McKee Road	SB	AM	60.80	1,733	29	D	74.06	331	4	A
			SB	PM	23.80	1,505	**63**	**F**	45.20	1,734	38	D
55	US 101	from McKee Road to Santa Clara Street	SB	AM	66.00	968	15	B	72.69	617	8	A
			SB	PM	20.00	1,358	**68**	**F**	52.98	1,663	31	D
56	US 101	from Santa Clara Street to I-280	SB	AM	62.80	1,559	25	C	73.62	432	6	A
			SB	PM	32.20	1,757	55	E	56.27	1,610	29	D
57	US 101	from I-280 to Story Road	SB	AM	57.80	1,880	33	D	74.58	194	3	A
			SB	PM	37.00	1,861	50	E	55.68	1,621	29	D
58	US 101	from Story Road to Tully Road	SB	AM	34.20	1,804	53	E	73.33	494	7	A
			SB	PM	41.20	1,930	47	E	56.85	1,599	28	D

[1]Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018.
[2]Speed exceeds the bound of the equation used to derive volume and density.
Entries denoted in bold indicate unacceptable LOS F conditions.

Year 2040 Proposed Project with Mabury Interchange

					Year 2040 Proposed Project with Mabury Interchange									
					Mixed-Flow Lane					HOV Lane				
#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/hr)	# of Lanes[1]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS	Speed[1, 2] (mi/hr)	# of Lanes[1 3]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS
1	SR 87	from Alma Avenue to I-280	NB	AM	48.40	2.0	2,259	47	E	63.66	1.0	2,166	34	D
			NB	PM	21.20	2.0	1,690	**80**	**F**	63.82	1.0	1,854	29	D
2	SR 87	from I-280 to Julian Street	NB	AM	22.20	2.0	1,539	**69**	**F**	42.77	1.0	1,601	37	D
			NB	PM	60.60	2.0	1,963	32	D	67.76	1.0	699	10	A
3	SR 87	from Julian Street to Taylor Street	NB	AM	28.60	2.0	1,711	**60**	**F**	48.34	1.0	2,087	43	D
			NB	PM	57.00	2.0	2,402	42	D	66.75	1.0	1,211	18	B
4	SR 87	from Taylor Street to Julian Street	SB	AM	55.40	2.0	2,362	43	D	60.48	1.0	1,171	19	C
			SB	PM	25.40	2.0	1,802	**71**	**F**	48.76	1.0	2,041	42	D
5	SR 87	from Julian Street to I-280	SB	AM	52.60	2.0	2,461	47	E	67.40	1.0	1,111	16	B
			SB	PM	23.40	2.0	2,095	**90**	**F**	54.16	1.0	1,986	37	D
6	SR 87	from I-280 to Alma Avenue	SB	AM	62.40	2.0	1,722	28	D	67.79	1.0	1,524	22	C
			SB	PM	21.40	2.0	1,513	**71**	**F**	44.53	1.0	1,869	42	D
7	I-280	from Bird Avenue to SR 87	EB	AM	60.40	4.0	1,884	31	D	55.00	1.0	608	11	A
			EB	PM	11.40	4.0	1,018	**89**	**F**	55.00	1.0	1,736	32	D
8	I-280	from SR 87 to Tenth Street	EB	AM	55.20	4.0	2,119	38	D	55.00	1.0	824	15	B
			EB	PM	14.40	4.0	1,342	**93**	**F**	55.00	1.0	1,904	35	D
9	I-280	from Tenth Street to McLaughlin Avenue	EB	AM	56.40	4.0	2,264	40	D	55.00	1.0	761	14	B
			EB	PM	45.40	4.0	2,129	47	E	55.00	1.0	2,039	37	D
10	I-280	from McLaughlin Avenue to US 101	EB	AM	57.20	4.0	2,161	38	D	55.00	1.0	752	14	B
			EB	PM	53.80	4.0	2,096	39	D	55.00	1.0	1,942	35	D
11	I-280	from US 101 to McLaughlin Avenue	WB	AM	10.80	4.0	1,106	**102**	**F**	55.00	1.0	1,814	33	D
			WB	PM	60.20	4.0	2,067	34	D	55.00	1.0	1,609	29	D
12	I-280	from McLaughlin Avenue to Tenth Street	WB	AM	19.40	4.0	1,492	**77**	**F**	55.00	1.0	2,239	41	D
			WB	PM	44.00	4.0	2,316	53	E	55.00	1.0	1,750	32	D
13	I-280	from Tenth Street to SR 87	WB	AM	21.60	4.0	1,615	**75**	**F**	55.00	1.0	2,094	38	D
			WB	PM	30.60	4.0	1,861	**61**	**F**	55.00	1.0	1,619	29	D
14	I-280	from SR 87 to Bird Avenue	WB	AM	31.60	4.0	1,826	58	E	55.00	1.0	1,887	34	D
			WB	PM	20.80	4.0	1,544	**74**	**F**	55.00	1.0	1,183	22	C
15	I-680	from US 101 to King Road	NB	AM	50.80	4.0	2,334	46	D	55.00	1.0	752	14	B
			NB	PM	56.60	4.0	2,152	38	D	55.00	1.0	1,942	35	D
16	I-680	from King Road to Capitol Expressway	NB	AM	12.20	4.0	1,173	**96**	**F**	55.00	1.0	941	17	B
			NB	PM	37.20	4.0	2,200	**59**	**F**	55.00	1.0	1,810	33	D
17	I-680	from Capitol Expressway to Alum Rock Avenue	NB	AM	13.40	4.0	1,194	**89**	**F**	55.00	1.0	541	10	A
			NB	PM	57.20	4.0	2,242	39	D	55.00	1.0	1,704	31	D
18	I-680	from Alum Rock Avenue to McKee Road	NB	AM	20.00	4.0	1,465	**73**	**F**	55.00	1.0	541	10	A
			NB	PM	54.20	4.0	2,366	44	D	55.00	1.0	1,704	31	D
19	I-680	from McKee Road to Berryessa Road	NB	AM	35.80	4.0	1,892	53	E	55.00	1.0	880	16	B
			NB	PM	57.00	4.0	2,313	41	D	55.00	1.0	1,848	34	D
20	I-680	from Berryessa Road to Hostetter Road	NB	AM	60.00	4.0	1,820	30	D	55.00	1.0	779	14	B
			NB	PM	60.00	4.0	2,356	39	D	55.00	1.0	1,831	33	D
21	I-680	from Hostetter Road to Capitol Avenue	NB	AM	62.20	4.0	1,657	27	D	55.00	1.0	740	13	B
			NB	PM	62.80	4.0	2,074	33	D	55.00	1.0	1,788	33	D
22	I-680	from Capitol Avenue to Montague Expressway	NB	AM	58.40	4.0	1,895	32	D	55.00	1.0	779	14	B
			NB	PM	59.00	4.0	2,423	41	D	55.00	1.0	1,883	34	D
23	I-680	from Montague Expressway to Capitol Avenue	SB	AM	59.60	4.0	2,255	38	D	55.00	1.0	1,833	33	D
			SB	PM	12.00	4.0	1,098	**92**	**F**	55.00	1.0	1,825	33	D
24	I-680	from Capitol Avenue to Hostetter Road	SB	AM	61.60	4.0	2,172	35	D	55.00	1.0	1,754	32	D
			SB	PM	14.80	4.0	1,267	**86**	**F**	55.00	1.0	1,661	30	D
25	I-680	from Hostetter Road to Berryessa Road	SB	AM	59.00	4.0	2,306	39	D	55.00	1.0	1,792	33	D
			SB	PM	19.40	4.0	1,522	**78**	**F**	55.00	1.0	1,800	33	D
26	I-680	from Berryessa Road to McKee Road	SB	AM	62.80	4.0	1,924	31	D	55.00	1.0	1,888	34	D
			SB	PM	32.40	4.0	1,922	**59**	**F**	55.00	1.0	2,043	37	D
27	I-680	from McKee Road to Alum Rock Avenue	SB	AM	45.00	4.0	2,294	51	E	55.00	1.0	1,807	33	D
			SB	PM	29.20	4.0	1,891	**65**	**F**	55.00	1.0	1,486	27	D
28	I-680	from Alum Rock Avenue to Capitol Expressway	SB	AM	30.40	4.0	2,032	**67**	**F**	55.00	1.0	1,807	33	D
			SB	PM	50.60	4.0	2,236	44	D	55.00	1.0	1,486	27	D
29	I-680	from Capitol Expressway to King Road	SB	AM	18.80	4.0	1,712	**91**	**F**	55.00	1.0	1,963	36	D
			SB	PM	54.40	4.0	2,235	41	D	55.00	1.0	1,677	30	D
30	I-680	from King Road to US 101	SB	AM	18.20	4.0	1,471	**81**	**F**	55.00	1.0	1,814	33	D
			SB	PM	52.60	4.0	2,273	43	D	55.00	1.0	1,609	29	D
31	I-880	from The Alameda to Coleman Avenue	NB	AM	15.60	3.0	1,297	**83**	**F**	55.00	1.0	1,572	29	D
			NB	PM	6.20	3.0	788	**127**	**F**	55.00	1.0	1,822	33	D
32	I-880	from Coleman Avenue to North First Street	NB	AM	16.60	3.0	1,341	**81**	**F**	55.00	1.0	1,708	31	D
			NB	PM	13.60	3.0	1,260	**93**	**F**	55.00	1.0	2,041	37	D
33	I-880	from North First Street to US 101	NB	AM	17.80	3.0	1,436	**81**	**F**	55.00	1.0	1,502	27	D
			NB	PM	27.80	3.0	1,742	**63**	**F**	55.00	1.0	1,844	34	D
34	I-880	from US 101 to East Brokaw Road	NB	AM	24.00	3.0	1,718	**72**	**F**	55.00	1.0	911	17	B
			NB	PM	27.20	3.0	2,040	**75**	**F**	55.00	1.0	2,042	37	D
35	I-880	from East Brokaw Road to Montague Expressway	NB	AM	61.40	3.0	1,846	30	D	73.42	1.0	824	11	A
			NB	PM	60.00	3.0	2,243	37	D	73.10	1.0	1,880	26	C
36	I-880	from Montague Expressway to East Brokaw Road	SB	AM	57.80	3.0	2,238	39	D	66.75	1.0	1,994	30	D
			SB	PM	14.20	3.0	1,306	**92**	**F**	28.51	1.0	1,738	**61**	**F**
37	I-880	from East Brokaw Road to US 101	SB	AM	11.20	3.0	1,308	**117**	**F**	39.02	1.0	2,107	54	E
			SB	PM	12.00	3.0	1,209	**101**	**F**	2.52	1.0	1,542	**611**	**F**
38	I-880	from US 101 to North First Street	SB	AM	11.20	3.0	997	**89**	**F**	55.00	1.0	1,899	35	D
			SB	PM	10.40	3.0	1,004	**97**	**F**	55.00	1.0	1,853	34	D
39	I-880	from North First Street to Coleman Avenue	SB	AM	37.60	3.0	2,023	54	E	55.00	1.0	2,093	38	D
			SB	PM	15.80	3.0	1,391	**88**	**F**	55.00	1.0	2,130	39	D
40	I-880	from Coleman Avenue to The Alameda	SB	AM	55.00	3.0	2,088	38	D	55.00	1.0	1,849	34	D
			SB	PM	23.80	3.0	1,753	**74**	**F**	55.00	1.0	1,961	36	D
41	US 101	from Tully Road to Story Road	NB	AM	21.80	3.0	1,574	**72**	**F**	57.02	1.0	1,833	32	D
			NB	PM	42.80	3.0	2,331	54	E	72.26	1.0	922	13	B
42	US 101	from Story Road to I-280	NB	AM	9.40	3.0	906	**96**	**F**	17.42	1.0	1,828	**105**	**F**
			NB	PM	61.00	3.0	2,085	34	D	74.93	1.0	715	10	A
43	US 101	from I-280 to Santa Clara Street	NB	AM	12.80	3.0	1,258	**98**	**F**	16.87	1.0	1,945	**115**	**F**
			NB	PM	60.80	3.0	2,204	36	D	76.14	1.0	1,083	14	B
44	US 101	from Santa Clara Street to McKee Road	NB	AM	12.40	3.0	1,092	**88**	**F**	20.80	1.0	1,806	**87**	**F**
			NB	PM	63.40	3.0	1,798	28	D	74.51	1.0	537	7	A
45	US 101	from McKee Road to Oakland Road	NB	AM	19.20	3.0	1,512	**79**	**F**	28.32	1.0	2,049	**72**	**F**
			NB	PM	57.40	3.0	2,284	40	D	73.30	1.0	756	10	A
46	US 101	from Oakland Road to I-880	NB	AM	22.20	3.0	1,632	**74**	**F**	52.00	1.0	2,126	41	D
			NB	PM	32.60	3.0	2,274	**70**	**F**	74.60	1.0	680	9	A

Year 2040 Proposed Project with Mabury Interchange

					Year 2040 Proposed Project with Mabury Interchange									
					Mixed-Flow Lane					HOV Lane				
#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/hr)	# of Lanes[1]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS	Speed[1, 2] (mi/hr)	# of Lanes[1 3]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS
47	US 101	from I-880 to Old Bayshore Highway	NB	AM	14.80	3.0	1,358	**92**	**F**	56.11	1.0	2,101	37	D
			NB	PM	56.80	3.0	2,335	41	D	73.19	1.0	795	11	A
48	US 101	from Old Bayshore Highway to North First Street	NB	AM	12.00	3.0	1,276	**106**	**F**	42.80	1.0	2,046	48	E
			NB	PM	60.00	3.0	2,108	35	D	74.44	1.0	921	12	B
49	US 101	from North First Street to Guadalupe Parkway (SR 87)	NB	AM	9.20	3.0	877	**95**	**F**	10.04	1.0	1,871	**186**	**F**
			NB	PM	61.40	3.0	2,233	36	D	69.30	1.0	1,251	18	B
50	US 101	from Guadalupe Parkway (SR 87) to North First Street	SB	AM	61.20	3.0	2,082	34	D	74.67	1.0	723	10	A
			SB	PM	14.80	3.0	1,255	**85**	**F**	45.42	1.0	2,057	45	D
51	US 101	from North First Street to Old Bayshore Highway	SB	AM	56.60	3.0	2,403	42	D	73.86	1.0	780	11	A
			SB	PM	7.40	3.0	813	**110**	**F**	38.60	1.0	2,065	53	E
52	US 101	from Old Bayshore Highway to I-880	SB	AM	60.60	3.0	2,283	38	D	72.58	1.0	634	9	A
			SB	PM	6.40	3.0	1,026	**160**	**F**	27.94	1.0	2,087	**75**	**F**
53	US 101	from I-880 to Oakland Road	SB	AM	55.40	3.0	2,531	46	D	75.73	1.0	654	9	A
			SB	PM	12.00	3.0	1,177	**98**	**F**	23.79	1.0	2,071	**87**	**F**
54	US 101	from Oakland Road to McKee Road	SB	AM	60.80	3.0	2,369	39	D	74.06	1.0	545	7	A
			SB	PM	23.80	3.0	1,666	**70**	**F**	45.20	1.0	2,093	46	D
55	US 101	from McKee Road to Santa Clara Street	SB	AM	66.00	3.0	1,460	22	C	72.69	1.0	551	8	A
			SB	PM	20.00	3.0	1,548	**77**	**F**	52.98	1.0	1,893	36	D
56	US 101	from Santa Clara Street to I-280	SB	AM	62.80	3.0	2,343	37	D	73.62	1.0	480	7	A
			SB	PM	32.20	3.0	2,090	**65**	**F**	56.27	1.0	2,032	36	D
57	US 101	from I-280 to Story Road	SB	AM	57.80	3.0	2,587	45	D	74.58	1.0	396	5	A
			SB	PM	37.00	3.0	2,062	56	E	55.68	1.0	1,751	31	D
58	US 101	from Story Road to Tully Road	SB	AM	34.20	3.0	2,617	**77**	**F**	73.33	1.0	487	7	A
			SB	PM	41.20	3.0	2,203	53	E	56.85	1.0	1,743	31	D

[1]Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018.
[2]The average speed for future HOV lanes were assumed to be 55 mph.
[3]Future HOV number of lanes were obtained from travel demand forecasting model.
Entries denoted in bold indicate unacceptable LOS F conditions.

Year 2040 Proposed Project with Berryessa Interchange

					Year 2040 Proposed Project with Berryessa Interchange									
					Mixed-Flow Lane					HOV Lane				
#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/hr)	# of Lanes[1]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS	Speed[1, 2] (mi/hr)	# of Lanes[1 3]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS
1	SR 87	from Alma Avenue to I-280	NB	AM	48.40	2.0	2,279	47	E	63.66	1.0	2,132	33	D
			NB	PM	21.20	2.0	1,690	**80**	**F**	63.82	1.0	1,853	29	D
2	SR 87	from I-280 to Julian Street	NB	AM	22.20	2.0	1,545	**70**	**F**	42.77	1.0	1,594	37	D
			NB	PM	60.60	2.0	1,942	32	D	67.76	1.0	702	10	A
3	SR 87	from Julian Street to Taylor Street	NB	AM	28.60	2.0	1,713	**60**	**F**	48.34	1.0	2,086	43	D
			NB	PM	57.00	2.0	2,379	42	D	66.75	1.0	1,257	19	C
4	SR 87	from Taylor Street to Julian Street	SB	AM	55.40	2.0	2,382	43	D	60.48	1.0	1,159	19	C
			SB	PM	25.40	2.0	1,785	**70**	**F**	48.76	1.0	2,031	42	D
5	SR 87	from Julian Street to I-280	SB	AM	52.60	2.0	2,466	47	E	67.40	1.0	1,106	16	B
			SB	PM	23.40	2.0	2,077	**89**	**F**	54.16	1.0	2,003	37	D
6	SR 87	from I-280 to Alma Avenue	SB	AM	62.40	2.0	1,727	28	D	67.79	1.0	1,517	22	C
			SB	PM	21.40	2.0	1,570	**73**	**F**	44.53	1.0	1,902	43	D
7	I-280	from Bird Avenue to SR 87	EB	AM	60.40	4.0	1,878	31	D	55.00	1.0	603	11	A
			EB	PM	11.40	4.0	1,013	**89**	**F**	55.00	1.0	1,737	32	D
8	I-280	from SR 87 to Tenth Street	EB	AM	55.20	4.0	2,126	39	D	55.00	1.0	813	15	B
			EB	PM	14.40	4.0	1,353	**94**	**F**	55.00	1.0	1,880	34	D
9	I-280	from Tenth Street to McLaughlin Avenue	EB	AM	56.40	4.0	2,282	40	D	55.00	1.0	758	14	B
			EB	PM	45.40	4.0	2,149	47	E	55.00	1.0	2,084	38	D
10	I-280	from McLaughlin Avenue to US 101	EB	AM	57.20	4.0	2,182	38	D	55.00	1.0	751	14	B
			EB	PM	53.80	4.0	2,113	39	D	55.00	1.0	1,964	36	D
11	I-280	from US 101 to McLaughlin Avenue	WB	AM	10.80	4.0	1,130	**105**	**F**	55.00	1.0	1,786	32	D
			WB	PM	60.20	4.0	2,080	35	D	55.00	1.0	1,592	29	D
12	I-280	from McLaughlin Avenue to Tenth Street	WB	AM	19.40	4.0	1,508	**78**	**F**	55.00	1.0	2,229	41	D
			WB	PM	44.00	4.0	2,303	52	E	55.00	1.0	1,736	32	D
13	I-280	from Tenth Street to SR 87	WB	AM	21.60	4.0	1,614	**75**	**F**	55.00	1.0	2,122	39	D
			WB	PM	30.60	4.0	1,829	**60**	**F**	55.00	1.0	1,597	29	D
14	I-280	from SR 87 to Bird Avenue	WB	AM	31.60	4.0	1,841	**58**	**F**	55.00	1.0	1,842	33	D
			WB	PM	20.80	4.0	1,532	**74**	**F**	55.00	1.0	1,169	21	C
15	I-680	from US 101 to King Road	NB	AM	50.80	4.0	2,351	46	E	55.00	1.0	751	14	B
			NB	PM	56.60	4.0	2,195	39	D	55.00	1.0	1,964	36	D
16	I-680	from King Road to Capitol Expressway	NB	AM	12.20	4.0	1,193	**98**	**F**	55.00	1.0	954	17	B
			NB	PM	37.20	4.0	2,206	**59**	**F**	55.00	1.0	1,930	35	D
17	I-680	from Capitol Expressway to Alum Rock Avenue	NB	AM	13.40	4.0	1,195	**89**	**F**	55.00	1.0	553	10	A
			NB	PM	57.20	4.0	2,285	40	D	55.00	1.0	1,753	32	D
18	I-680	from Alum Rock Avenue to McKee Road	NB	AM	20.00	4.0	1,461	**73**	**F**	55.00	1.0	553	10	A
			NB	PM	54.20	4.0	2,412	45	D	55.00	1.0	1,753	32	D
19	I-680	from McKee Road to Berryessa Road	NB	AM	35.80	4.0	1,891	53	E	55.00	1.0	880	16	B
			NB	PM	57.00	4.0	2,366	42	D	55.00	1.0	1,768	32	D
20	I-680	from Berryessa Road to Hostetter Road	NB	AM	60.00	4.0	1,822	30	D	55.00	1.0	773	14	B
			NB	PM	60.00	4.0	2,379	40	D	55.00	1.0	1,752	32	D
21	I-680	from Hostetter Road to Capitol Avenue	NB	AM	62.20	4.0	1,655	27	D	55.00	1.0	738	13	B
			NB	PM	62.80	4.0	2,134	34	D	55.00	1.0	1,624	30	D
22	I-680	from Capitol Avenue to Montague Expressway	NB	AM	58.40	4.0	1,889	32	D	55.00	1.0	778	14	B
			NB	PM	59.00	4.0	2,457	42	D	55.00	1.0	1,792	33	D
23	I-680	from Montague Expressway to Capitol Avenue	SB	AM	59.60	4.0	2,277	38	D	55.00	1.0	1,770	32	D
			SB	PM	12.00	4.0	1,087	**91**	**F**	55.00	1.0	1,821	33	D
24	I-680	from Capitol Avenue to Hostetter Road	SB	AM	61.60	4.0	2,166	35	D	55.00	1.0	1,724	31	D
			SB	PM	14.80	4.0	1,257	**85**	**F**	55.00	1.0	1,652	30	D
25	I-680	from Hostetter Road to Berryessa Road	SB	AM	59.00	4.0	2,307	39	D	55.00	1.0	1,805	33	D
			SB	PM	19.40	4.0	1,504	**78**	**F**	55.00	1.0	1,785	32	D
26	I-680	from Berryessa Road to McKee Road	SB	AM	62.80	4.0	1,901	30	D	55.00	1.0	1,988	36	D
			SB	PM	32.40	4.0	1,933	**60**	**F**	55.00	1.0	2,057	37	D
27	I-680	from McKee Road to Alum Rock Avenue	SB	AM	45.00	4.0	2,310	51	E	55.00	1.0	1,833	33	D
			SB	PM	29.20	4.0	1,918	**66**	**F**	55.00	1.0	1,507	27	D
28	I-680	from Alum Rock Avenue to Capitol Expressway	SB	AM	30.40	4.0	2,057	**68**	**F**	55.00	1.0	1,833	33	D
			SB	PM	50.60	4.0	2,252	45	D	55.00	1.0	1,507	27	D
29	I-680	from Capitol Expressway to King Road	SB	AM	18.80	4.0	1,736	**92**	**F**	55.00	1.0	2,004	36	D
			SB	PM	54.40	4.0	2,251	41	D	55.00	1.0	1,694	31	D
30	I-680	from King Road to US 101	SB	AM	18.20	4.0	1,497	**82**	**F**	55.00	1.0	1,786	32	D
			SB	PM	52.60	4.0	2,286	43	D	55.00	1.0	1,592	29	D
31	I-880	from The Alameda to Coleman Avenue	NB	AM	15.60	3.0	1,299	**83**	**F**	55.00	1.0	1,563	28	D
			NB	PM	6.20	3.0	754	**122**	**F**	55.00	1.0	1,884	34	D
32	I-880	from Coleman Avenue to North First Street	NB	AM	16.60	3.0	1,335	**80**	**F**	55.00	1.0	1,698	31	D
			NB	PM	13.60	3.0	1,214	**89**	**F**	55.00	1.0	2,120	39	D
33	I-880	from North First Street to US 101	NB	AM	17.80	3.0	1,426	**80**	**F**	55.00	1.0	1,479	27	D
			NB	PM	27.80	3.0	1,719	**62**	**F**	55.00	1.0	1,820	33	D
34	I-880	from US 101 to East Brokaw Road	NB	AM	24.00	3.0	1,727	**72**	**F**	55.00	1.0	884	16	B
			NB	PM	27.20	3.0	2,056	**76**	**F**	55.00	1.0	2,033	37	D
35	I-880	from East Brokaw Road to Montague Expressway	NB	AM	61.40	3.0	1,856	30	D	73.42	1.0	798	11	A
			NB	PM	60.00	3.0	2,238	37	D	73.10	1.0	1,914	26	C
36	I-880	from Montague Expressway to East Brokaw Road	SB	AM	57.80	3.0	2,247	39	D	66.75	1.0	2,019	30	D
			SB	PM	14.20	3.0	1,316	**93**	**F**	28.51	1.0	1,766	**62**	**F**
37	I-880	from East Brokaw Road to US 101	SB	AM	11.20	3.0	1,332	**119**	**F**	39.02	1.0	2,103	54	E
			SB	PM	12.00	3.0	1,247	**104**	**F**	2.52	1.0	1,531	**606**	**F**
38	I-880	from US 101 to North First Street	SB	AM	11.20	3.0	1,015	**91**	**F**	55.00	1.0	1,875	34	D
			SB	PM	10.40	3.0	1,004	**97**	**F**	55.00	1.0	1,834	33	D
39	I-880	from North First Street to Coleman Avenue	SB	AM	37.60	3.0	2,014	54	E	55.00	1.0	2,100	38	D
			SB	PM	15.80	3.0	1,395	**88**	**F**	55.00	1.0	2,128	39	D
40	I-880	from Coleman Avenue to The Alameda	SB	AM	55.00	3.0	2,084	38	D	55.00	1.0	1,846	34	D
			SB	PM	23.80	3.0	1,755	**74**	**F**	55.00	1.0	1,958	36	D
41	US 101	from Tully Road to Story Road	NB	AM	21.80	3.0	1,592	**73**	**F**	57.02	1.0	1,828	32	D
			NB	PM	42.80	3.0	2,328	54	E	72.26	1.0	824	11	A
42	US 101	from Story Road to I-280	NB	AM	9.40	3.0	910	**97**	**F**	17.42	1.0	1,823	**105**	**F**
			NB	PM	61.00	3.0	2,099	34	D	74.93	1.0	615	8	A
43	US 101	from I-280 to Santa Clara Street	NB	AM	12.80	3.0	1,289	**101**	**F**	16.87	1.0	1,944	**115**	**F**
			NB	PM	60.80	3.0	2,194	36	D	76.14	1.0	966	13	B
44	US 101	from Santa Clara Street to McKee Road	NB	AM	12.40	3.0	1,082	**87**	**F**	20.80	1.0	1,821	**88**	**F**
			NB	PM	63.40	3.0	1,757	28	D	74.51	1.0	542	7	A
45	US 101	from McKee Road to Oakland Road	NB	AM	19.20	3.0	1,502	**78**	**F**	28.32	1.0	2,204	**78**	**F**
			NB	PM	57.40	3.0	2,269	40	D	73.30	1.0	846	12	B
46	US 101	from Oakland Road to I-880	NB	AM	22.20	3.0	1,665	**75**	**F**	52.00	1.0	2,007	39	D
			NB	PM	32.60	3.0	2,085	**64**	**F**	74.60	1.0	542	7	A

Year 2040 Proposed Project with Berryessa Interchange

					Year 2040 Proposed Project with Berryessa Interchange									
					Mixed-Flow Lane					HOV Lane				
#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/hr)	# of Lanes[1]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS	Speed[1, 2] (mi/hr)	# of Lanes[1 3]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS
47	US 101	from I-880 to Old Bayshore Highway	NB	AM	14.80	3.0	1,391	**94**	**F**	56.11	1.0	1,984	35	D
			NB	PM	56.80	3.0	2,286	40	D	73.19	1.0	649	9	A
48	US 101	from Old Bayshore Highway to North First Street	NB	AM	12.00	3.0	1,283	**107**	**F**	42.80	1.0	2,062	48	E
			NB	PM	60.00	3.0	2,072	35	D	74.44	1.0	850	11	A
49	US 101	from North First Street to Guadalupe Parkway (SR 87)	NB	AM	9.20	3.0	879	**96**	**F**	10.04	1.0	1,890	**188**	**F**
			NB	PM	61.40	3.0	2,234	36	D	69.30	1.0	1,177	17	B
50	US 101	from Guadalupe Parkway (SR 87) to North First Street	SB	AM	61.20	3.0	2,078	34	D	74.67	1.0	697	9	A
			SB	PM	14.80	3.0	1,258	**85**	**F**	45.42	1.0	2,069	46	D
51	US 101	from North First Street to Old Bayshore Highway	SB	AM	56.60	3.0	2,403	42	D	73.86	1.0	753	10	A
			SB	PM	7.40	3.0	814	**110**	**F**	38.60	1.0	2,078	54	E
52	US 101	from Old Bayshore Highway to I-880	SB	AM	60.60	3.0	2,271	37	D	72.58	1.0	543	7	A
			SB	PM	6.40	3.0	1,089	**170**	**F**	27.94	1.0	1,920	**69**	**F**
53	US 101	from I-880 to Oakland Road	SB	AM	55.40	3.0	2,494	45	D	75.73	1.0	562	7	A
			SB	PM	12.00	3.0	1,105	**92**	**F**	23.79	1.0	1,906	**80**	**F**
54	US 101	from Oakland Road to McKee Road	SB	AM	60.80	3.0	2,195	36	D	74.06	1.0	459	6	A
			SB	PM	23.80	3.0	1,566	**66**	**F**	45.20	1.0	1,925	43	D
55	US 101	from McKee Road to Santa Clara Street	SB	AM	66.00	3.0	1,416	21	C	72.69	1.0	542	7	A
			SB	PM	20.00	3.0	1,508	**75**	**F**	52.98	1.0	1,903	36	D
56	US 101	from Santa Clara Street to I-280	SB	AM	62.80	3.0	2,322	37	D	73.62	1.0	474	6	A
			SB	PM	32.20	3.0	2,082	**65**	**F**	56.27	1.0	2,038	36	D
57	US 101	from I-280 to Story Road	SB	AM	57.80	3.0	2,567	44	D	74.58	1.0	393	5	A
			SB	PM	37.00	3.0	2,063	56	E	55.68	1.0	1,749	31	D
58	US 101	from Story Road to Tully Road	SB	AM	34.20	3.0	2,608	**76**	**F**	73.33	1.0	482	7	A
			SB	PM	41.20	3.0	2,202	53	E	56.85	1.0	1,741	31	D

[1]Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018.
[2]The average speed for future HOV lanes were assumed to be 55 mph.
[3]Future HOV number of lanes were obtained from travel demand forecasting model.
Entries denoted in bold indicate unacceptable LOS F conditions.

Appendix F
Intersection Vehicle Queuing Calculations

Sierra/Berryessa
SBT/L
AM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 7.2
Percentile = 95% 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0007	0.0007	0
0.0052	0.0059	1
0.0189	0.0248	2
0.0455	0.0704	3
0.0824	0.1527	4
0.1192	0.2719	5
0.1436	0.4156	6
0.1484	0.5640	7
0.1342	0.6982	8
0.1079	0.8061	9
0.0780	0.8841	10
0.0513	0.9354	11
0.0309	0.9663	12
0.0172	0.9835	13
0.0089	0.9924	14
0.0043	0.9967	15
0.0019	0.9986	16
0.0008	0.9995	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
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0.0000	1.0000	26
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0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
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0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
SBT/L
AM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 7.1
Percentile = 95% 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0009	0.0009	0
0.0060	0.0069	1
0.0213	0.0282	2
0.0502	0.0784	3
0.0886	0.1670	4
0.1253	0.2923	5
0.1476	0.4398	6
0.1490	0.5888	7
0.1316	0.7204	8
0.1033	0.8237	9
0.0730	0.8967	10
0.0469	0.9436	11
0.0276	0.9712	12
0.0150	0.9862	13
0.0076	0.9938	14
0.0036	0.9974	15
0.0016	0.9989	16
0.0007	0.9996	17
0.0003	0.9999	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
SBT/L
AM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 4.9
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0074	0.0074	0
0.0365	0.0439	1
0.0894	0.1333	2
0.1460	0.2793	3
0.1789	0.4582	4
0.1753	0.6335	5
0.1432	0.7767	6
0.1002	0.8769	7
0.0614	0.9382	8
0.0334	0.9717	9
0.0164	0.9880	10
0.0073	0.9953	11
0.0030	0.9983	12
0.0011	0.9994	13
0.0004	0.9998	14
0.0001	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
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0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
SBT/L
PM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 5.3
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0048	0.0048	0
0.0257	0.0306	1
0.0687	0.0992	2
0.1221	0.2213	3
0.1628	0.3841	4
0.1736	0.5577	5
0.1543	0.7120	6
0.1176	0.8296	7
0.0784	0.9080	8
0.0465	0.9544	9
0.0248	0.9792	10
0.0120	0.9912	11
0.0053	0.9965	12
0.0022	0.9987	13
0.0008	0.9996	14
0.0003	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
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0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
SBT/L
PM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 4.9
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0077	0.0077	0
0.0375	0.0452	1
0.0912	0.1363	2
0.1479	0.2842	3
0.1799	0.4642	4
0.1752	0.6393	5
0.1421	0.7814	6
0.0988	0.8802	7
0.0601	0.9403	8
0.0325	0.9728	9
0.0158	0.9886	10
0.0070	0.9956	11
0.0028	0.9984	12
0.0011	0.9995	13
0.0004	0.9998	14
0.0001	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
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0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
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0.0000	1.0000	51
0.0000	1.0000	52
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0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
SBT/L
PM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 4.9
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0074	0.0074	0
0.0365	0.0439	1
0.0894	0.1333	2
0.1460	0.2793	3
0.1789	0.4582	4
0.1753	0.6335	5
0.1432	0.7767	6
0.1002	0.8769	7
0.0614	0.9382	8
0.0334	0.9717	9
0.0164	0.9880	10
0.0073	0.9953	11
0.0030	0.9983	12
0.0011	0.9994	13
0.0004	0.9998	14
0.0001	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
EBL
AM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 4.7
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0091	0.0091	0
0.0427	0.0518	1
0.1005	0.1523	2
0.1574	0.3097	3
0.1849	0.4946	4
0.1738	0.6684	5
0.1362	0.8046	6
0.0914	0.8960	7
0.0537	0.9497	8
0.0281	0.9778	9
0.0132	0.9910	10
0.0056	0.9966	11
0.0022	0.9988	12
0.0008	0.9996	13
0.0003	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
EBL
AM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 3.7
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0256	0.0256	0
0.0937	0.1193	1
0.1718	0.2911	2
0.2100	0.5011	3
0.1925	0.6936	4
0.1412	0.8348	5
0.0863	0.9211	6
0.0452	0.9663	7
0.0207	0.9870	8
0.0084	0.9954	9
0.0031	0.9985	10
0.0010	0.9996	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
EBL
AM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 3.3
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0381	0.0381	0
0.1246	0.1627	1
0.2035	0.3662	2
0.2215	0.5877	3
0.1809	0.7686	4
0.1182	0.8869	5
0.0644	0.9512	6
0.0300	0.9812	7
0.0123	0.9935	8
0.0045	0.9980	9
0.0015	0.9994	10
0.0004	0.9998	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
EBL
PM
2040 No Project Conditions

Avg. Queue Per Lane in Veh= 6.1
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0022	0.0022	0
0.0133	0.0155	1
0.0408	0.0563	2
0.0834	0.1397	3
0.1279	0.2676	4
0.1569	0.4245	5
0.1604	0.5849	6
0.1405	0.7254	7
0.1077	0.8332	8
0.0734	0.9066	9
0.0450	0.9516	10
0.0251	0.9767	11
0.0128	0.9896	12
0.0061	0.9956	13
0.0027	0.9983	14
0.0011	0.9994	15
0.0004	0.9998	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
EBL
PM
2040 Project Conditions (Mabury Interchange Alternative)

Avg. Queue Per Lane in Veh= 6.9
Percentile = 95% 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0010	0.0010	0
0.0068	0.0077	1
0.0234	0.0312	2
0.0541	0.0853	3
0.0939	0.1792	4
0.1301	0.3093	5
0.1504	0.4597	6
0.1490	0.6086	7
0.1291	0.7377	8
0.0995	0.8372	9
0.0690	0.9061	10
0.0435	0.9496	11
0.0251	0.9747	12
0.0134	0.9881	13
0.0066	0.9947	14
0.0031	0.9978	15
0.0013	0.9991	16
0.0005	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
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0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
EBL
PM
2040 Project Conditions (Berryessa Interchange Alternative)

Avg. Queue Per Lane in Veh= 4.8
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0080	0.0080	0
0.0385	0.0464	1
0.0930	0.1394	2
0.1498	0.2892	3
0.1810	0.4702	4
0.1750	0.6452	5
0.1409	0.7861	6
0.0973	0.8834	7
0.0588	0.9422	8
0.0316	0.9738	9
0.0153	0.9891	10
0.0067	0.9958	11
0.0027	0.9985	12
0.0010	0.9995	13
0.0003	0.9998	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Berryessa
NBL
AM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 7.5
Percentile = 95% 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0006	0.0006	0
0.0043	0.0049	1
0.0160	0.0209	2
0.0399	0.0608	3
0.0743	0.1351	4
0.1109	0.2460	5
0.1378	0.3839	6
0.1469	0.5308	7
0.1369	0.6677	8
0.1135	0.7812	9
0.0846	0.8658	10
0.0574	0.9232	11
0.0357	0.9588	12
0.0205	0.9793	13
0.0109	0.9902	14
0.0054	0.9956	15
0.0025	0.9981	16
0.0011	0.9993	17
0.0005	0.9997	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Berryessa
NBL
AM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 7.2
Percentile = 95% 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0008	0.0008	0
0.0055	0.0063	1
0.0198	0.0261	2
0.0474	0.0735	3
0.0848	0.1583	4
0.1216	0.2799	5
0.1453	0.4252	6
0.1487	0.5739	7
0.1332	0.7071	8
0.1061	0.8132	9
0.0760	0.8892	10
0.0495	0.9388	11
0.0296	0.9683	12
0.0163	0.9846	13
0.0083	0.9930	14
0.0040	0.9970	15
0.0018	0.9988	16
0.0008	0.9995	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Berryessa
NBL
AM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 8.8
Percentile = 95% 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0013	0.0014	1
0.0057	0.0071	2
0.0167	0.0239	3
0.0370	0.0609	4
0.0653	0.1262	5
0.0962	0.2224	6
0.1214	0.3438	7
0.1340	0.4778	8
0.1315	0.6094	9
0.1162	0.7256	10
0.0933	0.8189	11
0.0687	0.8876	12
0.0467	0.9342	13
0.0294	0.9637	14
0.0173	0.9810	15
0.0096	0.9906	16
0.0050	0.9956	17
0.0024	0.9980	18
0.0011	0.9992	19
0.0005	0.9997	20
0.0002	0.9999	21
0.0001	0.9999	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Berryessa
NBL
PM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 3.7
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0246	0.0246	0
0.0911	0.1157	1
0.1688	0.2845	2
0.2085	0.4930	3
0.1932	0.6861	4
0.1431	0.8293	5
0.0884	0.9177	6
0.0468	0.9645	7
0.0217	0.9862	8
0.0089	0.9951	9
0.0033	0.9984	10
0.0011	0.9995	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Berryessa
NBL
PM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 2.6
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0759	0.0759	0
0.1958	0.2717	1
0.2523	0.5240	2
0.2168	0.7408	3
0.1397	0.8805	4
0.0720	0.9526	5
0.0309	0.9835	6
0.0114	0.9949	7
0.0037	0.9986	8
0.0011	0.9996	9
0.0003	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Berryessa
NBL
PM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 5.8
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0030	0.0030	0
0.0176	0.0206	1
0.0509	0.0715	2
0.0985	0.1700	3
0.1428	0.3127	4
0.1656	0.4783	5
0.1601	0.6384	6
0.1326	0.7710	7
0.0962	0.8672	8
0.0620	0.9292	9
0.0359	0.9651	10
0.0190	0.9841	11
0.0092	0.9932	12
0.0041	0.9973	13
0.0017	0.9990	14
0.0007	0.9996	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Berryessa
EBL
AM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 10.2
Percentile = 95% 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0004	0.0004	1
0.0019	0.0023	2
0.0065	0.0089	3
0.0167	0.0255	4
0.0341	0.0596	5
0.0579	0.1175	6
0.0845	0.2020	7
0.1078	0.3099	8
0.1223	0.4322	9
0.1248	0.5570	10
0.1159	0.6729	11
0.0986	0.7714	12
0.0774	0.8488	13
0.0564	0.9052	14
0.0384	0.9436	15
0.0245	0.9681	16
0.0147	0.9829	17
0.0083	0.9912	18
0.0045	0.9957	19
0.0023	0.9980	20
0.0011	0.9991	21
0.0005	0.9996	22
0.0002	0.9998	23
0.0001	0.9999	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Berryessa
EBL
AM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 10.9
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0011	0.0013	2
0.0041	0.0054	3
0.0110	0.0164	4
0.0240	0.0404	5
0.0435	0.0839	6
0.0675	0.1514	7
0.0918	0.2433	8
0.1110	0.3542	9
0.1207	0.4749	10
0.1193	0.5942	11
0.1081	0.7023	12
0.0904	0.7927	13
0.0703	0.8630	14
0.0509	0.9139	15
0.0346	0.9485	16
0.0221	0.9707	17
0.0134	0.9841	18
0.0077	0.9917	19
0.0042	0.9959	20
0.0022	0.9980	21
0.0011	0.9991	22
0.0005	0.9996	23
0.0002	0.9998	24
0.0001	0.9999	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Berryessa
EBL
AM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 11.3
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0008	0.0009	2
0.0029	0.0038	3
0.0082	0.0120	4
0.0186	0.0307	5
0.0352	0.0659	6
0.0570	0.1229	7
0.0808	0.2037	8
0.1017	0.3055	9
0.1153	0.4208	10
0.1188	0.5395	11
0.1122	0.6517	12
0.0978	0.7495	13
0.0792	0.8287	14
0.0598	0.8885	15
0.0424	0.9309	16
0.0282	0.9592	17
0.0178	0.9769	18
0.0106	0.9876	19
0.0060	0.9936	20
0.0032	0.9968	21
0.0017	0.9985	22
0.0008	0.9993	23
0.0004	0.9997	24
0.0002	0.9999	25
0.0001	0.9999	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Berryessa
EBL
PM
2040 No Project Conditions

Avg. Queue Per Lane in Veh=		18.6
Percentile =	95%	26

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0001	4
0.0002	0.0002	5
0.0005	0.0007	6
0.0013	0.0020	7
0.0030	0.0050	8
0.0062	0.0113	9
0.0116	0.0229	10
0.0196	0.0424	11
0.0303	0.0727	12
0.0432	0.1159	13
0.0573	0.1732	14
0.0710	0.2442	15
0.0823	0.3265	16
0.0899	0.4165	17
0.0928	0.5092	18
0.0907	0.5999	19
0.0842	0.6841	20
0.0744	0.7585	21
0.0628	0.8213	22
0.0507	0.8720	23
0.0392	0.9113	24
0.0291	0.9404	25
0.0208	0.9612	26
0.0143	0.9755	27
0.0095	0.9850	28
0.0061	0.9911	29
0.0038	0.9949	30
0.0023	0.9971	31
0.0013	0.9984	32
0.0007	0.9992	33
0.0004	0.9996	34
0.0002	0.9998	35
0.0001	0.9999	36
0.0001	0.9999	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Berryessa
EBL
PM
2040 Project Conditions (Mabury Interchange Alternative)

Avg. Queue Per Lane in Veh=		16.3
Percentile =	95%	23

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0001	3
0.0003	0.0003	4
0.0008	0.0011	5
0.0022	0.0033	6
0.0051	0.0085	7
0.0105	0.0189	8
0.0189	0.0378	9
0.0307	0.0686	10
0.0455	0.1141	11
0.0617	0.1757	12
0.0772	0.2529	13
0.0897	0.3426	14
0.0973	0.4400	15
0.0990	0.5390	16
0.0948	0.6337	17
0.0857	0.7194	18
0.0734	0.7927	19
0.0597	0.8524	20
0.0462	0.8987	21
0.0342	0.9329	22
0.0242	0.9571	23
0.0164	0.9735	24
0.0107	0.9842	25
0.0067	0.9909	26
0.0040	0.9949	27
0.0023	0.9972	28
0.0013	0.9985	29
0.0007	0.9993	30
0.0004	0.9996	31
0.0002	0.9998	32
0.0001	0.9999	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Berryessa
EBL
PM
2040 Project Conditions (Berryessa Interchange Alternative)

Avg. Queue Per Lane in Veh=		15.2
Percentile =	95%	22

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0002	3
0.0006	0.0007	4
0.0017	0.0025	5
0.0043	0.0068	6
0.0094	0.0162	7
0.0178	0.0340	8
0.0301	0.0641	9
0.0457	0.1098	10
0.0630	0.1728	11
0.0798	0.2526	12
0.0932	0.3458	13
0.1011	0.4469	14
0.1023	0.5492	15
0.0971	0.6463	16
0.0867	0.7330	17
0.0732	0.8062	18
0.0585	0.8647	19
0.0444	0.9091	20
0.0321	0.9412	21
0.0222	0.9633	22
0.0146	0.9780	23
0.0093	0.9872	24
0.0056	0.9928	25
0.0033	0.9961	26
0.0018	0.9980	27
0.0010	0.9990	28
0.0005	0.9995	29
0.0003	0.9998	30
0.0001	0.9999	31
0.0001	0.9999	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

BART/Berryessa
NBL
AM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 5.4
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0044	0.0044	0
0.0241	0.0285	1
0.0652	0.0937	2
0.1177	0.2113	3
0.1593	0.3706	4
0.1726	0.5433	5
0.1558	0.6991	6
0.1206	0.8197	7
0.0816	0.9013	8
0.0491	0.9504	9
0.0266	0.9770	10
0.0131	0.9902	11
0.0059	0.9961	12
0.0025	0.9985	13
0.0010	0.9995	14
0.0003	0.9998	15
0.0001	0.9999	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

BART/Berryessa
NBL
AM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 4.4
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0121	0.0121	0
0.0533	0.0654	1
0.1178	0.1832	2
0.1734	0.3566	3
0.1914	0.5480	4
0.1691	0.7171	5
0.1245	0.8416	6
0.0785	0.9201	7
0.0434	0.9635	8
0.0213	0.9848	9
0.0094	0.9942	10
0.0038	0.9979	11
0.0014	0.9993	12
0.0005	0.9998	13
0.0001	0.9999	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

BART/Berryessa
NBL
AM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 6.3
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0018	0.0018	0
0.0112	0.0130	1
0.0356	0.0486	2
0.0752	0.1238	3
0.1191	0.2429	4
0.1508	0.3937	5
0.1592	0.5529	6
0.1440	0.6970	7
0.1140	0.8110	8
0.0802	0.8912	9
0.0508	0.9420	10
0.0293	0.9713	11
0.0154	0.9867	12
0.0075	0.9943	13
0.0034	0.9977	14
0.0014	0.9991	15
0.0006	0.9997	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

BART/Berryessa
NBL
PM
2040 No Project Conditions

Avg. Queue Per Lane in Veh= 9.6
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0006	0.0007	1
0.0031	0.0038	2
0.0098	0.0136	3
0.0236	0.0372	4
0.0455	0.0827	5
0.0729	0.1556	6
0.1003	0.2559	7
0.1207	0.3766	8
0.1291	0.5056	9
0.1242	0.6298	10
0.1087	0.7385	11
0.0872	0.8257	12
0.0645	0.8902	13
0.0444	0.9346	14
0.0285	0.9631	15
0.0171	0.9802	16
0.0097	0.9899	17
0.0052	0.9951	18
0.0026	0.9977	19
0.0013	0.9990	20
0.0006	0.9996	21
0.0003	0.9998	22
0.0001	0.9999	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

BART/Berryessa
NBL
PM
2040 Project Conditions (Mabury Interchange Alternative)

Avg. Queue Per Lane in Veh= 9.3
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0009	0.0009	1
0.0040	0.0049	2
0.0123	0.0173	3
0.0286	0.0459	4
0.0532	0.0991	5
0.0824	0.1815	6
0.1094	0.2909	7
0.1270	0.4179	8
0.1311	0.5490	9
0.1219	0.6709	10
0.1029	0.7738	11
0.0797	0.8535	12
0.0570	0.9105	13
0.0378	0.9483	14
0.0234	0.9717	15
0.0136	0.9853	16
0.0074	0.9928	17
0.0038	0.9966	18
0.0019	0.9985	19
0.0009	0.9993	20
0.0004	0.9997	21
0.0002	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

BART/Berryessa
NBL
PM
2040 Project Conditions (Berryessa Interchange Alternative)

Avg. Queue Per Lane in Veh= 14.5
Percentile = 95% 21

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0003	0.0003	3
0.0010	0.0013	4
0.0028	0.0041	5
0.0067	0.0107	6
0.0138	0.0245	7
0.0249	0.0494	8
0.0400	0.0894	9
0.0578	0.1473	10
0.0760	0.2233	11
0.0916	0.3149	12
0.1019	0.4168	13
0.1052	0.5220	14
0.1014	0.6234	15
0.0916	0.7150	16
0.0779	0.7930	17
0.0626	0.8556	18
0.0476	0.9032	19
0.0344	0.9377	20
0.0237	0.9614	21
0.0156	0.9770	22
0.0098	0.9868	23
0.0059	0.9927	24
0.0034	0.9961	25
0.0019	0.9980	26
0.0010	0.9990	27
0.0005	0.9995	28
0.0003	0.9998	29
0.0001	0.9999	30
0.0001	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

BART/Mabury
SBT/L
AM
2040 No Project Conditions

Avg. Queue Per Lane in Veh= 1.7
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1787	0.1787	0
0.3077	0.4864	1
0.2650	0.7513	2
0.1521	0.9035	3
0.0655	0.9690	4
0.0226	0.9915	5
0.0065	0.9980	6
0.0016	0.9996	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

BART/Mabury
SBT/L
AM
2040 Project Conditions (Mabury Interchange Alternative)

Avg. Queue Per Lane in Veh= 1.7
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1787	0.1787	0
0.3077	0.4864	1
0.2650	0.7513	2
0.1521	0.9035	3
0.0655	0.9690	4
0.0226	0.9915	5
0.0065	0.9980	6
0.0016	0.9996	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

BART/Mabury
SBT/L
AM
2040 Project Conditions (Berryessa Interchange Alternative)

Avg. Queue Per Lane in Veh= 3.1
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0433	0.0433	0
0.1360	0.1793	1
0.2135	0.3928	2
0.2233	0.6161	3
0.1753	0.7914	4
0.1100	0.9014	5
0.0576	0.9590	6
0.0258	0.9848	7
0.0101	0.9949	8
0.0035	0.9985	9
0.0011	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

BART/Mabury
SBT/L
PM
2040 No Project Conditions

Avg. Queue Per Lane in Veh= 8.3
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0021	0.0024	1
0.0087	0.0111	2
0.0240	0.0351	3
0.0497	0.0848	4
0.0823	0.1671	5
0.1135	0.2806	6
0.1343	0.4149	7
0.1389	0.5538	8
0.1278	0.6816	9
0.1058	0.7874	10
0.0796	0.8670	11
0.0549	0.9219	12
0.0350	0.9569	13
0.0207	0.9775	14
0.0114	0.9889	15
0.0059	0.9948	16
0.0029	0.9977	17
0.0013	0.9990	18
0.0006	0.9996	19
0.0002	0.9999	20
0.0001	0.9999	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

BART/Mabury
SBT/L
PM
2040 Project Conditions (Mabury Interchange Alternative)

Avg. Queue Per Lane in Veh= 8.3
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0021	0.0024	1
0.0087	0.0111	2
0.0240	0.0351	3
0.0497	0.0848	4
0.0823	0.1671	5
0.1135	0.2806	6
0.1343	0.4149	7
0.1389	0.5538	8
0.1278	0.6816	9
0.1058	0.7874	10
0.0796	0.8670	11
0.0549	0.9219	12
0.0350	0.9569	13
0.0207	0.9775	14
0.0114	0.9889	15
0.0059	0.9948	16
0.0029	0.9977	17
0.0013	0.9990	18
0.0006	0.9996	19
0.0002	0.9999	20
0.0001	0.9999	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

BART/Mabury
SBT/L
PM
2040 Project Conditions (Berryessa Interchange Alternative)

Avg. Queue Per Lane in Veh= 8.9
Percentile = 95% 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0012	0.0013	1
0.0052	0.0065	2
0.0156	0.0221	3
0.0348	0.0569	4
0.0622	0.1191	5
0.0928	0.2119	6
0.1186	0.3304	7
0.1326	0.4630	8
0.1317	0.5947	9
0.1178	0.7126	10
0.0958	0.8084	11
0.0714	0.8798	12
0.0491	0.9289	13
0.0314	0.9603	14
0.0187	0.9790	15
0.0105	0.9895	16
0.0055	0.9950	17
0.0027	0.9977	18
0.0013	0.9990	19
0.0006	0.9996	20
0.0002	0.9998	21
0.0001	0.9999	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Commercial/Oakland
WBL
AM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 16.5
Percentile = 95% 23

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0001	3
0.0002	0.0003	4
0.0007	0.0010	5
0.0019	0.0029	6
0.0045	0.0074	7
0.0093	0.0167	8
0.0171	0.0337	9
0.0281	0.0619	10
0.0422	0.1041	11
0.0580	0.1621	12
0.0736	0.2357	13
0.0868	0.3225	14
0.0955	0.4180	15
0.0985	0.5165	16
0.0956	0.6120	17
0.0876	0.6996	18
0.0761	0.7757	19
0.0628	0.8385	20
0.0493	0.8878	21
0.0370	0.9248	22
0.0265	0.9513	23
0.0182	0.9696	24
0.0120	0.9816	25
0.0076	0.9892	26
0.0047	0.9939	27
0.0028	0.9967	28
0.0016	0.9982	29
0.0009	0.9991	30
0.0005	0.9995	31
0.0002	0.9998	32
0.0001	0.9999	33
0.0001	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Commercial/Oakland
WBL
AM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 17.2
Percentile = 95% 24

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0001	0.0002	4
0.0004	0.0006	5
0.0012	0.0018	6
0.0031	0.0049	7
0.0066	0.0115	8
0.0125	0.0240	9
0.0215	0.0454	10
0.0335	0.0789	11
0.0479	0.1268	12
0.0633	0.1901	13
0.0776	0.2677	14
0.0888	0.3565	15
0.0953	0.4518	16
0.0962	0.5480	17
0.0918	0.6397	18
0.0829	0.7226	19
0.0712	0.7938	20
0.0582	0.8520	21
0.0454	0.8973	22
0.0339	0.9312	23
0.0242	0.9554	24
0.0166	0.9721	25
0.0110	0.9831	26
0.0070	0.9901	27
0.0043	0.9943	28
0.0025	0.9969	29
0.0015	0.9983	30
0.0008	0.9991	31
0.0004	0.9996	32
0.0002	0.9998	33
0.0001	0.9999	34
0.0001	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Commercial/Oakland
WBL
AM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 9.5
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0007	0.0008	1
0.0035	0.0043	2
0.0109	0.0152	3
0.0259	0.0411	4
0.0490	0.0902	5
0.0774	0.1675	6
0.1046	0.2721	7
0.1238	0.3959	8
0.1302	0.5262	9
0.1233	0.6494	10
0.1061	0.7555	11
0.0837	0.8392	12
0.0609	0.9002	13
0.0412	0.9414	14
0.0260	0.9674	15
0.0154	0.9828	16
0.0086	0.9914	17
0.0045	0.9959	18
0.0022	0.9981	19
0.0011	0.9992	20
0.0005	0.9997	21
0.0002	0.9999	22
0.0001	0.9999	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Commercial/Oakland
WBL
PM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 11.8
Percentile = 95% 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0005	0.0006	2
0.0021	0.0028	3
0.0062	0.0090	4
0.0147	0.0236	5
0.0287	0.0524	6
0.0482	0.1006	7
0.0709	0.1715	8
0.0926	0.2641	9
0.1089	0.3731	10
0.1164	0.4895	11
0.1141	0.6036	12
0.1032	0.7068	13
0.0867	0.7934	14
0.0679	0.8614	15
0.0499	0.9113	16
0.0345	0.9458	17
0.0226	0.9684	18
0.0140	0.9824	19
0.0082	0.9906	20
0.0046	0.9952	21
0.0025	0.9976	22
0.0013	0.9989	23
0.0006	0.9995	24
0.0003	0.9998	25
0.0001	0.9999	26
0.0001	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Commercial/Oakland
WBL
PM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 11.3
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0008	0.0009	2
0.0029	0.0038	3
0.0082	0.0120	4
0.0185	0.0305	5
0.0351	0.0656	6
0.0568	0.1224	7
0.0805	0.2029	8
0.1015	0.3044	9
0.1152	0.4196	10
0.1188	0.5384	11
0.1123	0.6506	12
0.0979	0.7486	13
0.0794	0.8279	14
0.0600	0.8879	15
0.0425	0.9305	16
0.0284	0.9589	17
0.0179	0.9768	18
0.0107	0.9874	19
0.0061	0.9935	20
0.0033	0.9968	21
0.0017	0.9985	22
0.0008	0.9993	23
0.0004	0.9997	24
0.0002	0.9999	25
0.0001	0.9999	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Commercial/Oakland
WBL
PM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 5.8
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0031	0.0031	0
0.0181	0.0212	1
0.0521	0.0734	2
0.1002	0.1735	3
0.1444	0.3179	4
0.1664	0.4843	5
0.1599	0.6442	6
0.1316	0.7758	7
0.0948	0.8706	8
0.0607	0.9314	9
0.0350	0.9664	10
0.0183	0.9847	11
0.0088	0.9935	12
0.0039	0.9974	13
0.0016	0.9990	14
0.0006	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Commercial/Oakland
SBL
AM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 4.9
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0077	0.0077	0
0.0375	0.0452	1
0.0912	0.1363	2
0.1479	0.2842	3
0.1799	0.4642	4
0.1752	0.6393	5
0.1421	0.7814	6
0.0988	0.8802	7
0.0601	0.9403	8
0.0325	0.9728	9
0.0158	0.9886	10
0.0070	0.9956	11
0.0028	0.9984	12
0.0011	0.9995	13
0.0004	0.9998	14
0.0001	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Commercial/Oakland
SBL
AM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 4.8
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0082	0.0082	0
0.0395	0.0477	1
0.0948	0.1425	2
0.1517	0.2942	3
0.1820	0.4763	4
0.1747	0.6510	5
0.1398	0.7908	6
0.0959	0.8867	7
0.0575	0.9442	8
0.0307	0.9749	9
0.0147	0.9896	10
0.0064	0.9960	11
0.0026	0.9986	12
0.0009	0.9995	13
0.0003	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Commercial/Oakland
SBL
AM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 4.6
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0101	0.0101	0
0.0462	0.0563	1
0.1063	0.1626	2
0.1631	0.3257	3
0.1875	0.5132	4
0.1725	0.6858	5
0.1323	0.8180	6
0.0869	0.9049	7
0.0500	0.9549	8
0.0255	0.9805	9
0.0118	0.9922	10
0.0049	0.9971	11
0.0019	0.9990	12
0.0007	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Commercial/Oakland
SBL
PM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 14.9
Percentile = 95% 22

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0002	0.0002	3
0.0007	0.0009	4
0.0020	0.0029	5
0.0050	0.0079	6
0.0107	0.0186	7
0.0200	0.0386	8
0.0332	0.0718	9
0.0496	0.1214	10
0.0674	0.1888	11
0.0839	0.2726	12
0.0964	0.3690	13
0.1028	0.4718	14
0.1024	0.5742	15
0.0956	0.6699	16
0.0840	0.7539	17
0.0698	0.8237	18
0.0549	0.8785	19
0.0410	0.9195	20
0.0292	0.9487	21
0.0198	0.9685	22
0.0129	0.9813	23
0.0080	0.9893	24
0.0048	0.9941	25
0.0027	0.9969	26
0.0015	0.9984	27
0.0008	0.9992	28
0.0004	0.9996	29
0.0002	0.9998	30
0.0001	0.9999	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Commercial/Oakland
SBL
PM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 15.0
Percentile = 95% 22

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0002	0.0002	3
0.0007	0.0009	4
0.0020	0.0028	5
0.0049	0.0077	6
0.0104	0.0181	7
0.0196	0.0377	8
0.0326	0.0703	9
0.0488	0.1191	10
0.0665	0.1857	11
0.0831	0.2688	12
0.0958	0.3645	13
0.1025	0.4671	14
0.1024	0.5695	15
0.0959	0.6655	16
0.0846	0.7500	17
0.0704	0.8205	18
0.0555	0.8760	19
0.0416	0.9176	20
0.0297	0.9473	21
0.0202	0.9675	22
0.0132	0.9807	23
0.0082	0.9890	24
0.0049	0.9939	25
0.0028	0.9967	26
0.0016	0.9983	27
0.0008	0.9992	28
0.0004	0.9996	29
0.0002	0.9998	30
0.0001	0.9999	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Commercial/Oakland
SBL
PM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 18.7
Percentile = 95% 26

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0001	0.0002	5
0.0005	0.0007	6
0.0012	0.0019	7
0.0028	0.0047	8
0.0059	0.0106	9
0.0110	0.0216	10
0.0187	0.0404	11
0.0291	0.0695	12
0.0418	0.1113	13
0.0558	0.1672	14
0.0695	0.2367	15
0.0811	0.3178	16
0.0891	0.4069	17
0.0924	0.4993	18
0.0909	0.5902	19
0.0848	0.6750	20
0.0755	0.7505	21
0.0640	0.8145	22
0.0520	0.8666	23
0.0405	0.9070	24
0.0302	0.9372	25
0.0217	0.9590	26
0.0150	0.9740	27
0.0100	0.9840	28
0.0065	0.9904	29
0.0040	0.9945	30
0.0024	0.9969	31
0.0014	0.9983	32
0.0008	0.9991	33
0.0004	0.9995	34
0.0002	0.9998	35
0.0001	0.9999	36
0.0001	0.9999	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Commercial/Berryessa
SBT/L
AM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 9.3
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0009	0.0010	1
0.0041	0.0051	2
0.0127	0.0178	3
0.0293	0.0471	4
0.0542	0.1013	5
0.0836	0.1849	6
0.1105	0.2954	7
0.1278	0.4232	8
0.1313	0.5545	9
0.1215	0.6760	10
0.1021	0.7781	11
0.0787	0.8568	12
0.0560	0.9129	13
0.0370	0.9499	14
0.0228	0.9727	15
0.0132	0.9859	16
0.0072	0.9931	17
0.0037	0.9968	18
0.0018	0.9986	19
0.0008	0.9994	20
0.0004	0.9997	21
0.0002	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Commercial/Berryessa
SBT/L
AM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 9.1
Percentile = 95% 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0010	0.0011	1
0.0045	0.0056	2
0.0138	0.0194	3
0.0315	0.0509	4
0.0574	0.1083	5
0.0873	0.1956	6
0.1138	0.3095	7
0.1298	0.4393	8
0.1316	0.5709	9
0.1201	0.6911	10
0.0996	0.7907	11
0.0758	0.8665	12
0.0532	0.9197	13
0.0347	0.9543	14
0.0211	0.9754	15
0.0120	0.9875	16
0.0065	0.9939	17
0.0033	0.9972	18
0.0016	0.9988	19
0.0007	0.9995	20
0.0003	0.9998	21
0.0001	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Commercial/Berryessa
SBT/L
AM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 10.2
Percentile = 95% 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0004	0.0004	1
0.0019	0.0023	2
0.0065	0.0089	3
0.0167	0.0255	4
0.0341	0.0596	5
0.0579	0.1175	6
0.0845	0.2020	7
0.1078	0.3099	8
0.1223	0.4322	9
0.1248	0.5570	10
0.1159	0.6729	11
0.0986	0.7714	12
0.0774	0.8488	13
0.0564	0.9052	14
0.0384	0.9436	15
0.0245	0.9681	16
0.0147	0.9829	17
0.0083	0.9912	18
0.0045	0.9957	19
0.0023	0.9980	20
0.0011	0.9991	21
0.0005	0.9996	22
0.0002	0.9998	23
0.0001	0.9999	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Commercial/Berryessa
SBT/L
PM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 23.5
Percentile = 95% 32

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0001	0.0001	7
0.0001	0.0002	8
0.0004	0.0006	9
0.0009	0.0015	10
0.0019	0.0034	11
0.0038	0.0072	12
0.0068	0.0140	13
0.0114	0.0254	14
0.0178	0.0431	15
0.0261	0.0692	16
0.0360	0.1052	17
0.0469	0.1521	18
0.0579	0.2100	19
0.0679	0.2779	20
0.0759	0.3538	21
0.0809	0.4347	22
0.0825	0.5172	23
0.0806	0.5979	24
0.0757	0.6735	25
0.0683	0.7418	26
0.0593	0.8011	27
0.0497	0.8508	28
0.0402	0.8910	29
0.0314	0.9225	30
0.0238	0.9463	31
0.0174	0.9637	32
0.0124	0.9761	33
0.0086	0.9847	34
0.0057	0.9904	35
0.0037	0.9941	36
0.0024	0.9965	37
0.0015	0.9980	38
0.0009	0.9988	39
0.0005	0.9994	40
0.0003	0.9996	41
0.0002	0.9998	42
0.0001	0.9999	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Commercial/Berryessa
SBT/L
PM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 23.8
Percentile = 95% 32

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0001	7
0.0001	0.0002	8
0.0003	0.0005	9
0.0008	0.0013	10
0.0016	0.0029	11
0.0033	0.0062	12
0.0060	0.0121	13
0.0101	0.0222	14
0.0160	0.0382	15
0.0237	0.0620	16
0.0332	0.0951	17
0.0438	0.1389	18
0.0547	0.1936	19
0.0650	0.2586	20
0.0735	0.3320	21
0.0793	0.4113	22
0.0819	0.4932	23
0.0810	0.5743	24
0.0770	0.6513	25
0.0703	0.7216	26
0.0619	0.7835	27
0.0525	0.8359	28
0.0430	0.8789	29
0.0340	0.9129	30
0.0261	0.9390	31
0.0193	0.9583	32
0.0139	0.9723	33
0.0097	0.9820	34
0.0066	0.9886	35
0.0044	0.9929	36
0.0028	0.9957	37
0.0017	0.9975	38
0.0011	0.9986	39
0.0006	0.9992	40
0.0004	0.9996	41
0.0002	0.9998	42
0.0001	0.9999	43
0.0001	0.9999	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Commercial/Berryessa
SBT/L
PM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 23.8
Percentile = 95% 32

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0001	7
0.0001	0.0002	8
0.0003	0.0005	9
0.0008	0.0013	10
0.0016	0.0029	11
0.0033	0.0062	12
0.0060	0.0121	13
0.0101	0.0222	14
0.0160	0.0382	15
0.0237	0.0620	16
0.0332	0.0951	17
0.0438	0.1389	18
0.0547	0.1936	19
0.0650	0.2586	20
0.0735	0.3320	21
0.0793	0.4113	22
0.0819	0.4932	23
0.0810	0.5743	24
0.0770	0.6513	25
0.0703	0.7216	26
0.0619	0.7835	27
0.0525	0.8359	28
0.0430	0.8789	29
0.0340	0.9129	30
0.0261	0.9390	31
0.0193	0.9583	32
0.0139	0.9723	33
0.0097	0.9820	34
0.0066	0.9886	35
0.0044	0.9929	36
0.0028	0.9957	37
0.0017	0.9975	38
0.0011	0.9986	39
0.0006	0.9992	40
0.0004	0.9996	41
0.0002	0.9998	42
0.0001	0.9999	43
0.0001	0.9999	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Oakland/Hedding
EBL
AM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 11.4
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0007	0.0009	2
0.0028	0.0036	3
0.0079	0.0116	4
0.0180	0.0296	5
0.0342	0.0638	6
0.0557	0.1195	7
0.0793	0.1988	8
0.1004	0.2993	9
0.1145	0.4137	10
0.1186	0.5323	11
0.1126	0.6449	12
0.0987	0.7435	13
0.0803	0.8238	14
0.0610	0.8848	15
0.0434	0.9283	16
0.0291	0.9574	17
0.0184	0.9758	18
0.0111	0.9869	19
0.0063	0.9932	20
0.0034	0.9966	21
0.0018	0.9984	22
0.0009	0.9993	23
0.0004	0.9997	24
0.0002	0.9999	25
0.0001	0.9999	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Oakland/Hedding
EBL
AM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 11.0
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0010	0.0012	2
0.0037	0.0049	3
0.0102	0.0150	4
0.0223	0.0374	5
0.0410	0.0784	6
0.0644	0.1428	7
0.0887	0.2315	8
0.1084	0.3399	9
0.1193	0.4592	10
0.1194	0.5786	11
0.1095	0.6881	12
0.0927	0.7808	13
0.0729	0.8536	14
0.0535	0.9071	15
0.0368	0.9439	16
0.0238	0.9677	17
0.0146	0.9822	18
0.0084	0.9907	19
0.0046	0.9953	20
0.0024	0.9977	21
0.0012	0.9990	22
0.0006	0.9995	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Oakland/Hedding
EBL
AM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 11.6
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0006	0.0007	2
0.0024	0.0031	3
0.0070	0.0101	4
0.0161	0.0263	5
0.0312	0.0574	6
0.0516	0.1091	7
0.0748	0.1839	8
0.0963	0.2801	9
0.1116	0.3917	10
0.1176	0.5093	11
0.1135	0.6229	12
0.1012	0.7241	13
0.0838	0.8079	14
0.0647	0.8726	15
0.0469	0.9195	16
0.0320	0.9515	17
0.0206	0.9720	18
0.0126	0.9846	19
0.0073	0.9919	20
0.0040	0.9959	21
0.0021	0.9980	22
0.0011	0.9991	23
0.0005	0.9996	24
0.0002	0.9998	25
0.0001	0.9999	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Oakland/Hedding
EBL
PM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 12.9
Percentile = 95% 19

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0002	0.0002	2
0.0009	0.0011	3
0.0028	0.0040	4
0.0074	0.0113	5
0.0158	0.0272	6
0.0292	0.0564	7
0.0472	0.1036	8
0.0678	0.1714	9
0.0875	0.2589	10
0.1028	0.3617	11
0.1106	0.4723	12
0.1099	0.5822	13
0.1014	0.6836	14
0.0873	0.7709	15
0.0705	0.8414	16
0.0536	0.8950	17
0.0384	0.9334	18
0.0261	0.9596	19
0.0169	0.9764	20
0.0104	0.9868	21
0.0061	0.9929	22
0.0034	0.9963	23
0.0018	0.9982	24
0.0010	0.9991	25
0.0005	0.9996	26
0.0002	0.9998	27
0.0001	0.9999	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Oakland/Hedding
EBL
PM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 16.7
Percentile = 95% 24

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0001	3
0.0002	0.0002	4
0.0006	0.0009	5
0.0017	0.0026	6
0.0041	0.0067	7
0.0085	0.0152	8
0.0158	0.0310	9
0.0263	0.0573	10
0.0399	0.0972	11
0.0554	0.1526	12
0.0710	0.2237	13
0.0846	0.3083	14
0.0940	0.4022	15
0.0979	0.5001	16
0.0960	0.5961	17
0.0889	0.6849	18
0.0779	0.7629	19
0.0650	0.8278	20
0.0516	0.8794	21
0.0391	0.9184	22
0.0283	0.9467	23
0.0197	0.9664	24
0.0131	0.9795	25
0.0084	0.9879	26
0.0052	0.9931	27
0.0031	0.9962	28
0.0018	0.9979	29
0.0010	0.9989	30
0.0005	0.9995	31
0.0003	0.9997	32
0.0001	0.9999	33
0.0001	0.9999	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Oakland/Hedding
EBL
PM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 14.1
Percentile = 95% 21

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0004	0.0004	3
0.0013	0.0017	4
0.0035	0.0052	5
0.0083	0.0135	6
0.0167	0.0302	7
0.0294	0.0596	8
0.0459	0.1055	9
0.0647	0.1702	10
0.0828	0.2531	11
0.0972	0.3503	12
0.1053	0.4556	13
0.1060	0.5616	14
0.0995	0.6611	15
0.0876	0.7487	16
0.0725	0.8212	17
0.0568	0.8780	18
0.0421	0.9200	19
0.0296	0.9497	20
0.0199	0.9695	21
0.0127	0.9823	22
0.0078	0.9900	23
0.0046	0.9946	24
0.0026	0.9972	25
0.0014	0.9986	26
0.0007	0.9993	27
0.0004	0.9997	28
0.0002	0.9999	29
0.0001	0.9999	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
SBT/L
AM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 6.5
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0016	0.0016	0
0.0101	0.0117	1
0.0327	0.0444	2
0.0704	0.1147	3
0.1136	0.2284	4
0.1468	0.3751	5
0.1580	0.5331	6
0.1457	0.6788	7
0.1177	0.7965	8
0.0844	0.8809	9
0.0545	0.9355	10
0.0320	0.9675	11
0.0172	0.9847	12
0.0086	0.9933	13
0.0039	0.9972	14
0.0017	0.9989	15
0.0007	0.9996	16
0.0003	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
SBT/L
AM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 10.5
Percentile = 95% 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0003	0.0003	1
0.0015	0.0018	2
0.0052	0.0069	3
0.0136	0.0205	4
0.0287	0.0492	5
0.0503	0.0995	6
0.0758	0.1753	7
0.0999	0.2752	8
0.1170	0.3922	9
0.1234	0.5156	10
0.1182	0.6338	11
0.1038	0.7376	12
0.0842	0.8219	13
0.0634	0.8853	14
0.0446	0.9298	15
0.0294	0.9592	16
0.0182	0.9774	17
0.0107	0.9881	18
0.0059	0.9940	19
0.0031	0.9971	20
0.0016	0.9986	21
0.0007	0.9994	22
0.0003	0.9997	23
0.0002	0.9999	24
0.0001	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
SBT/L
AM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 10.1
Percentile = 95% 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0004	0.0005	1
0.0021	0.0026	2
0.0071	0.0097	3
0.0180	0.0277	4
0.0363	0.0640	5
0.0610	0.1250	6
0.0878	0.2128	7
0.1107	0.3235	8
0.1240	0.4475	9
0.1251	0.5726	10
0.1146	0.6873	11
0.0963	0.7836	12
0.0747	0.8583	13
0.0538	0.9121	14
0.0362	0.9483	15
0.0228	0.9711	16
0.0135	0.9846	17
0.0076	0.9922	18
0.0040	0.9962	19
0.0020	0.9982	20
0.0010	0.9992	21
0.0004	0.9997	22
0.0002	0.9999	23
0.0001	0.9999	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
SBT/L
PM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 18.0
Percentile = 95% 25

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0001	0.0001	4
0.0002	0.0003	5
0.0007	0.0011	6
0.0019	0.0030	7
0.0043	0.0072	8
0.0085	0.0157	9
0.0153	0.0310	10
0.0249	0.0559	11
0.0373	0.0932	12
0.0515	0.1447	13
0.0661	0.2108	14
0.0791	0.2899	15
0.0888	0.3787	16
0.0938	0.4726	17
0.0936	0.5661	18
0.0885	0.6546	19
0.0794	0.7340	20
0.0679	0.8020	21
0.0554	0.8574	22
0.0433	0.9007	23
0.0324	0.9331	24
0.0233	0.9564	25
0.0161	0.9724	26
0.0107	0.9831	27
0.0069	0.9900	28
0.0042	0.9942	29
0.0025	0.9968	30
0.0015	0.9982	31
0.0008	0.9991	32
0.0004	0.9995	33
0.0002	0.9998	34
0.0001	0.9999	35
0.0001	0.9999	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
SBT/L
PM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 18.4
Percentile = 95% 26

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0001	4
0.0002	0.0002	5
0.0005	0.0008	6
0.0014	0.0022	7
0.0033	0.0055	8
0.0067	0.0123	9
0.0124	0.0247	10
0.0208	0.0455	11
0.0319	0.0774	12
0.0452	0.1226	13
0.0595	0.1821	14
0.0730	0.2551	15
0.0840	0.3391	16
0.0910	0.4302	17
0.0932	0.5233	18
0.0903	0.6136	19
0.0831	0.6967	20
0.0729	0.7697	21
0.0610	0.8307	22
0.0489	0.8796	23
0.0375	0.9171	24
0.0276	0.9447	25
0.0196	0.9643	26
0.0133	0.9776	27
0.0088	0.9864	28
0.0056	0.9920	29
0.0034	0.9954	30
0.0020	0.9975	31
0.0012	0.9986	32
0.0007	0.9993	33
0.0004	0.9996	34
0.0002	0.9998	35
0.0001	0.9999	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
SBT/L
PM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 18.8
Percentile = 95% 26

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0001	0.0002	5
0.0004	0.0006	6
0.0011	0.0017	7
0.0027	0.0044	8
0.0056	0.0100	9
0.0104	0.0204	10
0.0178	0.0382	11
0.0279	0.0662	12
0.0404	0.1065	13
0.0542	0.1607	14
0.0679	0.2286	15
0.0797	0.3084	16
0.0882	0.3965	17
0.0920	0.4886	18
0.0910	0.5796	19
0.0855	0.6651	20
0.0765	0.7416	21
0.0654	0.8070	22
0.0534	0.8604	23
0.0418	0.9022	24
0.0314	0.9336	25
0.0227	0.9564	26
0.0158	0.9722	27
0.0106	0.9828	28
0.0069	0.9897	29
0.0043	0.9940	30
0.0026	0.9966	31
0.0015	0.9981	32
0.0009	0.9990	33
0.0005	0.9995	34
0.0003	0.9997	35
0.0001	0.9999	36
0.0001	0.9999	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
EBL
AM
2040 No Project Conditions

Avg. Queue Per Lane in Veh= 8.9
Percentile = 95% 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0012	0.0014	1
0.0055	0.0069	2
0.0163	0.0232	3
0.0361	0.0593	4
0.0642	0.1235	5
0.0949	0.2184	6
0.1203	0.3387	7
0.1335	0.4722	8
0.1316	0.6039	9
0.1168	0.7207	10
0.0943	0.8150	11
0.0697	0.8847	12
0.0476	0.9323	13
0.0302	0.9624	14
0.0179	0.9803	15
0.0099	0.9902	16
0.0052	0.9954	17
0.0025	0.9979	18
0.0012	0.9991	19
0.0005	0.9996	20
0.0002	0.9999	21
0.0001	0.9999	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
EBL
AM
2040 Project Conditions (Mabury Interchange Alternative)

Avg. Queue Per Lane in Veh= 9.9
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0005	0.0005	1
0.0024	0.0030	2
0.0080	0.0110	3
0.0199	0.0309	4
0.0394	0.0703	5
0.0652	0.1355	6
0.0923	0.2278	7
0.1145	0.3423	8
0.1261	0.4684	9
0.1251	0.5935	10
0.1127	0.7062	11
0.0932	0.7994	12
0.0711	0.8705	13
0.0503	0.9208	14
0.0333	0.9541	15
0.0206	0.9747	16
0.0120	0.9868	17
0.0066	0.9934	18
0.0035	0.9968	19
0.0017	0.9986	20
0.0008	0.9994	21
0.0004	0.9997	22
0.0002	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
EBL
AM
2040 Project Conditions (Berryessa Interchange Alternative)

Avg. Queue Per Lane in Veh= 9.1
Percentile = 95% 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0010	0.0011	1
0.0045	0.0056	2
0.0138	0.0194	3
0.0315	0.0509	4
0.0574	0.1083	5
0.0873	0.1956	6
0.1138	0.3095	7
0.1298	0.4393	8
0.1316	0.5709	9
0.1201	0.6911	10
0.0996	0.7907	11
0.0758	0.8665	12
0.0532	0.9197	13
0.0347	0.9543	14
0.0211	0.9754	15
0.0120	0.9875	16
0.0065	0.9939	17
0.0033	0.9972	18
0.0016	0.9988	19
0.0007	0.9995	20
0.0003	0.9998	21
0.0001	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
EBL
PM
2040 No Project Conditions

Avg. Queue Per Lane in Veh= 8.8
Percentile = 95% 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0013	0.0014	1
0.0057	0.0071	2
0.0167	0.0239	3
0.0370	0.0609	4
0.0653	0.1262	5
0.0962	0.2224	6
0.1214	0.3438	7
0.1340	0.4778	8
0.1315	0.6094	9
0.1162	0.7256	10
0.0933	0.8189	11
0.0687	0.8876	12
0.0467	0.9342	13
0.0294	0.9637	14
0.0173	0.9810	15
0.0096	0.9906	16
0.0050	0.9956	17
0.0024	0.9980	18
0.0011	0.9992	19
0.0005	0.9997	20
0.0002	0.9999	21
0.0001	0.9999	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
EBL
PM
2040 Project Conditions (Mabury Interchange Alternative)

Avg. Queue Per Lane in Veh= 10.8
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0012	0.0014	2
0.0042	0.0056	3
0.0113	0.0169	4
0.0245	0.0414	5
0.0443	0.0857	6
0.0686	0.1543	7
0.0928	0.2471	8
0.1117	0.3589	9
0.1211	0.4799	10
0.1192	0.5992	11
0.1076	0.7068	12
0.0897	0.7965	13
0.0694	0.8659	14
0.0501	0.9160	15
0.0339	0.9500	16
0.0216	0.9716	17
0.0130	0.9846	18
0.0074	0.9920	19
0.0040	0.9960	20
0.0021	0.9981	21
0.0010	0.9991	22
0.0005	0.9996	23
0.0002	0.9998	24
0.0001	0.9999	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
EBL
PM
2040 Project Conditions (Berryessa Interchange Alternative)

Avg. Queue Per Lane in Veh= 11.0
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0010	0.0012	2
0.0037	0.0049	3
0.0102	0.0151	4
0.0224	0.0375	5
0.0411	0.0786	6
0.0646	0.1432	7
0.0888	0.2320	8
0.1085	0.3405	9
0.1194	0.4599	10
0.1194	0.5793	11
0.1094	0.6887	12
0.0926	0.7813	13
0.0728	0.8540	14
0.0534	0.9074	15
0.0367	0.9441	16
0.0237	0.9678	17
0.0145	0.9823	18
0.0084	0.9907	19
0.0046	0.9953	20
0.0024	0.9977	21
0.0012	0.9990	22
0.0006	0.9995	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
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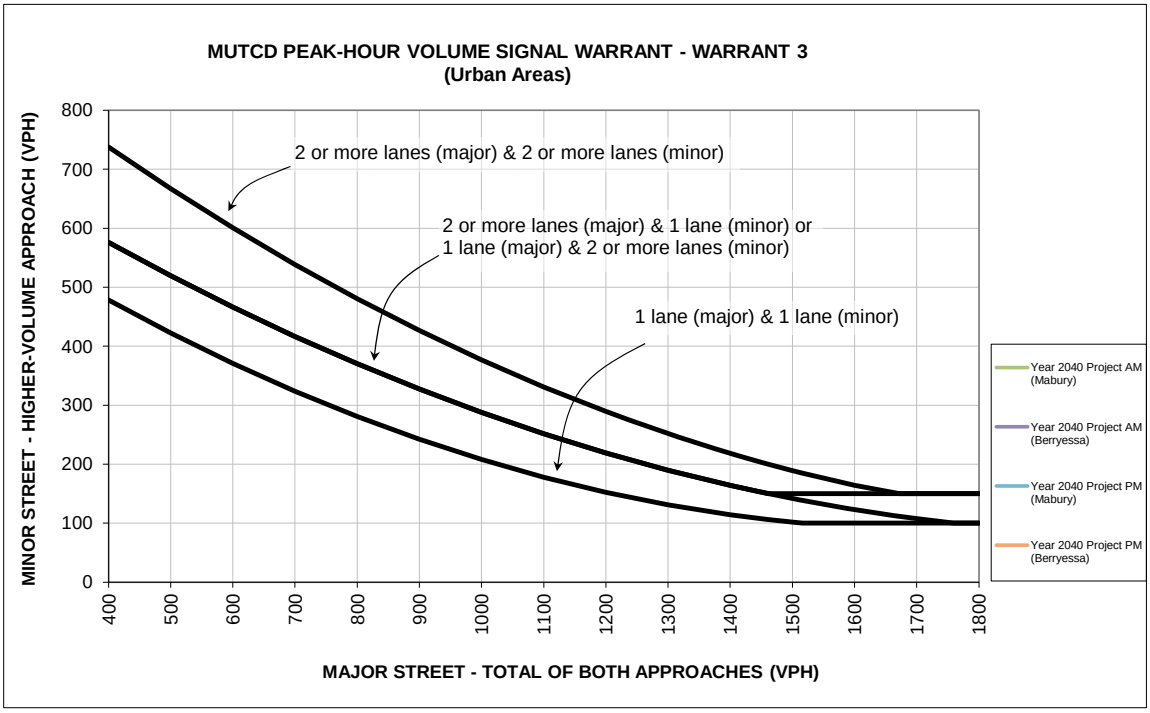
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Appendix G
Proposed Site Access Analysis

Signal Warrant Checks

1655 Berryessa Mixed-Use Development

27 . Lane A and Shore Drive



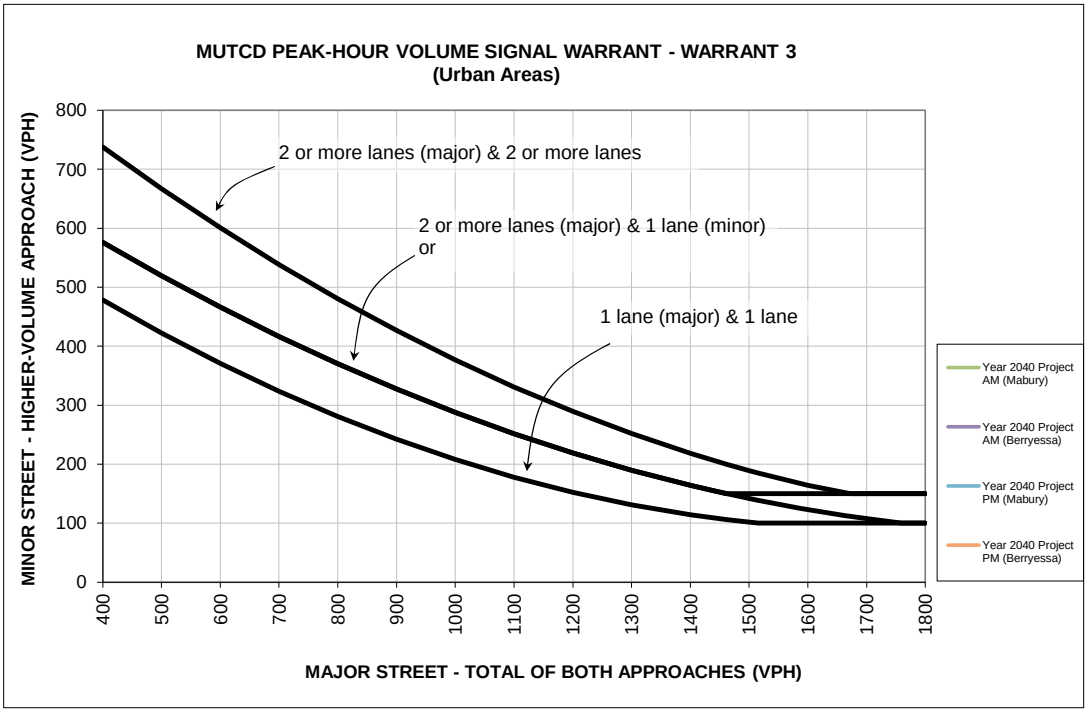
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Year 2040 Project AM (Mabury)	Year 2040 Project AM (Berryessa)
		One	2 or More		
Major Street - Both Approaches	Shore Drive	X		55	52
Minor Street - Highest Approach	Lane A	X		19	20
Maximum warrant threshold for minor street volume				705	707
Difference between warrant threshold & minor street volume				686	687
		Warrant Met?		No	No

		Approach Lanes		Year 2040 Project PM (Mabury)	Year 2040 Project PM (Berryessa)
		One	2 or More		
Major Street - Both Approaches	Shore Drive	X		31	28
Minor Street - Highest Approach	Lane A	X		48	51
Maximum warrant threshold for minor street volume				722	725
Difference between warrant threshold & minor street volume				674	674
		Warrant Met?		No	No

1655 Berryessa Mixed-Use Development

28 . Lane A and Mercado Way



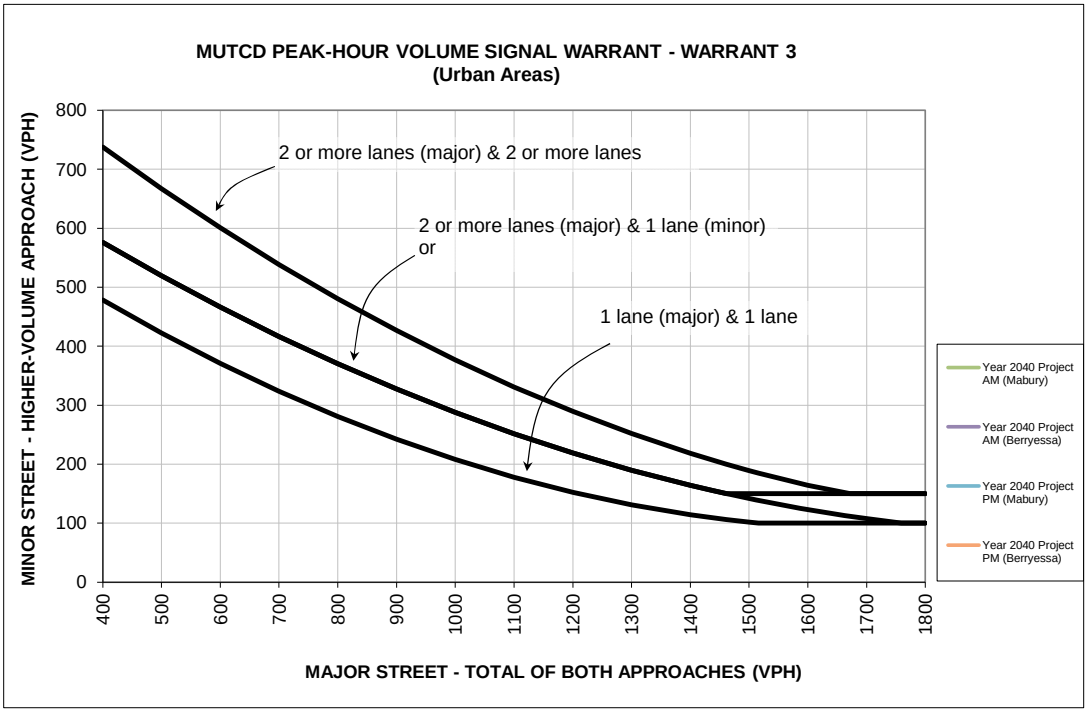
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Year 2040 Project AM (Mabury)	Year 2040 Project AM (Berryessa)
		One	2 or More		
Major Street - Both Approaches	Mercado Way	X		107	104
Minor Street - Highest Approach	Lane A	X		43	45
Maximum warrant threshold for minor street volume				667	669
Difference between warrant threshold & minor street volume				624	624
		Warrant Met?		No	No

		Approach Lanes		Year 2040 Project PM (Mabury)	Year 2040 Project PM (Berryessa)
		One	2 or More		
Major Street - Both Approaches	Mercado Way	X		61	55
Minor Street - Highest Approach	Lane A	X		125	132
Maximum warrant threshold for minor street volume				700	705
Difference between warrant threshold & minor street volume				575	573
		Warrant Met?		No	No

1655 Berryessa Mixed-Use Development

29 . Lane A and De Rome Drive



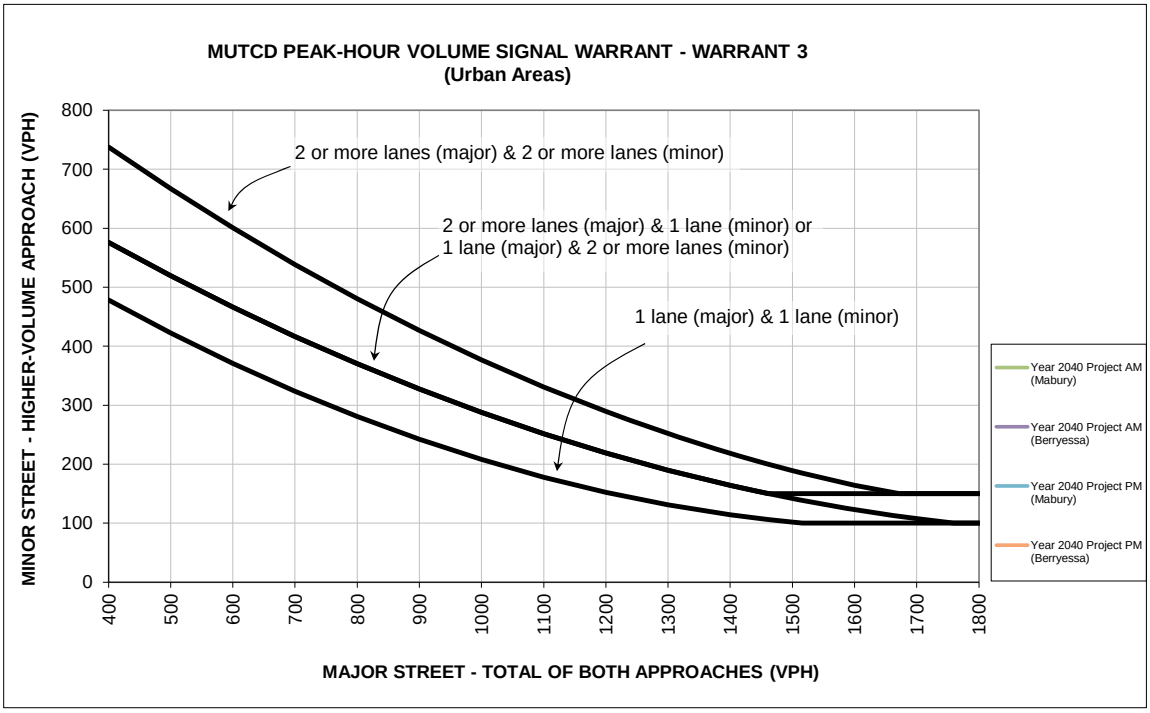
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Year 2040 Project AM (Mabury)	Year 2040 Project AM (Berryessa)
		One	2 or More		
Major Street - Both Approaches	Lane A	X		279	285
Minor Street - Highest Approach	De Rome Drive	X		331	262
Maximum warrant threshold for minor street volume				552	548
Difference between warrant threshold & minor street volume				221	286
		Warrant Met?		No	No

		Approach Lanes		Year 2040 Project PM (Mabury)	Year 2040 Project PM (Berryessa)
		One	2 or More		
Major Street - Both Approaches	Lane A	X		560	582
Minor Street - Highest Approach	De Rome Drive	X		350	288
Maximum warrant threshold for minor street volume				391	380
Difference between warrant threshold & minor street volume				41	92
		Warrant Met?		No	No

1655 Berryessa Mixed-Use Development

30 . Facchino Way and Commercial Driveway



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Year 2040 Project AM (Mabury)	Year 2040 Project AM (Berryessa)
		One	2 or More		
Major Street - Both Approaches	Facchino Way	X		695	719
Minor Street - Highest Approach	Office Driveway	X		195	197
Maximum warrant threshold for minor street volume				326	315
Difference between warrant threshold & minor street volume				131	118
		Warrant Met?		No	No

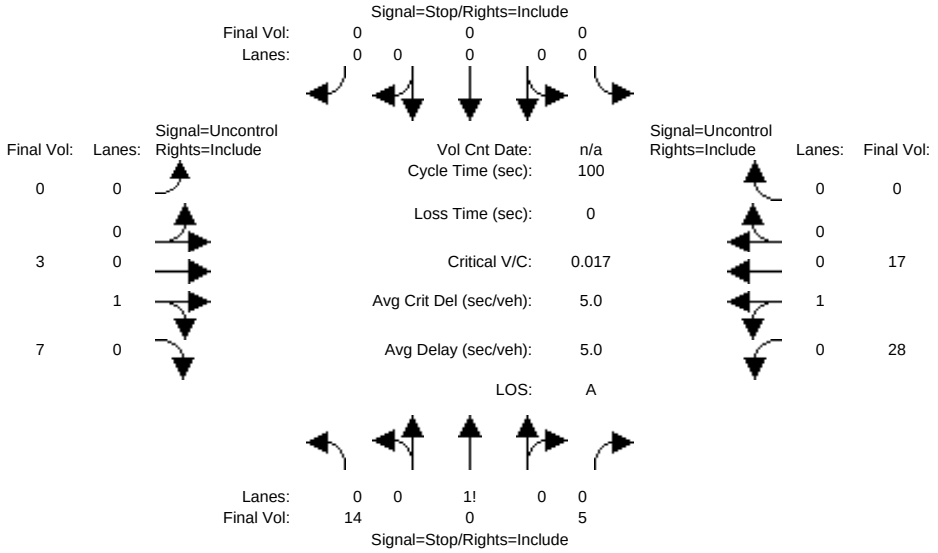
		Approach Lanes		Year 2040 Project PM (Mabury)	Year 2040 Project PM (Berryessa)
		One	2 or More		
Major Street - Both Approaches	Facchino Way	X		563	597
Minor Street - Highest Approach	Office Driveway	X		696	694
Maximum warrant threshold for minor street volume				389	372
Difference between warrant threshold & minor street volume				307	322
		Warrant Met?		**Yes**	**Yes**

Level of Service Calculations

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #10043: Lane A and Shore Drive

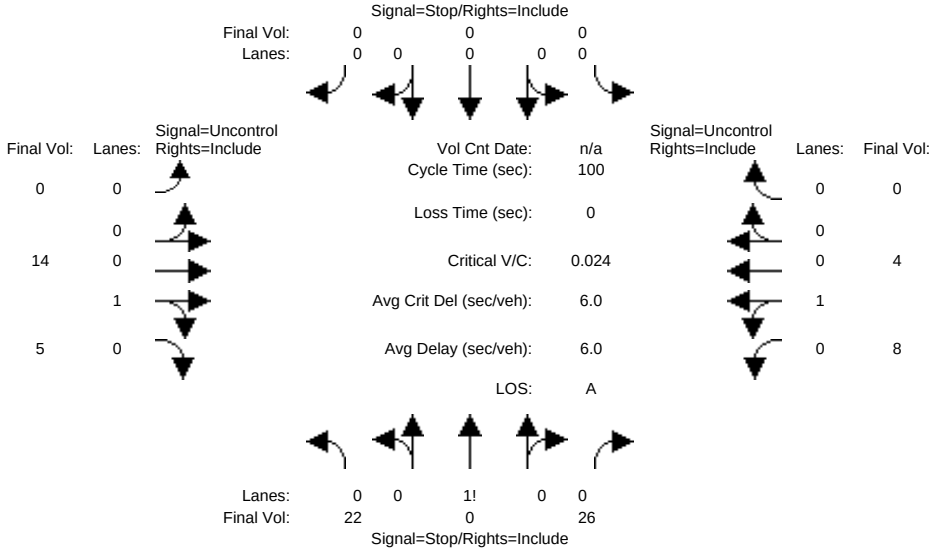



```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      14    0     5     0    0     0     0    3     7    28   17     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   14    0     5     0    0     0     0    3     7    28   17     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   14    0     5     0    0     0     0    3     7    28   17     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    14    0     5     0    0     0     0    3     7    28   17     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   14    0     5     0    0     0     0    3     7    28   17     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   80   80     7  xxxx xxxx xxxxx  xxxx xxxx xxxxx    10 xxxx xxxxx
Potent Cap.:  928  815  1082  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1623 xxxx xxxxx
Move Cap.:    916  800  1082  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1623 xxxx xxxxx
Volume/Cap:  0.02 0.00  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  954 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.1 xxxx xxxxx
Shrd ConDel:xxxxx  8.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.3 xxxx xxxxx
Shared LOS:     *    A     *     *    *     *     *    *     *     A    *     *
ApproachDel:       8.8           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         A                *                *                *
Note: Queue reported is the number of cars per lane.
```

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #10043: Lane A and Shore Drive



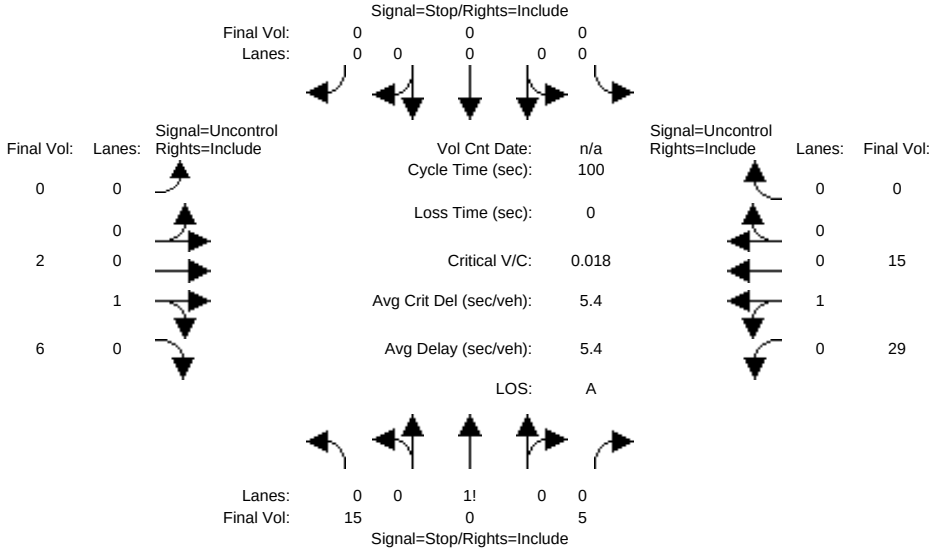
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	22	0	26	0	0	0	0	14	5	8	4	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	0	26	0	0	0	0	14	5	8	4	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	26	0	0	0	0	14	5	8	4	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	0	26	0	0	0	0	14	5	8	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	0	26	0	0	0	0	14	5	8	4	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	37	37	17	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	19	xxxx	xxxxx
Potent Cap.:	981	860	1068	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1611	xxxx	xxxxx
Move Cap.:	977	856	1068	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1611	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	1025	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A			*			*			*	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #10043: Lane A and Shore Drive



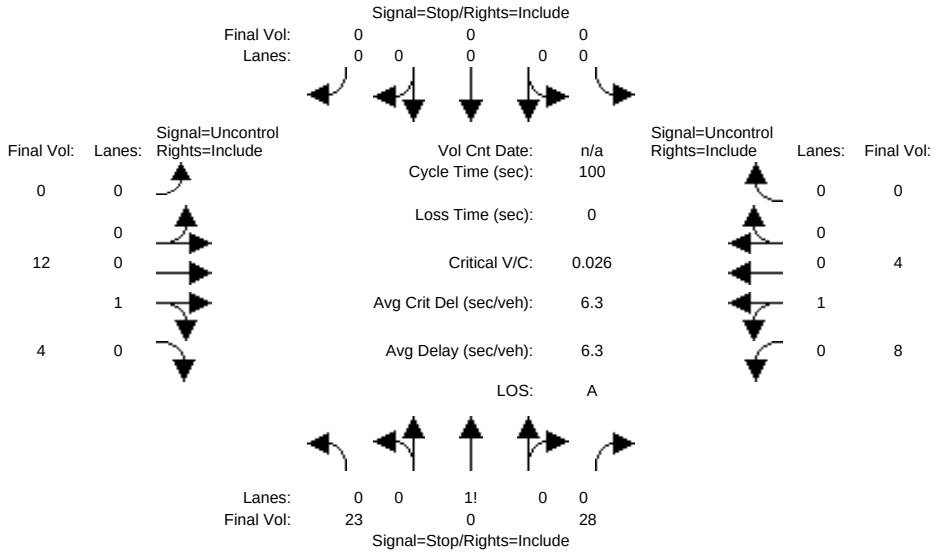
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	15	0	5	0	0	0	0	2	6	29	15	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	5	0	0	0	0	2	6	29	15	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	5	0	0	0	0	2	6	29	15	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	5	0	0	0	0	2	6	29	15	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	5	0	0	0	0	2	6	29	15	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	78	78	5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	8	xxxx	xxxxx
Potent Cap.:	930	816	1084	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1625	xxxx	xxxxx
Move Cap.:	917	801	1084	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1625	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	954	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.9		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A			*			*			*	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #10043: Lane A and Shore Drive



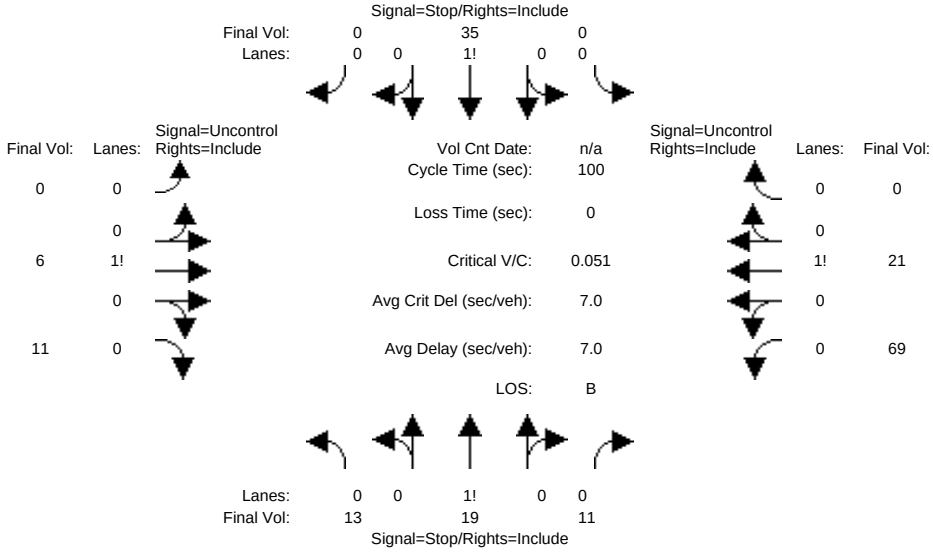
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	23	0	28	0	0	0	0	12	4	8	4	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	0	28	0	0	0	0	12	4	8	4	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	28	0	0	0	0	12	4	8	4	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	28	0	0	0	0	12	4	8	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	0	28	0	0	0	0	12	4	8	4	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	34	34	14	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	16	xxxx	xxxxx
Potent Cap.:	984	863	1072	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1615	xxxx	xxxxx
Move Cap.:	981	858	1072	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1615	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	1029	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A			*			*			*	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #10050: Lane A and Mercado Way



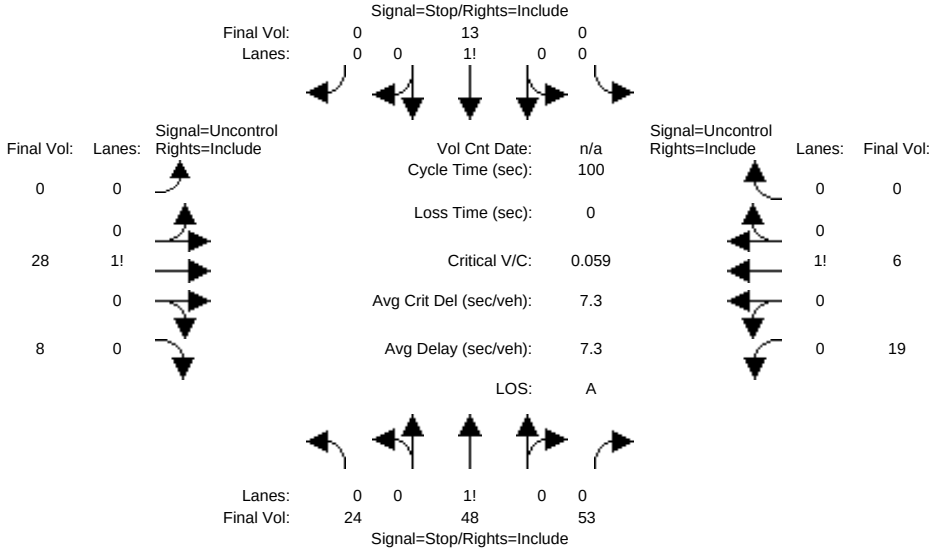
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	13	19	11	0	35	0	0	6	11	69	21	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	19	11	0	35	0	0	6	11	69	21	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	19	11	0	35	0	0	6	11	69	21	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	19	11	0	35	0	0	6	11	69	21	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	19	11	0	35	0	0	6	11	69	21	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	188	171	12	xxxx	176	xxxxx	xxxx	xxxx	xxxxx	17	xxxx	xxxxx
Potent Cap.:	777	726	1075	xxxx	721	xxxxx	xxxx	xxxx	xxxxx	1613	xxxx	xxxxx
Move Cap.:	721	694	1075	xxxx	689	xxxxx	xxxx	xxxx	xxxxx	1613	xxxx	xxxxx
Volume/Cap:	0.02	0.03	0.01	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	B	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	773	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.9			10.5			xxxxxx			xxxxxx	
ApproachLOS:		A			B			*			*	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #10050: Lane A and Mercado Way



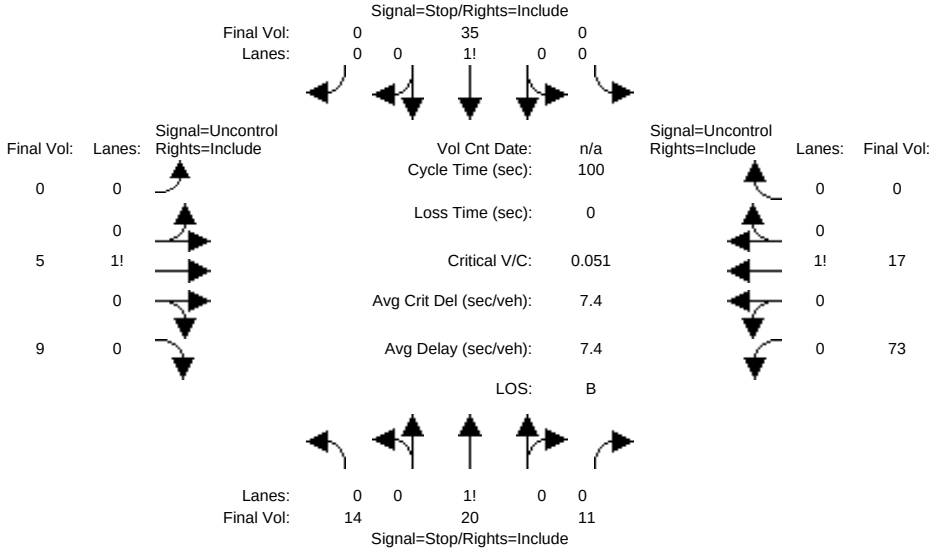
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	24	48	53	0	13	0	0	28	8	19	6	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	48	53	0	13	0	0	28	8	19	6	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	48	53	0	13	0	0	28	8	19	6	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	48	53	0	13	0	0	28	8	19	6	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	48	53	0	13	0	0	28	8	19	6	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	83	76	32	xxxx	80	xxxxx	xxxx	xxxx	xxxxx	36	xxxx	xxxxx
Potent Cap.:	910	818	1048	xxxx	814	xxxxx	xxxx	xxxx	xxxxx	1588	xxxx	xxxxx
Move Cap.:	890	808	1048	xxxx	804	xxxxx	xxxx	xxxx	xxxxx	1588	xxxx	xxxxx
Volume/Cap:	0.03	0.06	0.05	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	A	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	913	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.6			9.5			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #10050: Lane A and Mercado Way



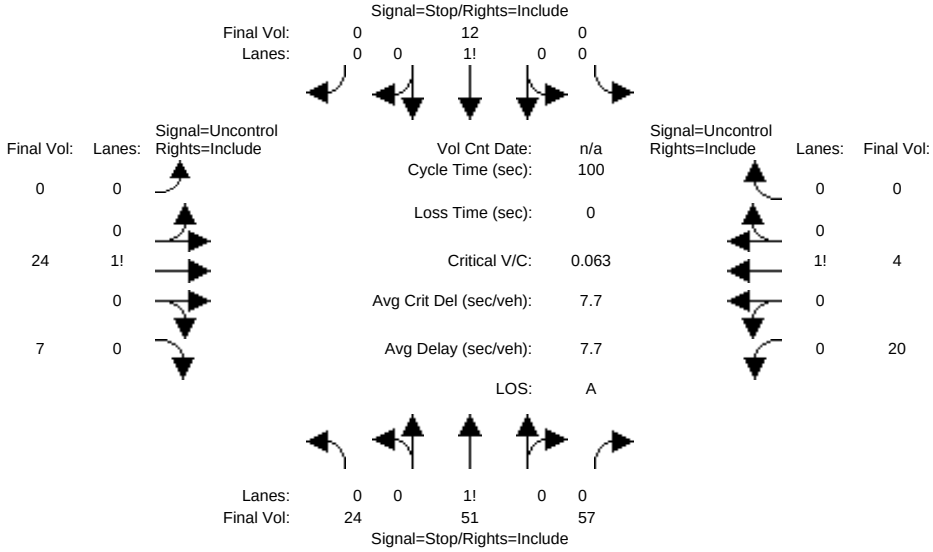
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	14	20	11	0	35	0	0	5	9	73	17	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	20	11	0	35	0	0	5	9	73	17	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	20	11	0	35	0	0	5	9	73	17	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	20	11	0	35	0	0	5	9	73	17	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	20	11	0	35	0	0	5	9	73	17	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	190	173	10	xxxx	177	xxxxx	xxxx	xxxx	xxxxx	14	xxxx	xxxxx
Potent Cap.:	774	724	1078	xxxx	720	xxxxx	xxxx	xxxx	xxxxx	1617	xxxx	xxxxx
Move Cap.:	718	690	1078	xxxx	686	xxxxx	xxxx	xxxx	xxxxx	1617	xxxx	xxxxx
Volume/Cap:	0.02	0.03	0.01	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	B	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	767	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.0			10.5			xxxxxx			xxxxxx	
ApproachLOS:		A			B			*			*	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #10050: Lane A and Mercado Way



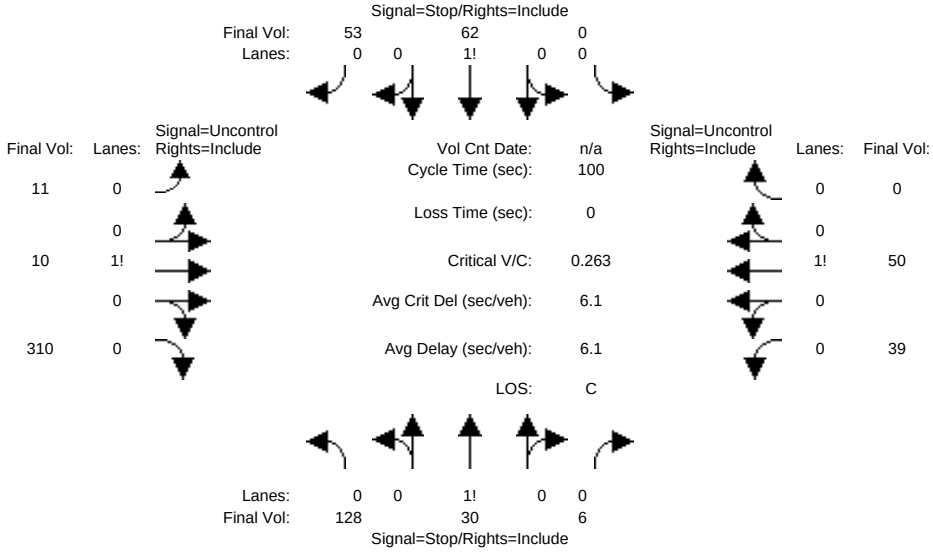
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	24	51	57	0	12	0	0	24	7	20	4	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	51	57	0	12	0	0	24	7	20	4	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	51	57	0	12	0	0	24	7	20	4	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	51	57	0	12	0	0	24	7	20	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	51	57	0	12	0	0	24	7	20	4	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	78	72	28	xxxx	75	xxxxx	xxxx	xxxx	xxxxx	31	xxxx	xxxxx
Potent Cap.:	916	823	1054	xxxx	819	xxxxx	xxxx	xxxx	xxxxx	1595	xxxx	xxxxx
Move Cap.:	897	812	1054	xxxx	809	xxxxx	xxxx	xxxx	xxxxx	1595	xxxx	xxxxx
Volume/Cap:	0.03	0.06	0.05	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	A	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	919	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.6			9.5			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #10054: Lane A and De Rome Drive



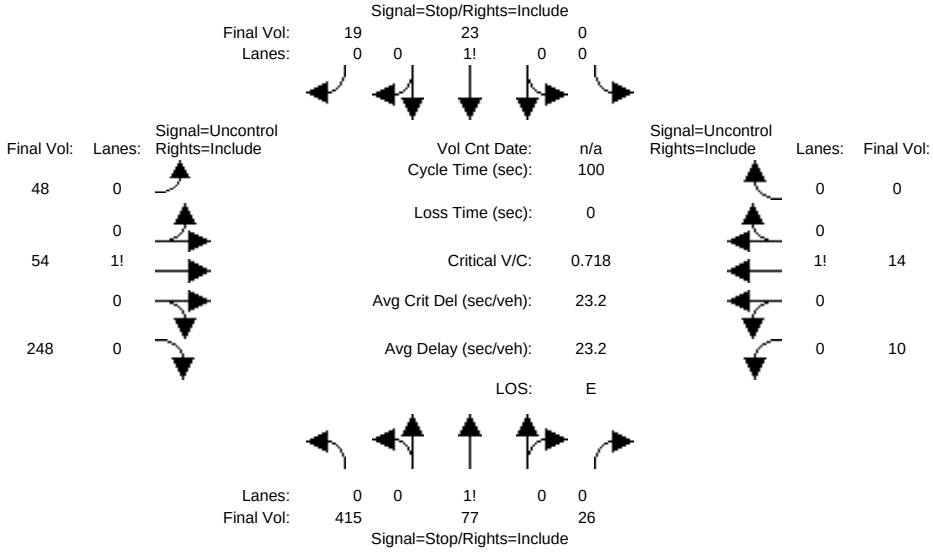
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Volume Module:																
Base Vol:	128	30	6		0	62	53		11	10	310		39	50	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	128	30	6		0	62	53		11	10	310		39	50	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	128	30	6		0	62	53		11	10	310		39	50	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	128	30	6		0	62	53		11	10	310		39	50	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	128	30	6		0	62	53		11	10	310		39	50	0	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2			4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3			2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	373	315	165	xxxx	470	50			50	xxxx	xxxxx		320	xxxx	xxxxx	
Potent Cap.:	588	604	885	xxxx	495	1024			1570	xxxx	xxxxx		1251	xxxx	xxxxx	
Move Cap.:	487	581	885	xxxx	475	1024			1570	xxxx	xxxxx		1251	xxxx	xxxxx	
Volume/Cap:	0.26	0.05	0.01	xxxx	0.13	0.05			0.01	xxxx	xxxx		0.03	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.3	xxxx	xxxxx		8.0	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	511	xxxxx		xxxx	xxxx	631		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	1.4	xxxxx		xxxxx	xxxx	0.7		xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	
Shrd ConDel:	xxxxx	15.3	xxxxx		xxxxx	xxxx	12.0		xxxxx	xxxx	xxxxx		8.0	xxxx	xxxxx	
Shared LOS:	*	C	*		*	*	B		*	*	*		A	*	*	
ApproachDel:		15.3				12.0			xxxxxx				xxxxxx			
ApproachLOS:		C				B			*				*			

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #10054: Lane A and De Rome Drive



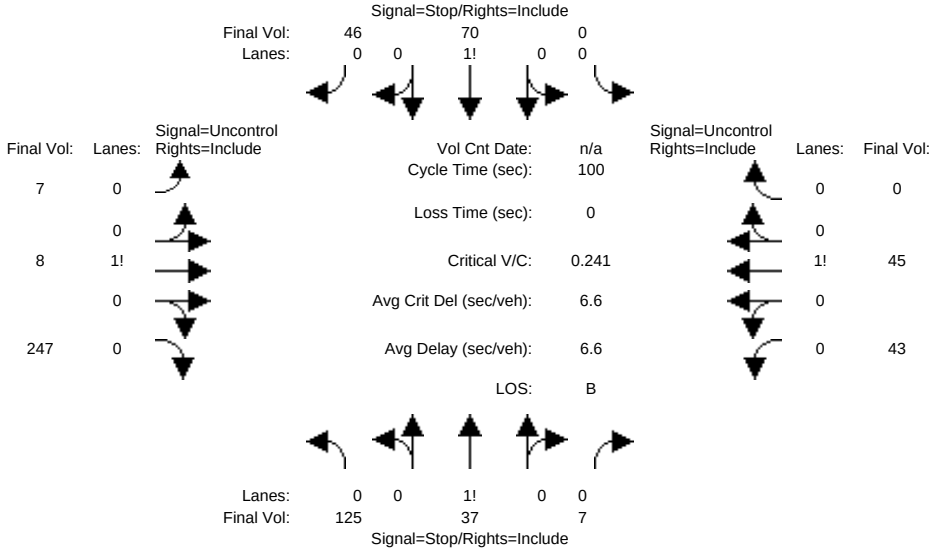
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	415	77	26	0	23	19	48	54	248	10	14	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	415	77	26	0	23	19	48	54	248	10	14	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	415	77	26	0	23	19	48	54	248	10	14	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	415	77	26	0	23	19	48	54	248	10	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	415	77	26	0	23	19	48	54	248	10	14	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	329	308	178	xxxx	432	14	14	xxxx	xxxxx	302	xxxx	xxxxx
Potent Cap.:	628	609	870	xxxx	519	1072	1617	xxxx	xxxxx	1270	xxxx	xxxxx
Move Cap.:	578	586	870	xxxx	500	1072	1617	xxxx	xxxxx	1270	xxxx	xxxxx
Volume/Cap:	0.72	0.13	0.03	xxxx	0.05	0.02	0.03	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	589	xxxxx	xxxx	xxxx	659	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	10.2	xxxxx	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	40.1	xxxxx	xxxxx	xxxx	10.8	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
Shared LOS:	*	E	*	*	*	B	*	*	*	A	*	*
ApproachDel:		40.1			10.8		xxxxxx			xxxxxx		
ApproachLOS:		E			B			*			*	

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #10054: Lane A and De Rome Drive



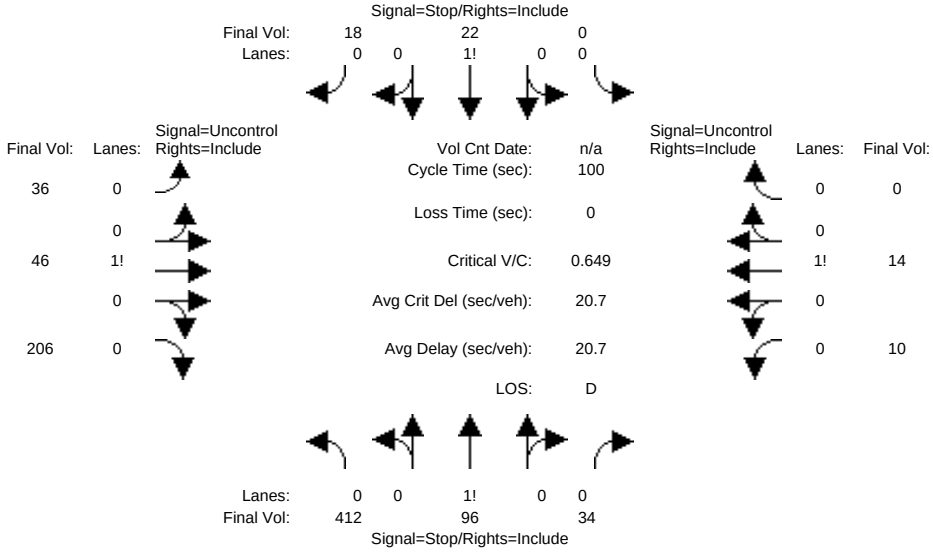
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Volume Module:																
Base Vol:	125	37	7		0	70	46		7	8	247		43	45	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	125	37	7		0	70	46		7	8	247		43	45	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	125	37	7		0	70	46		7	8	247		43	45	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	37	7		0	70	46		7	8	247		43	45	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	125	37	7		0	70	46		7	8	247		43	45	0	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2			4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3			2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	335	277	132	xxxx	400	45			45	xxxx	xxxxx		255	xxxx	xxxxx	
Potent Cap.:	623	635	923	xxxx	541	1031			1576	xxxx	xxxxx		1322	xxxx	xxxxx	
Move Cap.:	519	611	923	xxxx	521	1031			1576	xxxx	xxxxx		1322	xxxx	xxxxx	
Volume/Cap:	0.24	0.06	0.01	xxxx	0.13	0.04			0.00	xxxx	xxxx		0.03	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.3	xxxx	xxxxx		7.8	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	547	xxxxx		xxxx	xxxx	648		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	1.3	xxxxx		xxxxx	xxxx	0.6		xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	
Shrd ConDel:	xxxxx	14.5	xxxxx		xxxxx	xxxx	11.8		xxxxx	xxxx	xxxxx		7.8	xxxx	xxxxx	
Shared LOS:	*	B	*		*	*	B		*	*	*		A	*	*	
ApproachDel:		14.5				11.8			xxxxxx				xxxxxx			
ApproachLOS:		B				B			*				*			

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #10054: Lane A and De Rome Drive



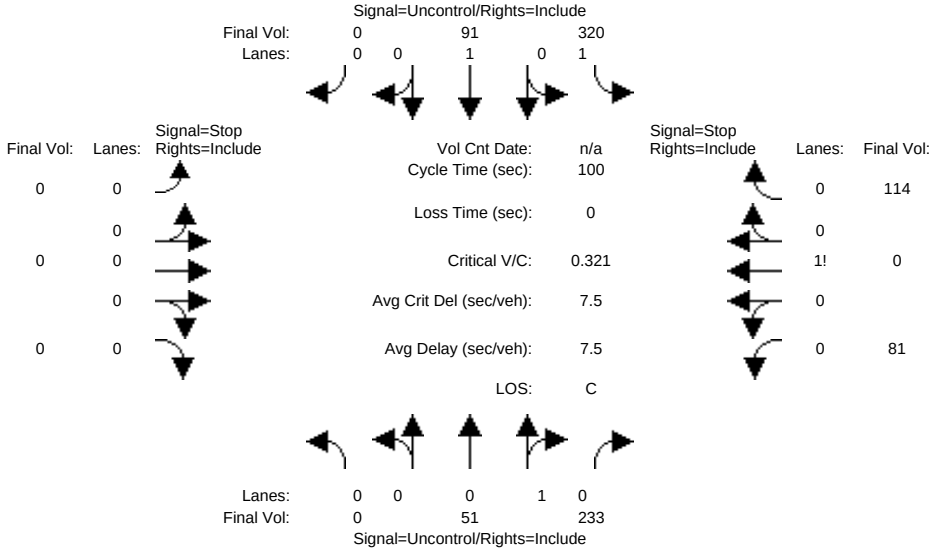
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	412	96	34	0	22	18	36	46	206	10	14	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	412	96	34	0	22	18	36	46	206	10	14	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	412	96	34	0	22	18	36	46	206	10	14	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	412	96	34	0	22	18	36	46	206	10	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	412	96	34	0	22	18	36	46	206	10	14	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	275	255	149	xxxx	358	14	14	xxxx	xxxxx	252	xxxx	xxxxx
Potent Cap.:	681	652	903	xxxx	572	1072	1617	xxxx	xxxxx	1325	xxxx	xxxxx
Move Cap.:	635	633	903	xxxx	554	1072	1617	xxxx	xxxxx	1325	xxxx	xxxxx
Volume/Cap:	0.65	0.15	0.04	xxxx	0.04	0.02	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	646	xxxxx	xxxx	xxxx	708	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	9.2	xxxxx	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	32.7	xxxxx	xxxxx	xxxx	10.4	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	B	*	*	*	A	*	*
ApproachDel:		32.7			10.4		xxxxxx			xxxxxx		
ApproachLOS:		D			B		*			*		

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #10056: Facchino Way and Office Driveway



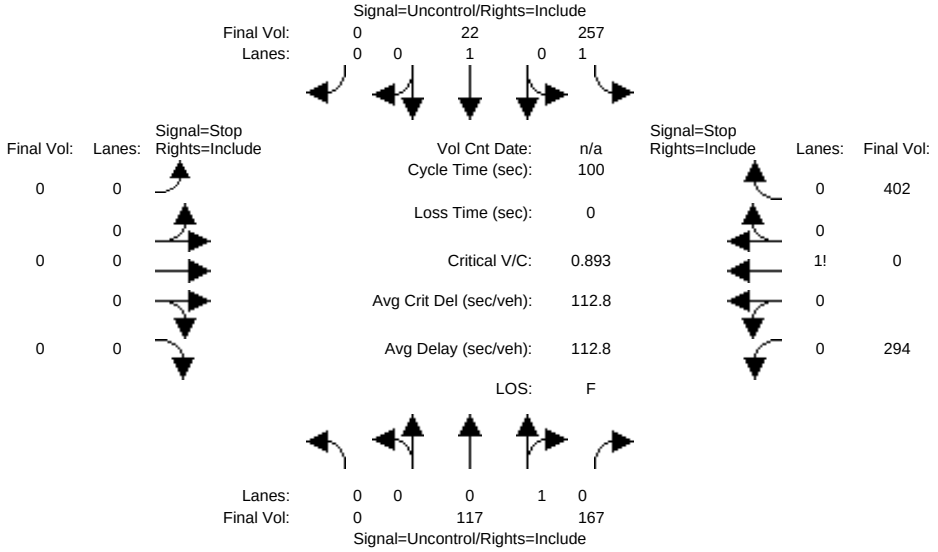
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	51	233	320	91	0	0	0	0	81	0	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	51	233	320	91	0	0	0	0	81	0	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	51	233	320	91	0	0	0	0	81	0	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	51	233	320	91	0	0	0	0	81	0	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	51	233	320	91	0	0	0	0	81	0	114
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	284	xxxx	xxxxx	xxxx	xxxx	xxxxx	899	899	168
Potent Cap.:	xxxx	xxxx	xxxxx	1290	xxxx	xxxxx	xxxx	xxxx	xxxxx	312	281	882
Move Cap.:	xxxx	xxxx	xxxxx	1290	xxxx	xxxxx	xxxx	xxxx	xxxxx	252	211	882
Volume/Cap:	xxxx	xxxx	xxxx	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	0.00	0.13
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	433	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.9		
ApproachLOS:	*			*			*			C		

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #10056: Facchino Way and Office Driveway



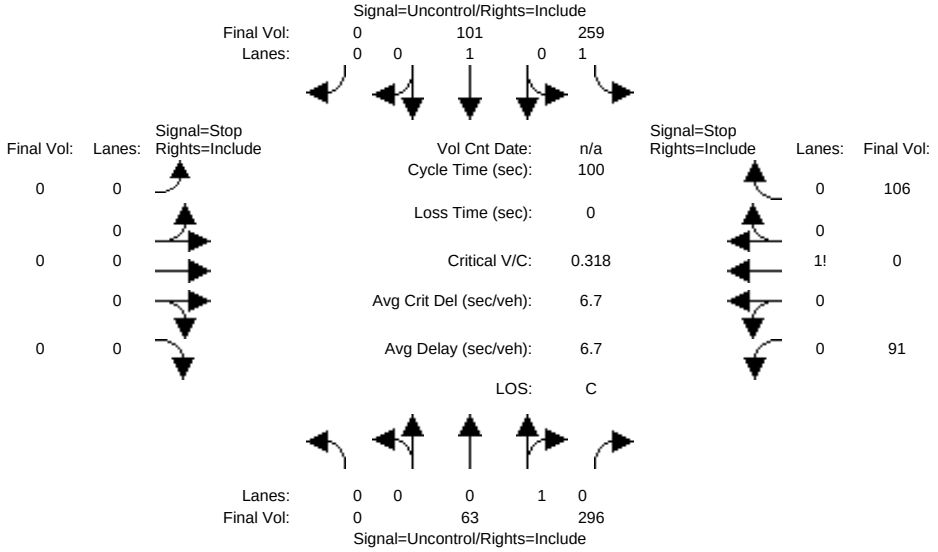
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	117	167	257	22	0	0	0	0	294	0	402
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	117	167	257	22	0	0	0	0	294	0	402
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	117	167	257	22	0	0	0	0	294	0	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:	0	117	167	257	22	0	0	0	0	294	0	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	117	167	257	22	0	0	0	0	294	0	402
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	284	xxxx	xxxxx	xxxx	xxxx	xxxxx	737	737	201
Potent Cap.:	xxxx	xxxx	xxxxx	1290	xxxx	xxxxx	xxxx	xxxx	xxxxx	389	349	846
Move Cap.:	xxxx	xxxx	xxxxx	1290	xxxx	xxxxx	xxxx	xxxx	xxxxx	329	279	846
Volume/Cap:	xxxx	xxxx	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.89	0.00	0.48
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	509	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	31.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	201	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			200.9		
ApproachLOS:	*			*			*			F		

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #10056: Facchino Way and Office Driveway



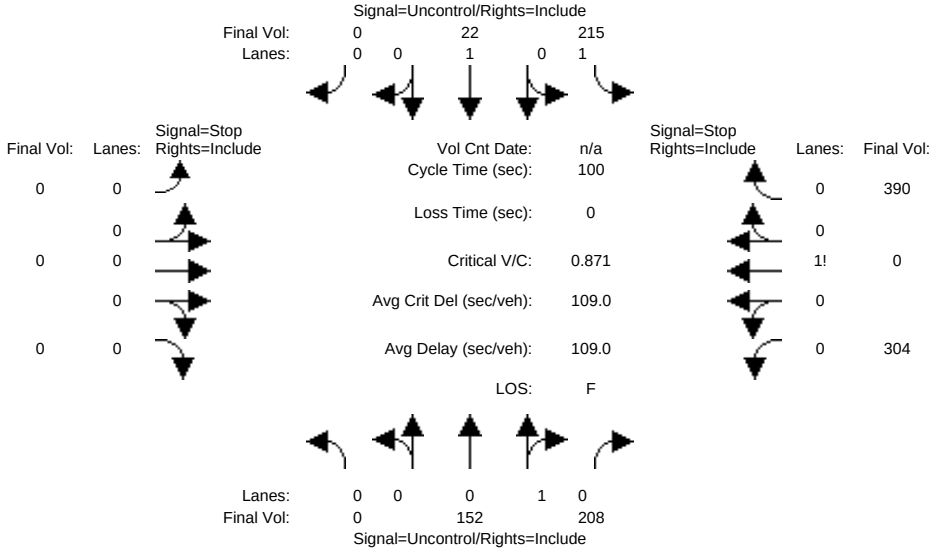
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	63	296	259	101	0	0	0	0	91	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	63	296	259	101	0	0	0	0	91	0	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	63	296	259	101	0	0	0	0	91	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	63	296	259	101	0	0	0	0	91	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	63	296	259	101	0	0	0	0	91	0	106
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	359	xxxx	xxxxx	xxxx	xxxx	xxxxx	830	830	211
Potent Cap.:	xxxx	xxxx	xxxxx	1211	xxxx	xxxxx	xxxx	xxxx	xxxxx	343	308	834
Move Cap.:	xxxx	xxxx	xxxxx	1211	xxxx	xxxxx	xxxx	xxxx	xxxxx	286	242	834
Volume/Cap:	xxxx	xxxx	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	0.00	0.13
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	443	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.5		
ApproachLOS:	*			*			*			C		

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #10056: Facchino Way and Office Driveway



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Volume Module:																
Base Vol:	0	152	208		215	22	0		0	0	0		304	0	390	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	152	208		215	22	0		0	0	0		304	0	390	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	152	208		215	22	0		0	0	0		304	0	390	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	152	208		215	22	0		0	0	0		304	0	390	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	152	208		215	22	0		0	0	0		304	0	390	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	6.5	6.2	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		360	xxxx	xxxxx		xxxx	xxxx	xxxxx		708	708	256	
Potent Cap.:	xxxx	xxxx	xxxxx		1210	xxxx	xxxxx		xxxx	xxxx	xxxxx		404	362	788	
Move Cap.:	xxxx	xxxx	xxxxx		1210	xxxx	xxxxx		xxxx	xxxx	xxxxx		349	298	788	
Volume/Cap:	xxxx	xxxx	xxxx		0.18	xxxx	xxxx		xxxx	xxxx	xxxx		0.87	0.00	0.50	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.6	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		8.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	508	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	31.5	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	200	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	F	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				200.1			
ApproachLOS:	*				*				*				F			

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

Intersection	
Intersection Delay, s/veh	6.2
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	212	308	447
Demand Flow Rate, veh/h	216	314	456
Vehicles Circulating, veh/h	56	355	90
Vehicles Exiting, veh/h	613	191	182
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.2	7.3	6.4
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	216	314	456
Cap Entry Lane, veh/h	1303	961	1259
Entry HV Adj Factor	0.981	0.981	0.980
Flow Entry, veh/h	212	308	447
Cap Entry, veh/h	1279	942	1234
V/C Ratio	0.166	0.327	0.362
Control Delay, s/veh	4.2	7.3	6.4
LOS	A	A	A
95th %tile Queue, veh	1	1	2

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	757	309	303
Demand Flow Rate, veh/h	772	316	309
Vehicles Circulating, veh/h	130	285	326
Vehicles Exiting, veh/h	471	350	576
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	11.4	6.7	7.0
Approach LOS	B	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	772	316	309
Cap Entry Lane, veh/h	1209	1032	990
Entry HV Adj Factor	0.981	0.979	0.979
Flow Entry, veh/h	757	309	303
Cap Entry, veh/h	1185	1010	969
V/C Ratio	0.639	0.306	0.312
Control Delay, s/veh	11.4	6.7	7.0
LOS	B	A	A
95th %tile Queue, veh	5	1	1

Intersection	
Intersection Delay, s/veh	6.3
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	214	390	392
Demand Flow Rate, veh/h	218	397	400
Vehicles Circulating, veh/h	69	288	101
Vehicles Exiting, veh/h	616	213	186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.3	7.7	6.0
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	218	397	400
Cap Entry Lane, veh/h	1286	1029	1245
Entry HV Adj Factor	0.982	0.981	0.980
Flow Entry, veh/h	214	390	392
Cap Entry, veh/h	1262	1010	1219
V/C Ratio	0.170	0.386	0.321
Control Delay, s/veh	4.3	7.7	6.0
LOS	A	A	A
95th %tile Queue, veh	1	2	1

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	754	391	258
Demand Flow Rate, veh/h	769	399	263
Vehicles Circulating, veh/h	168	239	337
Vehicles Exiting, veh/h	470	361	600
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	12.4	7.2	6.5
Approach LOS	B	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	769	399	263
Cap Entry Lane, veh/h	1163	1081	979
Entry HV Adj Factor	0.980	0.979	0.979
Flow Entry, veh/h	754	391	258
Cap Entry, veh/h	1140	1059	958
V/C Ratio	0.661	0.369	0.269
Control Delay, s/veh	12.4	7.2	6.5
LOS	B	A	A
95th %tile Queue, veh	5	2	1

City’s Site Access Analysis

Vehicle Queuing Analysis

Vehicle Queuing Analysis Summary

Measurement	Sierra Road and Berryessa Road				Green Street and Berryessa Road			
	Southbound Thru/Left		Eastbound Left		Southbound Thru/Left		Eastbound Left	
	AM	PM	AM	PM	AM	PM	AM	PM
2040 No Project Conditions								
Cycle Length (sec)	120	120	120	120	150	150	150	150
Lanes	2	2	2	2	1	1	1	1
Volume (vph)	529	681	445	490	59	71	49	90
Volume (vphpl)	265	341	223	245	59	71	49	90
95th %. Queue (veh/ln.)	14	17	12	13	5	6	5	7
95th %. Queue (ft./ln)[1]	350	425	300	325	125	150	125	175
Storage (ft./ ln.)	200	200	250	250	100	100	200	200
Adequate (Y/N)	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	YES	YES
2040 Project Conditions (Mabury Interchange Alternative)								
Cycle Length (sec)	120	120	120	120	150	150	150	150
Lanes	2	2	2	2	1	1	1	1
Volume (vph)	603	670	407	590	74	67	49	88
Volume (vphpl)	302	335	204	295	74	67	49	88
95th %. Queue (veh/ln.)	16	17	11	15	6	6	5	7
95th %. Queue (ft./ln)[1]	400	425	275	375	150	150	125	175
Storage (ft./ ln.)	200	200	250	250	100	100	200	200
Adequate (Y/N)	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	YES	YES
2040 Project Conditions (Berryessa Interchange Alternative)								
Cycle Length (sec)	120	120	120	120	150	150	150	150
Lanes	2	2	2	2	1	1	1	1
Volume (vph)	461	678	367	464	73	66	46	89
Volume (vphpl)	231	339	184	232	73	66	46	89
95th %. Queue (veh/ln.)	13	17	10	13	6	6	4	7
95th %. Queue (ft./ln)[1]	325	425	250	325	150	150	100	175
Storage (ft./ ln.)	200	200	250	250	100	100	200	200
Adequate (Y/N)	**NO**	**NO**	YES	**NO**	**NO**	**NO**	YES	YES

Notes:
[1] Assumes 25 feet per vehicle queued

Sierra/Berryessa
SBT/L
AM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 8.8
Percentile = 95% 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0013	0.0014	1
0.0057	0.0071	2
0.0167	0.0239	3
0.0370	0.0609	4
0.0653	0.1262	5
0.0962	0.2224	6
0.1214	0.3438	7
0.1340	0.4778	8
0.1315	0.6094	9
0.1162	0.7256	10
0.0933	0.8189	11
0.0687	0.8876	12
0.0467	0.9342	13
0.0294	0.9637	14
0.0173	0.9810	15
0.0096	0.9906	16
0.0050	0.9956	17
0.0024	0.9980	18
0.0011	0.9992	19
0.0005	0.9997	20
0.0002	0.9999	21
0.0001	0.9999	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
SBT/L
AM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 10.1
Percentile = 95% 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0004	0.0005	1
0.0022	0.0026	2
0.0072	0.0098	3
0.0182	0.0280	4
0.0366	0.0646	5
0.0614	0.1260	6
0.0883	0.2143	7
0.1111	0.3254	8
0.1243	0.4496	9
0.1251	0.5747	10
0.1145	0.6892	11
0.0960	0.7852	12
0.0744	0.8596	13
0.0535	0.9130	14
0.0359	0.9489	15
0.0226	0.9715	16
0.0134	0.9849	17
0.0075	0.9923	18
0.0040	0.9963	19
0.0020	0.9983	20
0.0010	0.9992	21
0.0004	0.9997	22
0.0002	0.9999	23
0.0001	0.9999	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
SBT/L
AM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 7.7
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0005	0.0005	0
0.0035	0.0039	1
0.0134	0.0174	2
0.0345	0.0518	3
0.0663	0.1181	4
0.1021	0.2203	5
0.1311	0.3514	6
0.1442	0.4956	7
0.1388	0.6343	8
0.1187	0.7531	9
0.0914	0.8445	10
0.0640	0.9085	11
0.0411	0.9496	12
0.0243	0.9739	13
0.0134	0.9873	14
0.0069	0.9941	15
0.0033	0.9974	16
0.0015	0.9989	17
0.0006	0.9996	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
SBT/L
PM
2040 No Project Conditions

Avg. Queue Per Lane in Veh= 11.4
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0007	0.0009	2
0.0028	0.0037	3
0.0081	0.0118	4
0.0183	0.0301	5
0.0347	0.0647	6
0.0563	0.1211	7
0.0800	0.2010	8
0.1010	0.3021	9
0.1148	0.4169	10
0.1187	0.5356	11
0.1124	0.6480	12
0.0983	0.7463	13
0.0798	0.8261	14
0.0605	0.8865	15
0.0430	0.9295	16
0.0287	0.9582	17
0.0181	0.9763	18
0.0109	0.9872	19
0.0062	0.9934	20
0.0033	0.9967	21
0.0017	0.9984	22
0.0009	0.9993	23
0.0004	0.9997	24
0.0002	0.9999	25
0.0001	0.9999	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
SBT/L
PM
2040 Project Conditions (Mabury Interchange Alternative)

Avg. Queue Per Lane in Veh= 11.2
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0009	0.0011	2
0.0033	0.0043	3
0.0092	0.0135	4
0.0205	0.0339	5
0.0381	0.0720	6
0.0607	0.1328	7
0.0848	0.2175	8
0.1052	0.3227	9
0.1174	0.4401	10
0.1192	0.5594	11
0.1109	0.6703	12
0.0953	0.7656	13
0.0760	0.8416	14
0.0566	0.8982	15
0.0395	0.9377	16
0.0259	0.9637	17
0.0161	0.9798	18
0.0095	0.9892	19
0.0053	0.9945	20
0.0028	0.9973	21
0.0014	0.9987	22
0.0007	0.9994	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0001	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
SBT/L
PM
2040 Project Conditions (Berryessa Interchange Alternative)

Avg. Queue Per Lane in Veh= 11.3
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0002	1
0.0008	0.0009	2
0.0030	0.0039	3
0.0084	0.0123	4
0.0190	0.0313	5
0.0358	0.0671	6
0.0578	0.1249	7
0.0816	0.2064	8
0.1024	0.3089	9
0.1157	0.4246	10
0.1189	0.5435	11
0.1120	0.6555	12
0.0973	0.7528	13
0.0786	0.8313	14
0.0592	0.8905	15
0.0418	0.9323	16
0.0278	0.9601	17
0.0174	0.9775	18
0.0104	0.9879	19
0.0059	0.9938	20
0.0032	0.9969	21
0.0016	0.9985	22
0.0008	0.9993	23
0.0004	0.9997	24
0.0002	0.9999	25
0.0001	0.9999	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
EBL
AM
2040 No Project Conditions

Avg. Queue Per Lane in Veh= 7.4
Percentile = 95% 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0006	0.0006	0
0.0044	0.0050	1
0.0163	0.0213	2
0.0405	0.0618	3
0.0752	0.1370	4
0.1118	0.2488	5
0.1385	0.3873	6
0.1471	0.5344	7
0.1367	0.6711	8
0.1129	0.7840	9
0.0839	0.8679	10
0.0567	0.9246	11
0.0351	0.9597	12
0.0201	0.9798	13
0.0107	0.9905	14
0.0053	0.9958	15
0.0025	0.9982	16
0.0011	0.9993	17
0.0004	0.9997	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
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0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
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0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
EBL
AM
2040 Project Conditions (Mabury Interchange Alternative)

Avg. Queue Per Lane in Veh= 6.8
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0011	0.0011	0
0.0076	0.0087	1
0.0258	0.0344	2
0.0584	0.0928	3
0.0992	0.1920	4
0.1349	0.3270	5
0.1529	0.4799	6
0.1486	0.6285	7
0.1263	0.7548	8
0.0954	0.8502	9
0.0649	0.9151	10
0.0401	0.9552	11
0.0227	0.9779	12
0.0119	0.9898	13
0.0058	0.9956	14
0.0026	0.9982	15
0.0011	0.9993	16
0.0004	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
EBL
AM
2040 Project Conditions (Berryessa Interchange Alternative)

Avg. Queue Per Lane in Veh= 6.1
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0022	0.0022	0
0.0133	0.0155	1
0.0408	0.0563	2
0.0834	0.1397	3
0.1279	0.2676	4
0.1569	0.4245	5
0.1604	0.5849	6
0.1405	0.7254	7
0.1077	0.8332	8
0.0734	0.9066	9
0.0450	0.9516	10
0.0251	0.9767	11
0.0128	0.9896	12
0.0061	0.9956	13
0.0027	0.9983	14
0.0011	0.9994	15
0.0004	0.9998	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
EBL
PM
2040 No Project Conditions

Avg. Queue Per Lane in Veh= 8.2
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0023	0.0026	1
0.0095	0.0121	2
0.0258	0.0379	3
0.0526	0.0905	4
0.0860	0.1764	5
0.1170	0.2934	6
0.1365	0.4299	7
0.1393	0.5693	8
0.1264	0.6957	9
0.1033	0.7990	10
0.0767	0.8757	11
0.0522	0.9278	12
0.0328	0.9606	13
0.0191	0.9797	14
0.0104	0.9902	15
0.0053	0.9955	16
0.0026	0.9980	17
0.0012	0.9992	18
0.0005	0.9997	19
0.0002	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
EBL
PM
2040 Project Conditions (Mabury Interchange Alternative)

Avg. Queue Per Lane in Veh= 9.8
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0005	0.0006	1
0.0026	0.0032	2
0.0085	0.0117	3
0.0209	0.0326	4
0.0411	0.0737	5
0.0673	0.1410	6
0.0946	0.2356	7
0.1163	0.3519	8
0.1271	0.4789	9
0.1249	0.6039	10
0.1117	0.7156	11
0.0915	0.8071	12
0.0692	0.8763	13
0.0486	0.9249	14
0.0319	0.9568	15
0.0196	0.9764	16
0.0113	0.9877	17
0.0062	0.9939	18
0.0032	0.9971	19
0.0016	0.9987	20
0.0007	0.9994	21
0.0003	0.9998	22
0.0001	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
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0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Sierra/Berryessa
EBL
PM
2040 Project Conditions (Berryessa Interchange Alternative)

Avg. Queue Per Lane in Veh= 7.7
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0034	0.0038	1
0.0131	0.0169	2
0.0338	0.0507	3
0.0653	0.1160	4
0.1010	0.2169	5
0.1301	0.3470	6
0.1437	0.4908	7
0.1390	0.6297	8
0.1194	0.7491	9
0.0923	0.8414	10
0.0649	0.9064	11
0.0418	0.9482	12
0.0249	0.9731	13
0.0137	0.9868	14
0.0071	0.9939	15
0.0034	0.9973	16
0.0016	0.9989	17
0.0007	0.9996	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
SBT/L
AM
2040 No Project Conditions

Avg. Queue Per Lane in Veh= 2.5
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0856	0.0856	0
0.2104	0.2960	1
0.2586	0.5545	2
0.2119	0.7664	3
0.1302	0.8967	4
0.0640	0.9607	5
0.0262	0.9869	6
0.0092	0.9962	7
0.0028	0.9990	8
0.0008	0.9998	9
0.0002	0.9999	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
SBT/L
AM
2040 Project Conditions (Mabury Interchange Alternative)

Avg. Queue Per Lane in Veh= 3.1
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0458	0.0458	0
0.1412	0.1870	1
0.2177	0.4048	2
0.2238	0.6286	3
0.1725	0.8011	4
0.1064	0.9074	5
0.0547	0.9621	6
0.0241	0.9862	7
0.0093	0.9955	8
0.0032	0.9987	9
0.0010	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
SBT/L
AM
2040 Project Conditions (Berryessa Interchange Alternative)

Avg. Queue Per Lane in Veh= 3.0
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0478	0.0478	0
0.1453	0.1930	1
0.2209	0.4139	2
0.2240	0.6379	3
0.1703	0.8082	4
0.1036	0.9118	5
0.0525	0.9643	6
0.0228	0.9872	7
0.0087	0.9958	8
0.0029	0.9988	9
0.0009	0.9997	10
0.0002	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
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0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
SBT/L
PM
2040 No Project Conditions
Avg. Queue Per Lane in Veh= 3.0
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0519	0.0519	0
0.1536	0.2055	1
0.2271	0.4326	2
0.2240	0.6566	3
0.1656	0.8222	4
0.0980	0.9202	5
0.0483	0.9685	6
0.0204	0.9890	7
0.0076	0.9965	8
0.0025	0.9990	9
0.0007	0.9997	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
SBT/L
PM
2040 Project Conditions (Mabury Interchange Alternative)
Avg. Queue Per Lane in Veh= 2.8
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0613	0.0613	0
0.1712	0.2325	1
0.2389	0.4714	2
0.2223	0.6938	3
0.1552	0.8490	4
0.0866	0.9356	5
0.0403	0.9759	6
0.0161	0.9920	7
0.0056	0.9976	8
0.0017	0.9994	9
0.0005	0.9998	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
SBT/L
PM
2040 Project Conditions (Berryessa Interchange Alternative)
Avg. Queue Per Lane in Veh= 2.8
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0639	0.0639	0
0.1758	0.2397	1
0.2417	0.4815	2
0.2216	0.7030	3
0.1523	0.8554	4
0.0838	0.9392	5
0.0384	0.9776	6
0.0151	0.9927	7
0.0052	0.9978	8
0.0016	0.9994	9
0.0004	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
EBL
AM
2040 No Project Conditions

Avg. Queue Per Lane in Veh= 2.0
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1298	0.1298	0
0.2650	0.3948	1
0.2706	0.6654	2
0.1841	0.8495	3
0.0940	0.9435	4
0.0384	0.9819	5
0.0131	0.9949	6
0.0038	0.9988	7
0.0010	0.9997	8
0.0002	0.9999	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
EBL
AM
2040 Project Conditions (Mabury Interchange Alternative)

Avg. Queue Per Lane in Veh= 2.0
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1298	0.1298	0
0.2650	0.3948	1
0.2706	0.6654	2
0.1841	0.8495	3
0.0940	0.9435	4
0.0384	0.9819	5
0.0131	0.9949	6
0.0038	0.9988	7
0.0010	0.9997	8
0.0002	0.9999	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
EBL
AM
2040 Project Conditions (Berryessa Interchange Alternative)

Avg. Queue Per Lane in Veh= 1.9
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1471	0.1471	0
0.2819	0.4290	1
0.2702	0.6992	2
0.1726	0.8718	3
0.0827	0.9546	4
0.0317	0.9863	5
0.0101	0.9964	6
0.0028	0.9992	7
0.0007	0.9998	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
EBL
PM
2040 No Project Conditions

Avg. Queue Per Lane in Veh= 3.8
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0235	0.0235	0
0.0882	0.1117	1
0.1654	0.2771	2
0.2067	0.4838	3
0.1938	0.6775	4
0.1453	0.8229	5
0.0908	0.9137	6
0.0487	0.9624	7
0.0228	0.9852	8
0.0095	0.9947	9
0.0036	0.9983	10
0.0012	0.9995	11
0.0004	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
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0.0000	1.0000	22
0.0000	1.0000	23
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0.0000	1.0000	30
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0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
EBL
PM
2040 Project Conditions (Mabury Interchange Alternative)

Avg. Queue Per Lane in Veh= 3.7
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0256	0.0256	0
0.0937	0.1193	1
0.1718	0.2911	2
0.2100	0.5011	3
0.1925	0.6936	4
0.1412	0.8348	5
0.0863	0.9211	6
0.0452	0.9663	7
0.0207	0.9870	8
0.0084	0.9954	9
0.0031	0.9985	10
0.0010	0.9996	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
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0.0000	1.0000	38
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0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Green/Berryessa
EBL
PM
2040 Project Conditions (Berryessa Interchange Alternative)

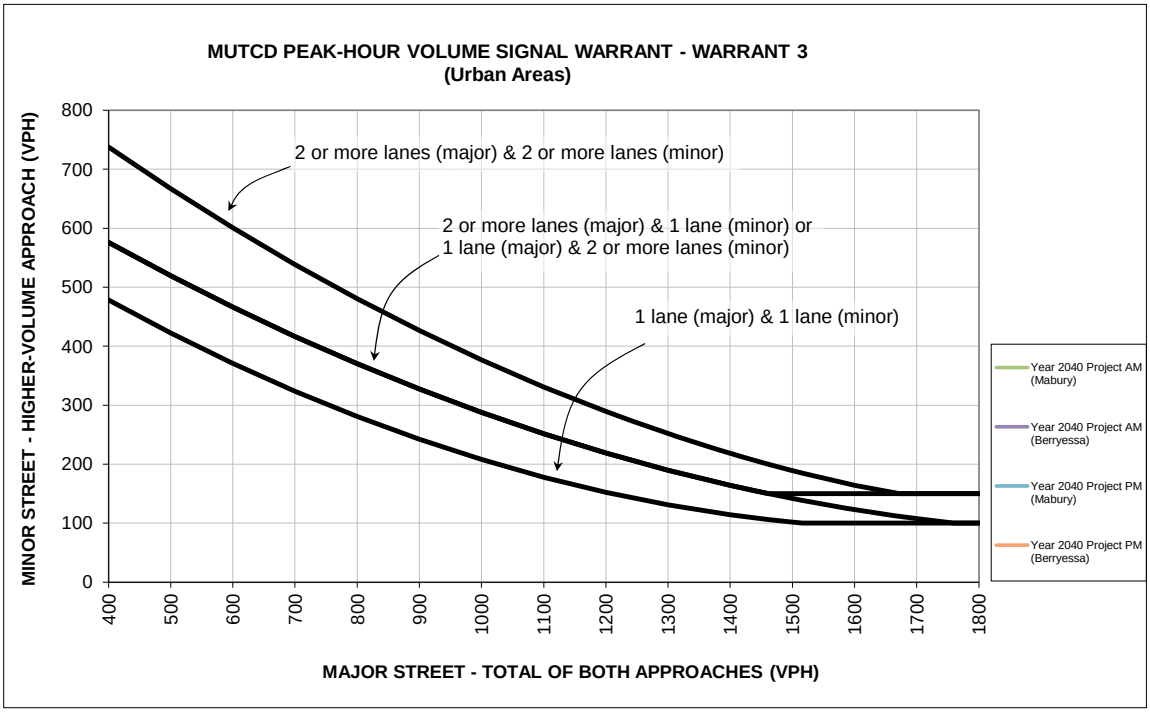
Avg. Queue Per Lane in Veh= 3.7
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0245	0.0245	0
0.0909	0.1154	1
0.1686	0.2840	2
0.2084	0.4924	3
0.1932	0.6856	4
0.1433	0.8289	5
0.0886	0.9175	6
0.0469	0.9644	7
0.0217	0.9861	8
0.0090	0.9951	9
0.0033	0.9984	10
0.0011	0.9995	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Signal Warrant Checks

1655 Berryessa Mixed-Use Development

27 . Lane A and Shore Drive



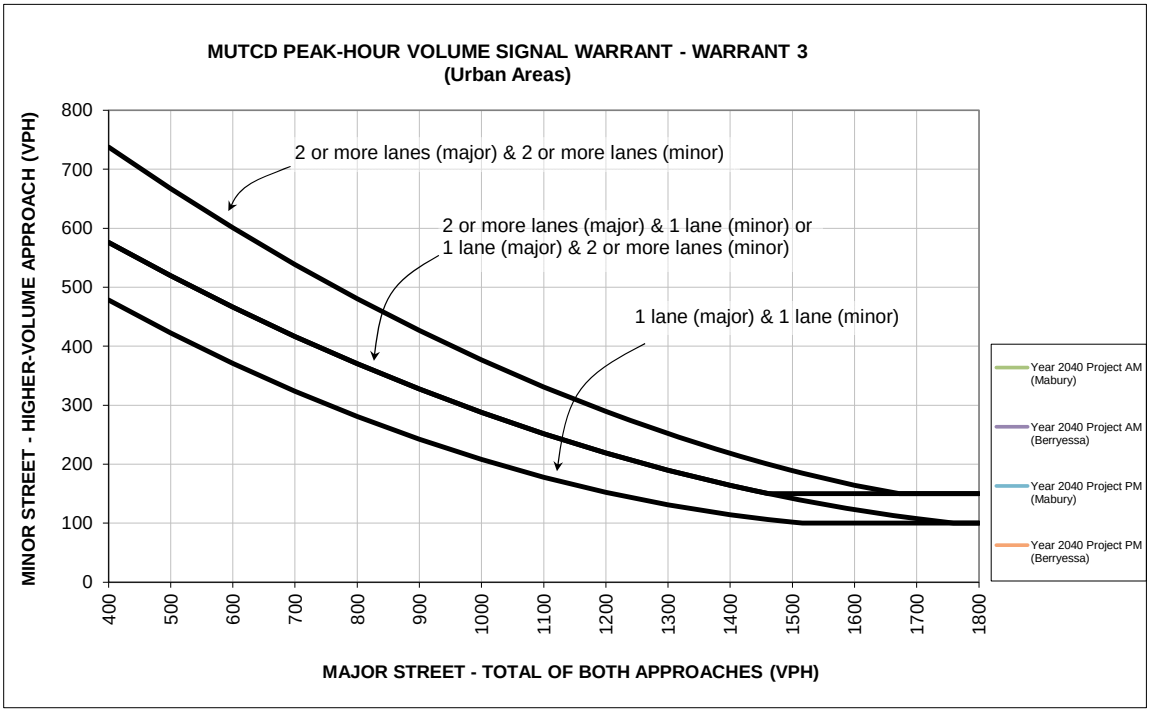
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Year 2040 Project AM (Mabury)	Year 2040 Project AM (Berryessa)
		One	2 or More		
Major Street - Both Approaches	Shore Drive	X		56	57
Minor Street - Highest Approach	Lane A	X		2	2
Maximum warrant threshold for minor street volume				704	703
Difference between warrant threshold & minor street volume				702	701
		Warrant Met?		No	No

		Approach Lanes		Year 2040 Project PM (Mabury)	Year 2040 Project PM (Berryessa)
		One	2 or More		
Major Street - Both Approaches	Shore Drive	X		55	55
Minor Street - Highest Approach	Lane A	X		4	4
Maximum warrant threshold for minor street volume				705	705
Difference between warrant threshold & minor street volume				701	701
		Warrant Met?		No	No

1655 Berryessa Mixed-Use Development

28 . Lane A and Mercado Way



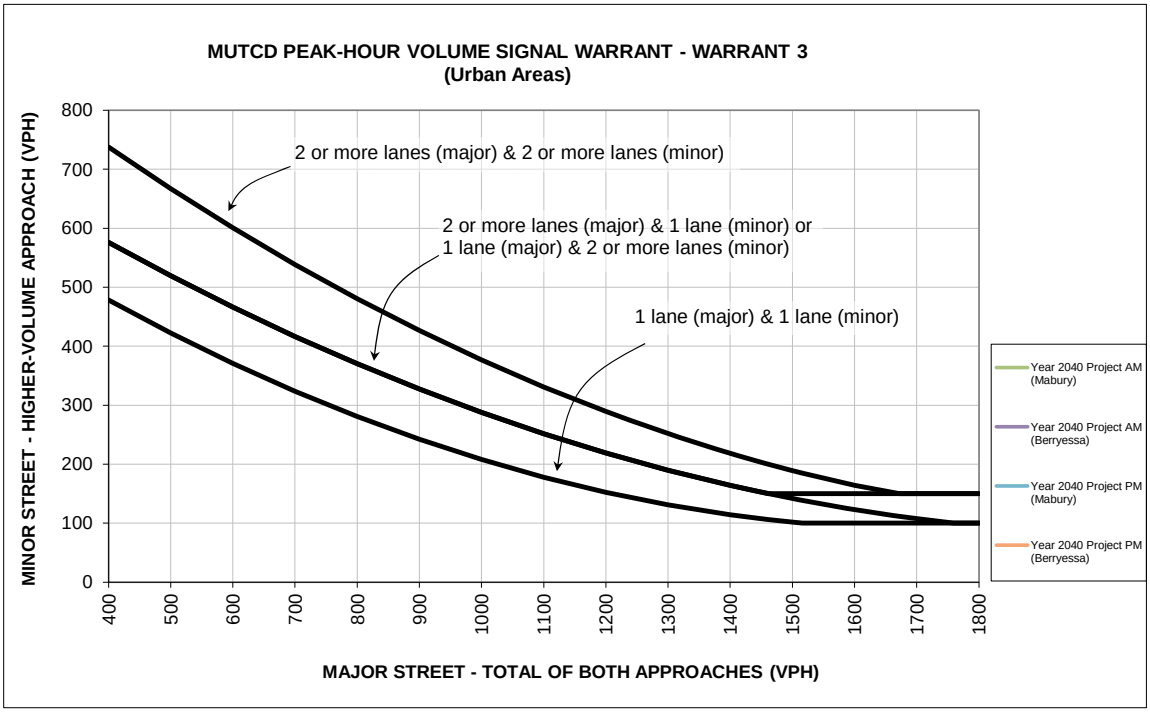
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Year 2040 Project AM (Mabury)	Year 2040 Project AM (Berryessa)
		One	2 or More		
Major Street - Both Approaches	Mercado Way	X		672	670
Minor Street - Highest Approach	Lane A	X		285	285
Maximum warrant threshold for minor street volume				336	337
Difference between warrant threshold & minor street volume				51	52
		Warrant Met?		No	No

		Approach Lanes		Year 2040 Project PM (Mabury)	Year 2040 Project PM (Berryessa)
		One	2 or More		
Major Street - Both Approaches	Mercado Way	X		606	604
Minor Street - Highest Approach	Lane A	X		719	717
Maximum warrant threshold for minor street volume				368	369
Difference between warrant threshold & minor street volume				351	348
		Warrant Met?		**Yes**	**Yes**

1655 Berryessa Mixed-Use Development

29 . Lane A and De Rome Drive



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Year 2040 Project AM (Mabury)	Year 2040 Project AM (Berryessa)
		One	2 or More		
Major Street - Both Approaches	Lane A	X		764	767
Minor Street - Highest Approach	De Rome Drive	X		89	88
Maximum warrant threshold for minor street volume				296	294
Difference between warrant threshold & minor street volume				207	206
		Warrant Met?		No	No

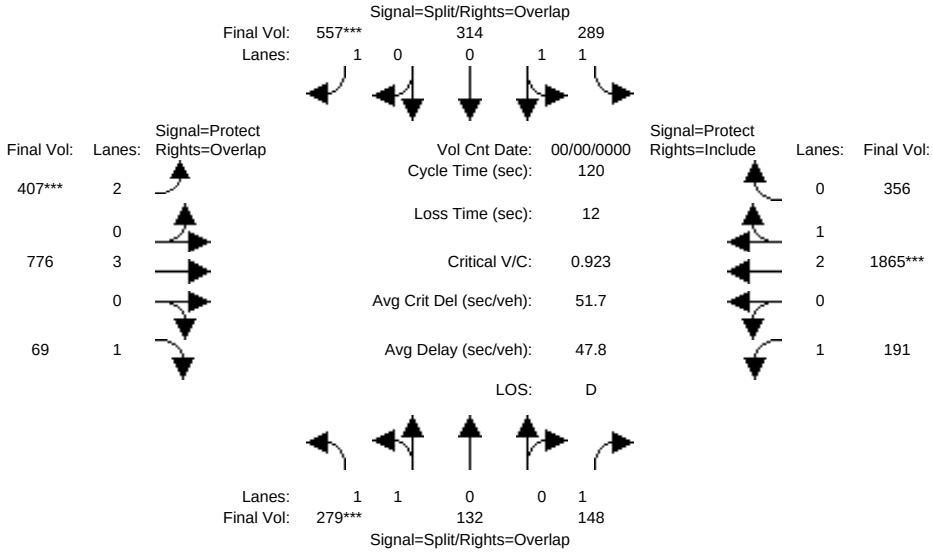
		Approach Lanes		Year 2040 Project PM (Mabury)	Year 2040 Project PM (Berryessa)
		One	2 or More		
Major Street - Both Approaches	Lane A	X		1199	1196
Minor Street - Highest Approach	De Rome Drive	X		23	23
Maximum warrant threshold for minor street volume				153	153
Difference between warrant threshold & minor street volume				130	130
		Warrant Met?		No	No

Level of Service Calculations

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #4122: BERRYESSA/SIERRA



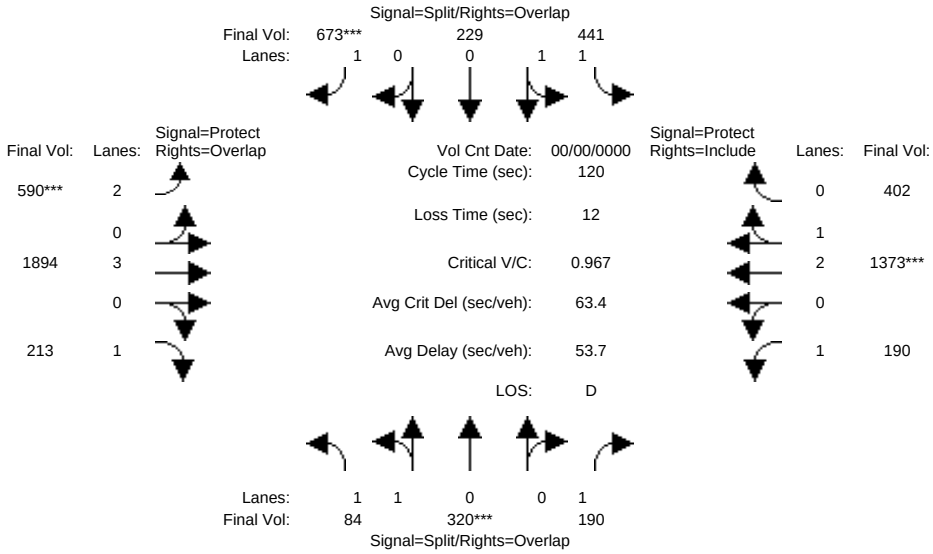
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	279	132	148	289	314	557	407	776	69	191	1865	356
Growth Adj:	1.00	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	132	148	289	314	557	407	776	69	191	1865	356
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	132	148	289	314	557	407	776	69	191	1865	356
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	132	148	289	314	557	407	776	69	191	1865	356
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	132	148	289	314	557	407	776	69	191	1865	356
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	132	148	289	314	557	407	776	69	191	1865	356
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.37	0.63	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.50	0.50
Final Sat.:	2410	1140	1750	1750	1900	1750	3150	5700	1750	1750	4701	897
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.08	0.17	0.17	0.32	0.13	0.14	0.04	0.11	0.40	0.40
Crit Moves:	****					****	****				****	
Green Time:	15.1	15.1	45.5	24.6	24.6	41.4	16.8	37.9	53.0	30.4	51.6	51.6
Volume/Cap:	0.92	0.92	0.22	0.81	0.81	0.92	0.92	0.43	0.09	0.43	0.92	0.92
Delay/Veh:	79.1	79.1	26.1	54.5	54.6	59.7	78.3	33.2	19.7	40.6	39.7	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.1	79.1	26.1	54.5	54.6	59.7	78.3	33.2	19.7	40.6	39.7	39.7
LOS by Move:	E	E	C	D	D	E	E	C	B	D	D	D
HCM2kAvgQ:	11	11	4	13	13	25	12	8	2	6	29	29

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #4122: BERRYESSA/SIERRA



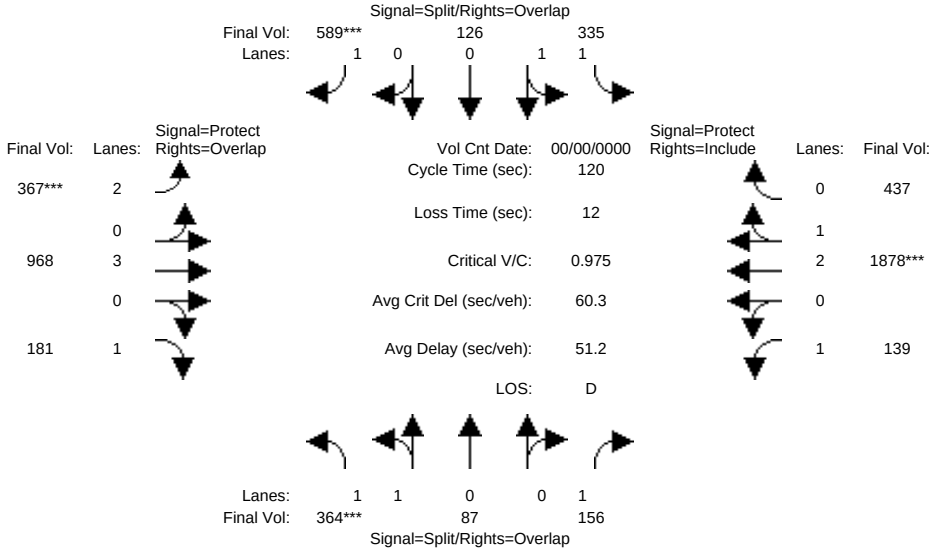
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	84	320	190	441	229	673	590	1894	213	190	1373	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:	84	320	190	441	229	673	590	1894	213	190	1373	402
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	320	190	441	229	673	590	1894	213	190	1373	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:	84	320	190	441	229	673	590	1894	213	190	1373	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	320	190	441	229	673	590	1894	213	190	1373	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
FinalVolume:	84	320	190	441	229	673	590	1894	213	190	1373	402
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.33	0.67	1.00	2.00	3.00	1.00	1.00	2.30	0.70
Final Sat.:	1750	1900	1750	2336	1213	1750	3150	5700	1750	1750	4330	1268
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.11	0.19	0.19	0.38	0.19	0.33	0.12	0.11	0.32	0.32
Crit Moves:		****				****	****				****	
Green Time:	20.9	20.9	36.3	24.5	24.5	47.7	23.2	47.2	68.1	15.4	39.4	39.4
Volume/Cap:	0.28	0.97	0.36	0.93	0.93	0.97	0.97	0.84	0.21	0.84	0.97	0.97
Delay/Veh:	43.4	85.7	34.6	66.3	66.3	62.2	77.1	37.2	13.3	81.5	54.2	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	85.7	34.6	66.3	66.3	62.2	77.1	37.2	13.3	81.5	54.2	54.2
LOS by Move:	D	F	C	E	E	E	E	D	B	F	D	D
HCM2kAvgQ:	3	16	6	17	17	32	18	23	4	8	26	26

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #4122: BERRYESSA/SIERRA



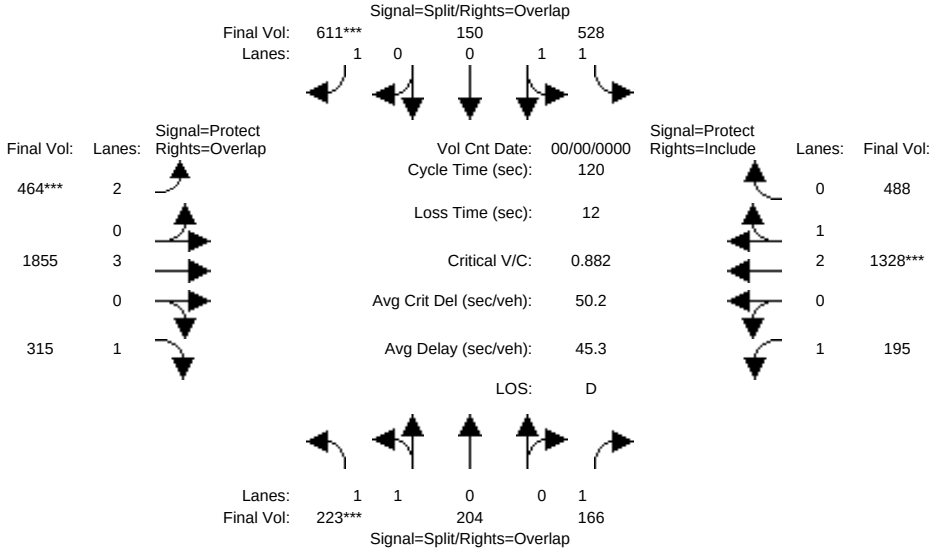
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	364	87	156	335	126	589	367	968	181	139	1878	437
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	87	156	335	126	589	367	968	181	139	1878	437
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	87	156	335	126	589	367	968	181	139	1878	437
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	87	156	335	126	589	367	968	181	139	1878	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	87	156	335	126	589	367	968	181	139	1878	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	364	87	156	335	126	589	367	968	181	139	1878	437
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.62	0.38	1.00	1.46	0.54	1.00	2.00	3.00	1.00	1.00	2.41	0.59
Final Sat.:	2865	685	1750	2580	970	1750	3150	5700	1750	1750	4542	1057
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.09	0.13	0.13	0.34	0.12	0.17	0.10	0.08	0.41	0.41
Crit Moves:	****					****	****				****	
Green Time:	15.6	15.6	36.4	27.1	27.1	41.4	14.3	44.5	60.1	20.8	50.9	50.9
Volume/Cap:	0.97	0.97	0.29	0.58	0.58	0.97	0.97	0.46	0.21	0.46	0.97	0.97
Delay/Veh:	88.0	88.0	33.3	44.3	44.3	69.6	93.1	29.4	17.2	49.5	47.3	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.0	88.0	33.3	44.3	44.3	69.6	93.1	29.4	17.2	49.5	47.3	47.3
LOS by Move:	F	F	C	D	D	E	F	C	B	D	D	D
HCM2kAvgQ:	13	13	5	9	9	29	12	9	4	5	33	33

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #4122: BERRYESSA/SIERRA



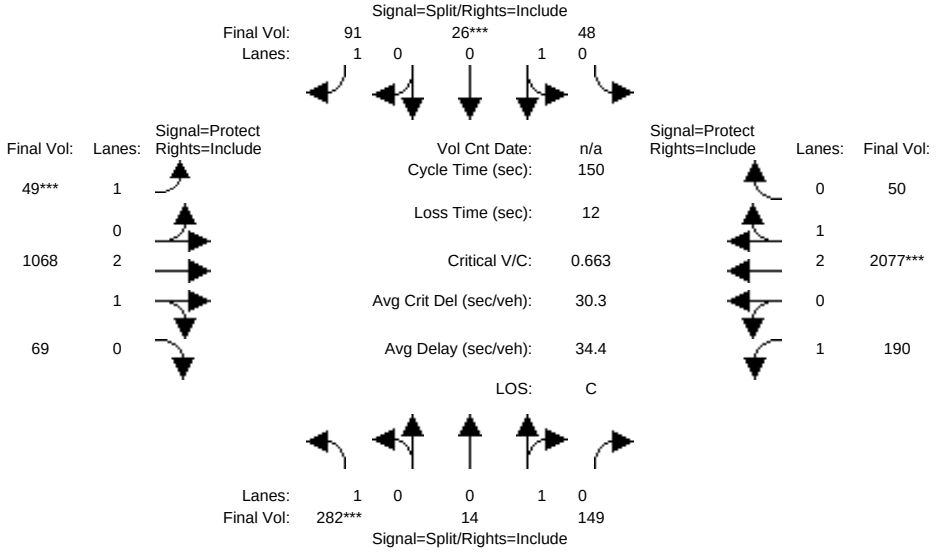
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	223	204	166	528	150	611	464	1855	315	195	1328	488
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	204	166	528	150	611	464	1855	315	195	1328	488
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	204	166	528	150	611	464	1855	315	195	1328	488
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	204	166	528	150	611	464	1855	315	195	1328	488
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	204	166	528	150	611	464	1855	315	195	1328	488
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	204	166	528	150	611	464	1855	315	195	1328	488
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	1.06	0.94	1.00	1.56	0.44	1.00	2.00	3.00	1.00	1.00	2.16	0.84
Final Sat.:	1854	1696	1750	2764	785	1750	3150	5700	1750	1750	4093	1504
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.09	0.19	0.19	0.35	0.15	0.33	0.18	0.11	0.32	0.32
Crit Moves:	****					****	****				****	
Green Time:	16.4	16.4	32.7	27.5	27.5	47.5	20.0	47.8	64.2	16.4	44.1	44.1
Volume/Cap:	0.88	0.88	0.35	0.83	0.83	0.88	0.88	0.82	0.34	0.82	0.88	0.88
Delay/Veh:	71.0	71.0	37.1	54.0	54.0	48.8	67.7	35.6	16.8	76.0	41.4	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	71.0	37.1	54.0	54.0	48.8	67.7	35.6	16.8	76.0	41.4	41.4
LOS by Move:	E	E	D	D	D	D	E	D	B	E	D	D
HCM2kAvgQ:	11	11	5	15	15	26	13	22	7	8	24	24

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



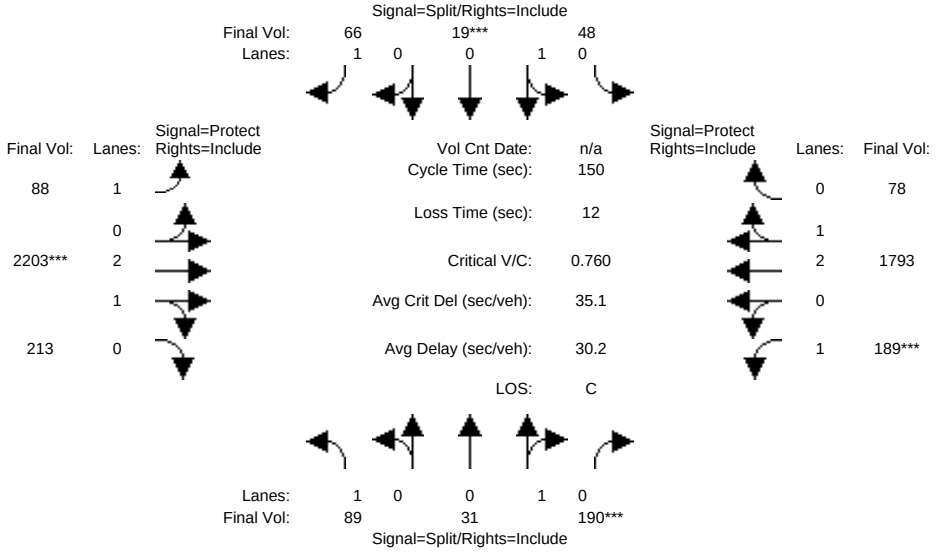
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	282	14	149	48	26	91	49	1068	69	190	2077	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	14	149	48	26	91	49	1068	69	190	2077	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	14	149	48	26	91	49	1068	69	190	2077	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	14	149	48	26	91	49	1068	69	190	2077	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	14	149	48	26	91	49	1068	69	190	2077	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	282	14	149	48	26	91	49	1068	69	190	2077	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.09	0.91	0.65	0.35	1.00	1.00	2.81	0.19	1.00	2.93	0.07
Final Sat.:	1750	155	1645	1168	632	1750	1750	5260	340	1750	5468	132
Capacity Analysis Module:												
Vol/Sat:	0.16	0.09	0.09	0.04	0.04	0.05	0.03	0.20	0.20	0.11	0.38	0.38
Crit Moves:	****				****		****				****	
Green Time:	35.5	35.5	35.5	11.8	11.8	11.8	7.0	59.1	59.1	31.6	83.7	83.7
Volume/Cap:	0.68	0.38	0.38	0.52	0.52	0.66	0.60	0.52	0.52	0.52	0.68	0.68
Delay/Veh:	56.6	48.6	48.6	70.0	70.0	78.7	81.9	34.8	34.8	53.7	24.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	48.6	48.6	70.0	70.0	78.7	81.9	34.8	34.8	53.7	24.2	24.2
LOS by Move:	E	D	D	E	E	E	F	C	C	D	C	C
HCM2kAvgQ:	14	7	7	4	4	6	2	13	13	9	23	23

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



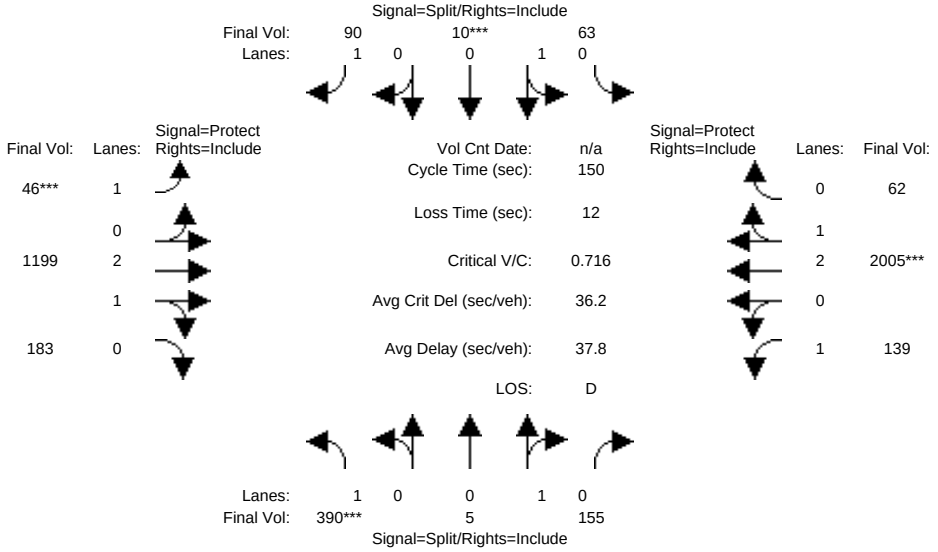
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	89	31	190	48	19	66	88	2203	213	189	1793	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	31	190	48	19	66	88	2203	213	189	1793	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	31	190	48	19	66	88	2203	213	189	1793	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	31	190	48	19	66	88	2203	213	189	1793	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	31	190	48	19	66	88	2203	213	189	1793	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	31	190	48	19	66	88	2203	213	189	1793	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.14	0.86	0.72	0.28	1.00	1.00	2.73	0.27	1.00	2.87	0.13
Final Sat.:	1750	252	1548	1290	510	1750	1750	5106	494	1750	5366	233
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.04	0.04	0.04	0.05	0.43	0.43	0.11	0.33	0.33
Crit Moves:			****		****			****		****		
Green Time:	23.7	23.7	23.7	10.0	10.0	10.0	13.6	83.4	83.4	20.9	90.6	90.6
Volume/Cap:	0.32	0.78	0.78	0.56	0.56	0.57	0.55	0.78	0.78	0.78	0.55	0.55
Delay/Veh:	56.7	73.2	73.2	73.6	73.6	74.2	69.4	27.3	27.3	76.8	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:	56.7	73.2	73.2	73.6	73.6	74.2	69.4	27.3	27.3	76.8	17.8	17.8
LOS by Move:	E	E	E	E	E	E	E	C	C	E	B	B
HCM2kAvgQ:	4	12	12	4	4	4	4	28	28	11	17	17

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



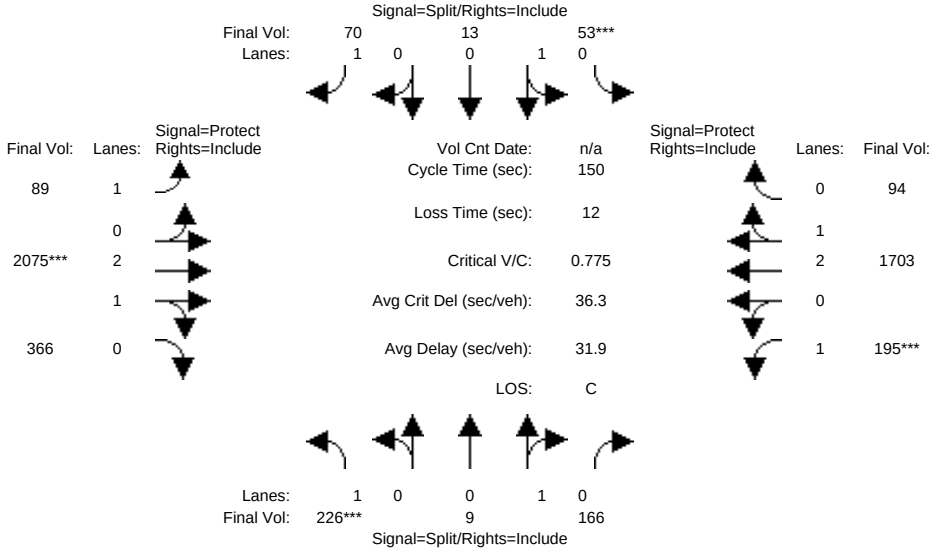
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	390	5	155	63	10	90	46	1199	183	139	2005	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	5	155	63	10	90	46	1199	183	139	2005	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	5	155	63	10	90	46	1199	183	139	2005	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	5	155	63	10	90	46	1199	183	139	2005	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	5	155	63	10	90	46	1199	183	139	2005	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	390	5	155	63	10	90	46	1199	183	139	2005	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.03	0.97	0.86	0.14	1.00	1.00	2.59	0.41	1.00	2.91	0.09
Final Sat.:	1750	56	1744	1553	247	1750	1750	4857	741	1750	5432	168
Capacity Analysis Module:												
Vol/Sat:	0.22	0.09	0.09	0.04	0.04	0.05	0.03	0.25	0.25	0.08	0.37	0.37
Crit Moves:	****				****		****				****	
Green Time:	45.3	45.3	45.3	10.8	10.8	10.8	7.0	62.0	62.0	20.0	75.0	75.0
Volume/Cap:	0.74	0.29	0.29	0.56	0.56	0.72	0.56	0.60	0.60	0.60	0.74	0.74
Delay/Veh:	52.5	40.4	40.4	73.0	73.0	86.0	78.7	34.7	34.7	65.4	30.8	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	40.4	40.4	73.0	73.0	86.0	78.7	34.7	34.7	65.4	30.8	30.8
LOS by Move:	D	D	D	E	E	F	E	C	C	E	C	C
HCM2kAvgQ:	18	6	6	4	4	6	2	16	16	7	26	26

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



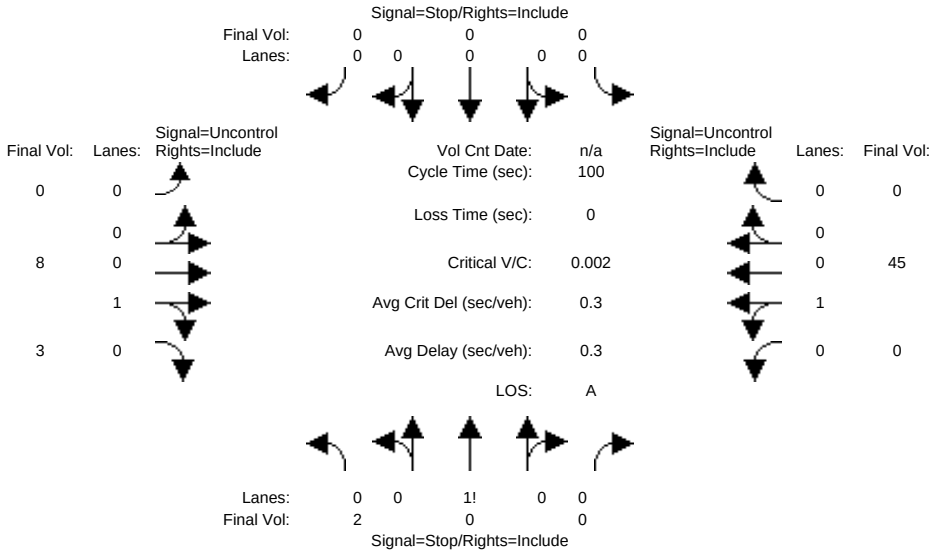
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	226	9	166	53	13	70	89	2075	366	195	1703	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	9	166	53	13	70	89	2075	366	195	1703	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	9	166	53	13	70	89	2075	366	195	1703	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	9	166	53	13	70	89	2075	366	195	1703	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	9	166	53	13	70	89	2075	366	195	1703	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	9	166	53	13	70	89	2075	366	195	1703	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.05	0.95	0.80	0.20	1.00	1.00	2.53	0.47	1.00	2.84	0.16
Final Sat.:	1750	93	1707	1445	355	1750	1750	4759	839	1750	5307	293
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.04	0.04	0.04	0.05	0.44	0.44	0.11	0.32	0.32
Crit Moves:	****			****				****		****		
Green Time:	24.4	24.4	24.4	10.0	10.0	10.0	14.2	82.5	82.5	21.1	89.4	89.4
Volume/Cap:	0.79	0.60	0.60	0.55	0.55	0.60	0.54	0.79	0.79	0.79	0.54	0.54
Delay/Veh:	74.4	61.6	61.6	73.2	73.2	76.5	68.3	28.4	28.4	78.4	18.2	18.2
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:	74.4	61.6	61.6	73.2	73.2	76.5	68.3	28.4	28.4	78.4	18.2	18.2
LOS by Move:	E	E	E	E	E	E	E	C	C	E	B	B
HCM2kAvgQ:	13	8	8	4	4	4	4	29	29	11	16	16

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #10043: Lane A and Shore Drive

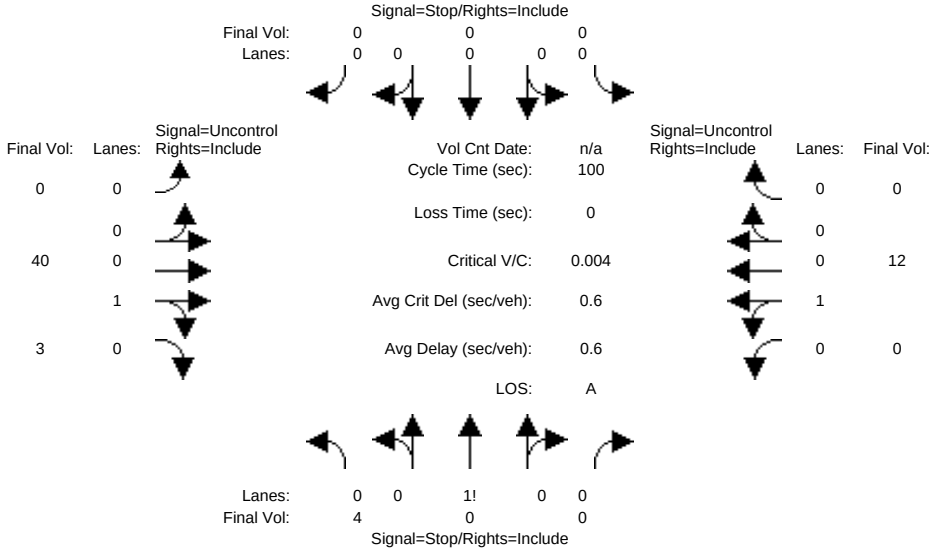



```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2    0     0     0    0     0     0    8     3     0   45     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2    0     0     0    0     0     0    8     3     0   45     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2    0     0     0    0     0     0    8     3     0   45     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2    0     0     0    0     0     0    8     3     0   45     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    2    0     0     0    0     0     0    8     3     0   45     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   55 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  959 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    959 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:       8.8           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         A                *                *                *
Note: Queue reported is the number of cars per lane.
```

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #10043: Lane A and Shore Drive

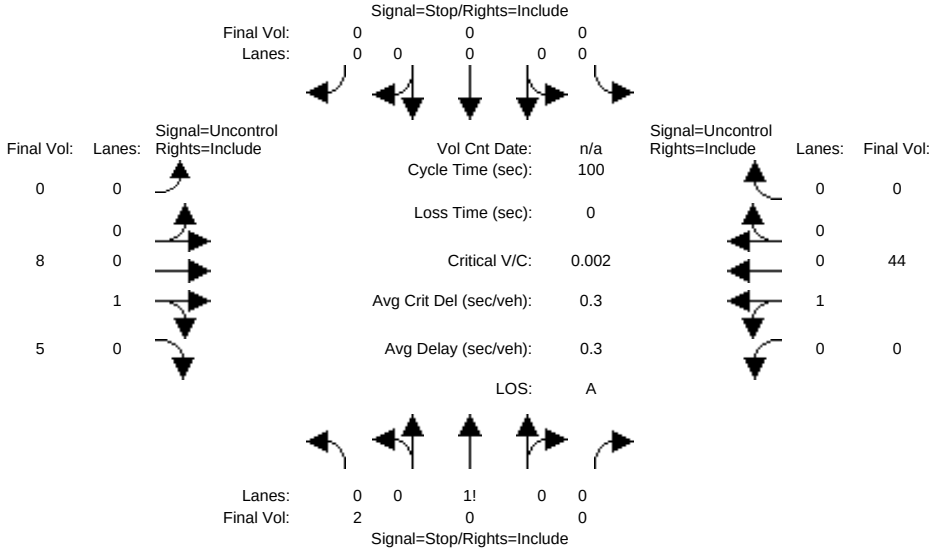



```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    0     0     0    0     0     0   40     3     0   12     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    4    0     0     0    0     0     0   40     3     0   12     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    4    0     0     0    0     0     0   40     3     0   12     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4    0     0     0    0     0     0   40     3     0   12     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4    0     0     0    0     0     0   40     3     0   12     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   54 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  960 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    960 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:       8.8           xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         A                 *                 *                 *
Note: Queue reported is the number of cars per lane.
```

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #10043: Lane A and Shore Drive

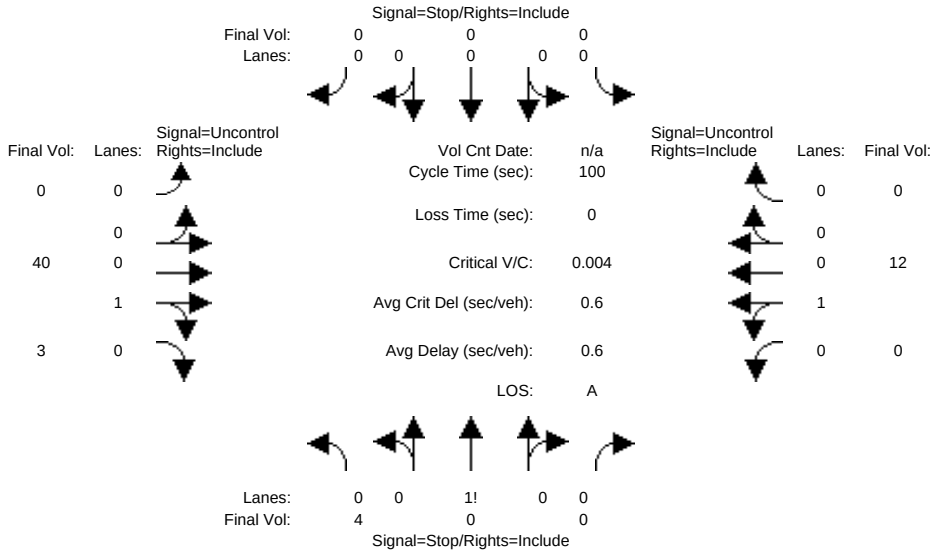



```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2    0     0     0    0     0     0    8     5     0   44     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2    0     0     0    0     0     0    8     5     0   44     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2    0     0     0    0     0     0    8     5     0   44     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2    0     0     0    0     0     0    8     5     0   44     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    2    0     0     0    0     0     0    8     5     0   44     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   55 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  959 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    959 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:       8.8           xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         A                 *                 *                 *
Note: Queue reported is the number of cars per lane.
```

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #10043: Lane A and Shore Drive



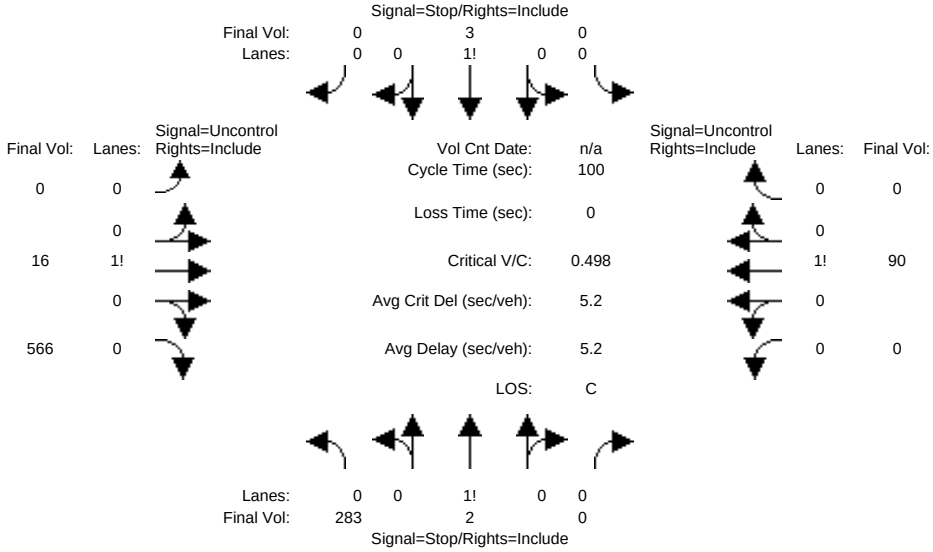
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Volume Module:																								
Base Vol:	4		0		0		0		0		0		0		40		3		0		12		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Initial Bse:	4		0		0		0		0		0		0		40		3		0		12		0	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ATI:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	4		0		0		0		0		0		0		40		3		0		12		0	
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Volume:	4		0		0		0		0		0		0		40		3		0		12		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	4		0		0		0		0		0		0		40		3		0		12		0	
Critical Gap Module:																								
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	54	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	960	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	960	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:		8.8			xxxxxx				xxxxxx						xxxxxx									
ApproachLOS:		A			*				*						*									

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #10050: Lane A and Mercado Way



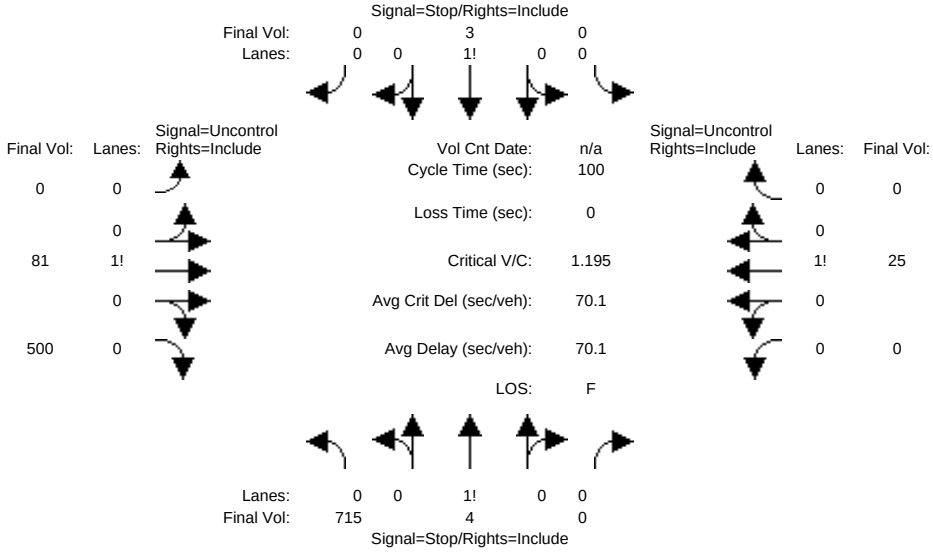
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Volume Module:																								
Base Vol:	283		2		0		0		3		0		0		16		566		0		90		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Initial Bse:	283		2		0		0		3		0		0		16		566		0		90		0	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ATI:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	283		2		0		0		3		0		0		16		566		0		90		0	
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Volume:	283		2		0		0		3		0		0		16		566		0		90		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	283		2		0		0		3		0		0		16		566		0		90		0	
Critical Gap Module:																								
Critical Gp:	7.1		6.5	xxxxx	xxxxx		6.5	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxxx				
FollowUpTim:	3.5		4.0	xxxxx	xxxxx		4.0	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxxx				
Capacity Module:																								
Cnflict Vol:	391		389	xxxxx	xxxx		672	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
Potent Cap.:	572		549	xxxxx	xxxx		380	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
Move Cap.:	569		549	xxxxx	xxxx		380	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
Volume/Cap:	0.50	0.00		xxxx	xxxx	0.01		xxxx	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx									
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx		0.0	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
Control Del:	xxxxx	xxxx	xxxxx		xxxxx		14.6	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
LOS by Move:	*	*	*		*		B	*	*	*	*		*	*	*									
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	569	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
SharedQueue:	2.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
Shrd ConDel:	17.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
Shared LOS:	C	*	*		*	*	*		*	*	*		*	*	*									
ApproachDel:		17.5					14.6						xxxxxx						xxxxxx					
ApproachLOS:		C					B						*						*					

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #10050: Lane A and Mercado Way



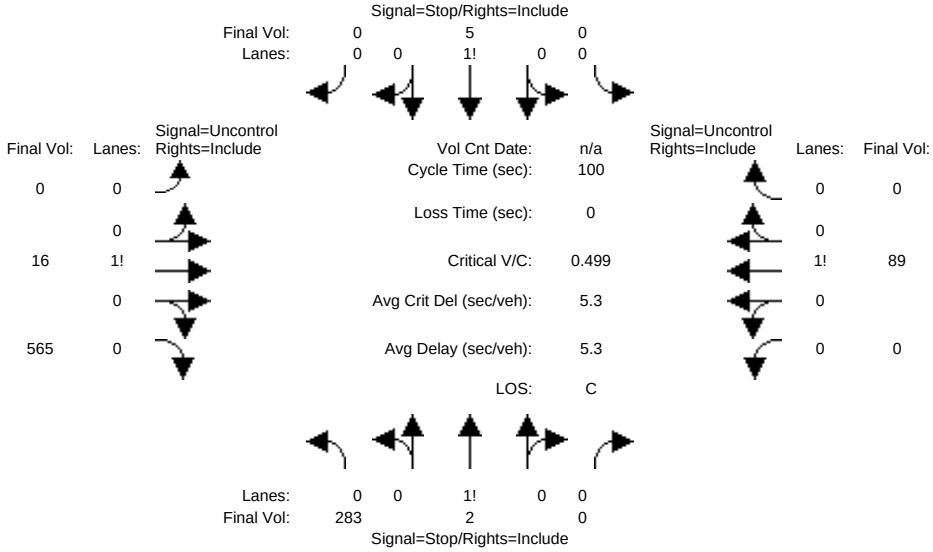
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Volume Module:																								
Base Vol:	715		4		0		0		3		0		0		81		500		0		25		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Initial Bse:	715		4		0		0		3		0		0		81		500		0		25		0	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ATI:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	715		4		0		0		3		0		0		81		500		0		25		0	
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Volume:	715		4		0		0		3		0		0		81		500		0		25		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	715		4		0		0		3		0		0		81		500		0		25		0	
Critical Gap Module:																								
Critical Gp:	7.1		6.5	xxxxx	xxxxx		6.5	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxxx				
FollowUpTim:	3.5		4.0	xxxxx	xxxxx		4.0	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxxx				
Capacity Module:																								
Cnflict Vol:	358		356	xxxxx	xxxx		606	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
Potent Cap.:	602		573	xxxxx	xxxx		414	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
Move Cap.:	598		573	xxxxx	xxxx		414	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
Volume/Cap:	1.20	0.01		xxxx	xxxx	0.01		xxxx	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx									
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx		0.0	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
Control Del:	xxxxx	xxxx	xxxxx		xxxxx		13.8	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
LOS by Move:	*	*	*		*		B	*	*	*	*		*	*	*									
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	598	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
SharedQueue:	25.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
Shrd ConDel:	129.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
Shared LOS:	F	*	*		*	*	*		*	*	*		*	*	*									
ApproachDel:	129.4						13.8						xxxxxx						xxxxxx					
ApproachLOS:	F						B						*						*					

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #10050: Lane A and Mercado Way



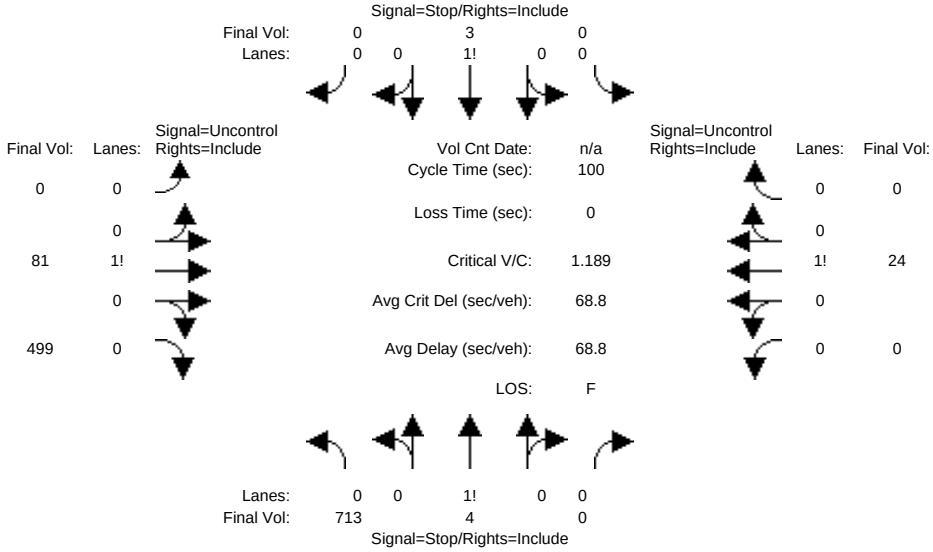
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Volume Module:																
Base Vol:	283		2	0	0		5	0	0		16	565	0		89	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283		2	0	0		5	0	0		16	565	0		89	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	283		2	0	0		5	0	0		16	565	0		89	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283		2	0	0		5	0	0		16	565	0		89	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	283		2	0	0		5	0	0		16	565	0		89	0
Critical Gap Module:																
Critical Gp:	7.1		6.5	xxxxx	xxxxx		6.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	3.5		4.0	xxxxx	xxxxx		4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	390		388	xxxxx	xxxx		670	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	573		550	xxxxx	xxxx		381	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	567		550	xxxxx	xxxx		381	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	0.50	0.00		xxxx	xxxx	0.01		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx		0.0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx		xxxxx		14.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*		*		B	*	*	*	*	*	*	*		
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	567	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	2.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	17.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	C	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		17.6				14.6				xxxxxx				xxxxxx		
ApproachLOS:		C				B				*				*		

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #10050: Lane A and Mercado Way



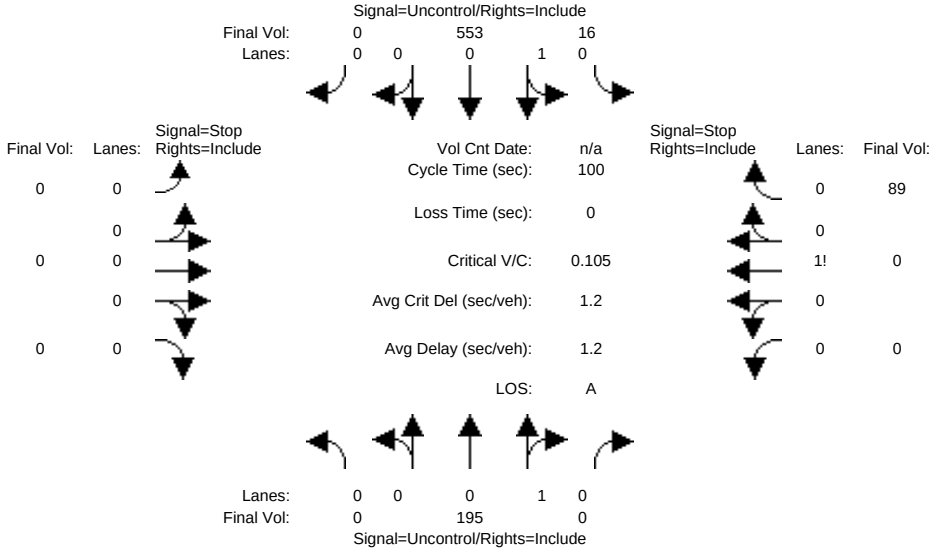
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Volume Module:																								
Base Vol:	713		4		0		0		3		0		0		81		499		0		24		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Initial Bse:	713		4		0		0		3		0		0		81		499		0		24		0	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ATI:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	713		4		0		0		3		0		0		81		499		0		24		0	
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Volume:	713		4		0		0		3		0		0		81		499		0		24		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	713		4		0		0		3		0		0		81		499		0		24		0	
Critical Gap Module:																								
Critical Gp:	7.1		6.5	xxxxx	xxxxx		6.5	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
FollowUpTim:	3.5		4.0	xxxxx	xxxxx		4.0	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
Capacity Module:																								
Cnflict Vol:	356		355	xxxxx	xxxx		604	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
Potent Cap.:	603		574	xxxxx	xxxx		415	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
Move Cap.:	600		574	xxxxx	xxxx		415	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
Volume/Cap:	1.19	0.01		xxxx	xxxx	0.01		xxxx	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx									
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx		0.0	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
Control Del:	xxxxx	xxxx	xxxxx		xxxxx		13.7	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
LOS by Move:	*	*	*		*		B	*	*	*	*		*	*	*									
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	600	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
SharedQueue:	25.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
Shrd ConDel:	127.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
Shared LOS:	F	*	*		*	*	*		*	*	*		*	*	*									
ApproachDel:	127.0						13.7						xxxxxx						xxxxxx					
ApproachLOS:	F						B						*						*					

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #10054: Lane A and De Rome Drive



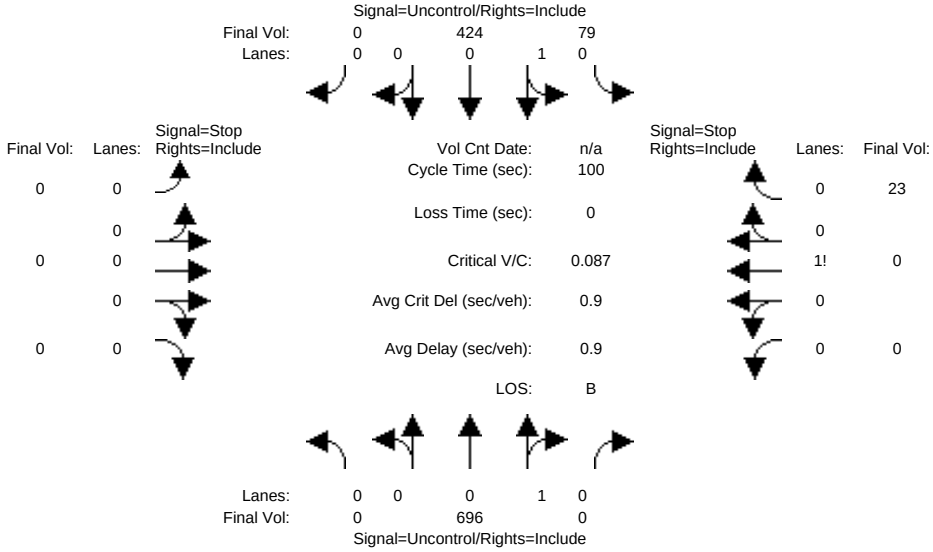
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	195	0	16	553	0	0	0	0	0	0	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	195	0	16	553	0	0	0	0	0	0	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	195	0	16	553	0	0	0	0	0	0	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	195	0	16	553	0	0	0	0	0	0	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	195	0	16	553	0	0	0	0	0	0	89
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	195	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	195
Potent Cap.:	xxxx	xxxx	xxxxx	1390	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	851
Move Cap.:	xxxx	xxxx	xxxxx	1390	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	851
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.7		
ApproachLOS:	*			*			*			A		

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #10054: Lane A and De Rome Drive



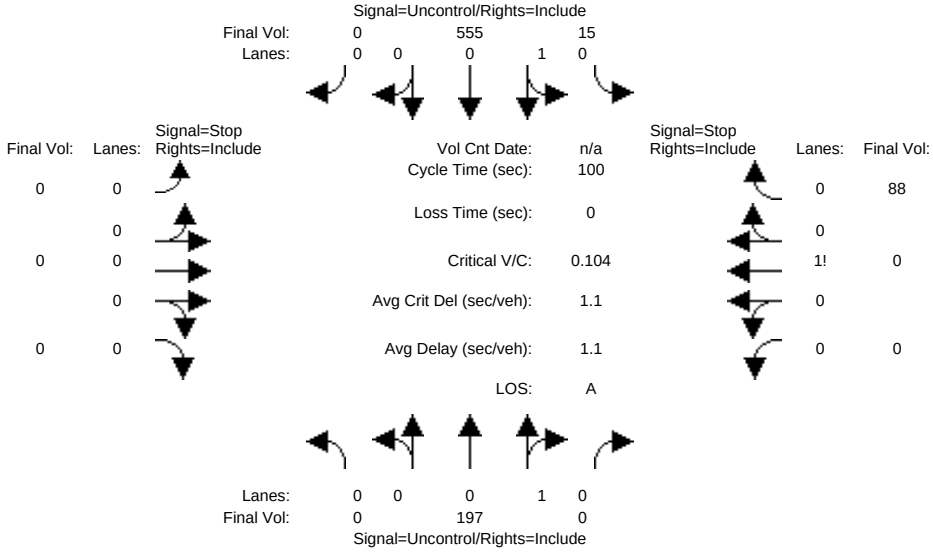
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	696	0	79	424	0	0	0	0	0	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	696	0	79	424	0	0	0	0	0	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	696	0	79	424	0	0	0	0	0	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	696	0	79	424	0	0	0	0	0	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	696	0	79	424	0	0	0	0	0	0	23
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	696	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	696
Potent Cap.:	xxxx	xxxx	xxxxx	909	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	445
Move Cap.:	xxxx	xxxx	xxxxx	909	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	445
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.5
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.5		
ApproachLOS:	*			*			*			B		

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #10054: Lane A and De Rome Drive



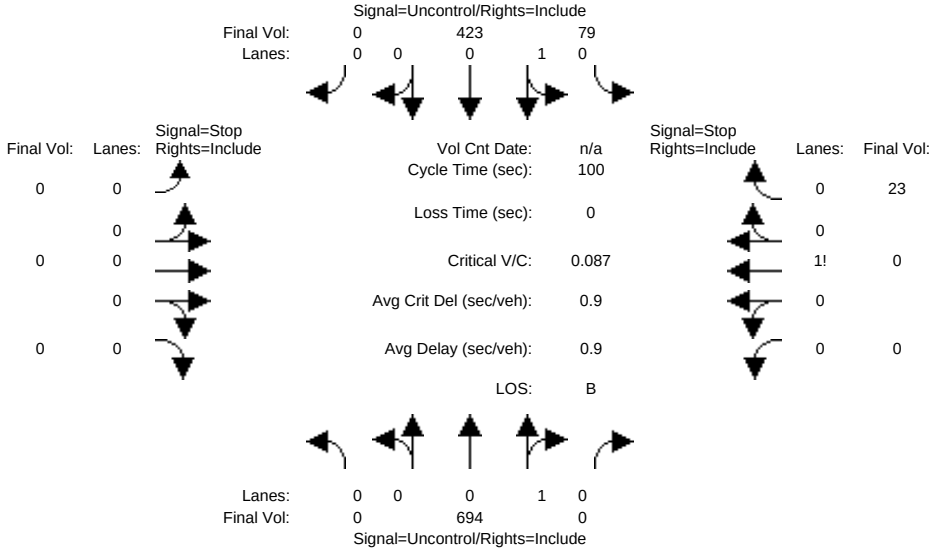
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	197	0	15	555	0	0	0	0	0	0	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	197	0	15	555	0	0	0	0	0	0	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	197	0	15	555	0	0	0	0	0	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	197	0	15	555	0	0	0	0	0	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	197	0	15	555	0	0	0	0	0	0	88
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	197	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	197
Potent Cap.:	xxxx	xxxx	xxxxx	1388	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	849
Move Cap.:	xxxx	xxxx	xxxxx	1388	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	849
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.7		
ApproachLOS:	*			*			*			A		

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

Facchino Mixed-Used Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #10054: Lane A and De Rome Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	694	0	79	423	0	0	0	0	0	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	694	0	79	423	0	0	0	0	0	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	694	0	79	423	0	0	0	0	0	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	694	0	79	423	0	0	0	0	0	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	694	0	79	423	0	0	0	0	0	0	23
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	694	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	694
Potent Cap.:	xxxx	xxxx	xxxxx	911	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	446
Move Cap.:	xxxx	xxxx	xxxxx	911	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	446
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.5
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.5		
ApproachLOS:	*			*			*			B		

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

Intersection	
Intersection Delay, s/veh	6.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	632	98	310	3
Demand Flow Rate, veh/h	644	100	316	3
Vehicles Circulating, veh/h	3	316	17	414
Vehicles Exiting, veh/h	414	17	630	2
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.3	4.6	4.7	4.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	644	100	316	3
Cap Entry Lane, veh/h	1376	1000	1356	905
Entry HV Adj Factor	0.981	0.980	0.981	0.980
Flow Entry, veh/h	632	98	310	3
Cap Entry, veh/h	1349	980	1330	887
V/C Ratio	0.468	0.100	0.233	0.003
Control Delay, s/veh	7.3	4.6	4.7	4.1
LOS	A	A	A	A
95th %tile Queue, veh	3	0	1	0

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	631	27	781	3
Demand Flow Rate, veh/h	644	28	797	3
Vehicles Circulating, veh/h	3	797	90	821
Vehicles Exiting, veh/h	821	90	557	4
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.3	6.5	11.0	6.2
Approach LOS	A	A	B	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	644	28	797	3
Cap Entry Lane, veh/h	1376	612	1259	597
Entry HV Adj Factor	0.980	0.980	0.980	0.980
Flow Entry, veh/h	631	27	781	3
Cap Entry, veh/h	1348	600	1233	586
V/C Ratio	0.468	0.046	0.633	0.005
Control Delay, s/veh	7.3	6.5	11.0	6.2
LOS	A	A	B	A
95th %tile Queue, veh	3	0	5	0

Intersection	
Intersection Delay, s/veh	6.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	631	97	310	5
Demand Flow Rate, veh/h	643	99	316	5
Vehicles Circulating, veh/h	5	316	17	413
Vehicles Exiting, veh/h	413	17	631	2
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.3	4.6	4.7	4.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	643	99	316	5
Cap Entry Lane, veh/h	1373	1000	1356	906
Entry HV Adj Factor	0.981	0.980	0.981	0.980
Flow Entry, veh/h	631	97	310	5
Cap Entry, veh/h	1346	980	1330	888
V/C Ratio	0.468	0.099	0.233	0.006
Control Delay, s/veh	7.3	4.6	4.7	4.1
LOS	A	A	A	A
95th %tile Queue, veh	3	0	1	0

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	630	26	779	3
Demand Flow Rate, veh/h	643	27	794	3
Vehicles Circulating, veh/h	3	794	90	817
Vehicles Exiting, veh/h	817	90	556	4
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.3	6.5	10.9	6.2
Approach LOS	A	A	B	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	643	27	794	3
Cap Entry Lane, veh/h	1376	614	1259	600
Entry HV Adj Factor	0.980	0.980	0.981	0.980
Flow Entry, veh/h	630	26	779	3
Cap Entry, veh/h	1348	602	1235	588
V/C Ratio	0.467	0.044	0.631	0.005
Control Delay, s/veh	7.3	6.5	10.9	6.2
LOS	A	A	B	A
95th %tile Queue, veh	3	0	5	0