

**APPENDIX E**  
**TRANSPORTATION DATA**



# Appendix A

---

## Traffic Counts

## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-001 Cedar St & Brittan Ave  
 Date : 4/19/2017

### Unshifted Count = All Vehicles & Peds

START TIME	Cedar St Southbound					Brittan Ave Westbound					Cedar St Northbound					Brittan Ave Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	5	27	17	0	49	3	85	13	9	101	10	28	6	3	44	14	77	1	1	92	286	13
16:15	4	16	16	2	36	7	80	9	4	96	12	34	13	0	59	13	85	0	4	98	289	10
16:30	8	18	13	0	39	1	95	17	9	113	11	33	5	4	49	17	94	3	2	114	315	15
16:45	4	21	23	1	48	5	100	15	5	120	18	34	3	0	55	16	72	4	1	92	315	7
<b>Total</b>	<b>21</b>	<b>82</b>	<b>69</b>	<b>3</b>	<b>172</b>	<b>16</b>	<b>360</b>	<b>54</b>	<b>27</b>	<b>430</b>	<b>51</b>	<b>129</b>	<b>27</b>	<b>7</b>	<b>207</b>	<b>60</b>	<b>328</b>	<b>8</b>	<b>8</b>	<b>396</b>	<b>1205</b>	<b>45</b>
17:00	3	30	19	7	52	3	104	11	2	118	15	25	8	2	48	26	79	8	2	113	331	13
17:15	5	22	17	0	44	8	104	11	5	123	11	42	5	0	58	18	84	3	1	105	330	6
17:30	6	22	16	4	44	6	105	10	7	121	5	44	4	0	53	16	81	4	3	101	319	14
17:45	7	15	16	8	38	2	92	15	4	109	13	24	3	5	40	22	63	5	5	90	277	22
<b>Total</b>	<b>21</b>	<b>89</b>	<b>68</b>	<b>19</b>	<b>178</b>	<b>19</b>	<b>405</b>	<b>47</b>	<b>18</b>	<b>471</b>	<b>44</b>	<b>135</b>	<b>20</b>	<b>7</b>	<b>199</b>	<b>82</b>	<b>307</b>	<b>20</b>	<b>11</b>	<b>409</b>	<b>1257</b>	<b>55</b>
18:00	4	31	16	1	51	3	97	11	7	111	10	31	9	0	50	15	67	4	1	86	298	9
18:15	2	16	13	2	31	1	101	9	3	111	14	33	4	0	51	20	60	2	1	82	275	6
18:30	6	29	12	5	47	4	93	8	0	105	4	27	0	2	31	14	66	2	5	82	265	12
18:45	4	15	12	1	31	3	98	14	10	115	7	29	5	3	41	12	52	2	2	66	253	16
<b>Total</b>	<b>16</b>	<b>91</b>	<b>53</b>	<b>9</b>	<b>160</b>	<b>11</b>	<b>389</b>	<b>42</b>	<b>20</b>	<b>442</b>	<b>35</b>	<b>120</b>	<b>18</b>	<b>5</b>	<b>173</b>	<b>61</b>	<b>245</b>	<b>10</b>	<b>9</b>	<b>316</b>	<b>1091</b>	<b>43</b>
19:00	7	11	14	0	32	3	69	9	2	81	7	19	3	0	29	11	57	1	0	69	211	2
19:15	3	10	9	1	22	7	63	8	3	78	4	13	2	2	19	11	57	3	3	71	190	9
19:30	1	15	9	3	25	4	65	10	5	79	6	15	2	0	23	12	37	1	0	50	177	8
19:45	3	6	6	4	15	2	76	2	3	80	6	11	1	1	18	9	41	0	1	50	163	9
<b>Total</b>	<b>14</b>	<b>42</b>	<b>38</b>	<b>8</b>	<b>94</b>	<b>16</b>	<b>273</b>	<b>29</b>	<b>13</b>	<b>318</b>	<b>23</b>	<b>58</b>	<b>8</b>	<b>3</b>	<b>89</b>	<b>43</b>	<b>192</b>	<b>5</b>	<b>4</b>	<b>240</b>	<b>741</b>	<b>28</b>
<b>Grand Total</b>	<b>72</b>	<b>304</b>	<b>228</b>	<b>39</b>	<b>604</b>	<b>62</b>	<b>1427</b>	<b>172</b>	<b>78</b>	<b>1661</b>	<b>153</b>	<b>442</b>	<b>73</b>	<b>22</b>	<b>668</b>	<b>246</b>	<b>1072</b>	<b>43</b>	<b>32</b>	<b>1361</b>	<b>4294</b>	<b>171</b>
Apprch %	11.9%	50.3%	37.7%			3.7%	85.9%	10.4%			22.9%	66.2%	10.9%			18.1%	78.8%	3.2%				
Total %	1.7%	7.1%	5.3%		14.1%	1.4%	33.2%	4.0%		38.7%	3.6%	10.3%	1.7%		15.6%	5.7%	25.0%	1.0%		31.7%	100.0%	

PM PEAK HOUR	Cedar St Southbound					Brittan Ave Westbound					Cedar St Northbound					Brittan Ave Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:45 to 17:45																						
Peak Hour For Entire Intersection Begins at 16:45																						
16:45	4	21	23	1	48	5	100	15	5	120	18	34	3	0	55	16	72	4	1	92	315	
17:00	3	30	19	7	52	3	104	11	2	118	15	25	8	2	48	26	79	8	2	113	331	
17:15	5	22	17	0	44	8	104	11	5	123	11	42	5	0	58	18	84	3	1	105	330	
17:30	6	22	16	4	44	6	105	10	7	121	5	44	4	0	53	16	81	4	3	101	319	
Total Volume	18	95	75	12	188	22	413	47	19	482	49	145	20	2	214	76	316	19	7	411	1295	
% App Total	9.6%	50.5%	39.9%			4.6%	85.7%	9.8%			22.9%	67.8%	9.3%			18.5%	76.9%	4.6%				
PHF	.750	.792	.815		.904	.688	.983	.783		.980	.681	.824	.625		.922	.731	.940	.594		.909	.978	

## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090

[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-001 Cedar St & Brittan Ave

Date : 4/19/2017

### Bank 1 Count = Bikes

START TIME	Cedar St Southbound					Brittan Ave Westbound					Cedar St Northbound					Brittan Ave Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0
16:15	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	5	0
16:30	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3	0
16:45	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
<b>Total</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>
17:00	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4	0
17:15	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	4	0
17:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0
17:45	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>0</b>
18:00	0	1	1	0	2	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	6	0
18:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
18:30	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	0
18:45	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>
19:00	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>
<b>Grand Total</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>0</b>
Apprch %	0.0%	92.9%	7.1%			6.3%	62.5%	31.3%			0.0%	83.3%	16.7%			0.0%	100.0%	0.0%				
Total %	0.0%	29.5%	2.3%		31.8%	2.3%	22.7%	11.4%		36.4%	0.0%	22.7%	4.5%		27.3%	0.0%	4.5%	0.0%		4.5%	100.0%	

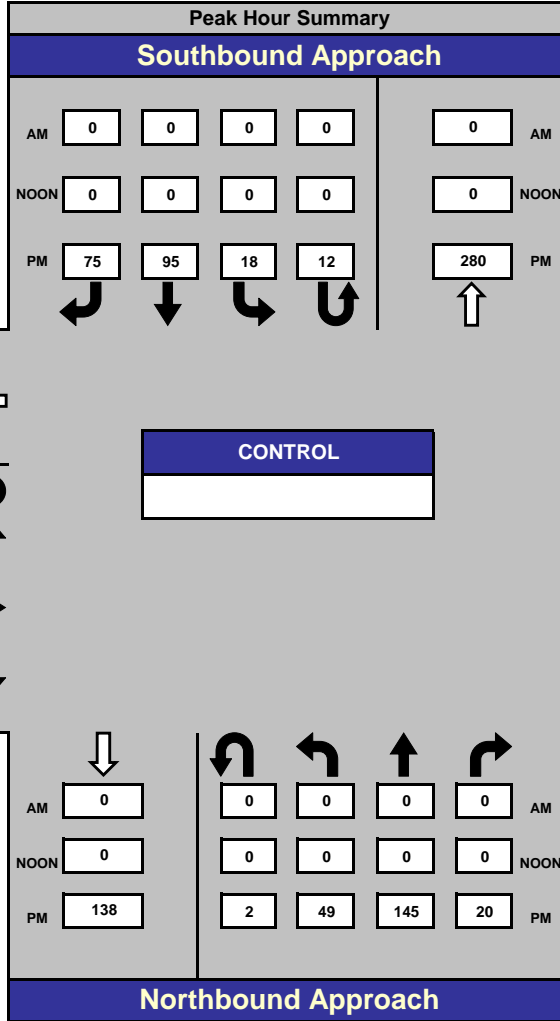
PM PEAK HOUR	Cedar St Southbound					Brittan Ave Westbound					Cedar St Northbound					Brittan Ave Eastbound					Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
17:00	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4
17:15	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
<b>Total Volume</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>14</b>
<b>% App Total</b>	<b>0.0%</b>	<b>100.0%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>50.0%</b>	<b>50.0%</b>			<b>0.0%</b>	<b>66.7%</b>	<b>33.3%</b>			<b>0.0%</b>	<b>100.0%</b>	<b>0.0%</b>			
<b>PHF</b>	<b>.000</b>	<b>.375</b>	<b>.000</b>		<b>.375</b>	<b>.000</b>	<b>.500</b>	<b>.250</b>		<b>.333</b>	<b>.000</b>	<b>.250</b>	<b>.250</b>		<b>.375</b>	<b>.000</b>	<b>.250</b>	<b>.000</b>		<b>.250</b>	<b>.875</b>

**Cedar St & Brittan Ave**

Date: 4/19/2017

Day: Wednesday

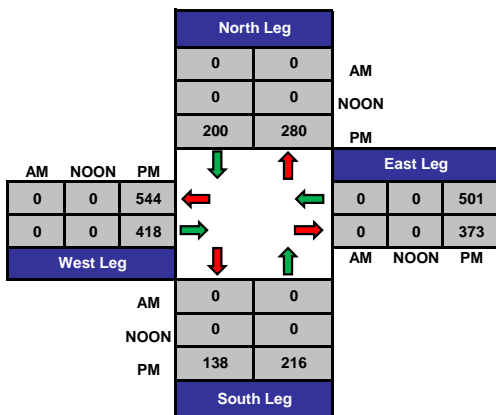
Project #: 17-7283-001



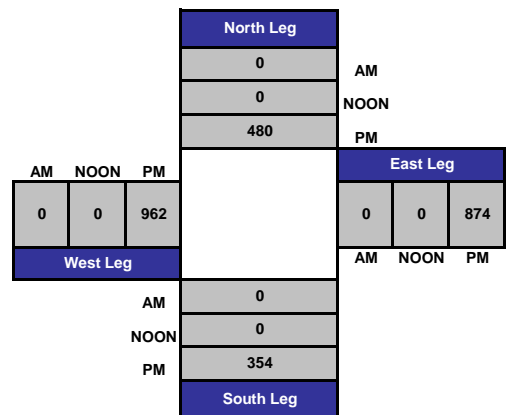
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:45 - 17:45

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



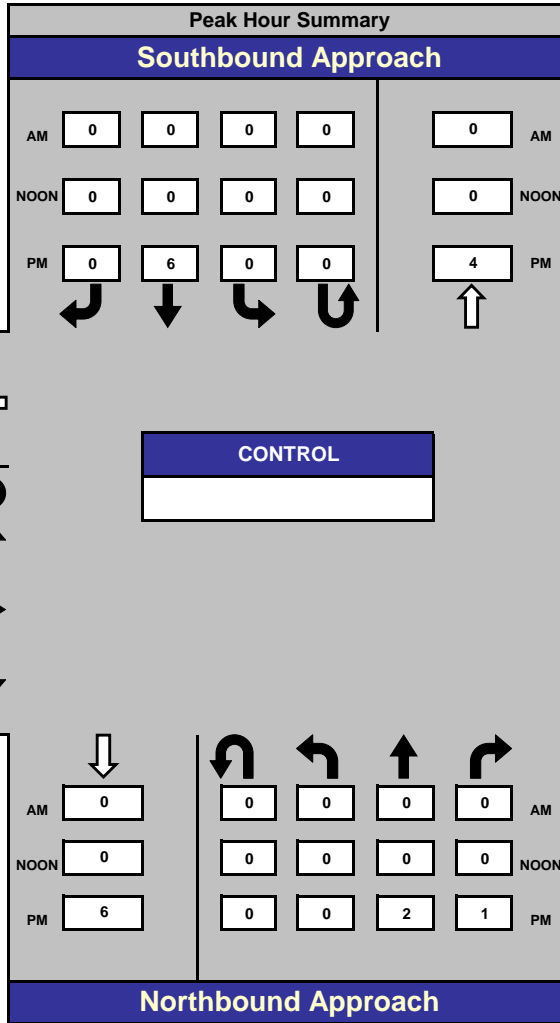
**Total Volume Per Leg**



**Cedar St & Brittan Ave**

Date: 4/19/2017  
Day: Wednesday

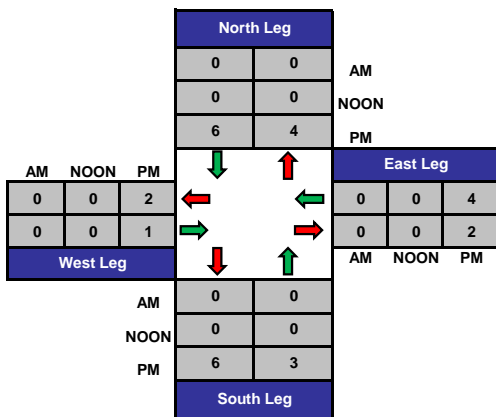
Project #: 17-7283-001



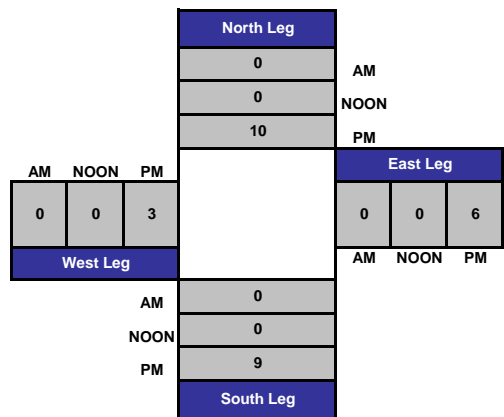
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:45 - 17:45

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



**Total Volume Per Leg**



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-002 Woodland Ave & Brittan Ave  
 Date : 4/19/2017

### Unshifted Count = All Vehicles & Peds

START TIME	Woodland Ave Southbound					Brittan Ave Westbound					Woodland Ave Northbound					Brittan Ave Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	0	4	0	4	3	90	4	0	97	1	0	1	3	2	2	86	0	4	88	191	7
16:15	1	0	5	0	6	1	93	1	0	95	0	0	1	0	1	3	95	0	0	98	200	0
16:30	1	1	3	1	5	1	116	4	0	121	0	1	1	0	2	1	104	1	1	106	234	2
16:45	1	1	6	1	8	0	112	6	0	118	0	0	0	0	0	5	78	1	0	84	210	1
<b>Total</b>	<b>3</b>	<b>2</b>	<b>18</b>	<b>2</b>	<b>23</b>	<b>5</b>	<b>411</b>	<b>15</b>	<b>0</b>	<b>431</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>11</b>	<b>363</b>	<b>2</b>	<b>5</b>	<b>376</b>	<b>835</b>	<b>10</b>
17:00	1	0	1	4	2	2	116	4	0	122	0	0	0	1	0	5	75	3	3	83	207	8
17:15	4	1	8	0	13	2	119	10	0	131	0	0	0	0	0	6	93	1	1	100	244	1
17:30	2	0	2	3	4	3	114	6	0	123	0	0	0	0	0	0	94	0	2	94	221	5
17:45	1	2	5	0	8	0	109	4	0	113	0	0	2	4	2	0	74	0	1	74	197	5
<b>Total</b>	<b>8</b>	<b>3</b>	<b>16</b>	<b>7</b>	<b>27</b>	<b>7</b>	<b>458</b>	<b>24</b>	<b>0</b>	<b>489</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>11</b>	<b>336</b>	<b>4</b>	<b>7</b>	<b>351</b>	<b>869</b>	<b>19</b>
18:00	1	0	3	2	4	1	102	5	2	108	0	0	0	0	0	1	74	1	3	76	188	7
18:15	1	0	5	2	6	0	110	3	0	113	1	0	0	2	1	4	64	0	3	68	188	7
18:30	1	0	10	3	11	0	94	6	0	100	0	1	0	2	1	4	69	2	0	75	187	5
18:45	1	1	7	1	9	0	108	5	2	113	0	0	3	0	3	5	54	1	2	60	185	5
<b>Total</b>	<b>4</b>	<b>1</b>	<b>25</b>	<b>8</b>	<b>30</b>	<b>1</b>	<b>414</b>	<b>19</b>	<b>4</b>	<b>434</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>14</b>	<b>261</b>	<b>4</b>	<b>8</b>	<b>279</b>	<b>748</b>	<b>24</b>
19:00	1	1	4	2	6	2	81	3	0	86	0	0	1	1	1	0	64	1	0	65	158	3
19:15	1	1	6	0	8	0	67	2	0	69	0	0	1	2	1	3	59	1	0	63	141	2
19:30	2	1	5	1	8	1	80	3	0	84	0	0	0	1	0	2	39	0	0	41	133	2
19:45	1	1	1	3	3	4	79	3	0	86	0	1	0	3	1	5	36	1	3	42	132	9
<b>Total</b>	<b>5</b>	<b>4</b>	<b>16</b>	<b>6</b>	<b>25</b>	<b>7</b>	<b>307</b>	<b>11</b>	<b>0</b>	<b>325</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>10</b>	<b>198</b>	<b>3</b>	<b>3</b>	<b>211</b>	<b>564</b>	<b>16</b>
<b>Grand Total</b>	<b>20</b>	<b>10</b>	<b>75</b>	<b>23</b>	<b>105</b>	<b>20</b>	<b>1590</b>	<b>69</b>	<b>4</b>	<b>1679</b>	<b>2</b>	<b>3</b>	<b>10</b>	<b>19</b>	<b>15</b>	<b>46</b>	<b>1158</b>	<b>13</b>	<b>23</b>	<b>1217</b>	<b>3016</b>	<b>69</b>
<b>Apprch %</b>	<b>19.0%</b>	<b>9.5%</b>	<b>71.4%</b>			<b>1.2%</b>	<b>94.7%</b>	<b>4.1%</b>			<b>13.3%</b>	<b>20.0%</b>	<b>66.7%</b>			<b>3.8%</b>	<b>95.2%</b>	<b>1.1%</b>				
<b>Total %</b>	<b>0.7%</b>	<b>0.3%</b>	<b>2.5%</b>		<b>3.5%</b>	<b>0.7%</b>	<b>52.7%</b>	<b>2.3%</b>		<b>55.7%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.3%</b>		<b>0.5%</b>	<b>1.5%</b>	<b>38.4%</b>	<b>0.4%</b>		<b>40.4%</b>	<b>100.0%</b>	

PM PEAK HOUR	Woodland Ave Southbound					Brittan Ave Westbound					Woodland Ave Northbound					Brittan Ave Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:30 to 17:30																						
Peak Hour For Entire Intersection Begins at 16:30																						
16:30	1	1	3	1	5	1	116	4	0	121	0	1	1	0	2	1	104	1	1	106	234	
16:45	1	1	6	1	8	0	112	6	0	118	0	0	0	0	0	5	78	1	0	84	210	
17:00	1	0	1	4	2	2	116	4	0	122	0	0	0	1	0	5	75	3	3	83	207	
17:15	4	1	8	0	13	2	119	10	0	131	0	0	0	0	0	6	93	1	1	100	244	
<b>Total Volume</b>	<b>7</b>	<b>3</b>	<b>18</b>	<b>6</b>	<b>28</b>	<b>5</b>	<b>463</b>	<b>24</b>	<b>0</b>	<b>492</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>17</b>	<b>350</b>	<b>6</b>	<b>5</b>	<b>373</b>	<b>895</b>	
<b>% App Total</b>	<b>25.0%</b>	<b>10.7%</b>	<b>64.3%</b>			<b>1.0%</b>	<b>94.1%</b>	<b>4.9%</b>			<b>0.0%</b>	<b>50.0%</b>	<b>50.0%</b>			<b>4.6%</b>	<b>93.8%</b>	<b>1.6%</b>				
<b>PHF</b>	<b>.438</b>	<b>.750</b>	<b>.563</b>		<b>.538</b>	<b>.625</b>	<b>.973</b>	<b>.600</b>		<b>.939</b>	<b>.000</b>	<b>.250</b>	<b>.250</b>		<b>.250</b>	<b>.708</b>	<b>.841</b>	<b>.500</b>		<b>.880</b>	<b>.917</b>	



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090

[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-002 Woodland Ave & Brittan Ave

Date : 4/19/2017

### Bank 1 Count = Bikes

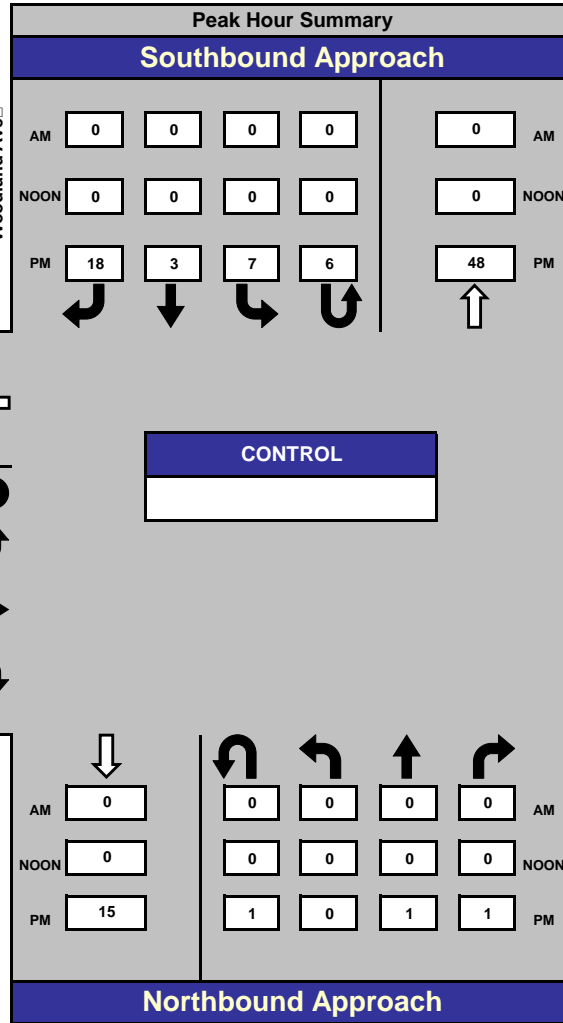
START TIME	Woodland Ave Southbound					Brittan Ave Westbound					Woodland Ave Northbound					Brittan Ave Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
16:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
16:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>
17:00	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4	0
17:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>
18:00	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	3	0
18:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
18:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0
18:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>0</b>
19:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>22</b>	<b>0</b>
Apprch %	0.0%	0.0%	100.0%			7.7%	84.6%	7.7%			0.0%	0.0%	0.0%			20.0%	80.0%	0.0%				
Total %	0.0%	0.0%	18.2%		18.2%	4.5%	50.0%	4.5%		59.1%	0.0%	0.0%	0.0%		0.0%	4.5%	18.2%	0.0%		22.7%	100.0%	

PM PEAK HOUR	Woodland Ave Southbound					Brittan Ave Westbound					Woodland Ave Northbound					Brittan Ave Eastbound					Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
17:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>
% App Total	0.0%	0.0%	100.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.250		.250	.000	.750	.000		.750	.000	.000	.000		.000	.500	.000		.500		.438

### Woodland Ave & Brittan Ave

Date: 4/19/2017  
Day: Wednesday

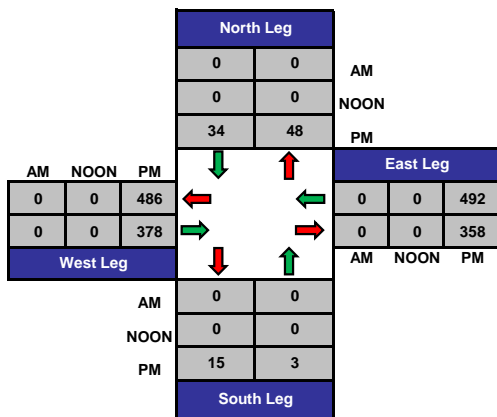
Project #: 17-7283-002



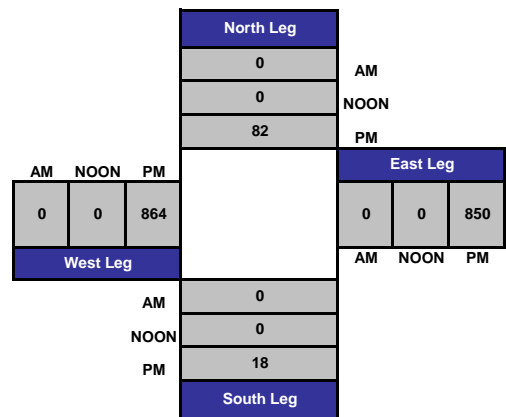
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:30 - 17:30

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

### Total Ins & Outs



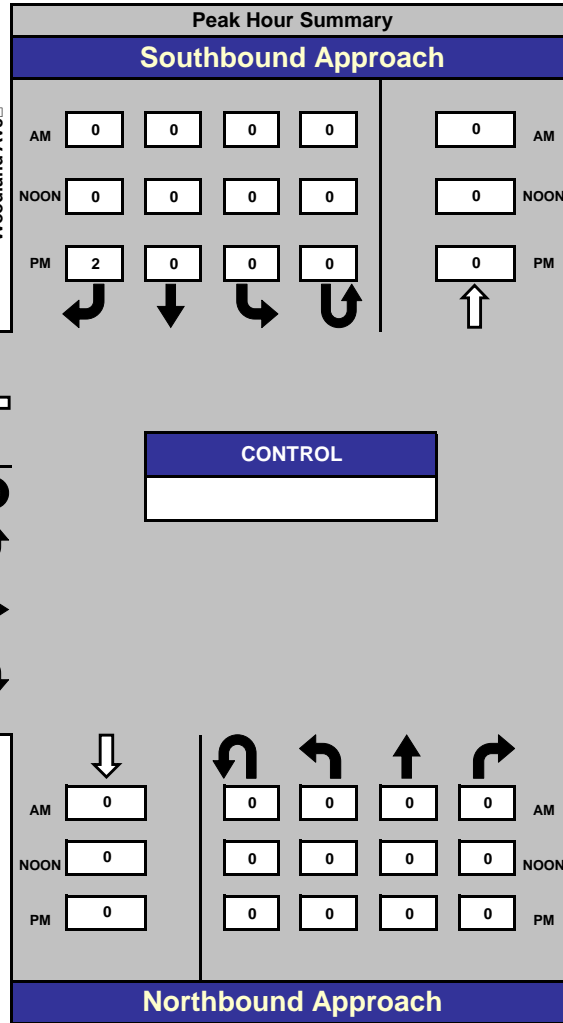
### Total Volume Per Leg



### Woodland Ave & Brittan Ave

Date: 4/19/2017  
Day: Wednesday

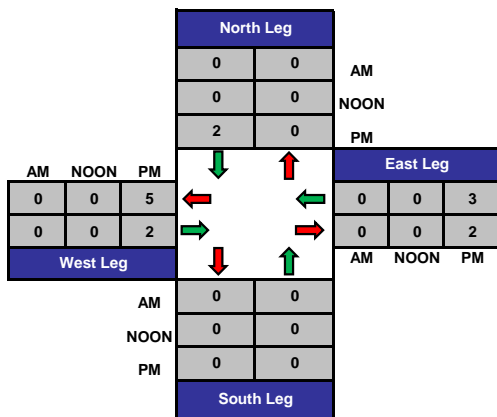
Project #: 17-7283-002



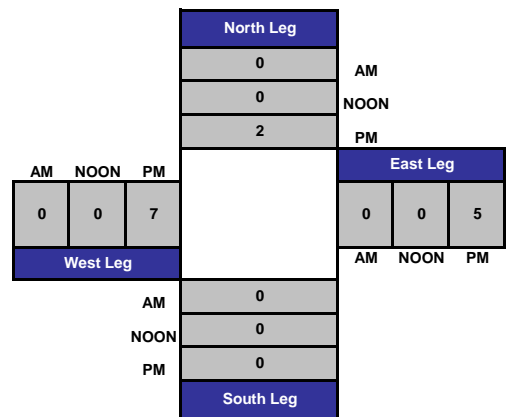
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:30 - 17:30

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

### Total Ins & Outs



### Total Volume Per Leg



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-003 Woodland Ave & Aster Ave  
 Date : 4/19/2017

### Unshifted Count = All Vehicles & Peds

START TIME	Woodland Ave Southbound					Aster Ave Westbound					Woodland Ave Northbound					Aster Ave Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	3	6	0	0	9	0	0	0	0	0	0	4	0	1	4	0	0	0	0	0	13	1
16:15	0	4	0	2	4	1	0	1	2	2	0	3	0	0	3	0	0	0	0	0	9	4
16:30	0	3	0	1	3	1	0	0	0	1	0	6	0	1	6	0	0	0	0	0	10	2
16:45	3	7	0	2	10	1	0	0	1	1	0	10	0	0	10	0	0	0	0	0	21	3
<b>Total</b>	<b>6</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>10</b>
17:00	0	1	0	0	1	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	10	0
17:15	2	13	0	0	15	0	0	0	1	0	0	14	3	0	17	0	0	0	0	0	32	1
17:30	2	4	0	0	6	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	11	0
17:45	3	6	0	0	9	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	13	0
<b>Total</b>	<b>7</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>5</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>1</b>
18:00	1	5	0	0	6	1	0	1	2	2	0	6	0	0	6	0	0	0	0	0	14	2
18:15	0	5	0	1	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13	1
18:30	0	10	0	0	10	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	17	0
18:45	0	6	0	0	6	0	0	1	2	1	0	8	2	0	10	0	0	0	0	0	17	2
<b>Total</b>	<b>1</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>5</b>
19:00	1	5	0	0	6	2	0	1	1	3	0	3	0	0	3	0	0	0	0	0	12	1
19:15	0	7	0	2	7	1	0	1	0	2	0	3	2	0	5	0	0	0	0	0	14	2
19:30	1	5	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11	0
19:45	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	10	0
<b>Total</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>3</b>
<b>Grand Total</b>	<b>16</b>	<b>88</b>	<b>0</b>	<b>8</b>	<b>104</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>98</b>	<b>11</b>	<b>2</b>	<b>109</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>227</b>	<b>19</b>
Apprch %	15.4%	84.6%	0.0%			64.3%	0.0%	35.7%			0.0%	89.9%	10.1%			0.0%	0.0%	0.0%				
Total %	7.0%	38.8%	0.0%		45.8%	4.0%	0.0%	2.2%		6.2%	0.0%	43.2%	4.8%		48.0%	0.0%	0.0%	0.0%		0.0%	100.0%	

PM PEAK HOUR	Woodland Ave Southbound					Aster Ave Westbound					Woodland Ave Northbound					Aster Ave Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:45 to 17:45																						
Peak Hour For Entire Intersection Begins at 16:45																						
16:45	3	7	0	2	10	1	0	0	1	1	0	10	0	0	10	0	0	0	0	0	21	
17:00	0	1	0	0	1	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	10	
17:15	2	13	0	0	15	0	0	0	1	0	0	14	3	0	17	0	0	0	0	0	32	
17:30	2	4	0	0	6	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	11	
<b>Total Volume</b>	<b>7</b>	<b>25</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>5</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	
<b>% App Total</b>	<b>21.9%</b>	<b>78.1%</b>	<b>0.0%</b>			<b>100.0%</b>	<b>0.0%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>87.8%</b>	<b>12.2%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>				
<b>PHF</b>	<b>.583</b>	<b>.481</b>	<b>.000</b>		<b>.533</b>	<b>.250</b>	<b>.000</b>	<b>.000</b>		<b>.250</b>	<b>.000</b>	<b>.643</b>	<b>.417</b>		<b>.603</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>	<b>.578</b>	

## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090

[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-003 Woodland Ave & Aster Ave

Date : 4/19/2017

### Bank 1 Count = Bikes

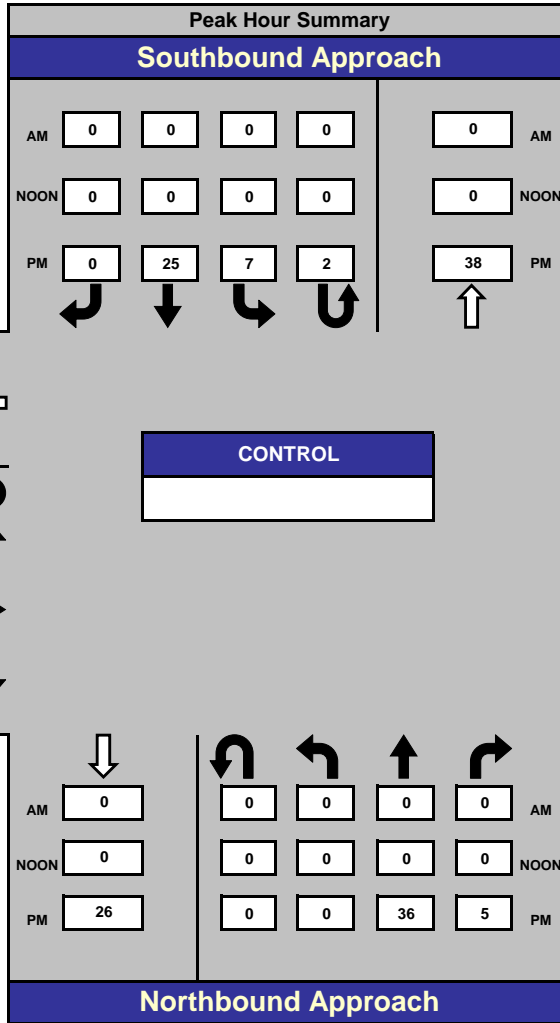
START TIME	Woodland Ave Southbound					Aster Ave Westbound					Woodland Ave Northbound					Aster Ave Eastbound					Total	Peds Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL			
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>
17:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
17:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>
18:00	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	4	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>
19:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>
<b>Grand Total</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	
Apprch %	44.4%	55.6%	0.0%			0.0%	0.0%	100.0%			0.0%	66.7%	33.3%			0.0%	0.0%	0.0%					
Total %	26.7%	33.3%	0.0%		60.0%	0.0%	0.0%	20.0%		20.0%	0.0%	13.3%	6.7%		20.0%	0.0%	0.0%	0.0%		0.0%		100.0%	

PM PEAK HOUR	Woodland Ave Southbound					Aster Ave Westbound					Woodland Ave Northbound					Aster Ave Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:45 to 17:45																						
Peak Hour For Entire Intersection Begins at 16:45																						
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	
<b>% App Total</b>	<b>50.0%</b>	<b>50.0%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>100.0%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>				
<b>PHF</b>	<b>.250</b>	<b>.250</b>	<b>.000</b>		<b>.500</b>	<b>.000</b>	<b>.000</b>	<b>.250</b>		<b>.250</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>		<b>.750</b>	

### Woodland Ave & Aster Ave

Date: 4/19/2017  
 Day: Wednesday

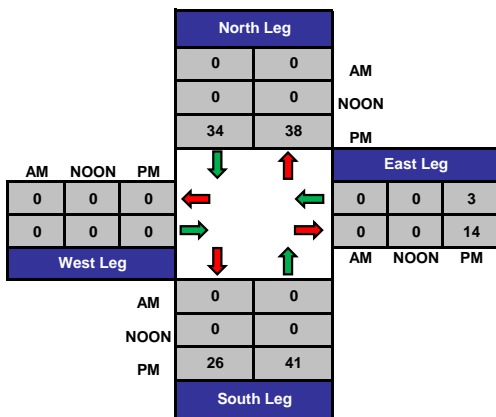
Project #: 17-7283-003



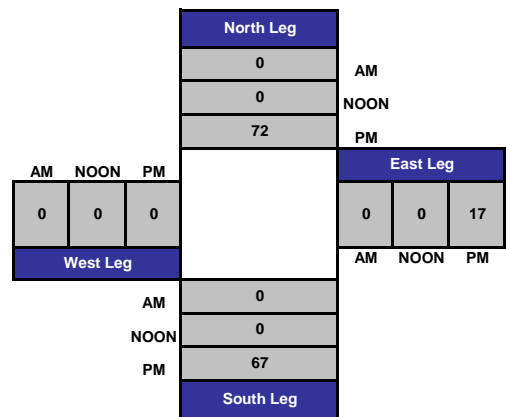
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:45 - 17:45

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

### Total Ins & Outs



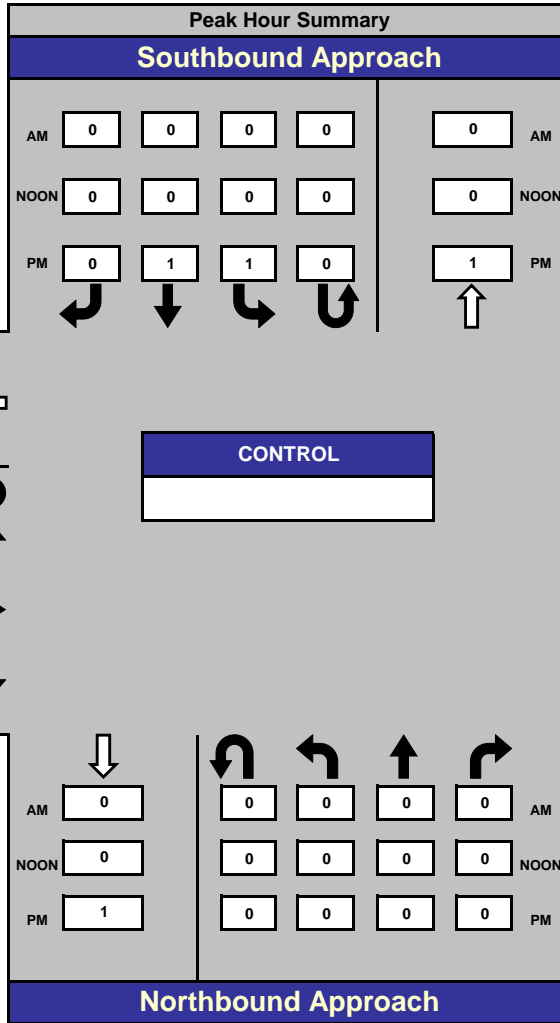
### Total Volume Per Leg



Woodland Ave & Aster Ave

Date: 4/19/2017  
Day: Wednesday

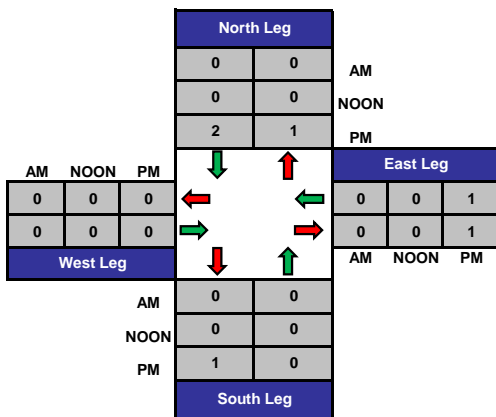
Project #: 17-7283-003



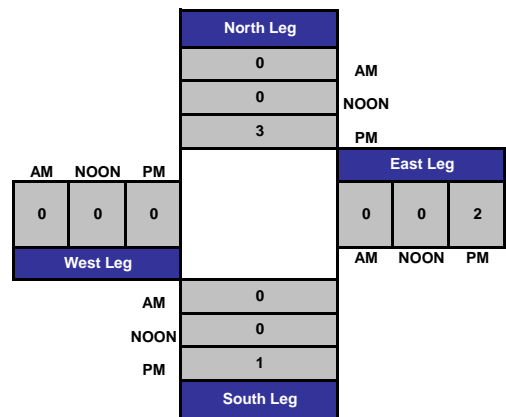
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:45 - 17:45

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



**Total Volume Per Leg**



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-004 Woodland Ave & Morse Blvd  
 Date : 4/19/2017

### Unshifted Count = All Vehicles & Peds

START TIME	Woodland Ave Southbound					Morse Blvd Westbound					Woodland Ave Northbound					Morse Blvd Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	7	0	0	7	3	0	4	0	7	0	3	0	0	3	0	0	0	0	0	17	0
16:15	2	4	0	0	6	2	0	2	0	4	0	4	1	0	5	0	0	0	0	0	15	0
16:30	0	2	0	0	2	0	0	1	3	1	0	6	0	0	6	0	0	0	0	0	9	3
16:45	1	7	0	2	8	3	0	0	2	3	0	6	0	0	6	0	0	0	0	0	17	4
<b>Total</b>	<b>3</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>7</b>
17:00	0	1	0	0	1	0	0	2	1	2	0	7	2	0	9	0	0	0	0	0	12	1
17:15	2	10	0	0	12	6	0	0	0	6	0	11	2	0	13	0	0	0	0	0	31	0
17:30	0	6	0	0	6	2	0	2	5	4	0	3	0	0	3	0	0	0	0	0	13	5
17:45	1	2	0	0	3	4	0	1	2	5	0	3	0	0	3	0	0	0	0	0	11	2
<b>Total</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>12</b>	<b>0</b>	<b>5</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>
18:00	1	5	0	1	6	1	0	1	1	2	0	6	1	0	7	0	0	0	0	0	15	2
18:15	1	5	0	0	6	1	0	1	3	2	0	9	0	0	9	0	0	0	0	0	17	3
18:30	1	5	0	0	6	0	0	1	2	1	0	6	0	0	6	0	0	0	0	0	13	2
18:45	0	7	0	0	7	2	0	0	4	2	0	8	1	0	9	0	0	0	0	0	18	4
<b>Total</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>
19:00	1	4	0	0	5	2	0	2	1	4	0	2	1	0	3	0	0	0	0	0	12	1
19:15	1	4	0	1	5	4	0	0	1	4	0	2	0	0	2	0	0	0	0	0	11	2
19:30	1	3	0	0	4	2	0	1	0	3	0	6	0	0	6	0	0	0	0	0	13	0
19:45	0	2	0	0	2	0	0	1	1	1	0	6	1	0	7	0	0	0	0	0	10	1
<b>Total</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>4</b>
<b>Grand Total</b>	<b>12</b>	<b>74</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>32</b>	<b>0</b>	<b>19</b>	<b>26</b>	<b>51</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>234</b>	<b>30</b>
Apprch %	14.0%	86.0%	0.0%			62.7%	0.0%	37.3%			0.0%	90.7%	9.3%			0.0%	0.0%	0.0%				
Total %	5.1%	31.6%	0.0%		36.8%	13.7%	0.0%	8.1%		21.8%	0.0%	37.6%	3.8%		41.5%	0.0%	0.0%	0.0%		0.0%	100.0%	

PM PEAK HOUR	Woodland Ave Southbound					Morse Blvd Westbound					Woodland Ave Northbound					Morse Blvd Eastbound					Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	1	7	0	2	8	3	0	0	2	3	0	6	0	0	6	0	0	0	0	0	17
17:00	0	1	0	0	1	0	0	2	1	2	0	7	2	0	9	0	0	0	0	0	12
17:15	2	10	0	0	12	6	0	0	0	6	0	11	2	0	13	0	0	0	0	0	31
17:30	0	6	0	0	6	2	0	2	5	4	0	3	0	0	3	0	0	0	0	0	13
<b>Total Volume</b>	<b>3</b>	<b>24</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>
<b>% App Total</b>	<b>11.1%</b>	<b>88.9%</b>	<b>0.0%</b>			<b>73.3%</b>	<b>0.0%</b>	<b>26.7%</b>			<b>0.0%</b>	<b>87.1%</b>	<b>12.9%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
<b>PHF</b>	<b>.375</b>	<b>.600</b>	<b>.000</b>		<b>.563</b>	<b>.458</b>	<b>.000</b>	<b>.500</b>		<b>.625</b>	<b>.000</b>	<b>.614</b>	<b>.500</b>		<b>.596</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>	<b>.589</b>



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090

[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-004 Woodland Ave & Morse Blvd

Date : 4/19/2017

### Bank 1 Count = Bikes

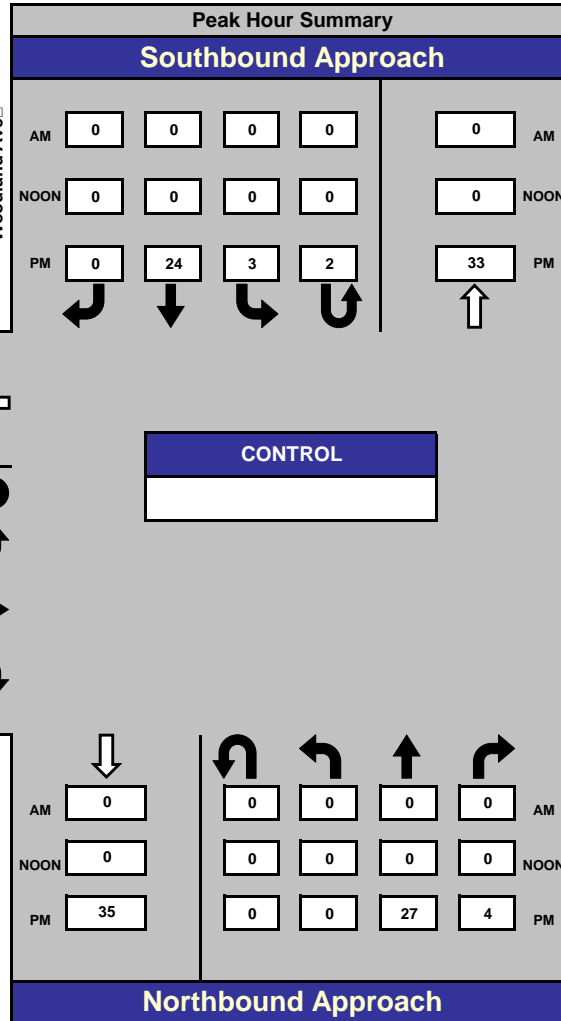
START TIME	Woodland Ave Southbound					Morse Blvd Westbound					Woodland Ave Northbound					Morse Blvd Eastbound					Total	Peds Total		
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL				
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
16:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	
17:00	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	
19:45	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>		
<b>Grand Total</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>		
Apprch %	11.1%	88.9%	0.0%			100.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%						
Total %	7.7%	61.5%	0.0%		69.2%	7.7%	0.0%	0.0%		7.7%	0.0%	23.1%	0.0%		23.1%	0.0%	0.0%	0.0%		0.0%		100.0%		

PM PEAK HOUR	Woodland Ave Southbound					Morse Blvd Westbound					Woodland Ave Northbound					Morse Blvd Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:45 to 17:45																						
Peak Hour For Entire Intersection Begins at 16:45																						
16:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	
<b>% App Total</b>	<b>33.3%</b>	<b>66.7%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>				
<b>PHF</b>	<b>.250</b>	<b>.500</b>	<b>.000</b>		<b>.375</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>	<b>.000</b>	<b>.375</b>

# Woodland Ave & Morse Blvd

Date: 4/19/2017  
 Day: Wednesday

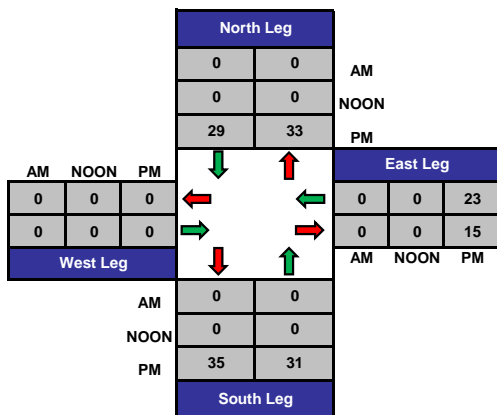
Project #: 17-7283-004



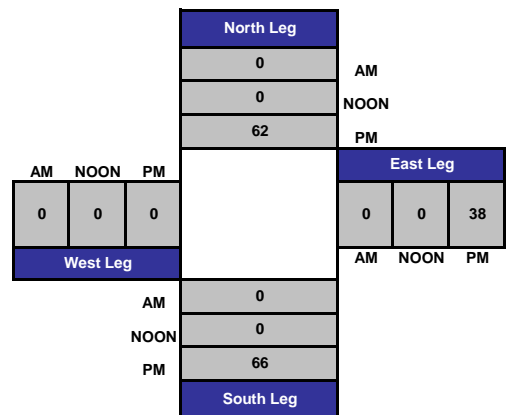
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:45 - 17:45

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

## Total Ins & Outs



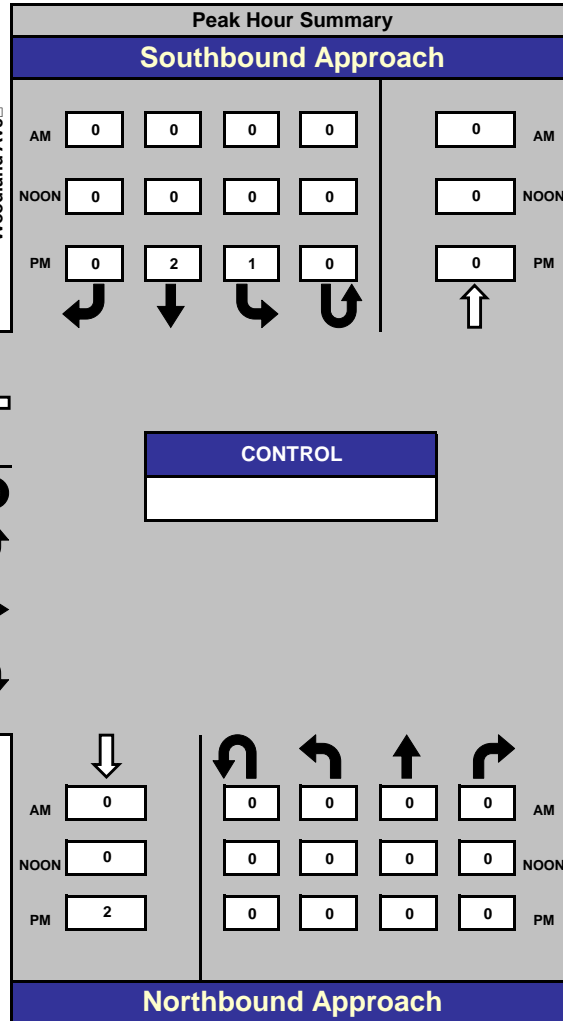
## Total Volume Per Leg



### Woodland Ave & Morse Blvd

Date: 4/19/2017  
 Day: Wednesday

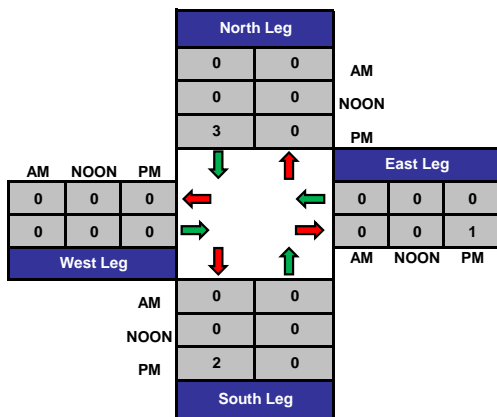
Project #: 17-7283-004



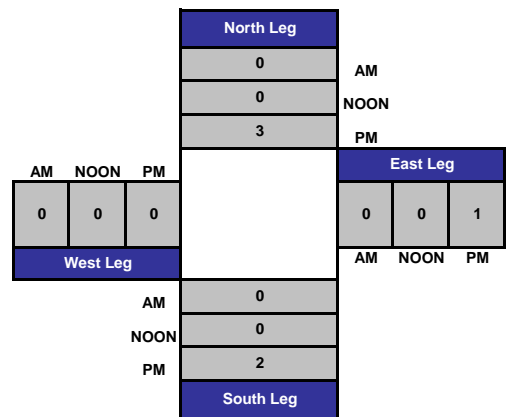
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:45 - 17:45

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

#### Total Ins & Outs



#### Total Volume Per Leg



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-005 Cedar St & Arroyo Ave  
 Date : 4/19/2017

### Unshifted Count = All Vehicles & Peds

START TIME	Cedar St Southbound					Arroyo Ave Westbound					Cedar St Northbound					Arroyo Ave Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	4	15	3	2	22	29	28	3	5	60	6	24	21	4	51	3	17	3	12	23	156	23
16:15	10	13	2	2	25	22	21	8	2	51	5	24	26	8	55	1	24	1	15	26	157	27
16:30	3	13	6	1	22	23	22	8	2	53	8	44	20	7	72	1	22	2	8	25	172	18
16:45	9	18	1	9	28	29	24	12	10	65	9	30	25	6	64	5	18	2	7	25	182	32
<b>Total</b>	<b>26</b>	<b>59</b>	<b>12</b>	<b>14</b>	<b>97</b>	<b>103</b>	<b>95</b>	<b>31</b>	<b>19</b>	<b>229</b>	<b>28</b>	<b>122</b>	<b>92</b>	<b>25</b>	<b>242</b>	<b>10</b>	<b>81</b>	<b>8</b>	<b>42</b>	<b>99</b>	<b>667</b>	<b>100</b>
17:00	6	27	0	6	33	23	26	7	4	56	2	35	25	3	62	0	18	7	12	25	176	25
17:15	5	20	5	3	30	18	23	10	3	51	5	38	22	8	65	1	16	1	7	18	164	21
17:30	4	17	5	3	26	23	29	8	2	60	7	38	31	3	76	3	23	4	2	30	192	10
17:45	6	17	2	4	25	23	23	4	3	50	5	28	24	3	57	3	9	0	3	12	144	13
<b>Total</b>	<b>21</b>	<b>81</b>	<b>12</b>	<b>16</b>	<b>114</b>	<b>87</b>	<b>101</b>	<b>29</b>	<b>12</b>	<b>217</b>	<b>19</b>	<b>139</b>	<b>102</b>	<b>17</b>	<b>260</b>	<b>7</b>	<b>66</b>	<b>12</b>	<b>24</b>	<b>85</b>	<b>676</b>	<b>69</b>
18:00	7	13	4	0	24	31	23	8	5	62	5	24	27	3	56	1	16	4	5	21	163	13
18:15	5	15	1	2	21	14	21	6	2	41	5	28	32	1	65	1	15	1	8	17	144	13
18:30	7	21	1	4	29	27	24	4	0	55	3	28	10	3	41	2	11	4	4	17	142	11
18:45	3	21	1	3	25	8	15	8	4	31	2	38	20	2	60	7	7	1	7	15	131	16
<b>Total</b>	<b>22</b>	<b>70</b>	<b>7</b>	<b>9</b>	<b>99</b>	<b>80</b>	<b>83</b>	<b>26</b>	<b>11</b>	<b>189</b>	<b>15</b>	<b>118</b>	<b>89</b>	<b>9</b>	<b>222</b>	<b>11</b>	<b>49</b>	<b>10</b>	<b>24</b>	<b>70</b>	<b>580</b>	<b>53</b>
19:00	4	15	3	4	22	12	10	10	4	32	4	25	15	6	44	2	11	1	4	14	112	18
19:15	4	8	0	0	12	15	11	5	2	31	3	21	11	0	35	0	18	0	3	18	96	5
19:30	2	8	3	0	13	16	13	3	1	32	5	23	12	0	40	0	8	1	3	9	94	4
19:45	1	8	1	0	10	6	8	0	4	14	2	9	12	6	23	3	6	0	1	9	56	11
<b>Total</b>	<b>11</b>	<b>39</b>	<b>7</b>	<b>4</b>	<b>57</b>	<b>49</b>	<b>42</b>	<b>18</b>	<b>11</b>	<b>109</b>	<b>14</b>	<b>78</b>	<b>50</b>	<b>12</b>	<b>142</b>	<b>5</b>	<b>43</b>	<b>2</b>	<b>11</b>	<b>50</b>	<b>358</b>	<b>38</b>
<b>Grand Total</b>	<b>80</b>	<b>249</b>	<b>38</b>	<b>43</b>	<b>367</b>	<b>319</b>	<b>321</b>	<b>104</b>	<b>53</b>	<b>744</b>	<b>76</b>	<b>457</b>	<b>333</b>	<b>63</b>	<b>866</b>	<b>33</b>	<b>239</b>	<b>32</b>	<b>101</b>	<b>304</b>	<b>2281</b>	<b>260</b>
Apprch %	21.8%	67.8%	10.4%			42.9%	43.1%	14.0%			8.8%	52.8%	38.5%			10.9%	78.6%	10.5%				
Total %	3.5%	10.9%	1.7%		16.1%	14.0%	14.1%	4.6%		32.6%	3.3%	20.0%	14.6%		38.0%	1.4%	10.5%	1.4%		13.3%	100.0%	

PM PEAK HOUR	Cedar St Southbound					Arroyo Ave Westbound					Cedar St Northbound					Arroyo Ave Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:45 to 17:45																						
Peak Hour For Entire Intersection Begins at 16:45																						
16:45	9	18	1	9	28	29	24	12	10	65	9	30	25	6	64	5	18	2	7	25	182	
17:00	6	27	0	6	33	23	26	7	4	56	2	35	25	3	62	0	18	7	12	25	176	
17:15	5	20	5	3	30	18	23	10	3	51	5	38	22	8	65	1	16	1	7	18	164	
17:30	4	17	5	3	26	23	29	8	2	60	7	38	31	3	76	3	23	4	2	30	192	
<b>Total Volume</b>	<b>24</b>	<b>82</b>	<b>11</b>	<b>21</b>	<b>117</b>	<b>93</b>	<b>102</b>	<b>37</b>	<b>19</b>	<b>232</b>	<b>23</b>	<b>141</b>	<b>103</b>	<b>20</b>	<b>267</b>	<b>9</b>	<b>75</b>	<b>14</b>	<b>28</b>	<b>98</b>	<b>714</b>	
<b>% App Total</b>	<b>20.5%</b>	<b>70.1%</b>	<b>9.4%</b>			<b>40.1%</b>	<b>44.0%</b>	<b>15.9%</b>			<b>8.6%</b>	<b>52.8%</b>	<b>38.6%</b>			<b>9.2%</b>	<b>76.5%</b>	<b>14.3%</b>				
<b>PHF</b>	<b>.667</b>	<b>.759</b>	<b>.550</b>		<b>.886</b>	<b>.802</b>	<b>.879</b>	<b>.771</b>		<b>.892</b>	<b>.639</b>	<b>.928</b>	<b>.831</b>		<b>.878</b>	<b>.450</b>	<b>.815</b>	<b>.500</b>		<b>.817</b>	<b>.930</b>	

## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090

[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-005 Cedar St & Arroyo Ave

Date : 4/19/2017

### Bank 1 Count = Bikes

START TIME	Cedar St Southbound					Arroyo Ave Westbound					Cedar St Northbound					Arroyo Ave Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	0
16:30	0	1	0	0	1	0	0	0	0	0	0	2	3	0	5	0	1	0	0	1	7	0
16:45	0	3	1	0	4	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	6	0
<b>Total</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>0</b>
17:00	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3	0
17:15	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	3	0
17:30	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3	0
17:45	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	4	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>0</b>
18:00	0	0	0	0	0	4	0	0	0	4	1	0	1	0	2	0	0	0	0	0	6	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>
19:00	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>
<b>Grand Total</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>0</b>
Apprch %	0.0%	66.7%	33.3%			43.8%	50.0%	6.3%			6.7%	66.7%	26.7%			0.0%	66.7%	33.3%				
Total %	0.0%	10.0%	5.0%		15.0%	17.5%	20.0%	2.5%		40.0%	2.5%	25.0%	10.0%		37.5%	0.0%	5.0%	2.5%		7.5%	100.0%	

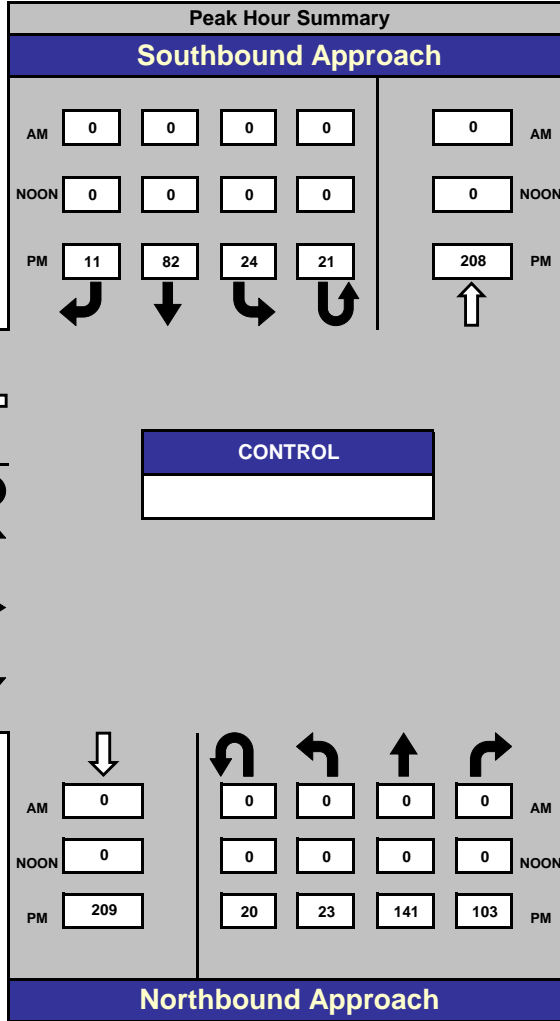
PM PEAK HOUR	Cedar St Southbound					Arroyo Ave Westbound					Cedar St Northbound					Arroyo Ave Eastbound					Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	3	1	0	4	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	6
17:00	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
17:15	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	3
17:30	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
Total Volume	0	3	1	0	4	2	4	0	0	6	0	4	0	0	4	0	1	0	0	1	15
% App Total	0.0%	75.0%	25.0%			33.3%	66.7%	0.0%			0.0%	100.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.250	.250		.250	.500	1.000	.000		.750	.000	.500	.000		.500	.000	.250	.000		.250	.625

### Cedar St & Arroyo Ave

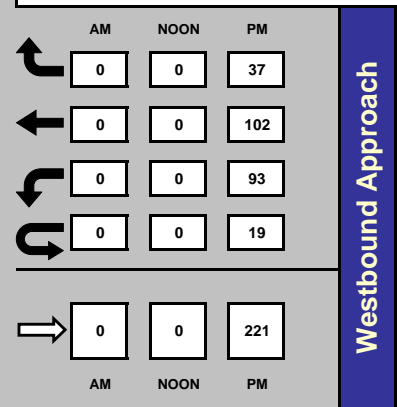
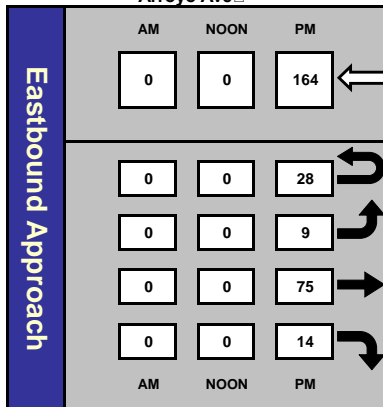
Date: 4/19/2017

Day: Wednesday

Project #: 17-7283-005

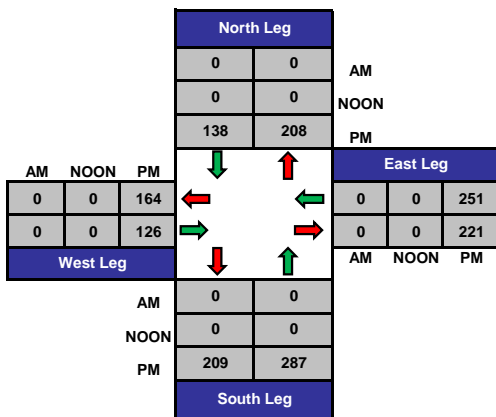


AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:45 - 17:45

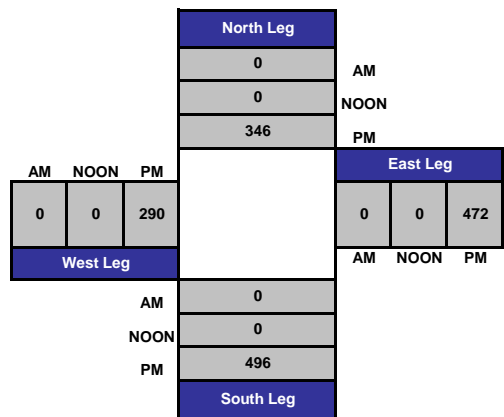


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

### Total Ins & Outs



### Total Volume Per Leg

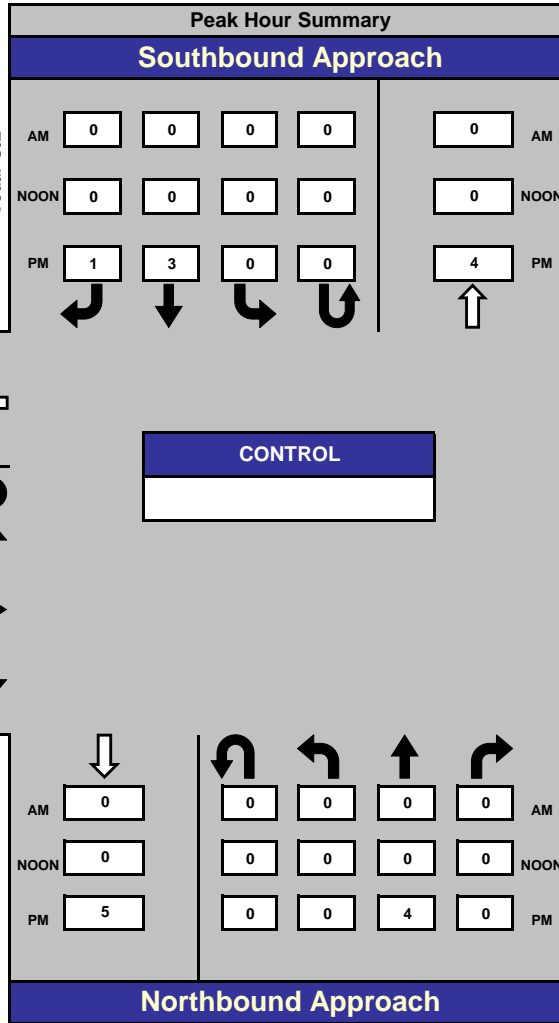


### Cedar St & Arroyo Ave

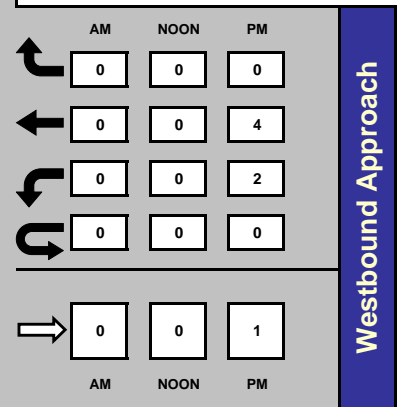
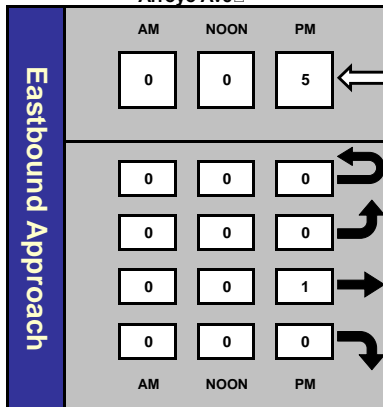
Date: 4/19/2017

Day: Wednesday

Project #: 17-7283-005

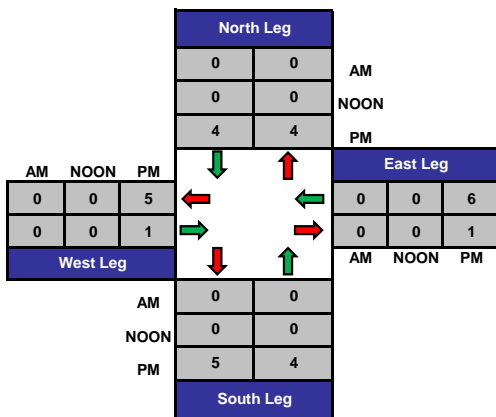


AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:45 - 17:45

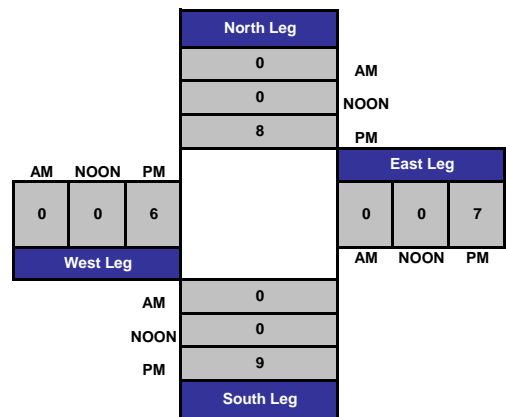


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

### Total Ins & Outs



### Total Volume Per Leg



# National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-006 Chestnut St & Arroyo Ave  
 Date : 4/19/2017

### Unshifted Count = All Vehicles & Peds

START TIME	Chestnut St Southbound					Arroyo Ave Westbound					Chestnut St Northbound					Arroyo Ave Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	0	0	5	0	5	51	0	6	56	9	0	6	1	15	0	31	10	15	41	112	27
16:15	0	0	0	0	0	5	43	1	4	49	8	0	4	3	12	0	53	8	11	61	122	18
16:30	0	0	0	0	0	7	48	0	5	55	8	0	5	0	13	0	37	9	10	46	114	15
16:45	0	0	0	1	0	3	60	0	10	63	5	0	5	2	10	0	49	6	10	55	128	23
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>202</b>	<b>1</b>	<b>25</b>	<b>223</b>	<b>30</b>	<b>0</b>	<b>20</b>	<b>6</b>	<b>50</b>	<b>0</b>	<b>170</b>	<b>33</b>	<b>46</b>	<b>203</b>	<b>476</b>	<b>83</b>
17:00	0	0	0	2	0	5	51	0	8	56	3	0	9	3	12	0	41	10	11	51	119	24
17:15	0	0	0	0	0	5	39	0	2	44	13	0	4	0	17	0	35	7	3	42	103	5
17:30	0	0	0	0	0	7	48	0	2	55	11	0	4	0	15	0	47	10	6	57	127	8
17:45	0	0	0	4	0	6	42	0	5	48	9	0	3	1	12	0	33	7	5	40	100	15
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>180</b>	<b>0</b>	<b>17</b>	<b>203</b>	<b>36</b>	<b>0</b>	<b>20</b>	<b>4</b>	<b>56</b>	<b>0</b>	<b>156</b>	<b>34</b>	<b>25</b>	<b>190</b>	<b>449</b>	<b>52</b>
18:00	0	0	0	2	0	2	53	1	8	56	7	0	6	0	13	0	40	11	10	51	120	20
18:15	0	0	0	3	0	3	38	0	8	41	4	0	4	1	8	0	41	11	7	52	101	19
18:30	0	0	0	0	0	3	46	0	2	49	8	0	2	0	10	0	20	9	5	29	88	7
18:45	0	0	0	2	0	3	27	0	4	30	2	0	2	2	4	0	23	6	14	29	63	22
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>164</b>	<b>1</b>	<b>22</b>	<b>176</b>	<b>21</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>35</b>	<b>0</b>	<b>124</b>	<b>37</b>	<b>36</b>	<b>161</b>	<b>372</b>	<b>68</b>
19:00	1	0	0	0	1	1	27	0	7	28	5	0	0	0	5	0	24	7	3	31	65	10
19:15	0	0	0	0	0	4	27	1	2	32	4	0	9	0	13	0	28	5	5	33	78	7
19:30	0	0	0	1	0	1	26	0	5	27	6	0	5	0	11	0	19	3	6	22	60	12
19:45	0	0	0	3	0	1	13	0	9	14	2	0	4	3	6	0	17	2	6	19	39	21
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>93</b>	<b>1</b>	<b>23</b>	<b>101</b>	<b>17</b>	<b>0</b>	<b>18</b>	<b>3</b>	<b>35</b>	<b>0</b>	<b>88</b>	<b>17</b>	<b>20</b>	<b>105</b>	<b>242</b>	<b>50</b>
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>61</b>	<b>639</b>	<b>3</b>	<b>87</b>	<b>703</b>	<b>104</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>176</b>	<b>0</b>	<b>538</b>	<b>121</b>	<b>127</b>	<b>659</b>	<b>1539</b>	<b>253</b>
Apprch %	100.0%	0.0%	0.0%			8.7%	90.9%	0.4%			59.1%	0.0%	40.9%			0.0%	81.6%	18.4%				
Total %	0.1%	0.0%	0.0%		0.1%	4.0%	41.5%	0.2%		45.7%	6.8%	0.0%	4.7%		11.4%	0.0%	35.0%	7.9%		42.8%	100.0%	

PM PEAK HOUR	Chestnut St Southbound					Arroyo Ave Westbound					Chestnut St Northbound					Arroyo Ave Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:15 to 17:15																						
Peak Hour For Entire Intersection Begins at 16:15																						
16:15	0	0	0	0	0	5	43	1	4	49	8	0	4	3	12	0	53	8	11	61	122	
16:30	0	0	0	0	0	7	48	0	5	55	8	0	5	0	13	0	37	9	10	46	114	
16:45	0	0	0	1	0	3	60	0	10	63	5	0	5	2	10	0	49	6	10	55	128	
17:00	0	0	0	2	0	5	51	0	8	56	3	0	9	3	12	0	41	10	11	51	119	
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>202</b>	<b>1</b>	<b>27</b>	<b>223</b>	<b>24</b>	<b>0</b>	<b>23</b>	<b>8</b>	<b>47</b>	<b>0</b>	<b>180</b>	<b>33</b>	<b>42</b>	<b>213</b>	<b>483</b>	
% App Total	0.0%	0.0%	0.0%			9.0%	90.6%	0.4%			51.1%	0.0%	48.9%			0.0%	84.5%	15.5%				
PHF	.000	.000	.000		.000	.714	.842	.250		.885	.750	.000	.639		.904	.000	.849	.825		.873	.943	



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090

[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-006 Chestnut St & Arroyo Ave

Date : 4/19/2017

### Bank 1 Count = Bikes

START TIME	Chestnut St Southbound					Arroyo Ave Westbound					Chestnut St Northbound					Arroyo Ave Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	1	0	0	3	6	0
16:15	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	3	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	1	0	3	5	0
16:45	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	4	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>18</b>	<b>0</b>
17:00	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
17:15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0
17:30	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	4	0
17:45	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>0</b>
18:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
18:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>37</b>	<b>0</b>
Apprch %	0.0%	0.0%	0.0%			20.0%	80.0%	0.0%		54.1%	14.3%	0.0%	85.7%		18.9%	20.0%	70.0%	10.0%		27.0%	100.0%	
Total %	0.0%	0.0%	0.0%		0.0%	10.8%	43.2%	0.0%			2.7%	0.0%	16.2%			5.4%	18.9%	2.7%				

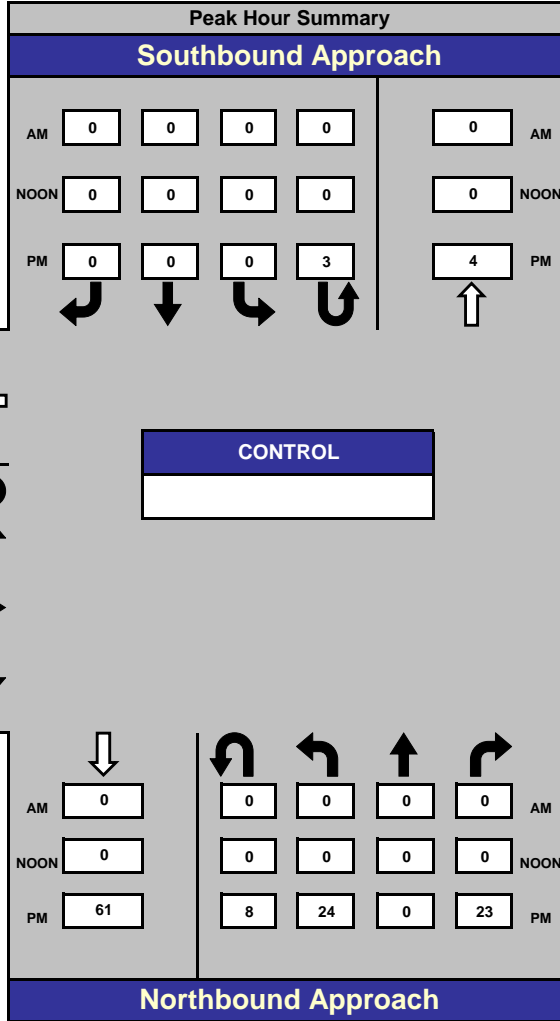
PM PEAK HOUR	Chestnut St Southbound					Arroyo Ave Westbound					Chestnut St Northbound					Arroyo Ave Eastbound					Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 16:15 to 17:15																					
Peak Hour For Entire Intersection Begins at 16:15																					
16:15	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	1	0	3	5
16:45	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	4
17:00	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	0	0	0	2	4	0	0	6	0	0	4	0	4	0	4	1	0	5	15
% App Total	0.0%	0.0%	0.0%			33.3%	66.7%	0.0%			0.0%	0.0%	100.0%			0.0%	80.0%	20.0%			
PHF	.000	.000	.000		.000	.500	.500	.000		.500	.000	.000	.500		.500	.000	.500	.250		.417	.750

### Chestnut St & Arroyo Ave

Date: 4/19/2017

Day: Wednesday

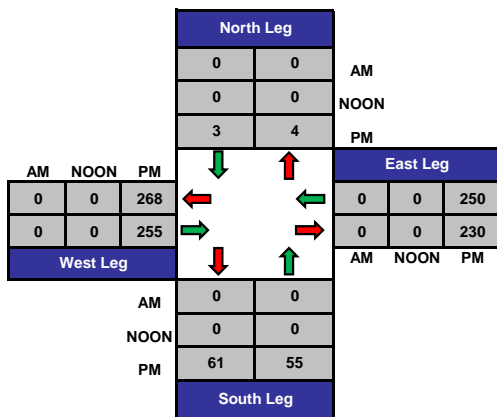
Project #: 17-7283-006



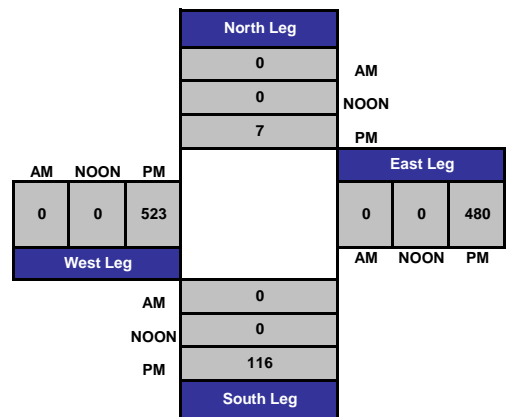
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:15 - 17:15

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

### Total Ins & Outs



### Total Volume Per Leg

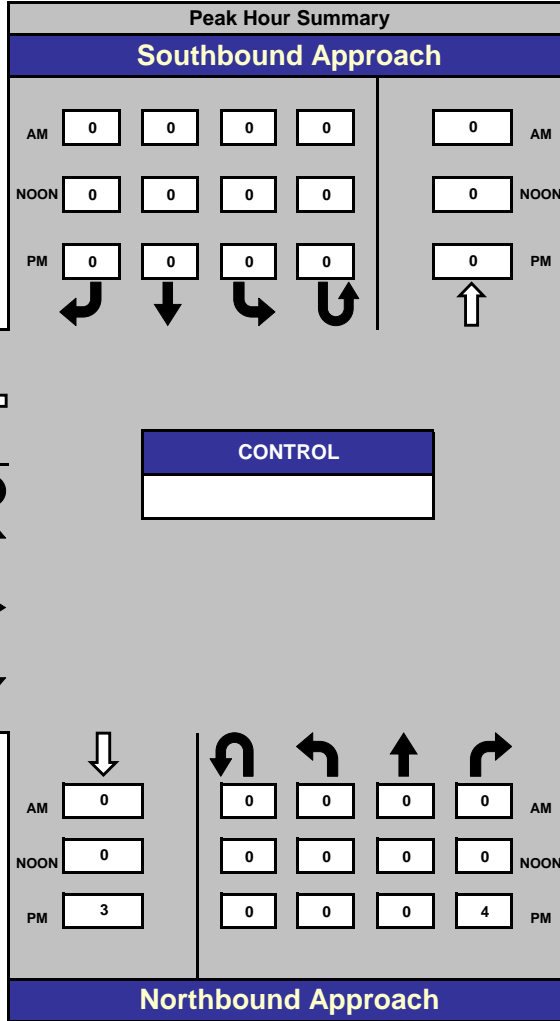


### Chestnut St & Arroyo Ave

Date: 4/19/2017

Day: Wednesday

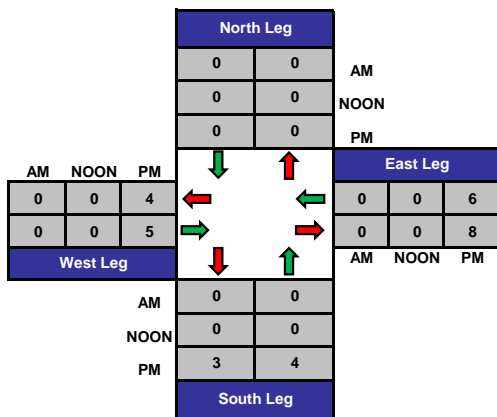
Project #: 17-7283-006



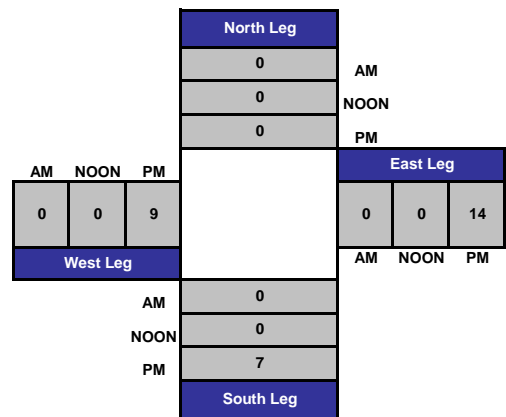
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:15 - 17:15

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

### Total Ins & Outs



### Total Volume Per Leg



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-007 Chestnut St & Baytree Rd  
 Date : 4/19/2017

### Unshifted Count = All Vehicles & Peds

START TIME	Chestnut St Southbound					Baytree Rd Westbound					Chestnut St Northbound					Baytree Rd Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	1	14	0	1	15	1	0	1	0	2	0	13	1	5	14	0	0	0	0	0	31	6
16:15	1	10	0	0	11	3	0	1	2	4	0	11	4	1	15	0	0	0	0	0	30	3
16:30	0	15	0	0	15	1	0	3	2	4	0	10	3	4	13	0	0	0	0	0	32	6
16:45	0	7	0	0	7	1	0	0	0	1	0	10	3	0	13	0	0	0	0	0	21	0
<b>Total</b>	<b>2</b>	<b>46</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>10</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>114</b>	<b>15</b>
17:00	2	12	0	0	14	5	0	0	0	5	0	13	2	2	15	0	0	0	0	0	34	2
17:15	0	13	0	0	13	3	0	2	0	5	0	15	3	5	18	0	0	0	0	0	36	5
17:30	4	11	0	0	15	3	0	1	0	4	0	13	2	5	15	0	0	0	0	0	34	5
17:45	1	10	0	0	11	3	0	1	1	4	0	11	2	0	13	0	0	0	0	0	28	1
<b>Total</b>	<b>7</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>52</b>	<b>9</b>	<b>12</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>132</b>	<b>13</b>
18:00	2	11	0	1	13	2	0	1	1	3	0	9	4	0	13	0	0	0	0	0	29	2
18:15	0	16	0	0	16	3	0	0	0	3	0	7	3	2	10	0	0	0	0	0	29	2
18:30	1	10	0	0	11	1	0	0	0	1	0	10	1	0	11	0	0	0	0	0	23	0
18:45	2	8	0	0	10	0	0	1	0	1	0	3	2	0	5	0	0	0	0	0	16	0
<b>Total</b>	<b>5</b>	<b>45</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>29</b>	<b>10</b>	<b>2</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>4</b>
19:00	2	4	0	0	6	1	0	0	0	1	0	5	0	1	5	0	0	0	0	0	12	1
19:15	0	8	0	0	8	0	0	0	0	0	0	12	2	0	14	0	0	0	0	0	22	0
19:30	0	4	0	1	4	2	0	1	0	3	0	9	1	0	10	0	0	0	0	0	17	1
19:45	0	3	0	0	3	0	0	0	1	0	0	5	2	3	7	0	0	0	0	0	10	4
<b>Total</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>5</b>	<b>4</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>6</b>
<b>Grand Total</b>	<b>16</b>	<b>156</b>	<b>0</b>	<b>3</b>	<b>172</b>	<b>29</b>	<b>0</b>	<b>12</b>	<b>7</b>	<b>41</b>	<b>0</b>	<b>156</b>	<b>35</b>	<b>28</b>	<b>191</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>404</b>	<b>38</b>
Apprch %	9.3%	90.7%	0.0%			70.7%	0.0%	29.3%			0.0%	81.7%	18.3%			0.0%	0.0%	0.0%				
Total %	4.0%	38.6%	0.0%		42.6%	7.2%	0.0%	3.0%		10.1%	0.0%	38.6%	8.7%		47.3%	0.0%	0.0%	0.0%		0.0%	100.0%	

PM PEAK HOUR	Chestnut St Southbound					Baytree Rd Westbound					Chestnut St Northbound					Baytree Rd Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 17:00 to 18:00																						
Peak Hour For Entire Intersection Begins at 17:00																						
17:00	2	12	0	0	14	5	0	0	0	5	0	13	2	2	15	0	0	0	0	0	34	
17:15	0	13	0	0	13	3	0	2	0	5	0	15	3	5	18	0	0	0	0	0	36	
17:30	4	11	0	0	15	3	0	1	0	4	0	13	2	5	15	0	0	0	0	0	34	
17:45	1	10	0	0	11	3	0	1	1	4	0	11	2	0	13	0	0	0	0	0	28	
<b>Total Volume</b>	<b>7</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>52</b>	<b>9</b>	<b>12</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>132</b>	
<b>% App Total</b>	<b>13.2%</b>	<b>86.8%</b>	<b>0.0%</b>			<b>77.8%</b>	<b>0.0%</b>	<b>22.2%</b>			<b>0.0%</b>	<b>85.2%</b>	<b>14.8%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>				
<b>PHF</b>	<b>.438</b>	<b>.885</b>	<b>.000</b>		<b>.883</b>	<b>.700</b>	<b>.000</b>	<b>.500</b>		<b>.900</b>	<b>.000</b>	<b>.867</b>	<b>.750</b>		<b>.847</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>	<b>.917</b>	

# National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090

[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-007 Chestnut St & Baytree Rd

Date : 4/19/2017

### Bank 1 Count = Bikes

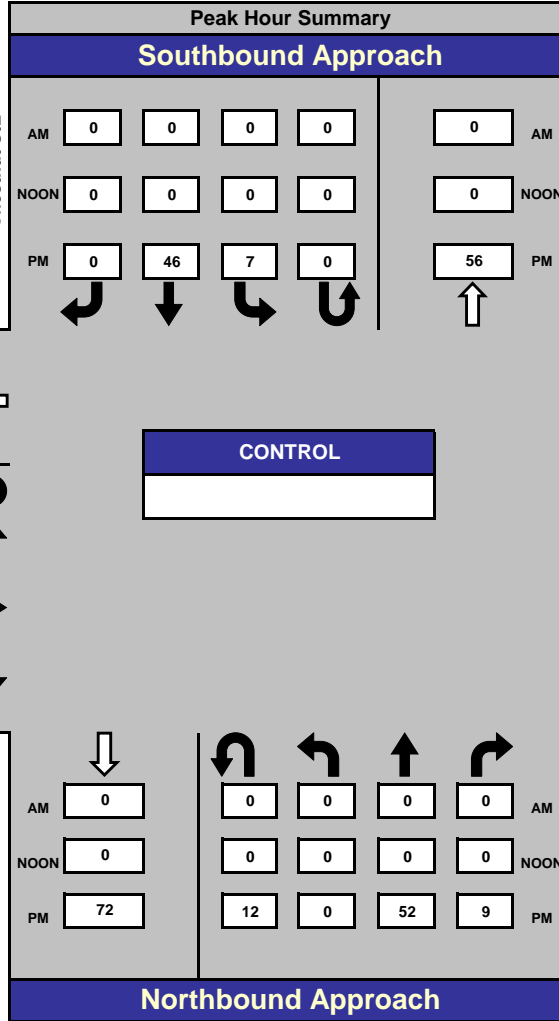
START TIME	Chestnut St Southbound					Baytree Rd Westbound					Chestnut St Northbound					Baytree Rd Eastbound					Total	Peds Total		
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL				
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3	0
16:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0
16:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	
17:00	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	
18:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
19:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	
<b>Grand Total</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	
Apprch %	20.0%	80.0%	0.0%			100.0%	0.0%	0.0%			0.0%	87.5%	12.5%			0.0%	0.0%	0.0%						
Total %	6.7%	26.7%	0.0%		33.3%	13.3%	0.0%	0.0%		13.3%	0.0%	46.7%	6.7%		53.3%	0.0%	0.0%	0.0%		0.0%		100.0%		

PM PEAK HOUR	Chestnut St Southbound					Baytree Rd Westbound					Chestnut St Northbound					Baytree Rd Eastbound					Total			
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL				
Peak Hour Analysis From 17:00 to 18:00																								
Peak Hour For Entire Intersection Begins at 17:00																								
17:00	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	
<b>% App Total</b>	<b>100.0%</b>	<b>0.0%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>66.7%</b>	<b>33.3%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>						
<b>PHF</b>	<b>.250</b>	<b>.000</b>	<b>.000</b>		<b>.250</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>	<b>.000</b>	<b>.500</b>	<b>.250</b>		<b>.750</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>			<b>.000</b>	<b>.500</b>	<b>0.000</b>	

### Chestnut St & Baytree Rd

Date: 4/19/2017  
 Day: Wednesday

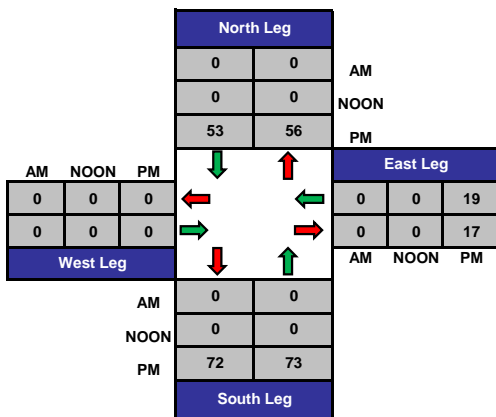
Project #: 17-7283-007



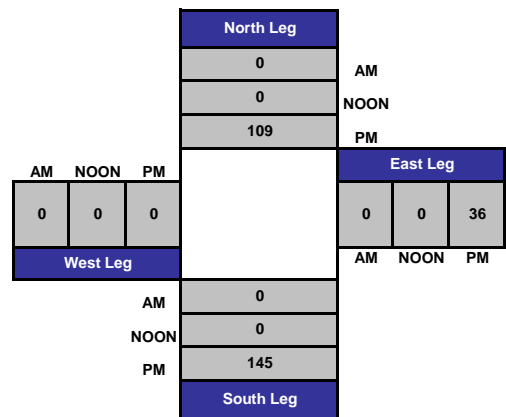
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	17:00 - 18:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

### Total Ins & Outs



### Total Volume Per Leg

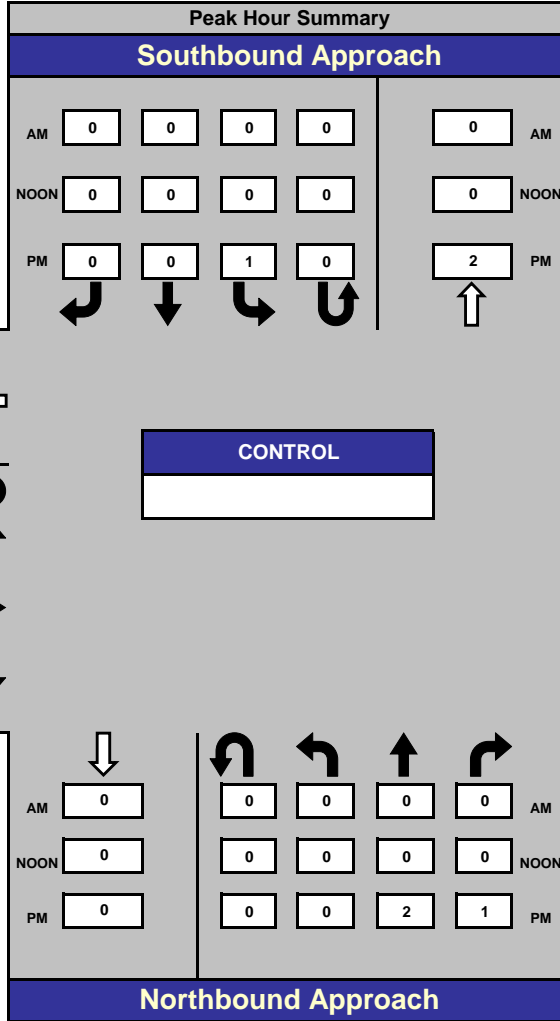


**Chestnut St & Baytree Rd**

Date: 4/19/2017

Day: Wednesday

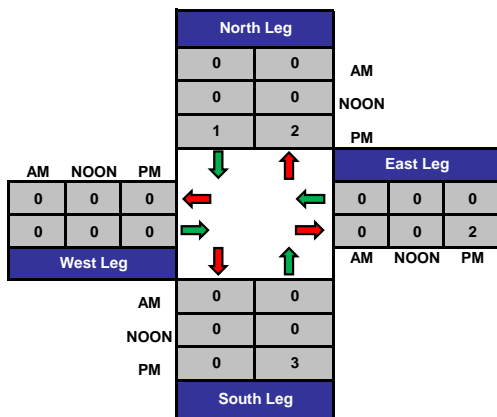
Project #: 17-7283-007



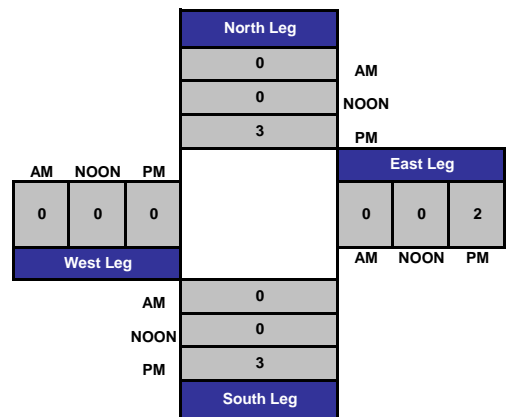
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	17:00 - 18:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



**Total Volume Per Leg**



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-008 Aberdeen Dr-Hewitt Dr & Melendy Dr  
 Date : 4/19/2017

### Unshifted Count = All Vehicles & Peds

START TIME	Aberdeen Dr-Hewitt Dr Southbound					Melendy Dr Westbound					Aberdeen Dr-Hewitt Dr Northbound					Melendy Dr Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	7	2	5	1	14	2	27	6	3	35	0	0	0	0	0	5	24	1	0	30	79	4
16:15	5	0	3	2	8	2	30	12	1	44	5	2	1	0	8	6	13	0	0	19	79	3
16:30	10	1	6	3	17	1	23	24	1	48	2	1	2	0	5	8	27	0	1	35	105	5
16:45	13	3	16	0	32	0	54	36	0	90	1	2	0	4	3	16	31	1	7	48	173	11
<b>Total</b>	<b>35</b>	<b>6</b>	<b>30</b>	<b>6</b>	<b>71</b>	<b>5</b>	<b>134</b>	<b>78</b>	<b>5</b>	<b>217</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>16</b>	<b>35</b>	<b>95</b>	<b>2</b>	<b>8</b>	<b>132</b>	<b>436</b>	<b>23</b>
17:00	48	5	10	1	63	3	42	19	1	64	3	5	3	0	11	17	60	6	2	83	221	4
17:15	14	0	11	0	25	3	43	32	0	78	3	3	1	3	7	14	28	1	2	43	153	5
17:30	19	1	7	1	27	5	44	25	0	74	2	6	4	2	12	8	29	2	0	39	152	3
17:45	14	1	2	1	17	3	44	25	1	72	3	1	1	3	5	6	18	4	4	28	122	9
<b>Total</b>	<b>95</b>	<b>7</b>	<b>30</b>	<b>3</b>	<b>132</b>	<b>14</b>	<b>173</b>	<b>101</b>	<b>2</b>	<b>288</b>	<b>11</b>	<b>15</b>	<b>9</b>	<b>8</b>	<b>35</b>	<b>45</b>	<b>135</b>	<b>13</b>	<b>8</b>	<b>193</b>	<b>648</b>	<b>21</b>
18:00	10	0	2	3	12	1	35	14	3	50	1	3	3	2	7	7	23	2	1	32	101	9
18:15	9	2	3	1	14	1	34	30	5	65	1	5	0	2	6	9	10	0	0	19	104	8
18:30	32	4	11	2	47	1	33	27	4	61	2	5	0	0	7	17	18	1	0	36	151	6
18:45	5	0	5	1	10	3	35	11	0	49	2	0	2	0	4	5	31	0	0	36	99	1
<b>Total</b>	<b>56</b>	<b>6</b>	<b>21</b>	<b>7</b>	<b>83</b>	<b>6</b>	<b>137</b>	<b>82</b>	<b>12</b>	<b>225</b>	<b>6</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>24</b>	<b>38</b>	<b>82</b>	<b>3</b>	<b>1</b>	<b>123</b>	<b>455</b>	<b>24</b>
19:00	5	1	5	1	11	1	31	8	2	40	0	2	0	1	2	6	34	0	0	40	93	4
19:15	9	0	7	1	16	2	28	13	0	43	1	2	2	0	5	7	15	1	1	23	87	2
19:30	12	0	6	0	18	1	21	3	0	25	2	0	2	0	4	3	17	1	2	21	68	2
19:45	9	0	5	1	14	0	30	7	1	37	0	0	2	0	2	4	7	1	0	12	65	2
<b>Total</b>	<b>35</b>	<b>1</b>	<b>23</b>	<b>3</b>	<b>59</b>	<b>4</b>	<b>110</b>	<b>31</b>	<b>3</b>	<b>145</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>13</b>	<b>20</b>	<b>73</b>	<b>3</b>	<b>3</b>	<b>96</b>	<b>313</b>	<b>10</b>
<b>Grand Total</b>	<b>221</b>	<b>20</b>	<b>104</b>	<b>19</b>	<b>345</b>	<b>29</b>	<b>554</b>	<b>292</b>	<b>22</b>	<b>875</b>	<b>28</b>	<b>37</b>	<b>23</b>	<b>17</b>	<b>88</b>	<b>138</b>	<b>385</b>	<b>21</b>	<b>20</b>	<b>544</b>	<b>1852</b>	<b>78</b>
<b>Apprch %</b>	<b>64.1%</b>	<b>5.8%</b>	<b>30.1%</b>			<b>3.3%</b>	<b>63.3%</b>	<b>33.4%</b>			<b>31.8%</b>	<b>42.0%</b>	<b>26.1%</b>			<b>25.4%</b>	<b>70.8%</b>	<b>3.9%</b>				
<b>Total %</b>	<b>11.9%</b>	<b>1.1%</b>	<b>5.6%</b>		<b>18.6%</b>	<b>1.6%</b>	<b>29.9%</b>	<b>15.8%</b>		<b>47.2%</b>	<b>1.5%</b>	<b>2.0%</b>	<b>1.2%</b>		<b>4.8%</b>	<b>7.5%</b>	<b>20.8%</b>	<b>1.1%</b>		<b>29.4%</b>	<b>100.0%</b>	

PM PEAK HOUR	Aberdeen Dr-Hewitt Dr Southbound					Melendy Dr Westbound					Aberdeen Dr-Hewitt Dr Northbound					Melendy Dr Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:45 to 17:45																						
Peak Hour For Entire Intersection Begins at 16:45																						
16:45	13	3	16	0	32	0	54	36	0	90	1	2	0	4	3	16	31	1	7	48	173	
17:00	48	5	10	1	63	3	42	19	1	64	3	5	3	0	11	17	60	6	2	83	221	
17:15	14	0	11	0	25	3	43	32	0	78	3	3	1	3	7	14	28	1	2	43	153	
17:30	19	1	7	1	27	5	44	25	0	74	2	6	4	2	12	8	29	2	0	39	152	
<b>Total Volume</b>	<b>94</b>	<b>9</b>	<b>44</b>	<b>2</b>	<b>147</b>	<b>11</b>	<b>183</b>	<b>112</b>	<b>1</b>	<b>306</b>	<b>9</b>	<b>16</b>	<b>8</b>	<b>9</b>	<b>33</b>	<b>55</b>	<b>148</b>	<b>10</b>	<b>11</b>	<b>213</b>	<b>699</b>	
<b>% App Total</b>	<b>63.9%</b>	<b>6.1%</b>	<b>29.9%</b>			<b>3.6%</b>	<b>59.8%</b>	<b>36.6%</b>			<b>27.3%</b>	<b>48.5%</b>	<b>24.2%</b>			<b>25.8%</b>	<b>69.5%</b>	<b>4.7%</b>				
<b>PHF</b>	<b>.490</b>	<b>.450</b>	<b>.688</b>		<b>.583</b>	<b>.550</b>	<b>.847</b>	<b>.778</b>		<b>.850</b>	<b>.750</b>	<b>.667</b>	<b>.500</b>		<b>.688</b>	<b>.809</b>	<b>.617</b>	<b>.417</b>		<b>.642</b>	<b>.791</b>	



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-008 Aberdeen Dr-Hewitt Dr & Melendy Dr  
 Date : 4/19/2017

### Bank 1 Count = Bikes

START TIME	Aberdeen Dr-Hewitt Dr Southbound					Melendy Dr Westbound					Aberdeen Dr-Hewitt Dr Northbound					Melendy Dr Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Grand Total</b>	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
Apprch %	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	50.0%	0.0%		50.0%	0.0%	0.0%	0.0%		0.0%	0.0%	50.0%	0.0%		50.0%	100.0%	

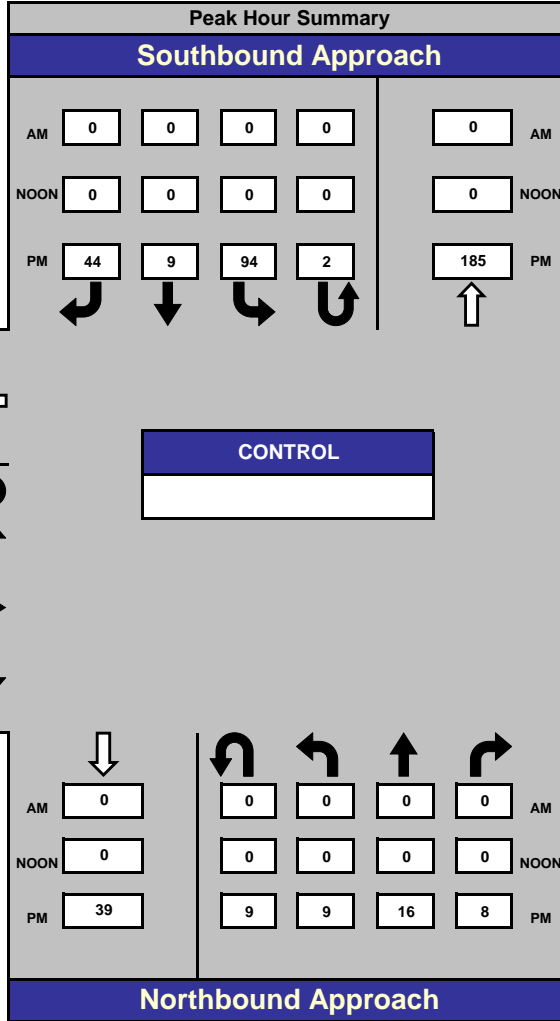
PM PEAK HOUR	Aberdeen Dr-Hewitt Dr Southbound					Melendy Dr Westbound					Aberdeen Dr-Hewitt Dr Northbound					Melendy Dr Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:45 to 17:45																						
Peak Hour For Entire Intersection Begins at 16:45																						
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	

**Aberdeen Dr-Hewitt Dr & Melendy Dr**

Date: 4/19/2017

Day: Wednesday

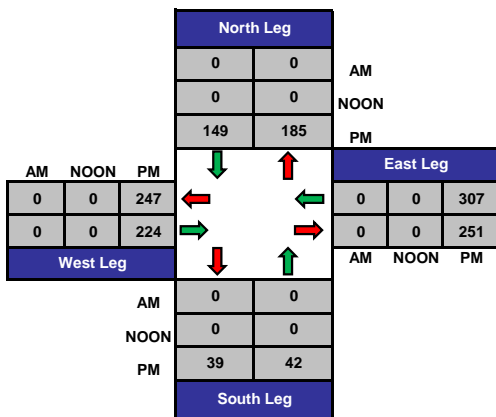
Project #: 17-7283-008



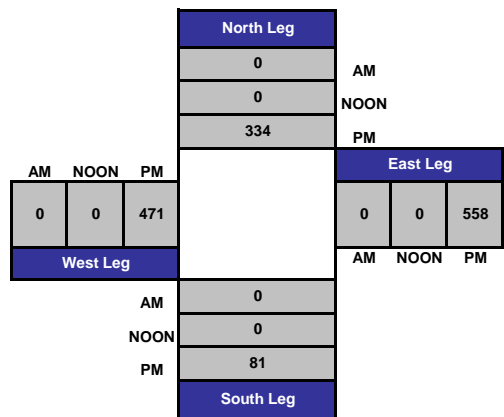
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:45 - 17:45

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



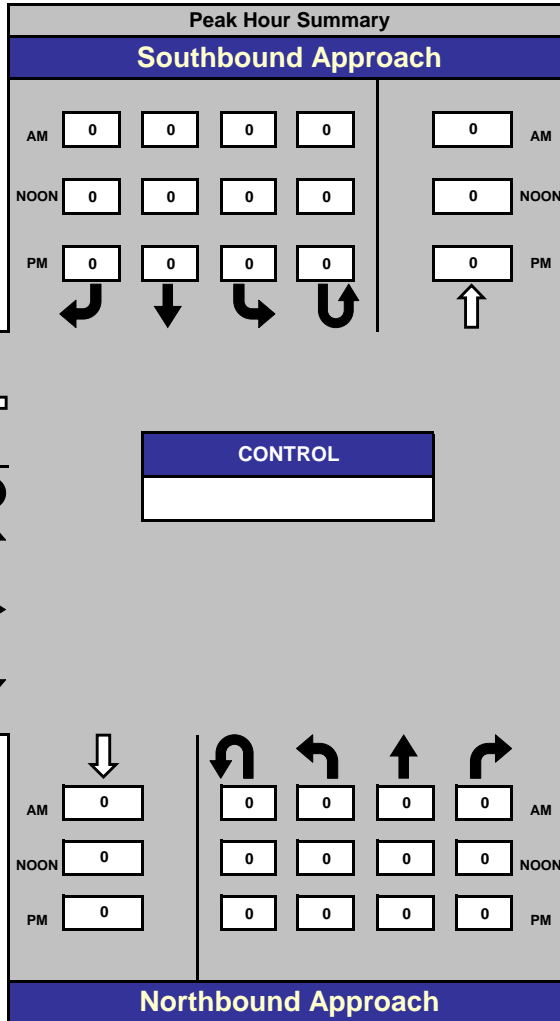
**Total Volume Per Leg**



**Aberdeen Dr-Hewitt Dr & Melendy Dr**

Date: 4/19/2017  
 Day: Wednesday

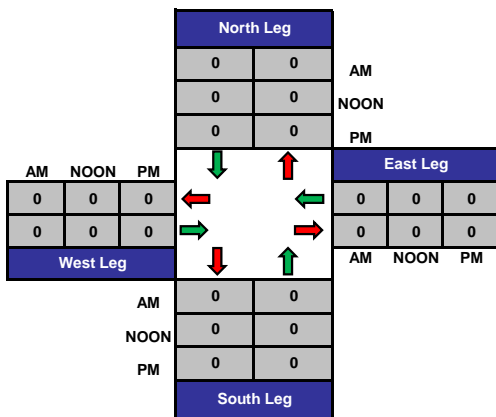
Project #: 17-7283-008



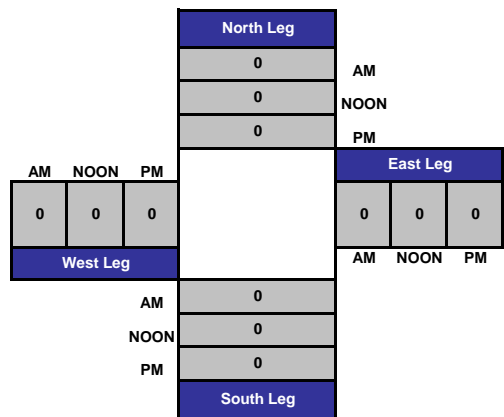
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:45 - 17:45

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



**Total Volume Per Leg**



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-009 Aberdeen Dr & Glasgow Ln  
 Date : 4/19/2017

### Unshifted Count = All Vehicles & Peds

START TIME	Aberdeen Dr Southbound					Glasgow Ln Westbound					Aberdeen Dr Northbound					Glasgow Ln Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	7	0	0	7	5	0	0	1	5	0	10	7	0	17	0	0	0	0	0	29	1
16:15	0	6	0	1	6	3	0	0	0	3	0	10	5	0	15	0	0	0	0	0	24	1
16:30	1	15	0	0	16	4	0	1	1	5	0	31	1	1	32	0	0	0	0	0	53	2
16:45	0	25	0	1	25	1	0	0	0	1	0	54	3	0	57	0	0	0	0	0	83	1
<b>Total</b>	<b>1</b>	<b>53</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>105</b>	<b>16</b>	<b>1</b>	<b>121</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>189</b>	<b>5</b>
17:00	1	52	0	1	53	4	0	2	0	6	0	28	0	0	28	0	0	0	0	0	87	1
17:15	0	13	0	0	13	3	0	0	0	3	0	27	2	1	29	0	0	0	0	0	45	1
17:30	0	20	0	3	20	4	0	0	2	4	0	26	8	3	34	0	0	0	0	0	58	8
17:45	0	15	0	0	15	3	0	1	0	4	0	18	5	0	23	0	0	0	0	0	42	0
<b>Total</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>4</b>	<b>101</b>	<b>14</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>99</b>	<b>15</b>	<b>4</b>	<b>114</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>232</b>	<b>10</b>
18:00	0	7	0	0	7	2	0	0	4	2	0	19	1	4	20	0	0	0	0	0	29	8
18:15	0	10	0	0	10	2	0	0	3	2	0	27	4	3	31	0	0	0	0	0	43	6
18:30	1	28	0	1	29	3	0	0	1	3	0	23	8	2	31	0	0	0	0	0	63	4
18:45	1	5	0	0	6	2	0	0	2	2	0	9	2	2	11	0	0	0	0	0	19	4
<b>Total</b>	<b>2</b>	<b>50</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>11</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>154</b>	<b>22</b>
19:00	0	6	0	0	6	1	0	0	0	1	0	9	4	0	13	0	0	0	0	0	20	0
19:15	0	8	0	0	8	3	0	0	0	3	0	16	1	0	17	0	0	0	0	0	28	0
19:30	0	6	0	0	6	2	0	0	2	2	0	4	0	1	4	0	0	0	0	0	12	3
19:45	0	14	0	0	14	0	0	0	2	0	0	14	1	4	15	0	0	0	0	0	29	6
<b>Total</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>43</b>	<b>6</b>	<b>5</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>
<b>Grand Total</b>	<b>4</b>	<b>237</b>	<b>0</b>	<b>7</b>	<b>241</b>	<b>42</b>	<b>0</b>	<b>4</b>	<b>18</b>	<b>46</b>	<b>0</b>	<b>325</b>	<b>52</b>	<b>21</b>	<b>377</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>664</b>	<b>46</b>
<b>Apprch %</b>	<b>1.7%</b>	<b>98.3%</b>	<b>0.0%</b>			<b>91.3%</b>	<b>0.0%</b>	<b>8.7%</b>			<b>0.0%</b>	<b>86.2%</b>	<b>13.8%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>				
<b>Total %</b>	<b>0.6%</b>	<b>35.7%</b>	<b>0.0%</b>		<b>36.3%</b>	<b>6.3%</b>	<b>0.0%</b>	<b>0.6%</b>		<b>6.9%</b>	<b>0.0%</b>	<b>48.9%</b>	<b>7.8%</b>		<b>56.8%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>		<b>0.0%</b>	<b>100.0%</b>	

PM PEAK HOUR	Aberdeen Dr Southbound					Glasgow Ln Westbound					Aberdeen Dr Northbound					Glasgow Ln Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:45 to 17:45																						
Peak Hour For Entire Intersection Begins at 16:45																						
16:45	0	25	0	1	25	1	0	0	0	1	0	54	3	0	57	0	0	0	0	0	83	
17:00	1	52	0	1	53	4	0	2	0	6	0	28	0	0	28	0	0	0	0	0	87	
17:15	0	13	0	0	13	3	0	0	0	3	0	27	2	1	29	0	0	0	0	0	45	
17:30	0	20	0	3	20	4	0	0	2	4	0	26	8	3	34	0	0	0	0	0	58	
<b>Total Volume</b>	<b>1</b>	<b>110</b>	<b>0</b>	<b>5</b>	<b>111</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>135</b>	<b>13</b>	<b>4</b>	<b>148</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>273</b>	
<b>% App Total</b>	<b>0.9%</b>	<b>99.1%</b>	<b>0.0%</b>			<b>85.7%</b>	<b>0.0%</b>	<b>14.3%</b>			<b>0.0%</b>	<b>91.2%</b>	<b>8.8%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>				
<b>PHF</b>	<b>.250</b>	<b>.529</b>	<b>.000</b>		<b>.524</b>	<b>.750</b>	<b>.000</b>	<b>.250</b>		<b>.583</b>	<b>.000</b>	<b>.625</b>	<b>.406</b>		<b>.649</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>	<b>.784</b>	

### National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-009 Aberdeen Dr & Glasgow Ln  
 Date : 4/19/2017

#### Bank 1 Count = Bikes

START TIME	Aberdeen Dr Southbound					Glasgow Ln Westbound					Aberdeen Dr Northbound					Glasgow Ln Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
18:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	100.0%	0.0%		0.0%	0.0%	0.0%				
<b>Total %</b>	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	100.0%		100.0%	0.0%	0.0%	0.0%		0.0%	100.0%	

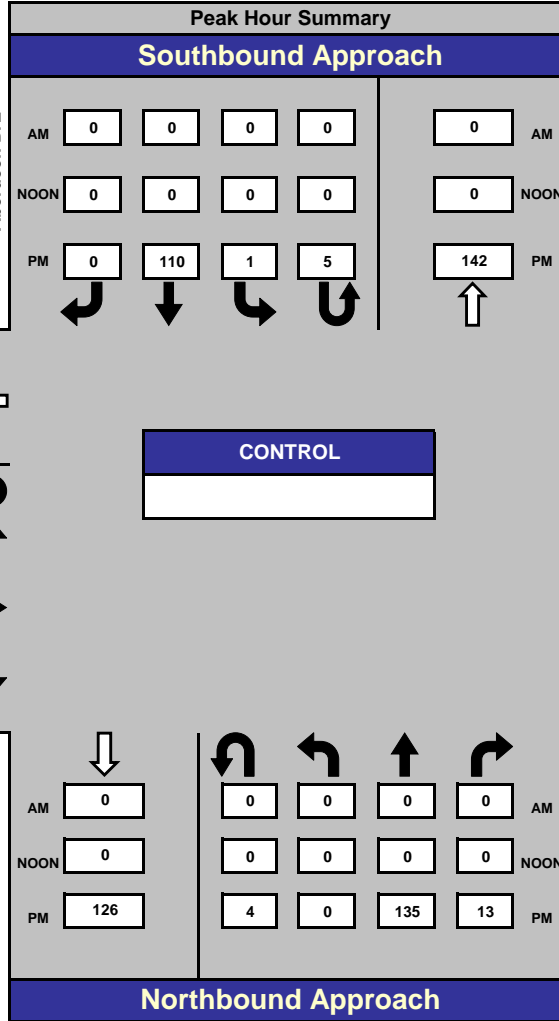
PM PEAK HOUR	Aberdeen Dr Southbound					Glasgow Ln Westbound					Aberdeen Dr Northbound					Glasgow Ln Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:45 to 17:45																						
Peak Hour For Entire Intersection Begins at 16:45																						
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App Total</b>	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	

### Aberdeen Dr & Glasgow Ln

Date: 4/19/2017

Day: Wednesday

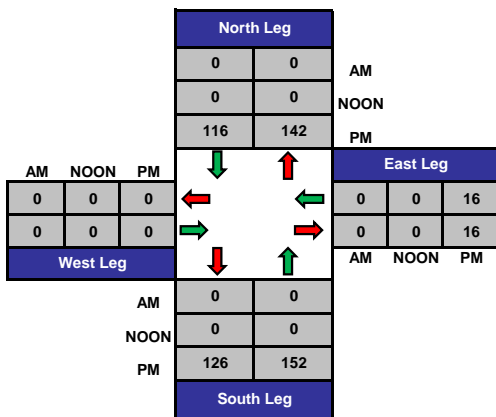
Project #: 17-7283-009



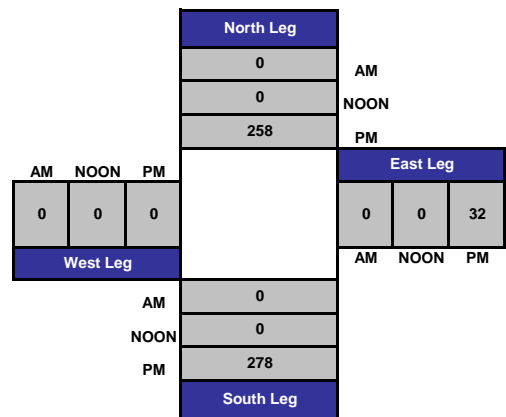
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:45 - 17:45

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

### Total Ins & Outs



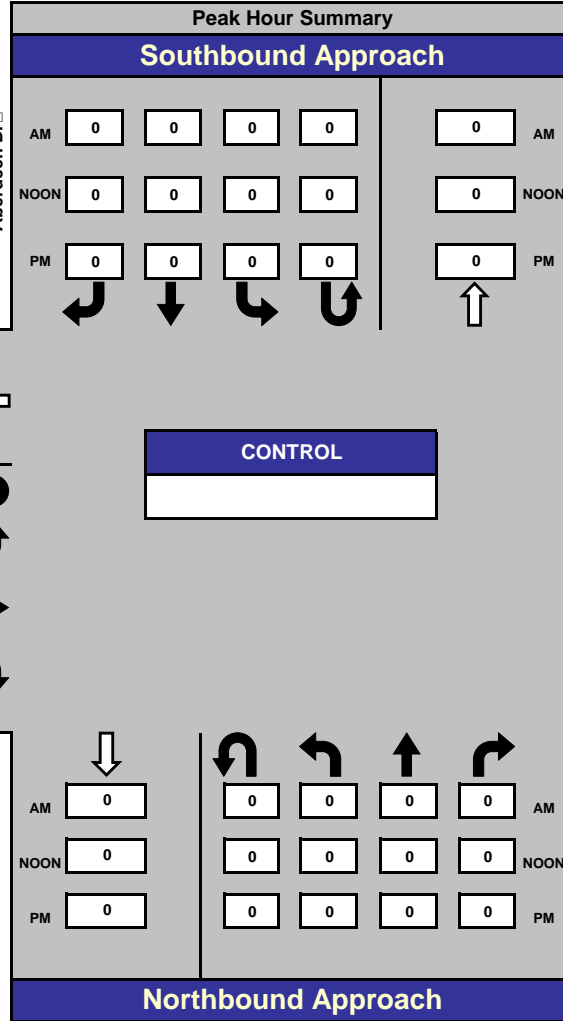
### Total Volume Per Leg



# Aberdeen Dr & Glasgow Ln

Date: 4/19/2017  
 Day: Wednesday

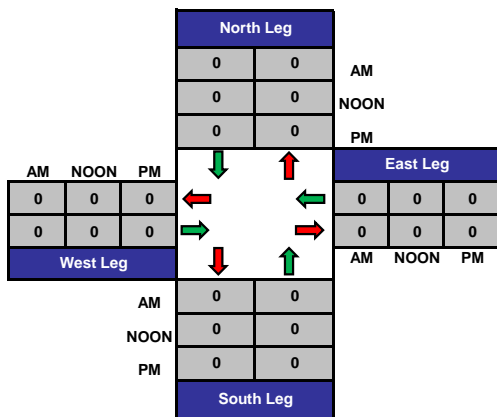
Project #: 17-7283-009



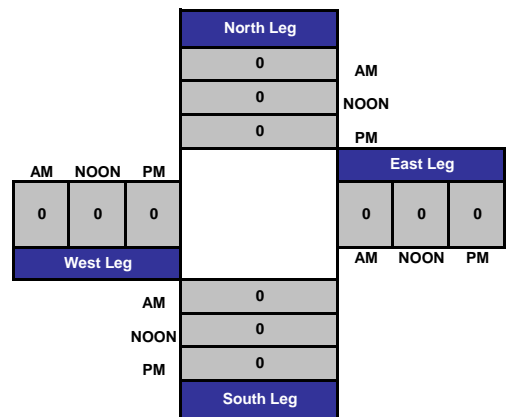
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:45 - 17:45

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

## Total Ins & Outs



## Total Volume Per Leg



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-010 Aberdeen Dr & Dundee Ln  
 Date : 4/19/2017

### Unshifted Count = All Vehicles & Peds

START TIME	Aberdeen Dr Southbound					Dundee Ln Westbound					Aberdeen Dr Northbound					Dundee Ln Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	0	0	0	0	1	0	0	0	1	0	0	12	0	12	0	0	0	5	0	13	5
16:15	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	3	0	6	3
16:30	0	0	0	1	0	1	0	0	0	1	0	0	9	0	9	0	0	0	4	0	10	5
16:45	0	0	0	0	0	3	0	0	2	3	0	0	7	0	7	0	0	0	4	0	10	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>39</b>	<b>19</b>
17:00	0	0	0	1	0	4	0	0	7	4	0	0	8	0	8	0	0	0	3	0	12	11
17:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	3	0	3	3
17:30	0	0	0	5	0	5	0	0	2	5	0	0	3	0	3	0	0	0	3	0	8	10
17:45	0	0	0	2	0	2	0	0	2	2	0	0	5	1	5	0	0	0	6	0	7	11
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>30</b>	<b>35</b>
18:00	0	0	0	3	0	0	0	0	3	0	0	0	4	1	4	0	0	0	0	0	4	7
18:15	0	0	0	1	0	1	0	0	0	1	0	0	6	4	6	0	0	0	4	0	7	9
18:30	0	0	0	3	0	5	0	0	4	5	0	0	7	0	7	0	0	0	6	0	12	13
18:45	0	0	0	1	0	1	0	0	1	1	0	0	5	0	5	0	0	0	4	0	6	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>5</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>29</b>	<b>35</b>
19:00	0	0	0	0	0	2	0	0	0	2	0	0	5	0	5	0	0	0	0	0	7	0
19:15	0	0	0	0	0	1	0	0	0	1	0	0	5	0	5	0	0	0	1	0	6	1
19:30	0	0	0	0	0	1	0	0	0	1	0	0	6	0	6	0	0	0	0	0	7	0
19:45	0	0	0	2	0	0	0	0	1	0	0	0	8	0	8	0	0	0	0	0	8	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>4</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>6</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>126</b>	<b>93</b>
Apprch %	0.0%	0.0%	0.0%			100.0%	0.0%	0.0%			0.0%	0.0%	100.0%			0.0%	0.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	21.4%	0.0%	0.0%		21.4%	0.0%	0.0%	78.6%		78.6%	0.0%	0.0%	0.0%		0.0%	100.0%	

PM PEAK HOUR	Aberdeen Dr Southbound					Dundee Ln Westbound					Aberdeen Dr Northbound					Dundee Ln Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:00 to 17:00																						
Peak Hour For Entire Intersection Begins at 16:00																						
16:00	0	0	0	0	0	1	0	0	0	1	0	0	12	0	12	0	0	0	5	0	13	
16:15	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	3	0	6	
16:30	0	0	0	1	0	1	0	0	0	1	0	0	9	0	9	0	0	0	4	0	10	
16:45	0	0	0	0	0	3	0	0	2	3	0	0	7	0	7	0	0	0	4	0	10	
Total Volume	0	0	0	1	0	5	0	0	2	5	0	0	34	0	34	0	0	0	16	0	39	
% App Total	0.0%	0.0%	0.0%			100.0%	0.0%	0.0%			0.0%	0.0%	100.0%			0.0%	0.0%	0.0%				
PHF	.000	.000	.000		.000	.417	.000	.000		.417	.000	.000	.708		.708	.000	.000	.000		.000	.750	



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-010 Aberdeen Dr & Dundee Ln  
 Date : 4/19/2017

### Bank 1 Count = Bikes

START TIME	Aberdeen Dr Southbound					Dundee Ln Westbound					Aberdeen Dr Northbound					Dundee Ln Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
18:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
<b>Grand Total</b>	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	100.0%	0.0%		0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	100.0%		100.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	

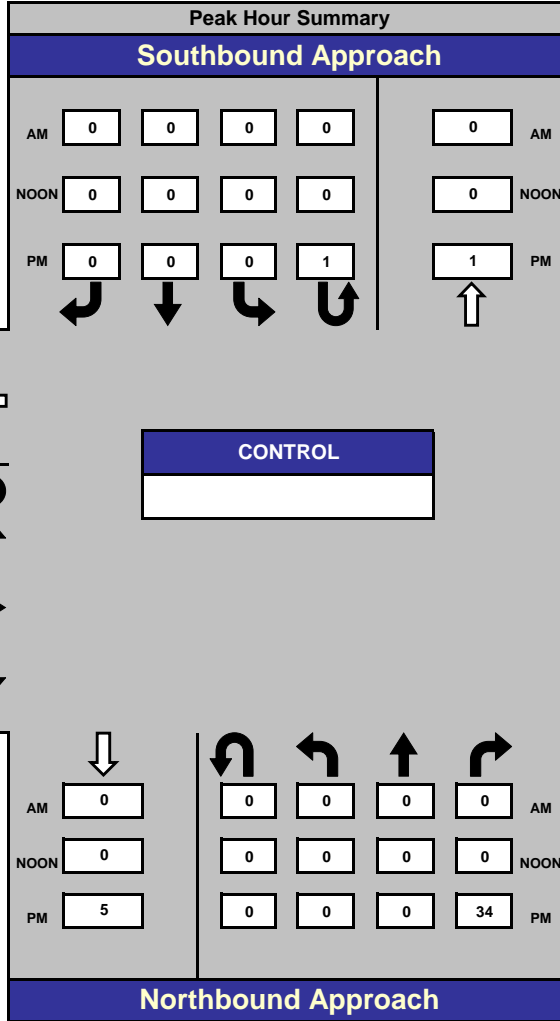
PM PEAK HOUR	Aberdeen Dr Southbound					Dundee Ln Westbound					Aberdeen Dr Northbound					Dundee Ln Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:00 to 17:00																						
Peak Hour For Entire Intersection Begins at 16:00																						
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	

Aberdeen Dr & Dundee Ln

Date: 4/19/2017

Day: Wednesday

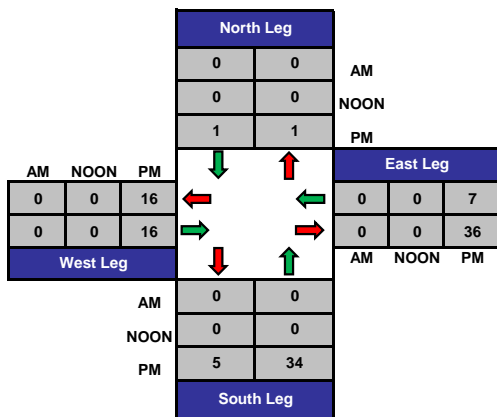
Project #: 17-7283-010



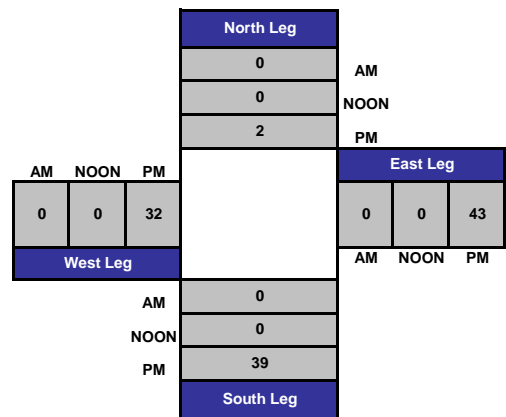
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



**Total Volume Per Leg**

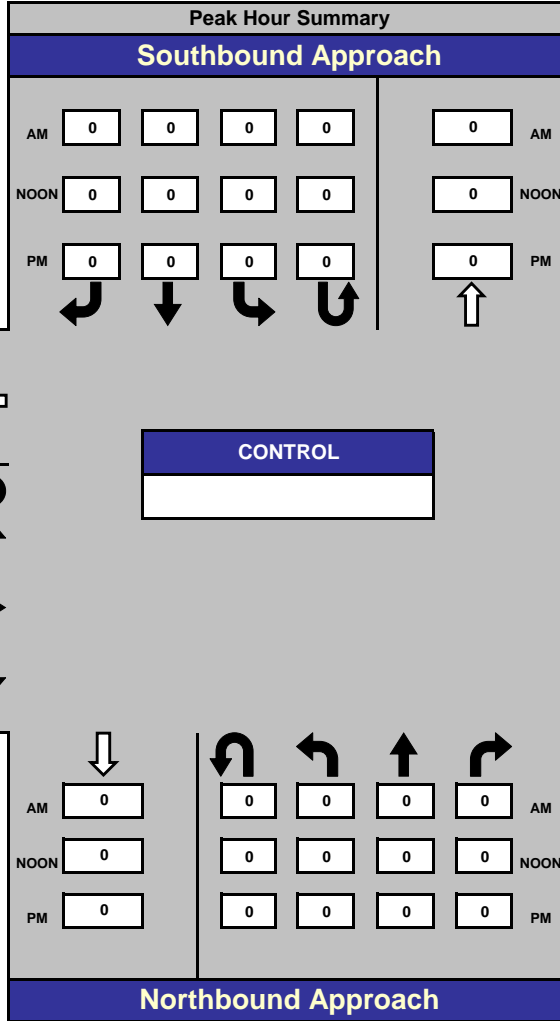


Aberdeen Dr & Dundee Ln

Date: 4/19/2017

Day: Wednesday

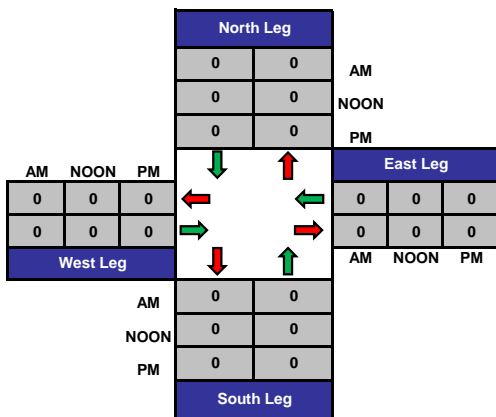
Project #: 17-7283-010



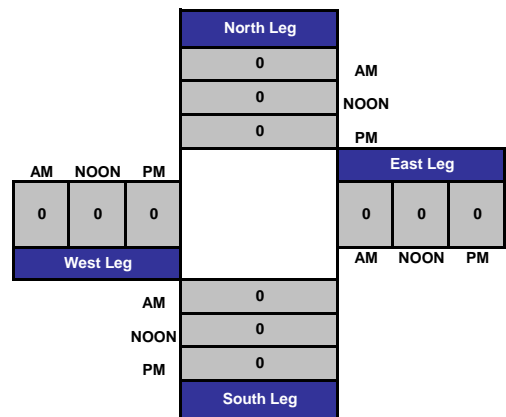
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



**Total Volume Per Leg**



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-011 Alameda De Las Pulgas & Melendy Dr  
 Date : 4/19/2017

### Unshifted Count = All Vehicles & Peds

START TIME	Alameda De Las Pulgas Southbound					Melendy Dr Westbound					Alameda De Las Pulgas Northbound					Melendy Dr Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	1	65	26	1	92	4	0	0	0	4	21	96	1	0	118	18	0	24	1	42	256	2
16:15	0	79	28	1	107	0	0	1	0	1	28	94	0	0	122	9	0	16	0	25	255	1
16:30	0	46	26	0	72	0	0	0	3	0	36	79	1	0	116	16	0	27	0	43	231	3
16:45	1	90	40	0	131	2	1	0	0	3	66	89	1	0	156	19	0	28	2	47	337	2
<b>Total</b>	<b>2</b>	<b>280</b>	<b>120</b>	<b>2</b>	<b>402</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>151</b>	<b>358</b>	<b>3</b>	<b>0</b>	<b>512</b>	<b>62</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>157</b>	<b>1079</b>	<b>8</b>
17:00	0	80	31	1	111	1	0	1	0	2	44	88	1	0	133	50	1	62	0	113	359	1
17:15	1	95	44	0	140	1	0	0	2	1	45	90	2	0	137	30	0	21	2	51	329	4
17:30	1	70	45	0	116	1	0	0	1	1	54	96	1	0	151	34	0	28	0	62	330	1
17:45	0	70	25	4	95	1	0	0	2	1	47	91	1	1	139	21	1	18	0	40	275	7
<b>Total</b>	<b>2</b>	<b>315</b>	<b>145</b>	<b>5</b>	<b>462</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>5</b>	<b>190</b>	<b>365</b>	<b>5</b>	<b>1</b>	<b>560</b>	<b>135</b>	<b>2</b>	<b>129</b>	<b>2</b>	<b>266</b>	<b>1293</b>	<b>13</b>
18:00	2	69	27	2	98	2	0	0	1	2	38	99	0	0	137	16	0	29	1	45	282	4
18:15	1	66	29	0	96	0	0	0	1	0	55	93	1	1	149	5	0	15	0	20	265	2
18:30	0	62	33	1	95	0	1	0	0	1	35	78	0	0	113	27	1	29	0	57	266	1
18:45	0	57	25	1	82	1	0	0	0	1	32	69	2	0	103	16	0	24	2	40	226	3
<b>Total</b>	<b>3</b>	<b>254</b>	<b>114</b>	<b>4</b>	<b>371</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>160</b>	<b>339</b>	<b>3</b>	<b>1</b>	<b>502</b>	<b>64</b>	<b>1</b>	<b>97</b>	<b>3</b>	<b>162</b>	<b>1039</b>	<b>10</b>
19:00	0	66	23	0	89	1	0	0	2	1	27	60	0	0	87	13	0	25	2	38	215	4
19:15	0	48	25	0	73	0	0	0	0	0	31	51	0	0	82	15	0	17	0	32	187	0
19:30	0	42	19	0	61	1	0	0	2	1	20	43	1	0	64	16	0	20	0	36	162	2
19:45	0	36	20	0	56	0	0	0	0	0	30	40	2	0	72	12	0	12	0	24	152	0
<b>Total</b>	<b>0</b>	<b>192</b>	<b>87</b>	<b>0</b>	<b>279</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>108</b>	<b>194</b>	<b>3</b>	<b>0</b>	<b>305</b>	<b>56</b>	<b>0</b>	<b>74</b>	<b>2</b>	<b>130</b>	<b>716</b>	<b>6</b>
<b>Grand Total</b>	<b>7</b>	<b>1041</b>	<b>466</b>	<b>11</b>	<b>1514</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>14</b>	<b>19</b>	<b>609</b>	<b>1256</b>	<b>14</b>	<b>2</b>	<b>1879</b>	<b>317</b>	<b>3</b>	<b>395</b>	<b>10</b>	<b>715</b>	<b>4127</b>	<b>37</b>
Apprch %	0.5%	68.8%	30.8%			78.9%	10.5%	10.5%			32.4%	66.8%	0.7%			44.3%	0.4%	55.2%				
Total %	0.2%	25.2%	11.3%		36.7%	0.4%	0.0%	0.0%		0.5%	14.8%	30.4%	0.3%		45.5%	7.7%	0.1%	9.6%		17.3%		100.0%

PM PEAK HOUR	Alameda De Las Pulgas Southbound					Melendy Dr Westbound					Alameda De Las Pulgas Northbound					Melendy Dr Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:45 to 17:45																						
Peak Hour For Entire Intersection Begins at 16:45																						
16:45	1	90	40	0	131	2	1	0	0	3	66	89	1	0	156	19	0	28	2	47	337	
17:00	0	80	31	1	111	1	0	1	0	2	44	88	1	0	133	50	1	62	0	113	359	
17:15	1	95	44	0	140	1	0	0	2	1	45	90	2	0	137	30	0	21	2	51	329	
17:30	1	70	45	0	116	1	0	0	1	1	54	96	1	0	151	34	0	28	0	62	330	
<b>Total Volume</b>	<b>3</b>	<b>335</b>	<b>160</b>	<b>1</b>	<b>498</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>209</b>	<b>363</b>	<b>5</b>	<b>0</b>	<b>577</b>	<b>133</b>	<b>1</b>	<b>139</b>	<b>4</b>	<b>273</b>	<b>1355</b>	
% App Total	0.6%	67.3%	32.1%			71.4%	14.3%	14.3%			36.2%	62.9%	0.9%			48.7%	0.4%	50.9%				
PHF	.750	.882	.889		.889	.625	.250	.250		.583	.792	.945	.625		.925	.665	.250	.560		.604	.944	

# National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090

[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-011 Alameda De Las Pulgas & Melendy Dr

Date : 4/19/2017

### Bank 1 Count = Bikes

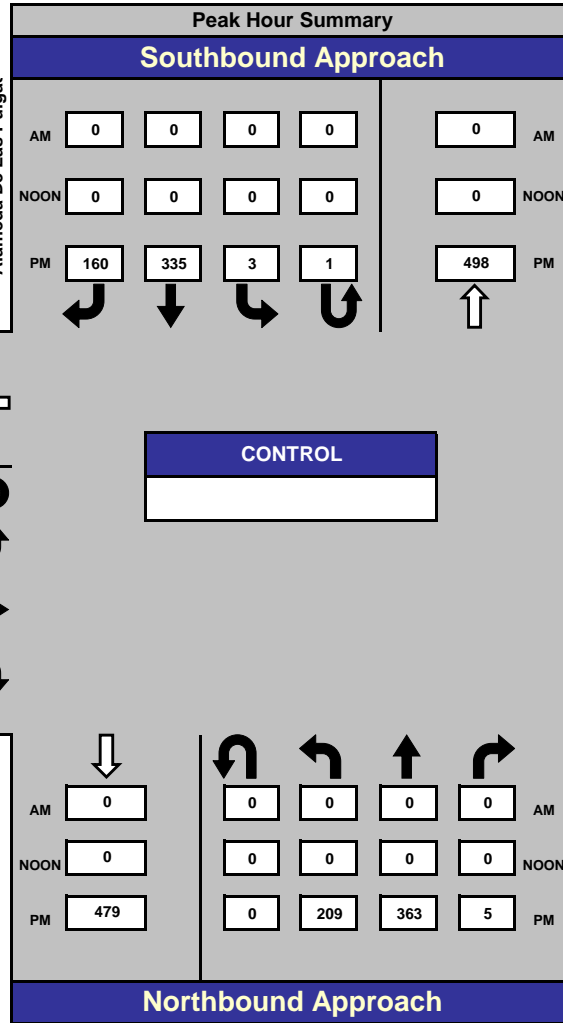
START TIME	Alameda De Las Pulgas Southbound					Melendy Dr Westbound					Alameda De Las Pulgas Northbound					Melendy Dr Eastbound					Total	Peds Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL			
16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0
16:15	0	0	2	0	2	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	1	5	0
16:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>0</b>	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	
18:00	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
18:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0
18:30	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0
18:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0
<b>Total</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	
19:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0
19:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0
19:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0
19:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	
<b>Grand Total</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>0</b>	
<b>Apprch %</b>	<b>0.0%</b>	<b>72.7%</b>	<b>27.3%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			<b>21.4%</b>	<b>78.6%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>100.0%</b>					
<b>Total %</b>	<b>0.0%</b>	<b>30.8%</b>	<b>11.5%</b>		<b>42.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>		<b>0.0%</b>	<b>11.5%</b>	<b>42.3%</b>	<b>0.0%</b>		<b>53.8%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>3.8%</b>		<b>3.8%</b>	<b>100.0%</b>		

PM PEAK HOUR	Alameda De Las Pulgas Southbound					Melendy Dr Westbound					Alameda De Las Pulgas Northbound					Melendy Dr Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:45 to 17:45																						
Peak Hour For Entire Intersection Begins at 16:45																						
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>% App Total</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>100.0%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>				
<b>PHF</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>	<b>.000</b>	<b>.250</b>	<b>.000</b>		<b>.250</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>	<b>.250</b>	

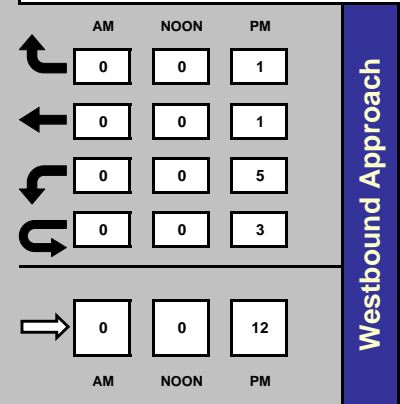
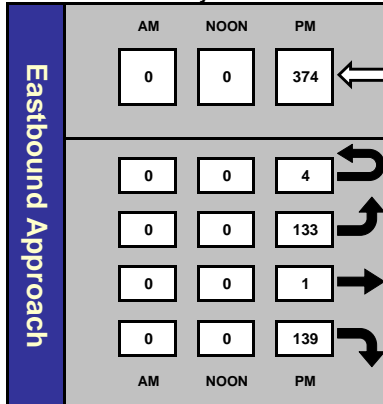
# Alameda De Las Pulgas & Melendy Dr

Date: 4/19/2017  
Day: Wednesday

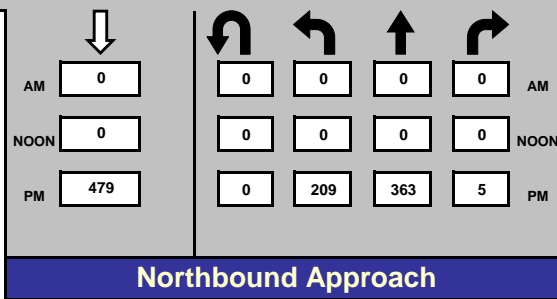
Project #: 17-7283-011



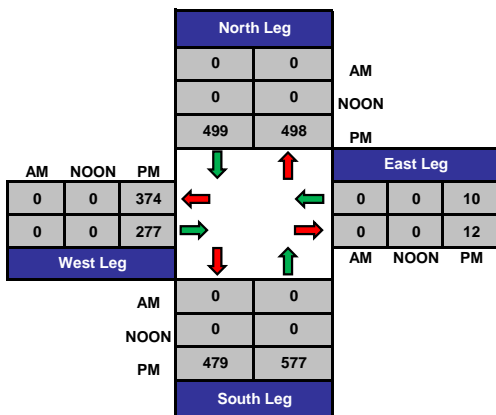
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:45 - 17:45



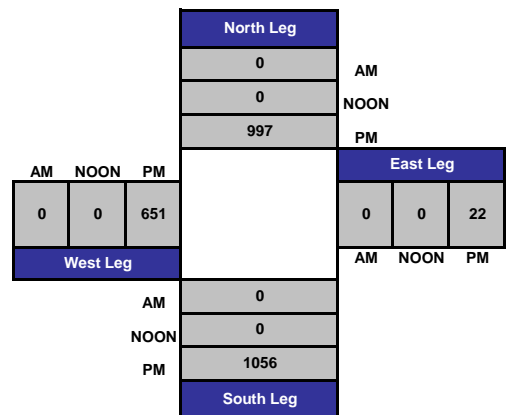
Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM



## Total Ins & Outs



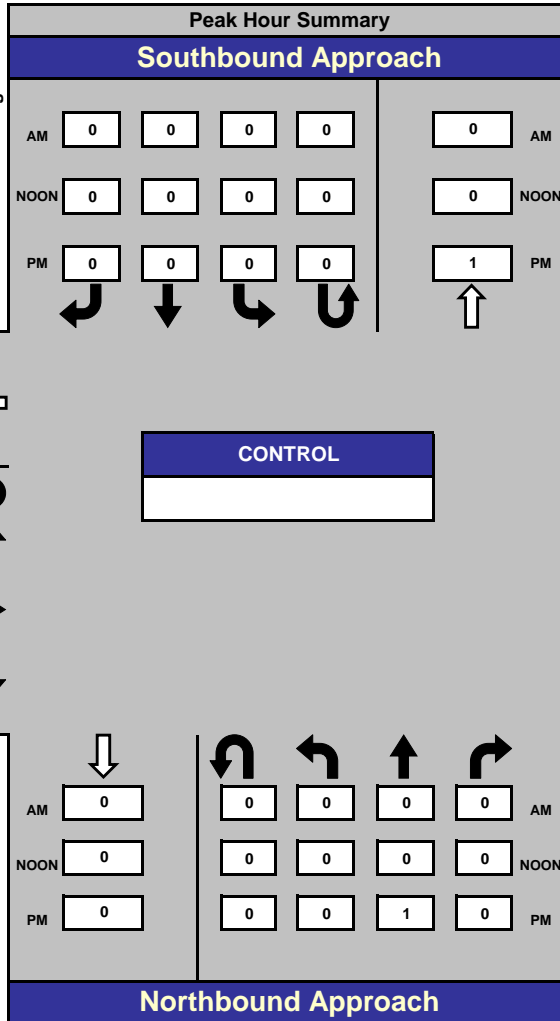
## Total Volume Per Leg



# Alameda De Las Pulgas & Melendy Dr

Date: 4/19/2017  
 Day: Wednesday

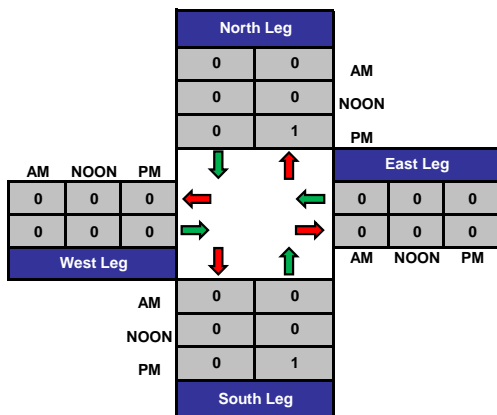
Project #: 17-7283-011



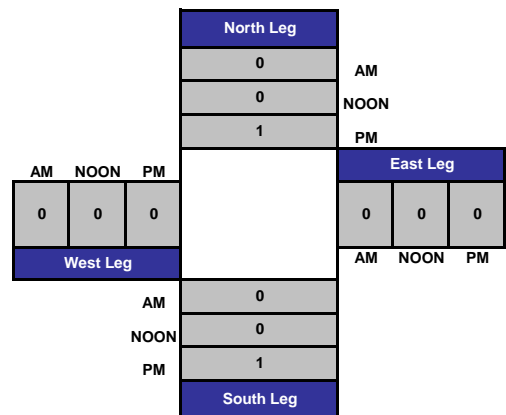
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:45 - 17:45

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

## Total Ins & Outs



## Total Volume Per Leg



# National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-012 Coronado Ave & Elston Ct/Coleman Ct  
 Date : 4/19/2017

### Unshifted Count = All Vehicles & Peds

START TIME	Coronado Ave Southbound					Elston Ct/Coleman Ct Westbound					Coronado Ave Northbound					Elston Ct/Coleman Ct Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	0
16:15	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0
16:30	1	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	1	0	0	1	3	1
16:45	0	0	3	0	3	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	4	1
<b>Total</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>2</b>
17:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	1	0	0	5	6	0
17:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:30	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0
17:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0
<b>Total</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>13</b>	<b>0</b>
18:00	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4	0
18:15	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	4	0
18:30	0	0	1	0	1	0	1	1	1	2	0	0	0	0	0	0	1	0	0	1	4	1
18:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>14</b>	<b>1</b>
19:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
19:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
19:30	2	0	1	1	3	0	1	0	1	1	0	0	0	0	0	0	1	0	0	1	5	2
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>2</b>
<b>Grand Total</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>46</b>	<b>5</b>
Apprch %	40.0%	0.0%	60.0%			0.0%	63.6%	36.4%			0.0%	0.0%	0.0%			53.3%	46.7%	0.0%				
Total %	17.4%	0.0%	26.1%		43.5%	0.0%	15.2%	8.7%		23.9%	0.0%	0.0%	0.0%		0.0%	17.4%	15.2%	0.0%		32.6%	100.0%	

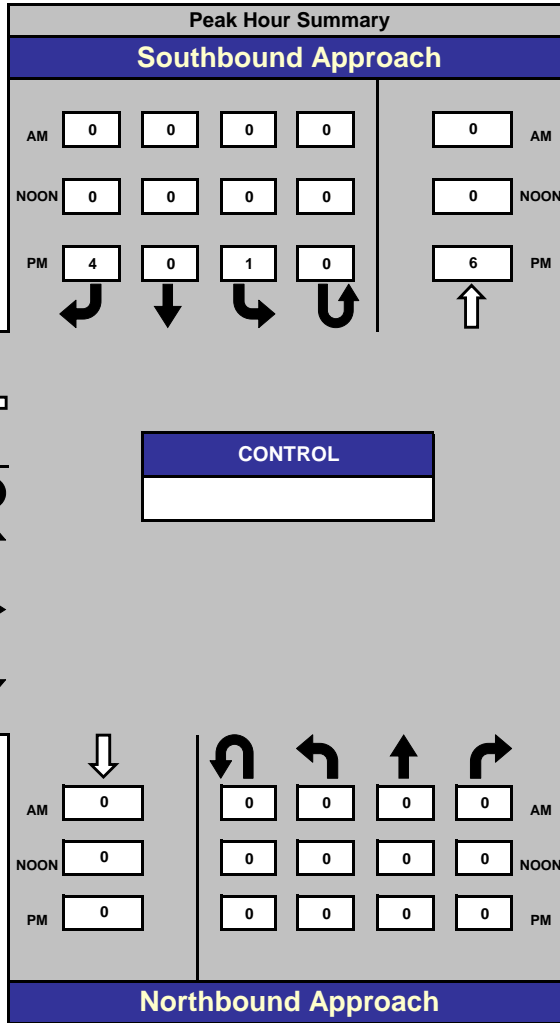
PM PEAK HOUR	Coronado Ave Southbound					Elston Ct/Coleman Ct Westbound					Coronado Ave Northbound					Elston Ct/Coleman Ct Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:15 to 17:15																						
Peak Hour For Entire Intersection Begins at 16:15																						
16:15	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	
16:30	1	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	1	0	0	1	3	
16:45	0	0	3	0	3	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	4	
17:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	1	0	0	5	6	
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>15</b>	
% App Total	20.0%	0.0%	80.0%			0.0%	66.7%	33.3%			0.0%	0.0%	0.0%			71.4%	28.6%	0.0%				
PHF	.250	.000	.333		.417	.000	.500	.250		.750	.000	.000	.000		.000	.313	.500	.000		.350	.625	



Coronado Ave & Elston Ct/Coleman Ct

Date: 4/19/2017  
 Day: Wednesday

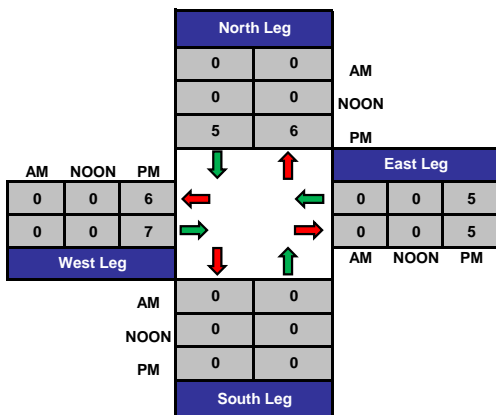
Project #: 17-7283-012



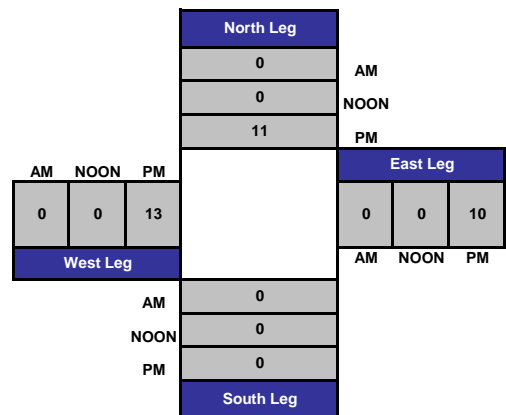
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:15 - 17:15

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



**Total Volume Per Leg**



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-112 Coronado Ave & Elston Ct/Coronado Ave  
 Date : 4/19/2017

### Unshifted Count = All Vehicles & Peds

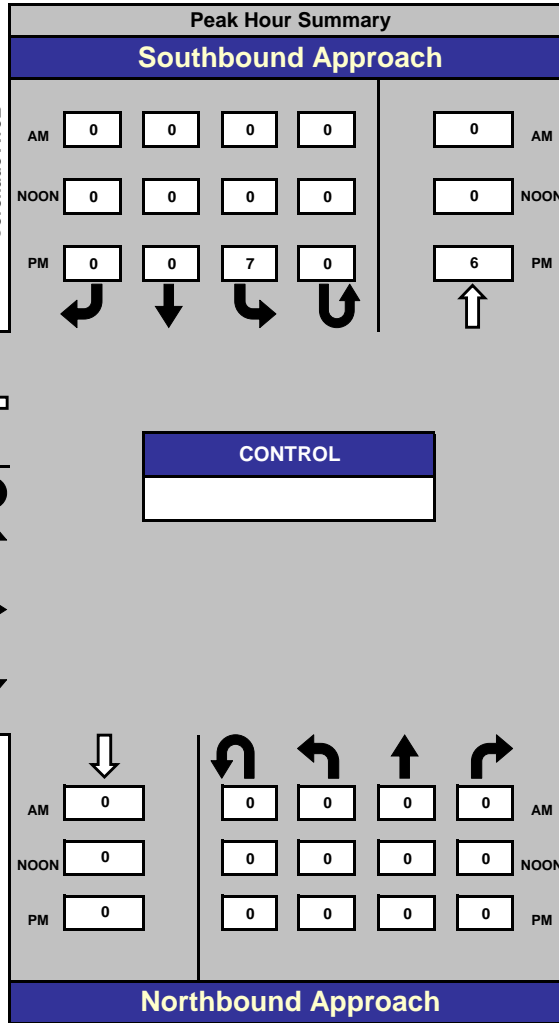
START TIME	Coronado Ave Southbound					Elston Ct/Coronado Ave Westbound					Coronado Ave Northbound					Elston Ct/Coronado Ave Eastbound					Total	Peds Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL			
16:00	1	0	0	0	1	0	3	3	0	6	0	0	0	0	0	0	0	0	0	0	0	7	0
16:15	3	0	0	0	3	0	1	2	0	3	0	0	0	0	0	0	1	0	0	0	1	7	0
16:30	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0
16:45	2	0	0	0	2	0	2	1	0	3	0	0	0	0	0	0	4	0	0	0	4	9	0
<b>Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>25</b>	<b>0</b>	
17:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	0	2	3	0
17:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0
17:30	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	1	3	0
17:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>12</b>	<b>0</b>	
18:00	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0
18:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
18:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
18:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>0</b>	
19:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
19:15	2	0	0	0	2	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	6	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>0</b>	
<b>Grand Total</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>0</b>	
Apprch %	100.0%	0.0%	0.0%			0.0%	52.0%	48.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%					
Total %	25.5%	0.0%	0.0%		25.5%	0.0%	23.6%	21.8%		45.5%	0.0%	0.0%	0.0%		0.0%	0.0%	29.1%	0.0%		29.1%	100.0%		

PM PEAK HOUR	Coronado Ave Southbound					Elston Ct/Coronado Ave Westbound					Coronado Ave Northbound					Elston Ct/Coronado Ave Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:00 to 17:00																						
Peak Hour For Entire Intersection Begins at 16:00																						
16:00	1	0	0	0	1	0	3	3	0	6	0	0	0	0	0	0	0	0	0	0	0	7
16:15	3	0	0	0	3	0	1	2	0	3	0	0	0	0	0	0	1	0	0	0	1	7
16:30	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
16:45	2	0	0	0	2	0	2	1	0	3	0	0	0	0	0	0	4	0	0	0	4	9
Total Volume	7	0	0	0	7	0	7	6	0	13	0	0	0	0	0	0	5	0	0	5	25	
% App Total	100.0%	0.0%	0.0%			0.0%	53.8%	46.2%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
PHF	.583	.000	.000		.583	.000	.583	.500		.542	.000	.000	.000		.000	.000	.313	.000		.313	.694	

Coronado Ave & Elston Ct/Coronado Ave

Date: 4/19/2017  
Day: Wednesday

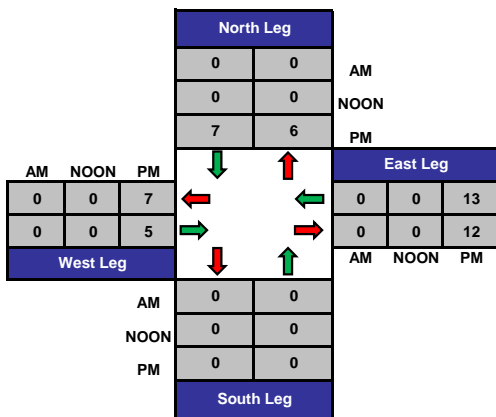
Project #: 17-7283-112



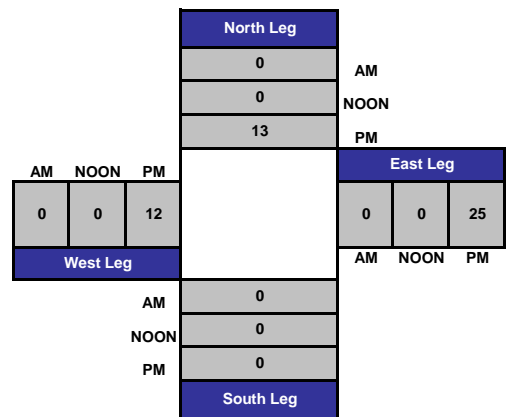
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



**Total Volume Per Leg**



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Peds On Unshifted  
 Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-212 Coronado Ave & Elston Ct/Coronado Ave  
 Date : 4/19/2017

### Unshifted Count = All Vehicles & Peds

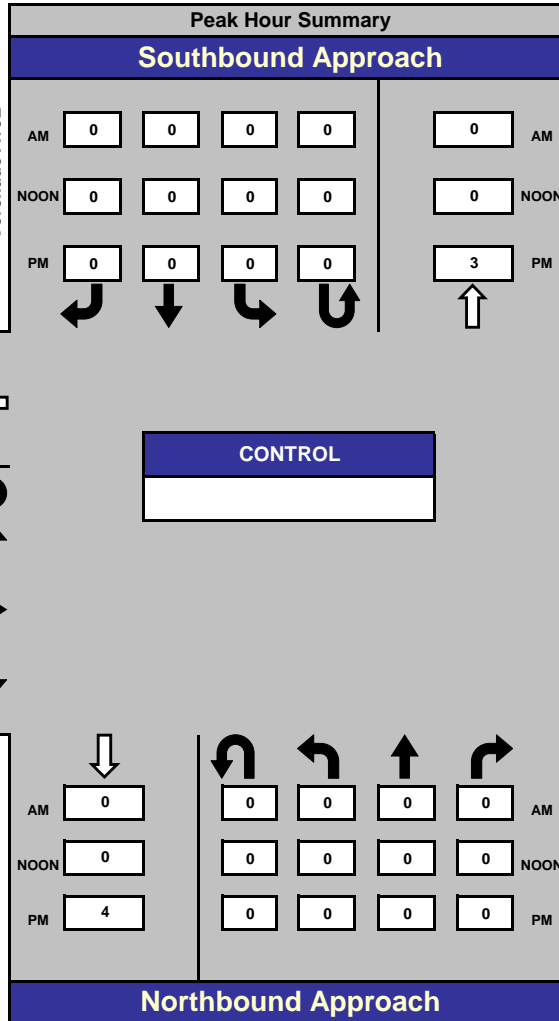
START TIME	Coronado Ave Southbound					Elston Ct/Coronado Ave Westbound					Coronado Ave Northbound					Elston Ct/Coronado Ave Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
16:15	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2	0
16:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	4	0
17:00	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	4	0
17:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
17:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	4	0	2	0	6	0	0	0	0	0	0	0	0	0	0	6	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
18:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0
19:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
19:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
19:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
19:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
<b>Total</b>	0	0	0	0	0	5	0	1	0	6	0	0	0	0	0	0	0	0	0	0	6	0
<b>Grand Total</b>	0	0	0	0	0	11	0	7	0	18	0	0	0	0	0	0	0	0	0	0	18	0
Apprch %	0.0%	0.0%	0.0%			61.1%	0.0%	38.9%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	61.1%	0.0%	38.9%		100.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%		100.0%

PM PEAK HOUR	Coronado Ave Southbound					Elston Ct/Coronado Ave Westbound					Coronado Ave Northbound					Elston Ct/Coronado Ave Eastbound					Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 16:15 to 17:15																					
Peak Hour For Entire Intersection Begins at 16:15																					
16:15	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	4
<b>Total Volume</b>	0	0	0	0	0	4	0	3	0	7	0	0	0	0	0	0	0	0	0	0	7
<b>% App Total</b>	0.0%	0.0%	0.0%			57.1%	0.0%	42.9%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
<b>PHF</b>	.000	.000	.000		.000	.333	.000	.750		.438	.000	.000	.000		.000	.000	.000	.000		.000	.438

Coronado Ave & Elston Ct/Coronado Ave

Date: 4/19/2017  
 Day: Wednesday

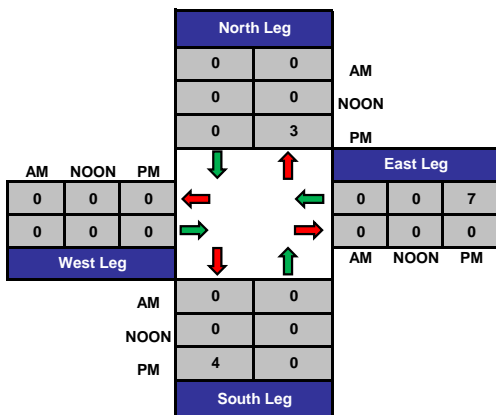
Project #: 17-7283-212



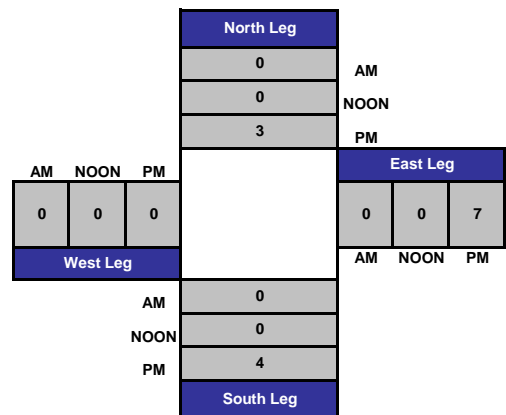
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:15 - 17:15

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



**Total Volume Per Leg**



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Utturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-001 Cedar St & Brittan Ave  
 Date : 4/22/2017

### Unshifted Count = All Vehicles & Utturns

START TIME	Cedar St Southbound					Brittan Ave Westbound					Cedar St Northbound					Brittan Ave Eastbound					Total	Utturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	16	17	15	0	48	8	71	12	0	91	9	18	12	0	39	7	69	1	0	77	255	0
16:15	13	17	17	0	47	3	81	9	3	96	9	20	9	1	39	13	82	2	0	97	279	4
16:30	4	11	18	0	33	3	70	7	0	80	5	14	5	0	24	18	86	0	0	104	241	0
16:45	6	19	10	0	35	9	71	10	0	90	12	32	4	0	48	11	88	3	0	102	275	0
<b>Total</b>	<b>39</b>	<b>64</b>	<b>60</b>	<b>0</b>	<b>163</b>	<b>23</b>	<b>293</b>	<b>38</b>	<b>3</b>	<b>357</b>	<b>35</b>	<b>84</b>	<b>30</b>	<b>1</b>	<b>150</b>	<b>49</b>	<b>325</b>	<b>6</b>	<b>0</b>	<b>380</b>	<b>1050</b>	<b>4</b>
17:00	4	12	18	0	34	4	73	12	0	89	4	9	2	0	15	9	81	3	0	93	231	0
17:15	7	11	9	1	28	7	74	8	0	89	3	13	6	0	22	9	76	3	0	88	227	1
17:30	7	13	7	0	27	6	56	6	0	68	5	21	5	0	31	9	88	2	0	99	225	0
17:45	6	11	11	0	28	4	75	3	0	82	9	20	4	0	33	11	69	3	0	83	226	0
<b>Total</b>	<b>24</b>	<b>47</b>	<b>45</b>	<b>1</b>	<b>117</b>	<b>21</b>	<b>278</b>	<b>29</b>	<b>0</b>	<b>328</b>	<b>21</b>	<b>63</b>	<b>17</b>	<b>0</b>	<b>101</b>	<b>38</b>	<b>314</b>	<b>11</b>	<b>0</b>	<b>363</b>	<b>909</b>	<b>1</b>
18:00	9	10	9	0	28	3	82	6	0	91	3	17	3	0	23	13	65	7	0	85	227	0
18:15	9	11	7	0	27	6	65	5	0	76	7	12	1	0	20	19	66	1	0	86	209	0
18:30	7	16	10	0	33	5	59	14	0	78	5	24	6	0	35	9	72	6	0	87	233	0
18:45	3	9	7	0	19	1	55	7	0	63	5	16	4	0	25	11	65	3	1	80	187	1
<b>Total</b>	<b>28</b>	<b>46</b>	<b>33</b>	<b>0</b>	<b>107</b>	<b>15</b>	<b>261</b>	<b>32</b>	<b>0</b>	<b>308</b>	<b>20</b>	<b>69</b>	<b>14</b>	<b>0</b>	<b>103</b>	<b>52</b>	<b>268</b>	<b>17</b>	<b>1</b>	<b>338</b>	<b>856</b>	<b>1</b>
19:00	8	7	10	0	25	2	49	9	0	60	0	11	1	0	12	10	56	1	1	68	165	1
19:15	5	13	8	0	26	6	47	1	0	54	3	11	6	0	20	9	49	2	0	60	160	0
19:30	2	11	10	0	23	3	47	10	0	60	3	7	4	0	14	9	48	3	0	60	157	0
19:45	2	4	10	0	16	5	39	4	0	48	4	15	2	0	21	5	47	2	0	54	139	0
<b>Total</b>	<b>17</b>	<b>35</b>	<b>38</b>	<b>0</b>	<b>90</b>	<b>16</b>	<b>182</b>	<b>24</b>	<b>0</b>	<b>222</b>	<b>10</b>	<b>44</b>	<b>13</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>200</b>	<b>8</b>	<b>1</b>	<b>242</b>	<b>621</b>	<b>1</b>
<b>Grand Total</b>	<b>108</b>	<b>192</b>	<b>176</b>	<b>1</b>	<b>477</b>	<b>75</b>	<b>1014</b>	<b>123</b>	<b>3</b>	<b>1215</b>	<b>86</b>	<b>260</b>	<b>74</b>	<b>1</b>	<b>421</b>	<b>172</b>	<b>1107</b>	<b>42</b>	<b>2</b>	<b>1323</b>	<b>3436</b>	<b>7</b>
Apprch %	22.6%	40.3%	36.9%	0.2%		6.2%	83.5%	10.1%	0.2%		20.4%	61.8%	17.6%	0.2%		13.0%	83.7%	3.2%	0.2%			
Total %	3.1%	5.6%	5.1%	0.0%	13.9%	2.2%	29.5%	3.6%	0.1%	35.4%	2.5%	7.6%	2.2%	0.0%	12.3%	5.0%	32.2%	1.2%	0.1%	38.5%	100.0%	

PM PEAK HOUR	Cedar St Southbound					Brittan Ave Westbound					Cedar St Northbound					Brittan Ave Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 16:00 to 17:00																						
Peak Hour For Entire Intersection Begins at 16:00																						
16:00	16	17	15	0	48	8	71	12	0	91	9	18	12	0	39	7	69	1	0	77	255	
16:15	13	17	17	0	47	3	81	9	3	96	9	20	9	1	39	13	82	2	0	97	279	
16:30	4	11	18	0	33	3	70	7	0	80	5	14	5	0	24	18	86	0	0	104	241	
16:45	6	19	10	0	35	9	71	10	0	90	12	32	4	0	48	11	88	3	0	102	275	
Total Volume	39	64	60	0	163	23	293	38	3	357	35	84	30	1	150	49	325	6	0	380	1050	
% App Total	23.9%	39.3%	36.8%	0.0%		6.4%	82.1%	10.6%	0.8%		23.3%	56.0%	20.0%	0.7%		12.9%	85.5%	1.6%	0.0%			
PHF	.609	.842	.833	.000	.849	.639	.904	.792	.250	.930	.729	.656	.625	.250	.781	.681	.923	.500	.000	.913	.941	

# National Data and Surveying Services

City of San Carlos  
 All Vehicles & Utturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-001 Cedar St & Brittan Ave  
 Date : 4/22/2017

### Bank 1 Count = Peds & Bikes

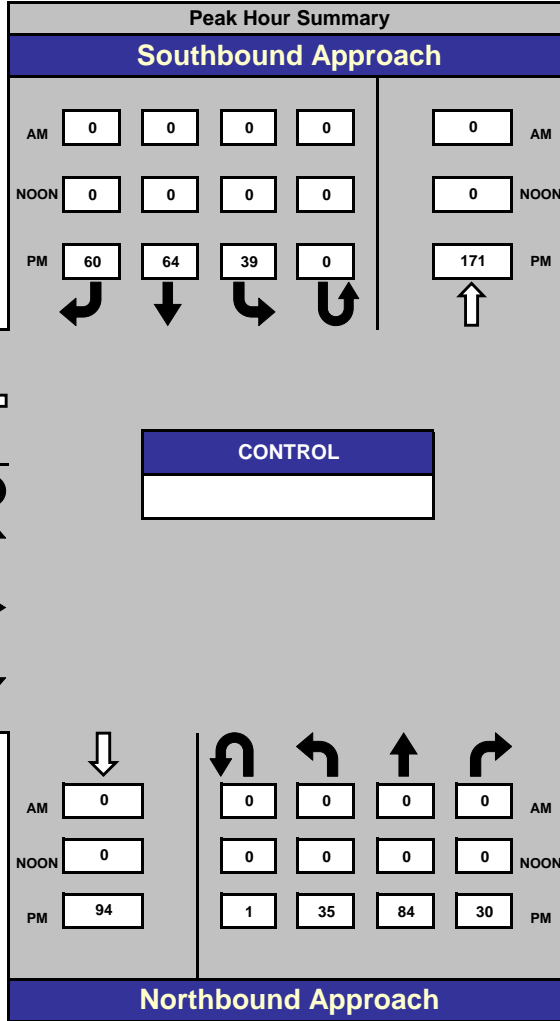
START TIME	Cedar St Southbound					Brittan Ave Westbound					Cedar St Northbound					Brittan Ave Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	2	0	7	2	0	0	0	4	0	1	1	1	2	3	0	1	0	17	1	6	30
16:15	0	2	0	7	2	0	0	0	4	0	0	1	0	5	1	0	0	0	20	0	3	36
16:30	2	0	0	3	2	0	0	0	10	0	0	2	0	2	2	1	0	0	9	1	5	24
16:45	0	0	0	0	0	0	1	0	0	1	0	2	0	1	2	0	0	0	0	0	3	1
<b>Total</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>2</b>	<b>17</b>	<b>91</b>
17:00	0	0	1	1	1	0	0	0	8	0	0	4	1	4	5	0	0	0	4	0	6	17
17:15	0	0	0	0	0	0	0	0	4	0	0	1	1	1	2	0	0	0	1	0	2	6
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	7	0	0	0	0	4	0	0	12
17:45	0	0	0	1	0	0	0	1	4	1	0	1	0	6	1	0	0	0	6	0	2	17
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>10</b>	<b>52</b>
18:00	0	0	0	0	0	0	0	0	8	0	0	6	0	10	6	0	0	0	1	0	6	19
18:15	0	1	0	0	1	0	0	0	2	0	0	0	0	10	0	0	0	0	0	0	1	12
18:30	0	3	0	1	3	0	0	0	0	0	0	1	1	3	2	0	0	0	7	0	5	11
18:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	6	4	4	7
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>4</b>	<b>16</b>	<b>49</b>
19:00	0	1	0	0	1	0	0	0	1	0	0	2	0	2	2	0	0	0	0	0	3	3
19:15	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	2	0	4	2
19:30	0	0	2	2	2	0	0	0	4	0	0	2	0	0	2	0	0	0	3	0	4	9
19:45	0	0	0	2	0	0	0	0	1	0	0	0	0	4	0	0	0	0	4	0	0	11
<b>Total</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>25</b>
<b>Grand Total</b>	<b>2</b>	<b>10</b>	<b>3</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>51</b>	<b>3</b>	<b>1</b>	<b>25</b>	<b>4</b>	<b>57</b>	<b>30</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>54</b>	<b>217</b>
Apprch %	13.3%	66.7%	20.0%			0.0%	66.7%	33.3%			3.3%	83.3%	13.3%			16.7%	83.3%	0.0%				
Total %	3.7%	18.5%	5.6%		27.8%	0.0%	3.7%	1.9%		5.6%	1.9%	46.3%	7.4%		55.6%	1.9%	9.3%	0.0%		11.1%		100.0%

PM PEAK HOUR	Cedar St Southbound					Brittan Ave Westbound					Cedar St Northbound					Brittan Ave Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:00 to 17:00																						
Peak Hour For Entire Intersection Begins at 16:00																						
16:00	0	2	0	7	2	0	0	0	4	0	1	1	1	2	3	0	1	0	17	1	6	
16:15	0	2	0	7	2	0	0	0	4	0	0	1	0	5	1	0	0	0	20	0	3	
16:30	2	0	0	3	2	0	0	0	10	0	0	2	0	2	2	1	0	0	9	1	5	
16:45	0	0	0	0	0	0	1	0	0	1	0	2	0	1	2	0	0	0	0	0	3	
<b>Total Volume</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>2</b>	<b>17</b>	
<b>% App Total</b>	<b>33.3%</b>	<b>66.7%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>100.0%</b>	<b>0.0%</b>			<b>12.5%</b>	<b>75.0%</b>	<b>12.5%</b>			<b>50.0%</b>	<b>50.0%</b>	<b>0.0%</b>				
<b>PHF</b>	<b>.250</b>	<b>.500</b>	<b>.000</b>		<b>.750</b>	<b>.000</b>	<b>.250</b>	<b>.000</b>		<b>.250</b>	<b>.250</b>	<b>.750</b>	<b>.250</b>		<b>.667</b>	<b>.250</b>	<b>.250</b>	<b>.000</b>		<b>.500</b>	<b>.708</b>	

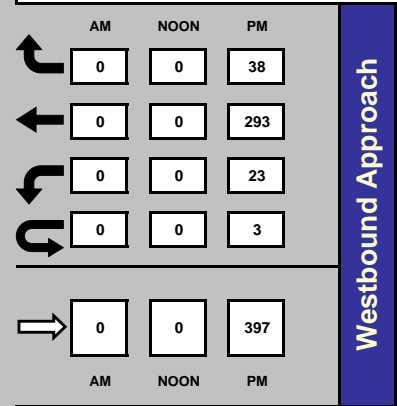
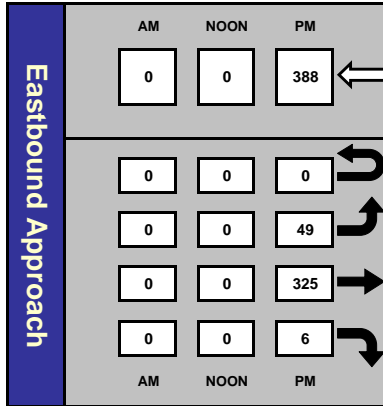
### Cedar St & Brittan Ave

Date: 4/22/2017  
 Day: Saturday

Project #: 17-7283-001

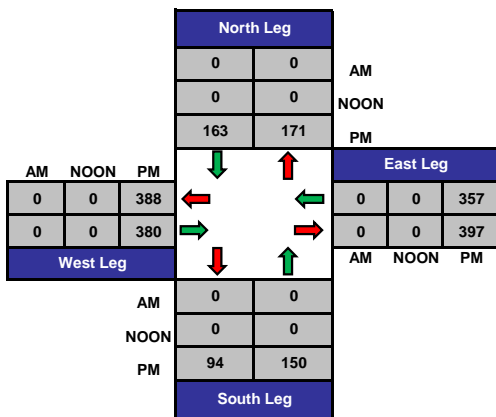


AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

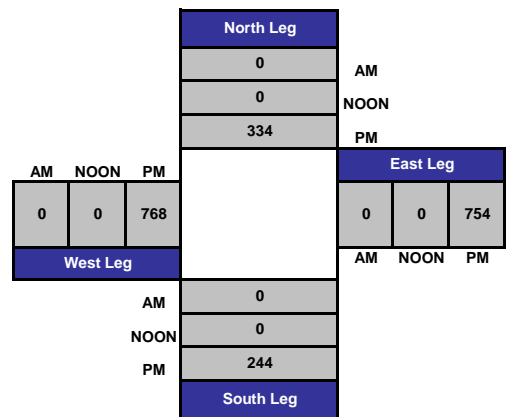


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

### Total Ins & Outs



### Total Volume Per Leg

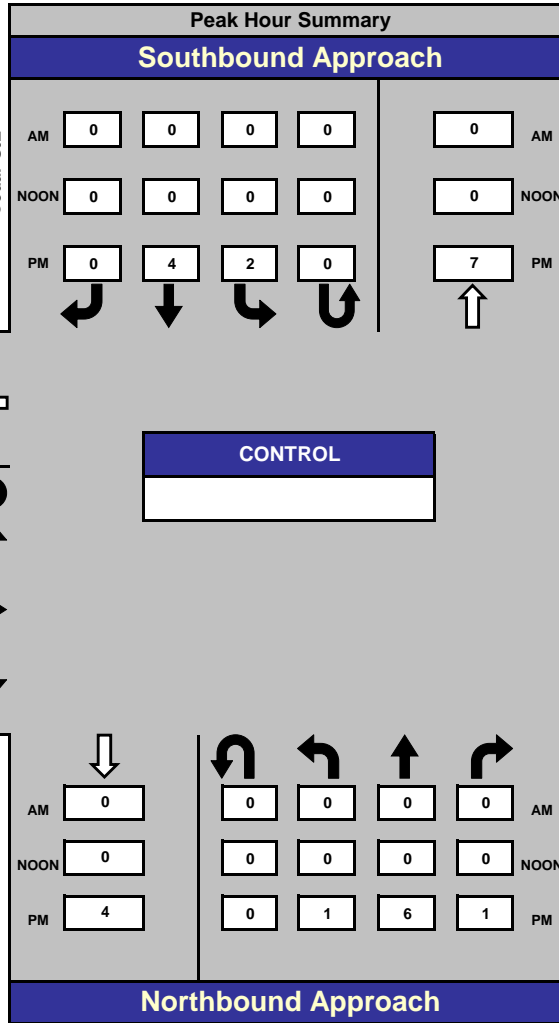




**Cedar St & Brittan Ave**

Date: 4/22/2017  
Day: Saturday

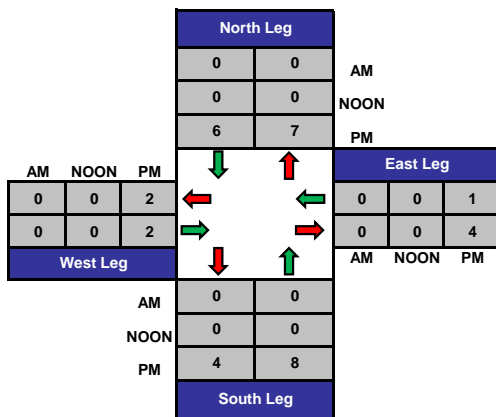
Project #: 17-7283-001



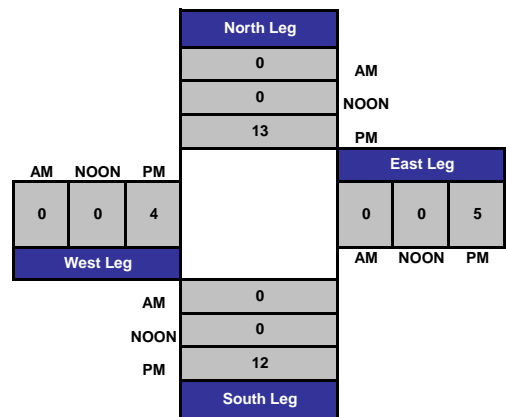
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



**Total Volume Per Leg**



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Utturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-002 Woodland Ave & Brittan Ave  
 Date : 4/22/2017

### Unshifted Count = All Vehicles & Utturns

START TIME	Woodland Ave Southbound					Brittan Ave Westbound					Woodland Ave Northbound					Brittan Ave Eastbound					Total	Utturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	5	0	6	0	11	0	73	3	0	76	1	0	1	0	2	4	92	0	0	96	185	0
16:15	3	0	7	0	10	3	101	4	0	108	2	1	1	0	4	2	104	2	0	108	230	0
16:30	1	0	6	0	7	3	79	1	0	83	0	0	1	0	1	4	83	1	0	88	179	0
16:45	8	1	10	0	19	0	89	3	0	92	0	0	0	0	0	2	94	0	0	96	207	0
<b>Total</b>	<b>17</b>	<b>1</b>	<b>29</b>	<b>0</b>	<b>47</b>	<b>6</b>	<b>342</b>	<b>11</b>	<b>0</b>	<b>359</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>373</b>	<b>3</b>	<b>0</b>	<b>388</b>	<b>801</b>	<b>0</b>
17:00	2	0	3	0	5	0	77	1	0	78	0	0	2	0	2	3	75	0	0	78	163	0
17:15	2	1	3	0	6	0	85	3	0	88	0	0	0	0	0	2	95	1	0	98	192	0
17:30	0	0	4	0	4	0	72	1	0	73	0	0	1	0	1	3	88	0	0	91	169	0
17:45	3	1	3	0	7	0	82	1	0	83	0	1	0	0	1	0	67	0	0	67	158	0
<b>Total</b>	<b>7</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>316</b>	<b>6</b>	<b>0</b>	<b>322</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>325</b>	<b>1</b>	<b>0</b>	<b>334</b>	<b>682</b>	<b>0</b>
18:00	3	0	2	0	5	2	85	1	0	88	0	0	2	0	2	3	80	1	0	84	179	0
18:15	4	1	3	0	8	0	80	3	0	83	0	0	0	0	0	3	82	0	0	85	176	0
18:30	1	1	4	0	6	1	65	7	0	73	0	0	1	0	1	2	88	0	0	90	170	0
18:45	6	0	3	0	9	0	67	2	0	69	0	1	1	0	2	1	58	0	0	59	139	0
<b>Total</b>	<b>14</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>28</b>	<b>3</b>	<b>297</b>	<b>13</b>	<b>0</b>	<b>313</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>308</b>	<b>1</b>	<b>0</b>	<b>318</b>	<b>664</b>	<b>0</b>
19:00	4	1	2	0	7	0	60	1	0	61	0	0	2	0	2	1	63	0	0	64	134	0
19:15	1	1	2	0	4	0	44	4	0	48	0	0	1	0	1	3	64	2	0	69	122	0
19:30	2	0	1	0	3	1	56	5	0	62	0	0	0	0	0	1	48	0	0	49	114	0
19:45	2	1	0	0	3	2	53	0	0	55	0	0	0	0	0	2	49	0	0	51	109	0
<b>Total</b>	<b>9</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>213</b>	<b>10</b>	<b>0</b>	<b>226</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>224</b>	<b>2</b>	<b>0</b>	<b>233</b>	<b>479</b>	<b>0</b>
<b>Grand Total</b>	<b>47</b>	<b>8</b>	<b>59</b>	<b>0</b>	<b>114</b>	<b>12</b>	<b>1168</b>	<b>40</b>	<b>0</b>	<b>1220</b>	<b>3</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>19</b>	<b>36</b>	<b>1230</b>	<b>7</b>	<b>0</b>	<b>1273</b>	<b>2626</b>	<b>0</b>
<b>Apprch %</b>	<b>41.2%</b>	<b>7.0%</b>	<b>51.8%</b>	<b>0.0%</b>		<b>1.0%</b>	<b>95.7%</b>	<b>3.3%</b>	<b>0.0%</b>		<b>15.8%</b>	<b>15.8%</b>	<b>68.4%</b>	<b>0.0%</b>		<b>2.8%</b>	<b>96.6%</b>	<b>0.5%</b>	<b>0.0%</b>			
<b>Total %</b>	<b>1.8%</b>	<b>0.3%</b>	<b>2.2%</b>	<b>0.0%</b>	<b>4.3%</b>	<b>0.5%</b>	<b>44.5%</b>	<b>1.5%</b>	<b>0.0%</b>	<b>46.5%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.7%</b>	<b>1.4%</b>	<b>46.8%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>48.5%</b>	<b>100.0%</b>	

PM PEAK HOUR	Woodland Ave Southbound					Brittan Ave Westbound					Woodland Ave Northbound					Brittan Ave Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 16:00 to 17:00																						
Peak Hour For Entire Intersection Begins at 16:00																						
16:00	5	0	6	0	11	0	73	3	0	76	1	0	1	0	2	4	92	0	0	96	185	
16:15	3	0	7	0	10	3	101	4	0	108	2	1	1	0	4	2	104	2	0	108	230	
16:30	1	0	6	0	7	3	79	1	0	83	0	0	1	0	1	4	83	1	0	88	179	
16:45	8	1	10	0	19	0	89	3	0	92	0	0	0	0	0	2	94	0	0	96	207	
<b>Total Volume</b>	<b>17</b>	<b>1</b>	<b>29</b>	<b>0</b>	<b>47</b>	<b>6</b>	<b>342</b>	<b>11</b>	<b>0</b>	<b>359</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>373</b>	<b>3</b>	<b>0</b>	<b>388</b>	<b>801</b>	
<b>% App Total</b>	<b>36.2%</b>	<b>2.1%</b>	<b>61.7%</b>	<b>0.0%</b>		<b>1.7%</b>	<b>95.3%</b>	<b>3.1%</b>	<b>0.0%</b>		<b>42.9%</b>	<b>14.3%</b>	<b>42.9%</b>	<b>0.0%</b>		<b>3.1%</b>	<b>96.1%</b>	<b>0.8%</b>	<b>0.0%</b>			
<b>PHF</b>	<b>.531</b>	<b>.250</b>	<b>.725</b>	<b>.000</b>	<b>.618</b>	<b>.500</b>	<b>.847</b>	<b>.688</b>	<b>.000</b>	<b>.831</b>	<b>.375</b>	<b>.250</b>	<b>.750</b>	<b>.000</b>	<b>.438</b>	<b>.750</b>	<b>.897</b>	<b>.375</b>	<b>.000</b>	<b>.898</b>	<b>.871</b>	

# National Data and Surveying Services

City of San Carlos  
 All Vehicles & Uturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-002 Woodland Ave & Brittan Ave  
 Date : 4/22/2017

### Bank 1 Count = Peds & Bikes

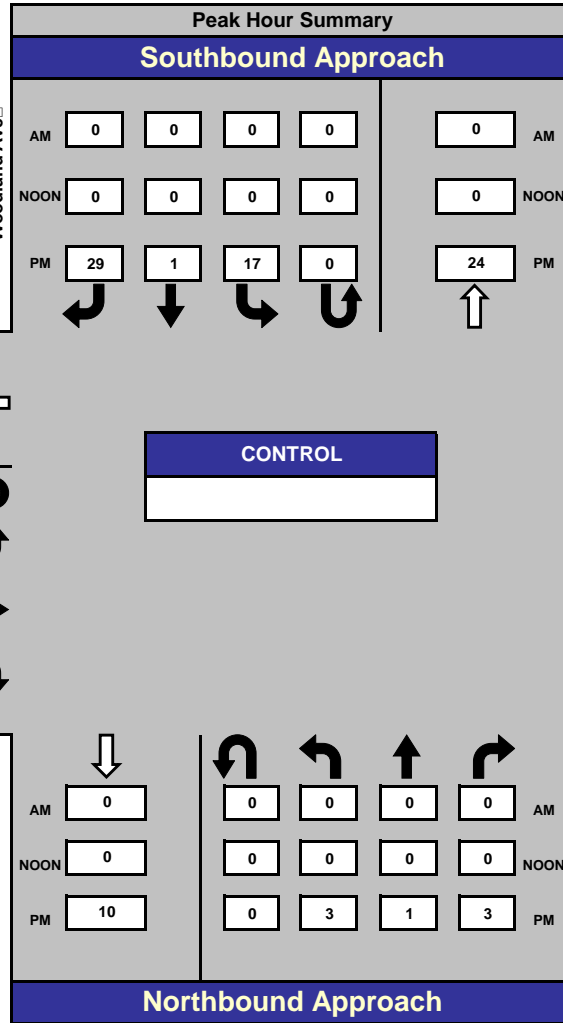
START TIME	Woodland Ave Southbound					Brittan Ave Westbound					Woodland Ave Northbound					Brittan Ave Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9
16:15	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	7
16:30	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
16:45	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	1
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>18</b>
17:00	0	0	1	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	1	4
17:15	0	0	0	2	0	0	0	3	0	3	0	0	0	4	0	0	0	0	6	0	3	12
17:30	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
17:45	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	1	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>7</b>	<b>23</b>	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	3
18:15	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	7
18:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>12</b>	
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	1	0	0	3	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	3
19:30	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
19:45	0	0	0	6	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2	0	0	12
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>18</b>	
<b>Grand Total</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>1</b>	<b>14</b>	<b>71</b>
Apprch %	50.0%	0.0%	50.0%			0.0%	42.9%	57.1%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	21.4%	0.0%	21.4%		42.9%	0.0%	21.4%	28.6%		50.0%	0.0%	0.0%	0.0%		0.0%	0.0%	7.1%	0.0%		7.1%		100.0%

PM PEAK HOUR	Woodland Ave Southbound					Brittan Ave Westbound					Woodland Ave Northbound					Brittan Ave Eastbound					Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0
16:15	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0
16:30	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1
16:45	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>4</b>
% App Total	100.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.250	.000	.000		.250	.000	.250	.000		.250	.000	.000	.000		.000	.250	.000		.250		.333

### Woodland Ave & Brittan Ave

Date: 4/22/2017  
 Day: Saturday

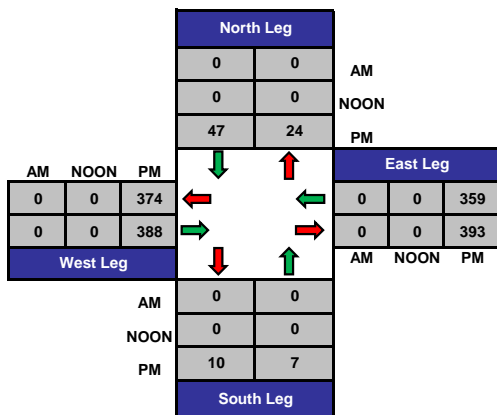
Project #: 17-7283-002



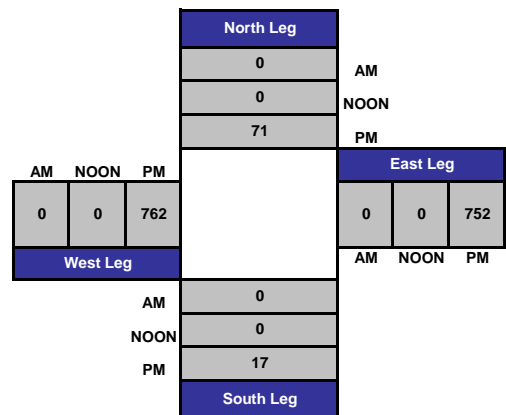
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

### Total Ins & Outs



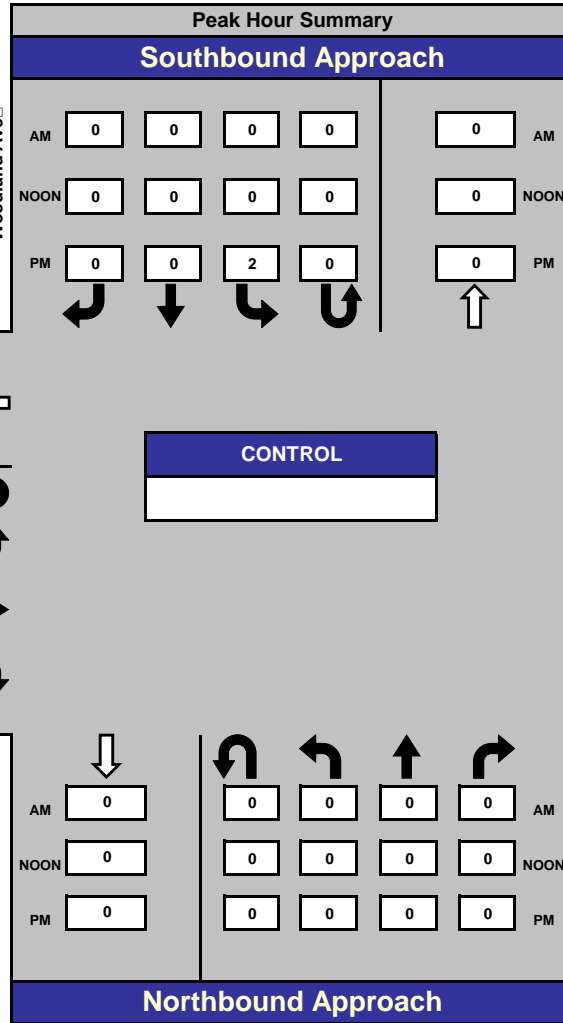
### Total Volume Per Leg



### Woodland Ave & Brittan Ave

Date: 4/22/2017  
 Day: Saturday

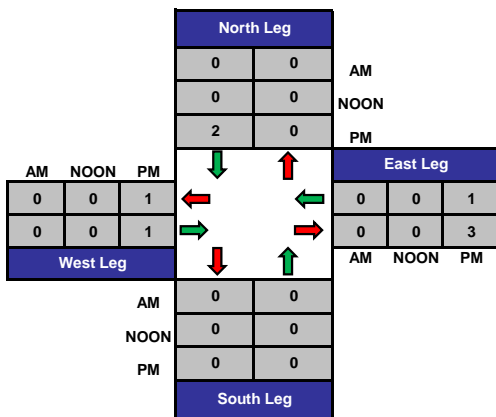
Project #: 17-7283-002



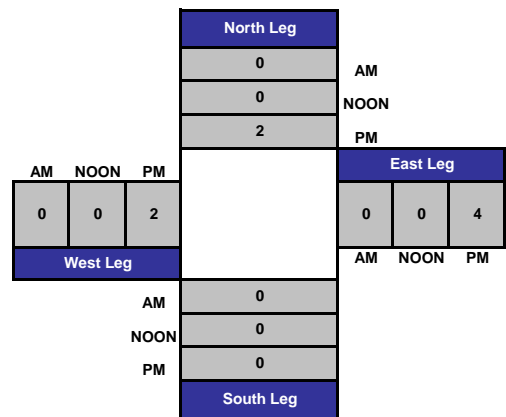
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

#### Total Ins & Outs



#### Total Volume Per Leg



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Uturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-003 Woodland Ave & Aster Ave  
 Date : 4/22/2017

### Unshifted Count = All Vehicles & Uturns

START TIME	Woodland Ave Southbound					Aster Ave Westbound					Woodland Ave Northbound					Aster Ave Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	0	11	0	2	13	1	0	4	0	5	0	6	2	1	9	0	0	0	0	0	27	3
16:15	0	7	0	0	7	1	0	0	0	1	0	6	1	0	7	0	0	0	0	0	15	0
16:30	0	9	0	0	9	1	0	0	0	1	0	4	1	0	5	0	0	0	0	0	15	0
16:45	0	12	0	1	13	0	0	0	0	0	0	2	0	4	6	0	0	0	0	0	19	5
<b>Total</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>3</b>	<b>42</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>5</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>
17:00	2	3	0	1	6	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	10	1
17:15	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10	0
17:30	1	5	0	0	6	0	0	1	1	2	0	4	0	0	4	0	0	0	0	0	12	1
17:45	2	7	0	0	9	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	11	0
<b>Total</b>	<b>5</b>	<b>20</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>2</b>
18:00	2	4	0	1	7	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	12	1
18:15	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13	0
18:30	3	7	0	3	13	0	0	1	0	1	0	7	1	1	9	0	0	0	0	0	23	4
18:45	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12	0
<b>Total</b>	<b>5</b>	<b>26</b>	<b>0</b>	<b>4</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>5</b>
19:00	1	7	0	0	8	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	12	0
19:15	0	1	0	0	1	0	0	0	0	0	0	6	0	1	7	0	0	0	0	0	8	1
19:30	1	2	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	8	0
19:45	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	5	0
<b>Total</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>1</b>
<b>Grand Total</b>	<b>12</b>	<b>97</b>	<b>0</b>	<b>8</b>	<b>117</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>66</b>	<b>8</b>	<b>7</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>212</b>	<b>16</b>
Apprch %	10.3%	82.9%	0.0%	6.8%		42.9%	0.0%	50.0%	7.1%		0.0%	81.5%	9.9%	8.6%		0.0%	0.0%	0.0%	0.0%			
Total %	5.7%	45.8%	0.0%	3.8%	55.2%	2.8%	0.0%	3.3%	0.5%	6.6%	0.0%	31.1%	3.8%	3.3%	38.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

PM PEAK HOUR	Woodland Ave Southbound					Aster Ave Westbound					Woodland Ave Northbound					Aster Ave Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	0	11	0	2	13	1	0	4	0	5	0	6	2	1	9	0	0	0	0	0	27
16:15	0	7	0	0	7	1	0	0	0	1	0	6	1	0	7	0	0	0	0	0	15
16:30	0	9	0	0	9	1	0	0	0	1	0	4	1	0	5	0	0	0	0	0	15
16:45	0	12	0	1	13	0	0	0	0	0	0	2	0	4	6	0	0	0	0	0	19
Total Volume	0	39	0	3	42	3	0	4	0	7	0	18	4	5	27	0	0	0	0	0	76
% App Total	0.0%	92.9%	0.0%	7.1%		42.9%	0.0%	57.1%	0.0%		0.0%	66.7%	14.8%	18.5%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.813	.000	.375	.808	.750	.000	.250	.000	.350	.000	.750	.500	.313	.750	.000	.000	.000	.000	.000	.704

# National Data and Surveying Services

City of San Carlos  
 All Vehicles & Turns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-003 Woodland Ave & Aster Ave  
 Date : 4/22/2017

### Bank 1 Count = Peds & Bikes

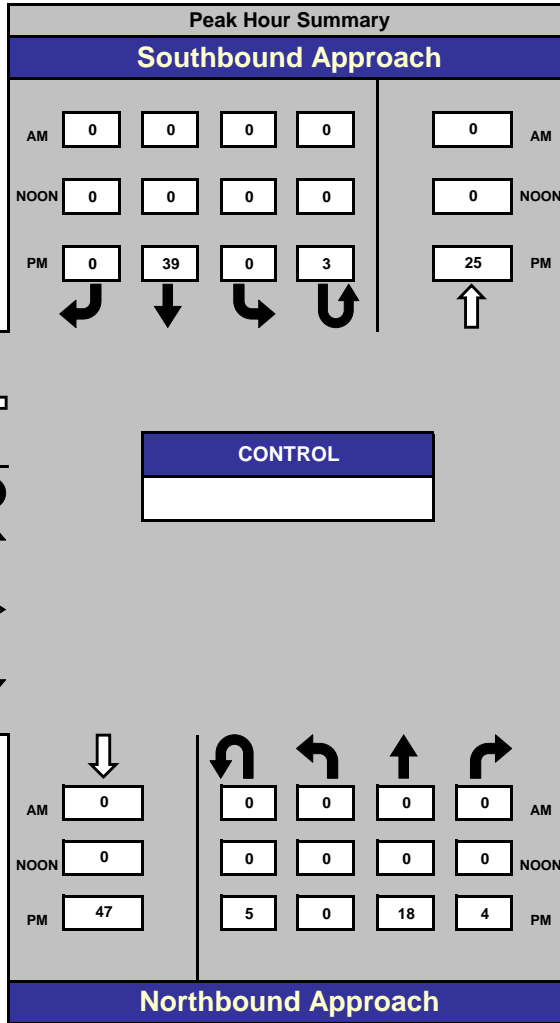
START TIME	Woodland Ave Southbound					Aster Ave Westbound					Woodland Ave Northbound					Aster Ave Eastbound					Total	Peds Total					
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL							
16:00	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	5	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8
16:30	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	3
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>15</b>
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
18:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	1	0	0	1	0	0	1	3	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	3
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>
<b>Grand Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>22</b>
<b>Apprch %</b>	<b>0.0%</b>	<b>100.0%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>100.0%</b>			<b>0.0%</b>	<b>100.0%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>									
<b>Total %</b>	<b>0.0%</b>	<b>36.4%</b>	<b>0.0%</b>		<b>36.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>18.2%</b>		<b>18.2%</b>	<b>0.0%</b>	<b>45.5%</b>	<b>0.0%</b>		<b>45.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>		<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>		<b>0.0%</b>	<b>100.0%</b>	

PM PEAK HOUR	Woodland Ave Southbound					Aster Ave Westbound					Woodland Ave Northbound					Aster Ave Eastbound					Total						
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL							
Peak Hour Analysis From 16:00 to 17:00																											
Peak Hour For Entire Intersection Begins at 16:00																											
16:00	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
16:15	0	0	0	0	0	0	0	0	5	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
16:30	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Volume</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	
<b>% App Total</b>	<b>0.0%</b>	<b>100.0%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>		<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>		<b>0.0%</b>		
<b>PHF</b>	<b>.000</b>	<b>.375</b>	<b>.000</b>		<b>.375</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>	<b>.375</b>	

### Woodland Ave & Aster Ave

Date: 4/22/2017  
 Day: Saturday

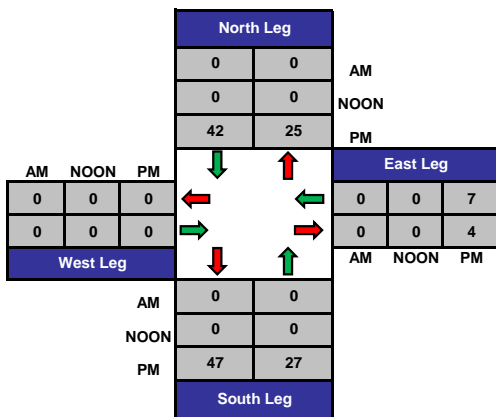
Project #: 17-7283-003



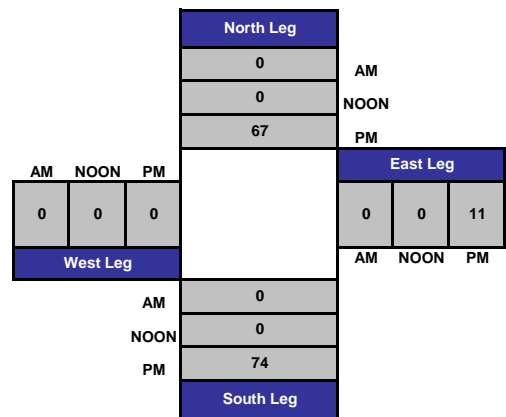
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

### Total Ins & Outs



### Total Volume Per Leg

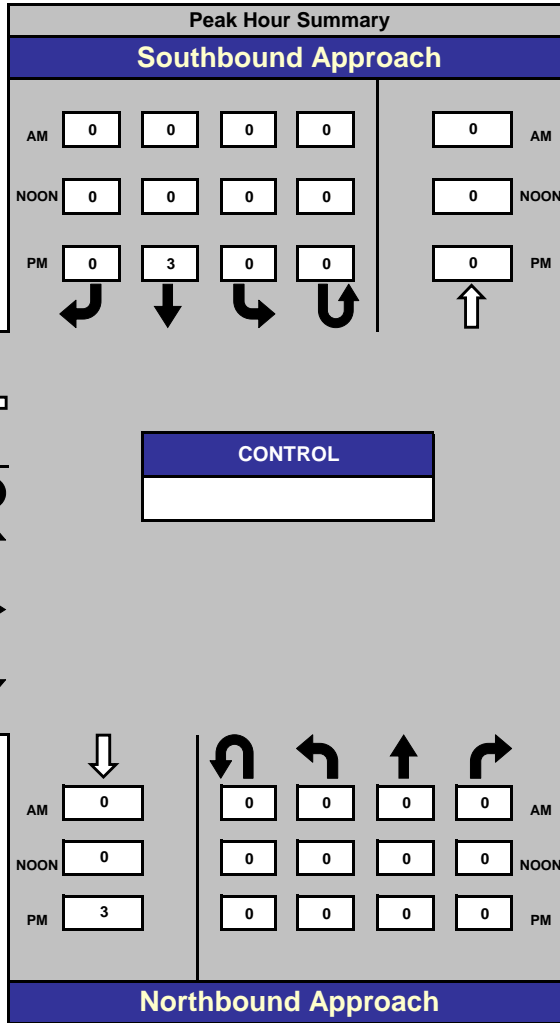




Woodland Ave & Aster Ave

Date: 4/22/2017  
 Day: Saturday

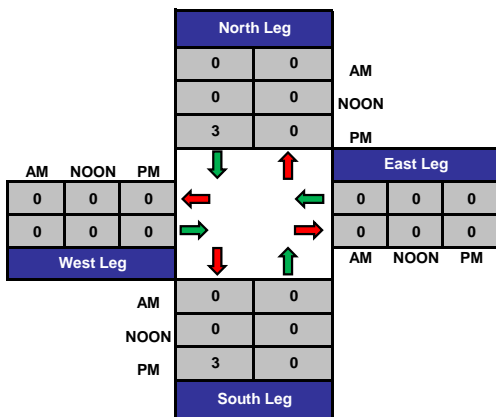
Project #: 17-7283-003



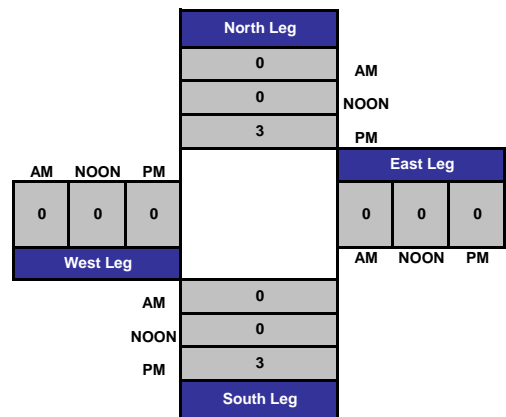
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



**Total Volume Per Leg**



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Utturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-004 Woodland Ave & Morse Blvd  
 Date : 4/22/2017

### Unshifted Count = All Vehicles & Utturns

START TIME	Woodland Ave Southbound					Morse Blvd Westbound					Woodland Ave Northbound					Morse Blvd Eastbound					Total	Utturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	2	10	0	0	12	0	0	0	0	0	0	9	2	1	12	0	0	0	0	0	24	1
16:15	1	3	0	0	4	2	0	2	0	4	0	5	1	0	6	0	0	0	0	0	14	0
16:30	1	5	0	1	7	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	11	1
16:45	1	9	0	0	10	2	0	0	0	2	0	4	1	0	5	0	0	0	0	0	17	0
<b>Total</b>	<b>5</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>2</b>
17:00	0	4	0	0	4	2	0	1	0	3	0	2	2	1	5	0	0	0	0	0	12	1
17:15	0	3	0	0	3	2	0	1	0	3	0	2	0	1	3	0	0	0	0	0	9	1
17:30	0	3	0	0	3	2	0	1	0	3	0	5	2	1	8	0	0	0	0	0	14	1
17:45	0	6	0	0	6	0	0	1	0	1	0	1	0	2	3	0	0	0	0	0	10	2
<b>Total</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>5</b>
18:00	0	5	0	0	5	2	0	2	0	4	0	6	0	0	6	0	0	0	0	0	15	0
18:15	1	8	0	0	9	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	15	0
18:30	0	6	0	0	6	5	0	1	0	6	0	10	3	0	13	0	0	0	0	0	25	0
18:45	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8	0
<b>Total</b>	<b>1</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>
19:00	0	5	0	0	5	0	0	1	0	1	0	4	0	1	5	0	0	0	0	0	11	1
19:15	0	2	0	0	2	1	0	0	0	1	0	5	1	0	6	0	0	0	0	0	9	0
19:30	1	2	0	0	3	1	0	0	0	1	0	2	2	0	4	0	0	0	0	0	8	0
19:45	0	3	0	1	4	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	8	1
<b>Total</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>2</b>
<b>Grand Total</b>	<b>7</b>	<b>81</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>21</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>7</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>210</b>	<b>9</b>
Apprch %	7.8%	90.0%	0.0%	2.2%		63.6%	0.0%	36.4%	0.0%		0.0%	74.7%	17.2%	8.0%		0.0%	0.0%	0.0%	0.0%			
Total %	3.3%	38.6%	0.0%	1.0%	42.9%	10.0%	0.0%	5.7%	0.0%	15.7%	0.0%	31.0%	7.1%	3.3%	41.4%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

PM PEAK HOUR	Woodland Ave Southbound					Morse Blvd Westbound					Woodland Ave Northbound					Morse Blvd Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	2	10	0	0	12	0	0	0	0	0	0	9	2	1	12	0	0	0	0	0	24
16:15	1	3	0	0	4	2	0	2	0	4	0	5	1	0	6	0	0	0	0	0	14
16:30	1	5	0	1	7	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	11
16:45	1	9	0	0	10	2	0	0	0	2	0	4	1	0	5	0	0	0	0	0	17
Total Volume	5	27	0	1	33	5	0	2	0	7	0	21	4	1	26	0	0	0	0	0	66
% App Total	15.2%	81.8%	0.0%	3.0%		71.4%	0.0%	28.6%	0.0%		0.0%	80.8%	15.4%	3.8%		0.0%	0.0%	0.0%	0.0%		
PHF	.625	.675	.000	.250	.688	.625	.000	.250	.000	.438	.000	.583	.500	.250	.542	.000	.000	.000	.000	.000	.688

# National Data and Surveying Services

City of San Carlos  
 All Vehicles & Turns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-004 Woodland Ave & Morse Blvd  
 Date : 4/22/2017

### Bank 1 Count = Peds & Bikes

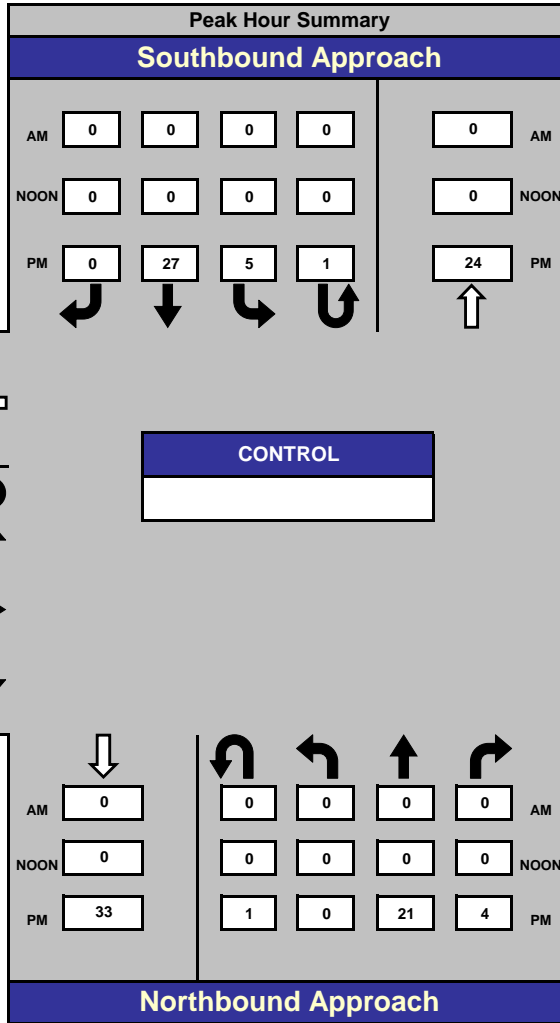
START TIME	Woodland Ave Southbound					Morse Blvd Westbound					Woodland Ave Northbound					Morse Blvd Eastbound					Total	Peds Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL			
16:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
16:15	0	0	0	0	0	0	0	1	8	1	0	0	0	0	0	0	0	0	0	0	0	1	8
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	2	2	0	0	4	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	6	2
<b>Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>16</b>	
17:00	0	0	0	0	0	1	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	1	4
17:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	0
17:30	0	0	0	0	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	
18:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	
19:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
19:15	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	2
19:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
19:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>7</b>	
<b>Grand Total</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>29</b>	
Apprch %	28.6%	71.4%	0.0%			87.5%	0.0%	12.5%			0.0%	25.0%	75.0%			0.0%	0.0%	0.0%					
Total %	10.5%	26.3%	0.0%		36.8%	36.8%	0.0%	5.3%		42.1%	0.0%	5.3%	15.8%		21.1%	0.0%	0.0%	0.0%		0.0%	100.0%		

PM PEAK HOUR	Woodland Ave Southbound					Morse Blvd Westbound					Woodland Ave Northbound					Morse Blvd Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:00 to 17:00																						
Peak Hour For Entire Intersection Begins at 16:00																						
16:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	1	8	1	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	2	2	0	0	4	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	6
<b>Total Volume</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	
<b>% App Total</b>	<b>50.0%</b>	<b>50.0%</b>	<b>0.0%</b>			<b>66.7%</b>	<b>0.0%</b>	<b>33.3%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>				
<b>PHF</b>	<b>.250</b>	<b>.250</b>	<b>.000</b>		<b>.250</b>	<b>.250</b>	<b>.000</b>	<b>.250</b>		<b>.375</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>		<b>.000</b>	<b>.292</b>	

# Woodland Ave & Morse Blvd

Date: 4/22/2017  
Day: Saturday

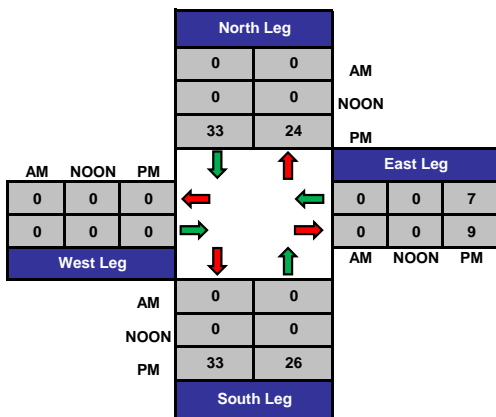
Project #: 17-7283-004



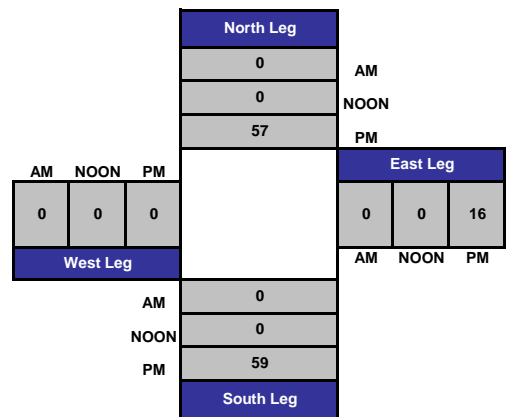
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

## Total Ins & Outs



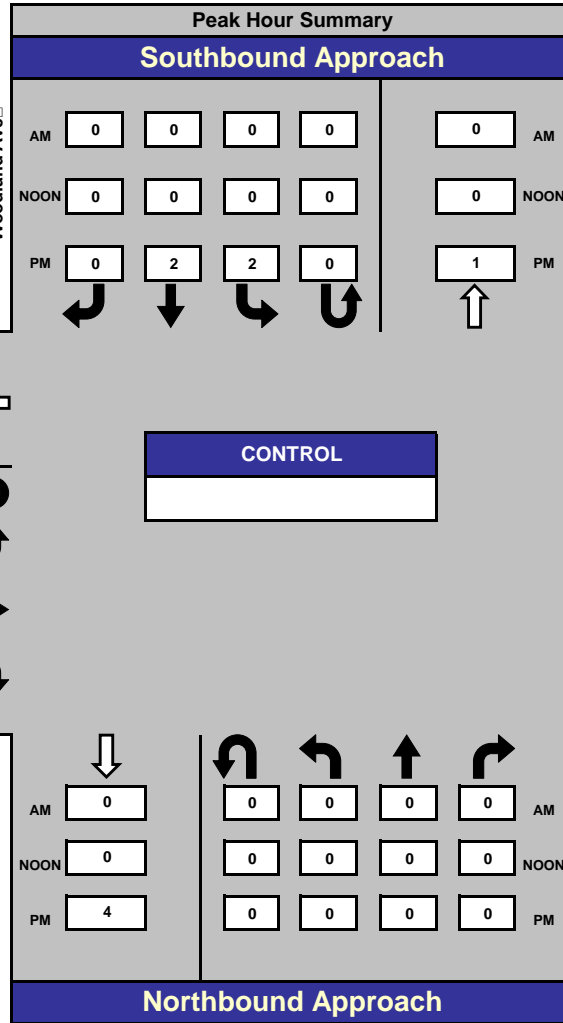
## Total Volume Per Leg



### Woodland Ave & Morse Blvd

Date: 4/22/2017  
 Day: Saturday

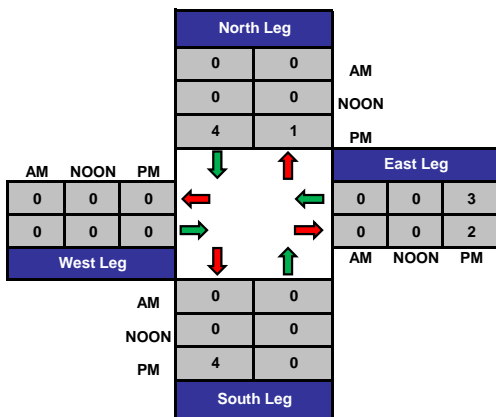
Project #: 17-7283-004



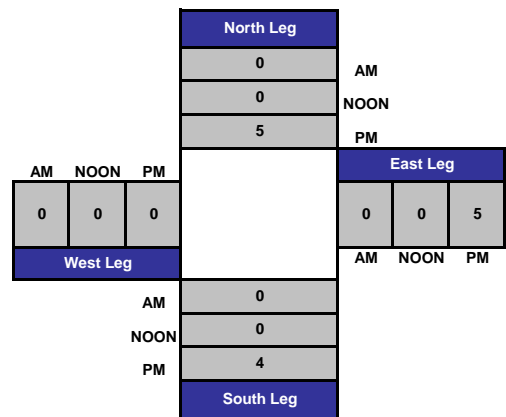
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

### Total Ins & Outs



### Total Volume Per Leg



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Uturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-005 Arroyo Ave & Cedar St  
 Date : 4/22/2017

### Unshifted Count = All Vehicles & Uturns

START TIME	Cedar St Southbound					Arroyo Ave Westbound					Cedar St Northbound					Arroyo Ave Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	7	13	1	0	21	9	8	7	1	25	5	26	18	0	49	1	10	2	0	13	108	1
16:15	4	25	1	0	30	21	19	4	0	44	10	19	19	0	48	1	13	2	0	16	138	0
16:30	0	11	1	0	12	13	8	2	0	23	2	20	22	0	44	2	10	1	0	13	92	0
16:45	4	13	0	0	17	16	11	4	0	31	5	22	24	0	51	1	7	6	0	14	113	0
<b>Total</b>	<b>15</b>	<b>62</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>59</b>	<b>46</b>	<b>17</b>	<b>1</b>	<b>123</b>	<b>22</b>	<b>87</b>	<b>83</b>	<b>0</b>	<b>192</b>	<b>5</b>	<b>40</b>	<b>11</b>	<b>0</b>	<b>56</b>	<b>451</b>	<b>1</b>
17:00	3	11	3	1	18	14	10	5	0	29	3	22	13	0	38	4	6	3	0	13	98	1
17:15	2	20	3	0	25	12	11	3	0	26	1	23	9	0	33	5	10	5	0	20	104	0
17:30	0	13	1	0	14	12	9	3	0	24	2	27	16	0	45	0	14	0	0	14	97	0
17:45	1	16	0	0	17	13	10	2	0	25	3	24	19	0	46	2	16	1	0	19	107	0
<b>Total</b>	<b>6</b>	<b>60</b>	<b>7</b>	<b>1</b>	<b>74</b>	<b>51</b>	<b>40</b>	<b>13</b>	<b>0</b>	<b>104</b>	<b>9</b>	<b>96</b>	<b>57</b>	<b>0</b>	<b>162</b>	<b>11</b>	<b>46</b>	<b>9</b>	<b>0</b>	<b>66</b>	<b>406</b>	<b>1</b>
18:00	3	19	1	0	23	12	12	5	0	29	1	19	15	0	35	2	22	4	0	28	115	0
18:15	2	12	1	0	15	19	15	5	0	39	4	21	6	0	31	3	10	2	0	15	100	0
18:30	4	11	1	0	16	15	10	4	0	29	3	18	14	1	36	1	7	1	0	9	90	1
18:45	1	6	3	0	10	9	8	1	0	18	2	11	9	0	22	3	7	2	0	12	62	0
<b>Total</b>	<b>10</b>	<b>48</b>	<b>6</b>	<b>0</b>	<b>64</b>	<b>55</b>	<b>45</b>	<b>15</b>	<b>0</b>	<b>115</b>	<b>10</b>	<b>69</b>	<b>44</b>	<b>1</b>	<b>124</b>	<b>9</b>	<b>46</b>	<b>9</b>	<b>0</b>	<b>64</b>	<b>367</b>	<b>1</b>
19:00	3	14	2	0	19	13	5	1	0	19	3	15	8	0	26	1	6	0	0	7	71	0
19:15	5	16	1	0	22	10	10	2	0	22	2	17	11	0	30	1	5	1	0	7	81	0
19:30	1	7	0	0	8	12	9	5	0	26	2	9	16	0	27	2	8	1	0	11	72	0
19:45	1	9	1	0	11	8	12	2	0	22	1	10	6	1	18	1	6	0	0	7	58	1
<b>Total</b>	<b>10</b>	<b>46</b>	<b>4</b>	<b>0</b>	<b>60</b>	<b>43</b>	<b>36</b>	<b>10</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>51</b>	<b>41</b>	<b>1</b>	<b>101</b>	<b>5</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>282</b>	<b>1</b>
<b>Grand Total</b>	<b>41</b>	<b>216</b>	<b>20</b>	<b>1</b>	<b>278</b>	<b>208</b>	<b>167</b>	<b>55</b>	<b>1</b>	<b>431</b>	<b>49</b>	<b>303</b>	<b>225</b>	<b>2</b>	<b>579</b>	<b>30</b>	<b>157</b>	<b>31</b>	<b>0</b>	<b>218</b>	<b>1506</b>	<b>4</b>
Apprch %	14.7%	77.7%	7.2%	0.4%		48.3%	38.7%	12.8%	0.2%		8.5%	52.3%	38.9%	0.3%		13.8%	72.0%	14.2%	0.0%			
Total %	2.7%	14.3%	1.3%	0.1%	18.5%	13.8%	11.1%	3.7%	0.1%	28.6%	3.3%	20.1%	14.9%	0.1%	38.4%	2.0%	10.4%	2.1%	0.0%	14.5%	100.0%	

PM PEAK HOUR	Cedar St Southbound					Arroyo Ave Westbound					Cedar St Northbound					Arroyo Ave Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	7	13	1	0	21	9	8	7	1	25	5	26	18	0	49	1	10	2	0	13	108
16:15	4	25	1	0	30	21	19	4	0	44	10	19	19	0	48	1	13	2	0	16	138
16:30	0	11	1	0	12	13	8	2	0	23	2	20	22	0	44	2	10	1	0	13	92
16:45	4	13	0	0	17	16	11	4	0	31	5	22	24	0	51	1	7	6	0	14	113
Total Volume	15	62	3	0	80	59	46	17	1	123	22	87	83	0	192	5	40	11	0	56	451
% App Total	18.8%	77.5%	3.8%	0.0%		48.0%	37.4%	13.8%	0.8%		11.5%	45.3%	43.2%	0.0%		8.9%	71.4%	19.6%	0.0%		
PHF	.536	.620	.750	.000	.667	.702	.605	.607	.250	.699	.550	.837	.865	.000	.941	.625	.769	.458	.000	.875	.817

## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Utturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-005 Arroyo Ave & Cedar St  
 Date : 4/22/2017

### Bank 1 Count = Peds & Bikes

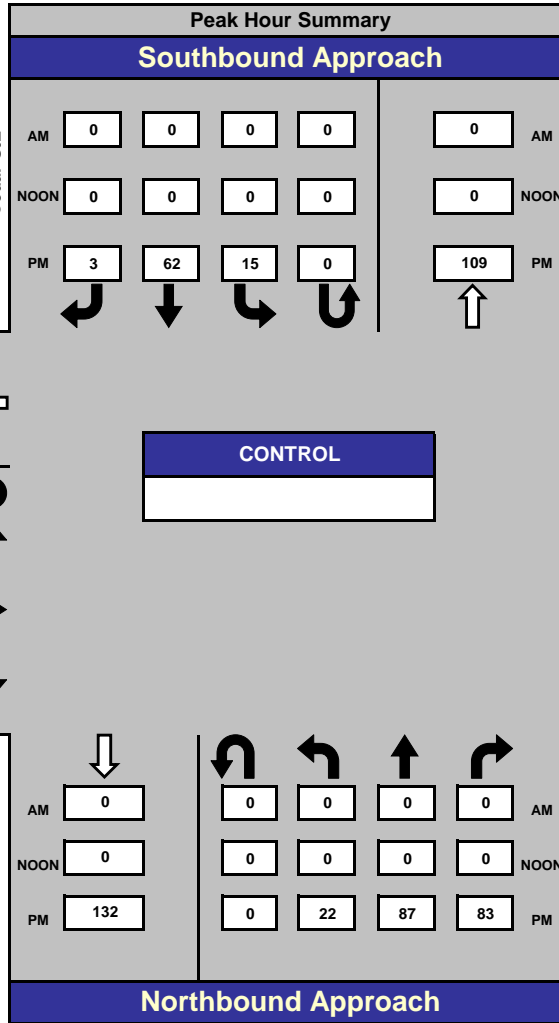
START TIME	Cedar St Southbound					Arroyo Ave Westbound					Cedar St Northbound					Arroyo Ave Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	1	0	0	0	1	0	2	1	7	3	0	0	0	0	0	0	0	0	0	0	4	7
16:15	2	1	0	5	3	0	0	0	7	0	0	0	0	4	0	2	0	0	2	2	5	18
16:30	0	0	0	3	0	0	1	5	7	6	0	0	0	4	0	0	0	0	1	0	6	15
16:45	0	0	2	6	2	1	0	1	7	2	0	1	0	3	1	0	3	0	3	3	8	19
<b>Total</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>23</b>	<b>59</b>
17:00	0	0	0	5	0	0	1	0	12	1	0	0	0	3	0	0	0	0	10	0	1	30
17:15	0	0	0	2	0	0	0	0	13	0	0	1	0	2	1	0	0	0	2	0	1	19
17:30	0	1	0	5	1	0	0	0	7	0	0	1	0	6	1	0	1	0	7	1	3	25
17:45	0	0	0	4	0	0	0	0	6	0	0	2	0	0	2	0	0	0	3	0	2	13
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>7</b>	<b>87</b>
18:00	0	0	0	7	0	0	0	0	5	0	0	2	0	0	2	0	0	0	1	0	2	13
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	1	0	8	1	1	11
18:30	0	0	0	5	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2	0	0	11
18:45	0	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	2	5
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>5</b>	<b>40</b>
19:00	0	0	0	2	0	0	0	0	6	0	0	0	0	4	0	0	0	0	0	0	0	12
19:15	0	0	0	2	0	0	0	1	4	1	0	0	0	1	0	0	0	0	2	0	1	9
19:30	0	0	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	6
19:45	0	0	0	1	0	0	1	0	8	1	0	0	0	4	0	0	0	0	0	0	1	13
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>40</b>
<b>Grand Total</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>50</b>	<b>9</b>	<b>1</b>	<b>5</b>	<b>8</b>	<b>96</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>35</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>45</b>	<b>7</b>	<b>37</b>	<b>226</b>
Apprch %	33.3%	44.4%	22.2%			7.1%	35.7%	57.1%			0.0%	100.0%	0.0%			28.6%	71.4%	0.0%				
Total %	8.1%	10.8%	5.4%		24.3%	2.7%	13.5%	21.6%		37.8%	0.0%	18.9%	0.0%		18.9%	5.4%	13.5%	0.0%		18.9%	100.0%	

PM PEAK HOUR	Cedar St Southbound					Arroyo Ave Westbound					Cedar St Northbound					Arroyo Ave Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:00 to 17:00																						
Peak Hour For Entire Intersection Begins at 16:00																						
16:00	1	0	0	0	1	0	2	1	7	3	0	0	0	0	0	0	0	0	0	0	4	
16:15	2	1	0	5	3	0	0	0	7	0	0	0	0	4	0	2	0	0	2	2	5	
16:30	0	0	0	3	0	0	1	5	7	6	0	0	0	4	0	0	0	0	1	0	6	
16:45	0	0	2	6	2	1	0	1	7	2	0	1	0	3	1	0	3	0	3	3	8	
<b>Total Volume</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>23</b>	
% App Total	50.0%	16.7%	33.3%			9.1%	27.3%	63.6%			0.0%	100.0%	0.0%			40.0%	60.0%	0.0%				
PHF	.375	.250	.250		.500	.250	.375	.350		.458	.000	.250	.000		.250	.250	.250	.000		.417	.719	

### Arroyo Ave & Cedar St

Date: 4/22/2017  
 Day: Saturday

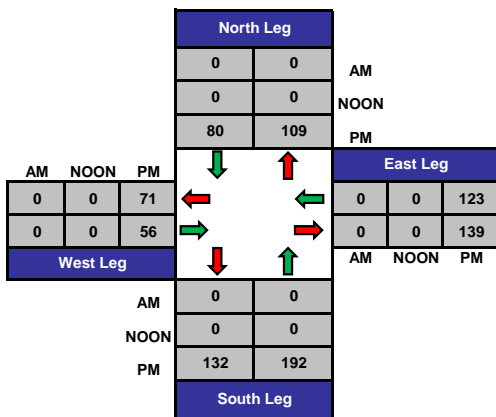
Project #: 17-7283-005



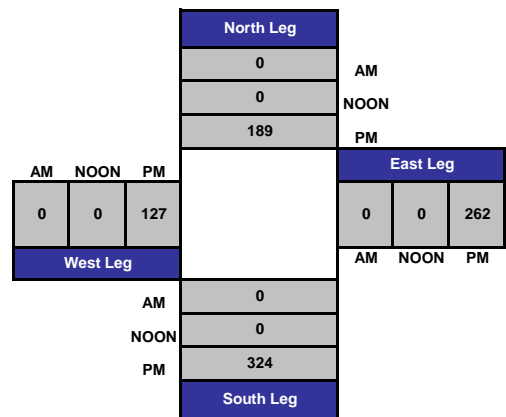
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

### Total Ins & Outs



### Total Volume Per Leg

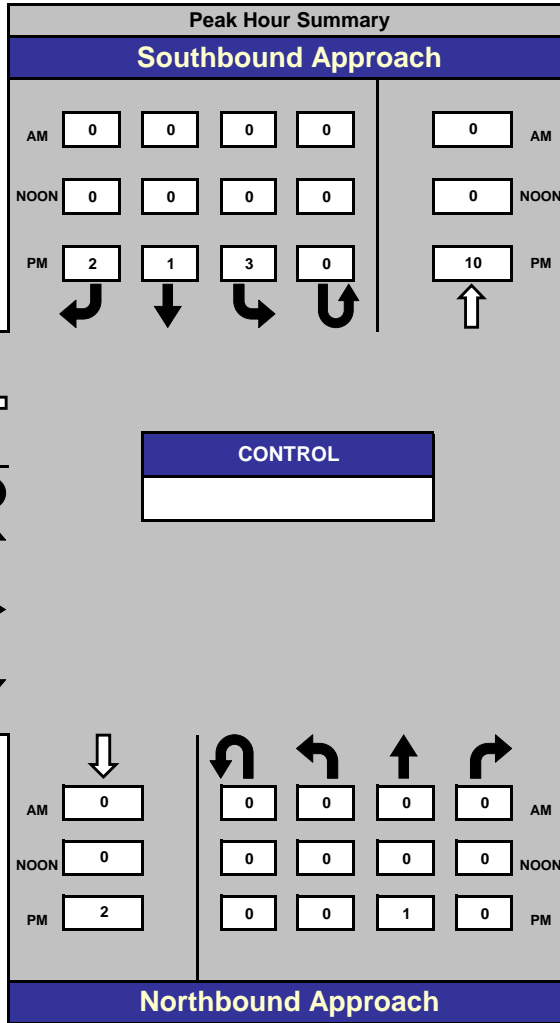




# Arroyo Ave & Cedar St

Date: 4/22/2017  
Day: Saturday

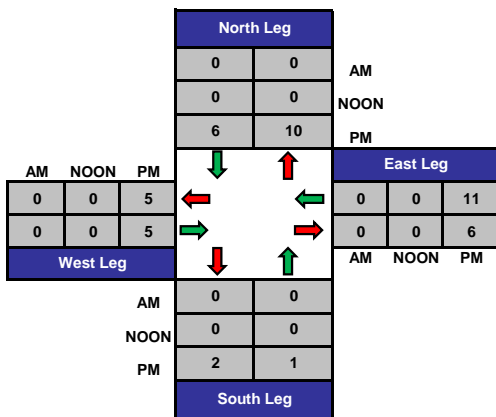
Project #: 17-7283-005



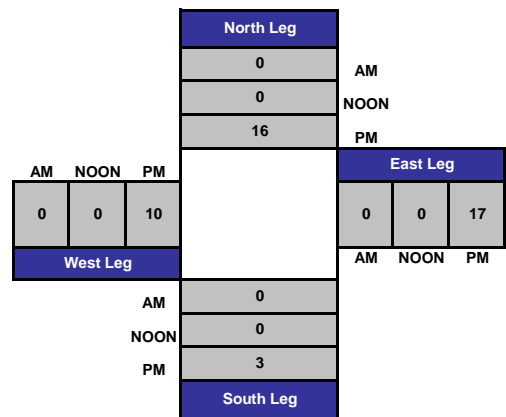
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

## Total Ins & Outs



## Total Volume Per Leg



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Uturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-006 Arroyo Ave & Chestnut St  
 Date : 4/22/2017

### Unshifted Count = All Vehicles & Uturns

START TIME	Arroyo Ave Southbound					Chestnut St Westbound					Arroyo Ave Northbound					Chestnut St Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	0	0	0	0	0	8	23	1	0	32	2	0	8	0	10	0	28	7	0	35	77	0
16:15	0	0	0	0	0	5	37	0	0	42	6	0	2	0	8	0	35	2	0	37	87	0
16:30	0	0	0	0	0	4	22	0	0	26	1	0	5	0	6	0	26	6	0	32	64	0
16:45	0	0	0	0	0	5	28	0	0	33	2	0	8	0	10	0	33	4	0	37	80	0
<b>Total</b>	0	0	0	0	0	22	110	1	0	133	11	0	23	0	34	0	122	19	0	141	308	0
17:00	0	0	0	0	0	3	23	0	0	26	6	0	6	0	12	0	20	2	0	22	60	0
17:15	0	0	0	0	0	3	25	0	0	28	2	0	5	0	7	0	17	3	0	20	55	0
17:30	0	0	0	0	0	2	20	1	0	23	3	0	4	0	7	0	30	3	0	33	63	0
17:45	0	0	0	0	0	2	22	0	0	24	3	0	7	0	10	0	31	2	0	33	67	0
<b>Total</b>	0	0	0	0	0	10	90	1	0	101	14	0	22	0	36	0	98	10	0	108	245	0
18:00	0	0	0	0	0	2	31	0	0	33	1	0	3	0	4	0	35	4	0	39	76	0
18:15	0	0	0	0	0	1	32	0	0	33	6	0	7	0	13	0	17	1	0	18	64	0
18:30	1	0	0	0	1	2	21	1	0	24	7	0	3	0	10	0	21	4	0	25	60	0
18:45	0	0	0	0	0	3	16	0	0	19	2	0	11	0	13	0	12	5	0	17	49	0
<b>Total</b>	1	0	0	0	1	8	100	1	0	109	16	0	24	0	40	0	85	14	0	99	249	0
19:00	0	0	0	0	0	0	16	1	0	17	3	0	9	0	12	0	14	3	1	18	47	1
19:15	0	0	0	0	0	2	21	0	0	23	1	0	2	0	3	0	13	6	0	19	45	0
19:30	0	0	0	0	0	2	22	0	0	24	5	0	4	0	9	0	22	4	0	26	59	0
19:45	0	0	0	0	0	1	19	0	0	20	1	0	1	0	2	0	10	2	0	12	34	0
<b>Total</b>	0	0	0	0	0	5	78	1	0	84	10	0	16	0	26	0	59	15	1	75	185	1
<b>Grand Total</b>	1	0	0	0	1	45	378	4	0	427	51	0	85	0	136	0	364	58	1	423	987	1
Apprch %	100.0%	0.0%	0.0%	0.0%		10.5%	88.5%	0.9%	0.0%		37.5%	0.0%	62.5%	0.0%		0.0%	86.1%	13.7%	0.2%			
Total %	0.1%	0.0%	0.0%	0.0%	0.1%	4.6%	38.3%	0.4%	0.0%	43.3%	5.2%	0.0%	8.6%	0.0%	13.8%	0.0%	36.9%	5.9%	0.1%	42.9%	100.0%	

PM PEAK HOUR	Arroyo Ave Southbound					Chestnut St Westbound					Arroyo Ave Northbound					Chestnut St Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	8	23	1	0	32	2	0	8	0	10	0	28	7	0	35	77
16:15	0	0	0	0	0	5	37	0	0	42	6	0	2	0	8	0	35	2	0	37	87
16:30	0	0	0	0	0	4	22	0	0	26	1	0	5	0	6	0	26	6	0	32	64
16:45	0	0	0	0	0	5	28	0	0	33	2	0	8	0	10	0	33	4	0	37	80
<b>Total Volume</b>	0	0	0	0	0	22	110	1	0	133	11	0	23	0	34	0	122	19	0	141	308
<b>% App Total</b>	0.0%	0.0%	0.0%	0.0%		16.5%	82.7%	0.8%	0.0%		32.4%	0.0%	67.6%	0.0%		0.0%	86.5%	13.5%	0.0%		
<b>PHF</b>	.000	.000	.000	.000	.000	.688	.743	.250	.000	.792	.458	.000	.719	.000	.850	.000	.871	.679	.000	.953	.885

## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Turns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-006 Arroyo Ave & Chestnut St  
 Date : 4/22/2017

### Bank 1 Count = Peds & Bikes

START TIME	Arroyo Ave Southbound					Chestnut St Westbound					Arroyo Ave Northbound					Chestnut St Eastbound					Total	Peds Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL			
16:00	0	0	0	3	0	1	0	0	0	1	0	0	0	9	0	0	1	0	1	1	1	2	13
16:15	0	0	0	8	0	0	2	0	0	2	1	0	0	5	1	0	0	0	8	0	3	21	21
16:30	0	0	0	12	0	0	0	0	4	0	0	0	3	3	0	3	0	9	3	6	6	28	
16:45	0	0	0	2	0	0	0	0	5	0	2	0	0	6	2	0	1	0	0	1	3	13	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>14</b>	<b>75</b>	
17:00	0	0	0	8	0	0	0	0	0	0	0	0	1	14	1	0	0	0	0	0	1	22	
17:15	0	0	0	4	0	0	0	0	1	0	0	0	4	10	4	0	0	0	2	0	4	17	
17:30	0	0	0	2	0	0	1	0	2	1	0	0	2	8	2	0	0	0	0	0	3	12	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	2	0	0	2	2	7	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>39</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>10</b>	<b>58</b>	
18:00	0	0	0	2	0	4	0	0	0	4	0	0	0	5	0	0	2	0	0	2	6	7	
18:15	0	0	0	8	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	9	
18:30	0	0	0	7	0	0	0	0	0	0	0	0	4	1	4	0	0	0	0	0	4	8	
18:45	0	0	0	1	0	0	2	0	0	2	0	0	0	2	0	0	1	0	0	1	3	3	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>13</b>	<b>27</b>	
19:00	0	0	0	1	0	0	3	0	0	3	0	0	0	2	0	0	0	0	0	0	3	3	
19:15	0	0	0	2	0	0	1	0	0	1	0	0	0	12	0	0	1	0	0	1	2	14	
19:30	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	6	
19:45	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>26</b>	
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>17</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>20</b>	<b>11</b>	<b>42</b>	<b>186</b>	
Apprch %	0.0%	0.0%	0.0%			35.7%	64.3%	0.0%			17.6%	0.0%	82.4%			0.0%	100.0%	0.0%					
Total %	0.0%	0.0%	0.0%		0.0%	11.9%	21.4%	0.0%		33.3%	7.1%	0.0%	33.3%		40.5%	0.0%	26.2%	0.0%		26.2%		100.0%	

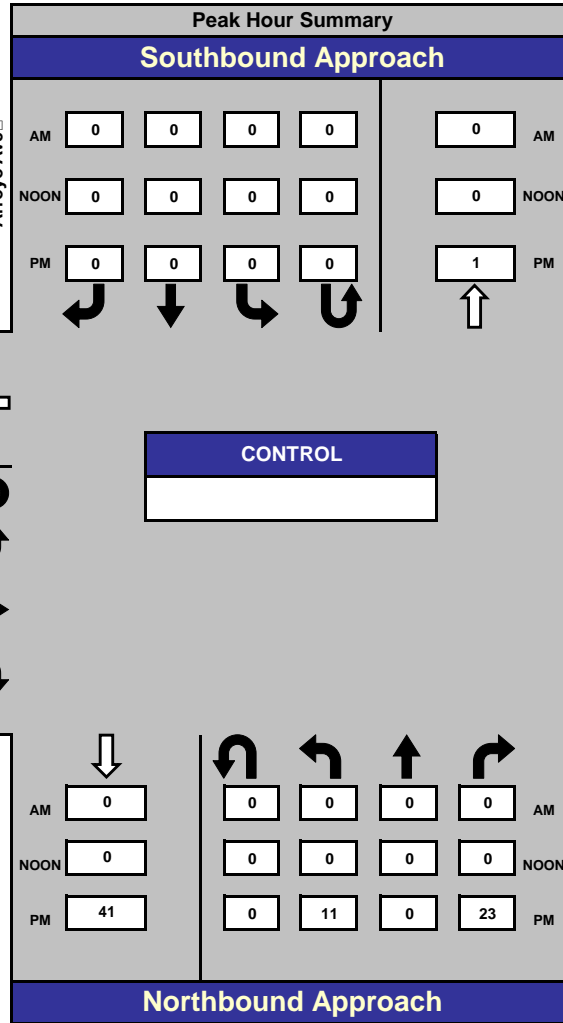
PM PEAK HOUR	Arroyo Ave Southbound					Chestnut St Westbound					Arroyo Ave Northbound					Chestnut St Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:00 to 17:00																						
Peak Hour For Entire Intersection Begins at 16:00																						
16:00	0	0	0	3	0	1	0	0	0	1	0	0	0	9	0	0	1	0	1	1	2	
16:15	0	0	0	8	0	0	2	0	0	2	1	0	0	5	1	0	0	0	8	0	3	
16:30	0	0	0	12	0	0	0	0	4	0	0	0	3	3	0	3	0	9	3	6		
16:45	0	0	0	2	0	0	0	0	5	0	2	0	0	6	2	0	1	0	0	1	3	
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>14</b>	
% App Total	0.0%	0.0%	0.0%			33.3%	66.7%	0.0%			50.0%	0.0%	50.0%			0.0%	100.0%	0.0%				
PHF	.000	.000	.000		.000	.250	.250	.000		.375	.375	.000	.250		.500	.000	.417	.000		.417		.583

### Arroyo Ave & Chestnut St

Date: 4/22/2017

Day: Saturday

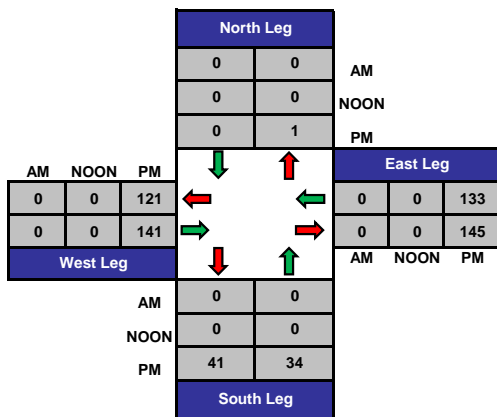
Project #: 17-7283-006



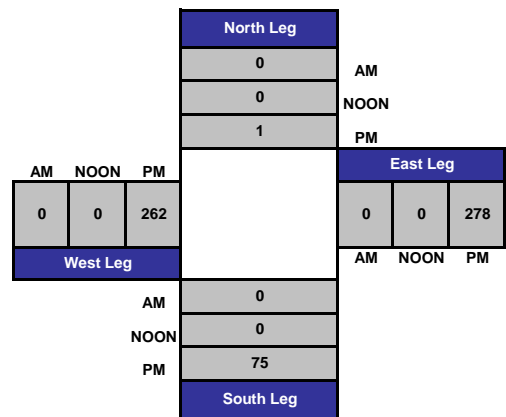
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

### Total Ins & Outs



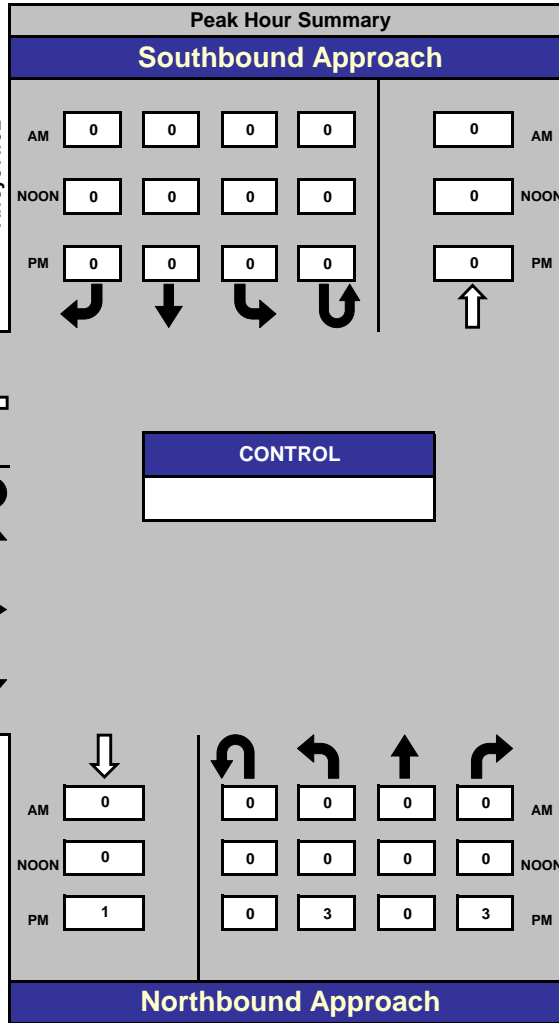
### Total Volume Per Leg



### Arroyo Ave & Chestnut St

Date: 4/22/2017  
 Day: Saturday

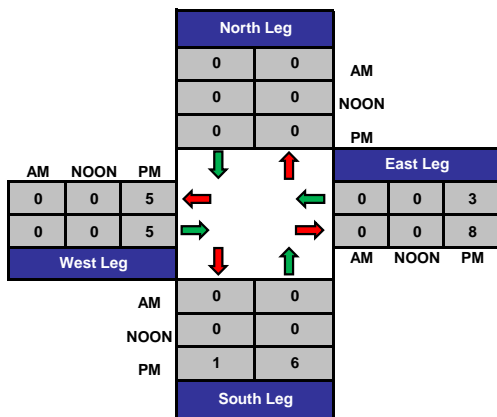
Project #: 17-7283-006



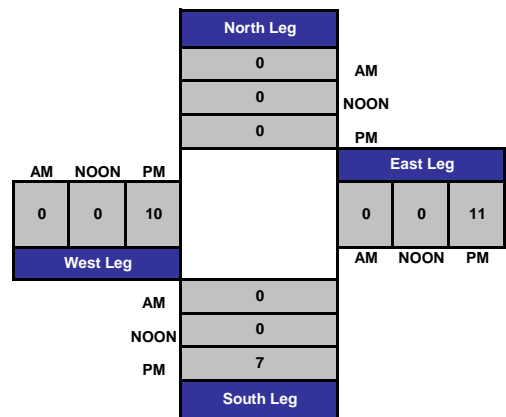
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

### Total Ins & Outs



### Total Volume Per Leg



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Uturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-007 Chestnut St & Baytree Rd  
 Date : 4/22/2017

### Unshifted Count = All Vehicles & Uturns

START TIME	Chestnut St Southbound					Baytree Rd Westbound					Chestnut St Northbound					Baytree Rd Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	0	15	0	0	15	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	23	0
16:15	2	4	0	0	6	1	0	0	0	1	0	8	1	0	9	0	0	0	0	0	16	0
16:30	0	7	0	1	8	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	14	1
16:45	1	10	0	0	11	0	0	1	0	1	0	8	2	0	10	0	0	0	0	0	22	0
<b>Total</b>	<b>3</b>	<b>36</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>1</b>
17:00	0	7	0	1	8	0	0	2	0	2	0	8	0	0	8	0	0	0	0	0	18	1
17:15	1	7	0	1	9	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	16	1
17:30	0	5	0	0	5	1	0	1	0	2	0	6	1	0	7	0	0	0	0	0	14	0
17:45	0	4	0	0	4	0	0	0	0	0	0	10	6	0	16	0	0	0	0	0	20	0
<b>Total</b>	<b>1</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>8</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>2</b>
18:00	3	3	0	0	6	1	0	1	0	2	0	3	2	0	5	0	0	0	0	0	13	0
18:15	1	1	0	0	2	1	0	2	0	3	0	11	2	0	13	0	0	0	0	0	18	0
18:30	2	5	0	0	7	4	0	1	0	5	0	9	4	0	13	0	0	0	0	0	25	0
18:45	1	7	0	0	8	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	21	0
<b>Total</b>	<b>7</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>36</b>	<b>8</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>0</b>
19:00	1	2	0	0	3	1	0	2	0	3	0	10	1	0	11	0	0	0	0	0	17	0
19:15	0	7	0	0	7	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	10	0
19:30	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	14	0
19:45	0	3	0	0	3	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	8	0
<b>Total</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>
<b>Grand Total</b>	<b>12</b>	<b>92</b>	<b>0</b>	<b>3</b>	<b>107</b>	<b>9</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>118</b>	<b>23</b>	<b>0</b>	<b>141</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>269</b>	<b>3</b>
Apprch %	11.2%	86.0%	0.0%	2.8%		42.9%	0.0%	57.1%	0.0%		0.0%	83.7%	16.3%	0.0%		0.0%	0.0%	0.0%	0.0%			
Total %	4.5%	34.2%	0.0%	1.1%	39.8%	3.3%	0.0%	4.5%	0.0%	7.8%	0.0%	43.9%	8.6%	0.0%	52.4%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

PM PEAK HOUR	Chestnut St Southbound					Baytree Rd Westbound					Chestnut St Northbound					Baytree Rd Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 18:15 to 19:15																					
Peak Hour For Entire Intersection Begins at 18:15																					
18:15	1	1	0	0	2	1	0	2	0	3	0	11	2	0	13	0	0	0	0	0	18
18:30	2	5	0	0	7	4	0	1	0	5	0	9	4	0	13	0	0	0	0	0	25
18:45	1	7	0	0	8	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	21
19:00	1	2	0	0	3	1	0	2	0	3	0	10	1	0	11	0	0	0	0	0	17
Total Volume	5	15	0	0	20	6	0	5	0	11	0	43	7	0	50	0	0	0	0	0	81
% App Total	25.0%	75.0%	0.0%	0.0%		54.5%	0.0%	45.5%	0.0%		0.0%	86.0%	14.0%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.625	.536	.000	.000	.625	.375	.000	.625	.000	.550	.000	.827	.438	.000	.962	.000	.000	.000	.000	.000	.810

### National Data and Surveying Services

City of San Carlos  
 All Vehicles & Turns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-007 Chestnut St & Baytree Rd  
 Date : 4/22/2017

#### Bank 1 Count = Peds & Bikes

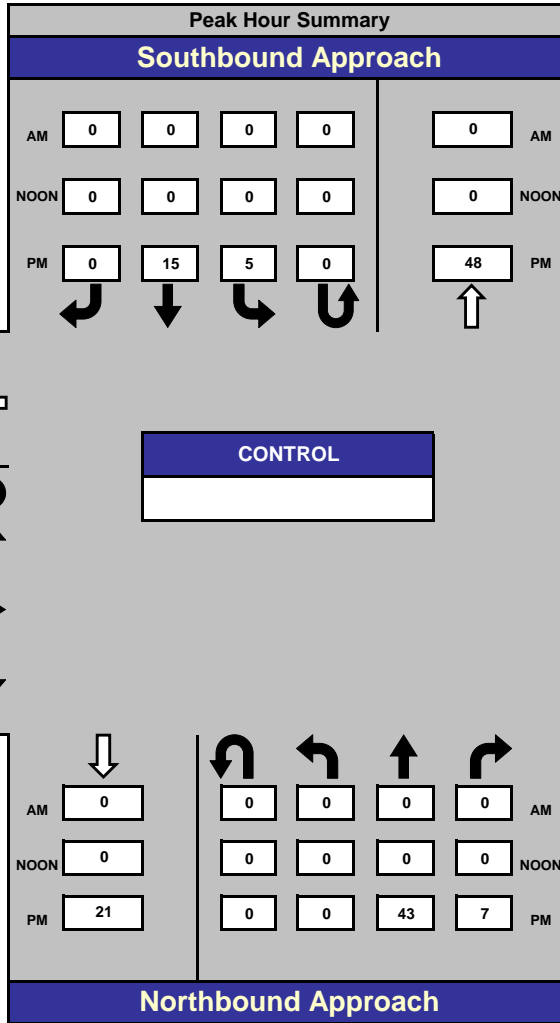
START TIME	Chestnut St Southbound					Baytree Rd Westbound					Chestnut St Northbound					Baytree Rd Eastbound					Total	Peds Total					
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL							
16:00	0	2	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
16:15	0	0	0	0	0	0	1	1	0	2	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	3	1
16:30	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3	0	0	0	0	3	4
16:45	0	0	0	2	0	0	0	0	0	0	0	2	0	4	2	0	0	0	0	0	0	0	0	0	0	2	6
<b>Total</b>	0	2	0	3	2	0	1	1	1	2	0	2	0	8	2	4	0	0	0	0	4	0	0	0	0	10	12
17:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	1	0	0	1	0	0	0	0	7	0
17:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	0	0	0	0	3	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	0	1	0	0	0	0	0	0	0	8	0	2	8	0	1	1	0	0	2	0	0	0	0	10	3
18:00	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	7	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	5	0	4	5	0	0	0	0	0	0	0	0	0	0	5	4
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	5	0	0	5	0	0	0	1	0	0	5	0	5	5	0	2	0	0	0	2	0	0	0	0	12	6
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	0
19:45	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	0	1	1	0	2	0	0	0	2	0	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	4	3
<b>Grand Total</b>	0	8	1	4	9	0	1	1	4	2	0	15	0	16	15	4	5	1	0	0	10	0	0	0	0	36	24
Apprch %	0.0%	88.9%	11.1%			0.0%	50.0%	50.0%			0.0%	100.0%	0.0%			40.0%	50.0%	10.0%									
Total %	0.0%	22.2%	2.8%		25.0%	0.0%	2.8%	2.8%		5.6%	0.0%	41.7%	0.0%		41.7%	11.1%	13.9%	2.8%		27.8%						100.0%	

PM PEAK HOUR	Chestnut St Southbound					Baytree Rd Westbound					Chestnut St Northbound					Baytree Rd Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 18:15 to 19:15																						
Peak Hour For Entire Intersection Begins at 18:15																						
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	5	0	4	5	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	1	0	0	5	0	5	5	0	0	0	0	0	0	0
<b>% App Total</b>	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%				
<b>PHF</b>	.000	.000	.000		.000	.000	.000	.000		.000	.000	.250	.000		.250	.000	.000	.000		.000		.250

**Chestnut St & Baytree Rd**

Date: 4/22/2017  
Day: Saturday

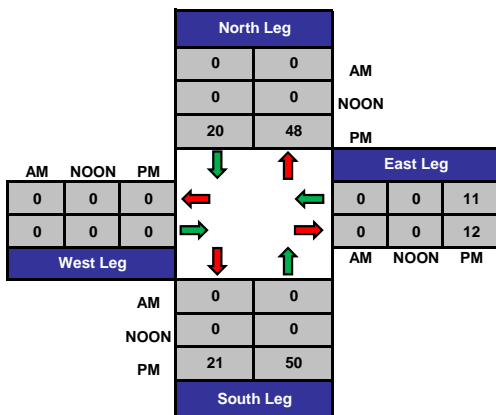
Project #: 17-7283-007



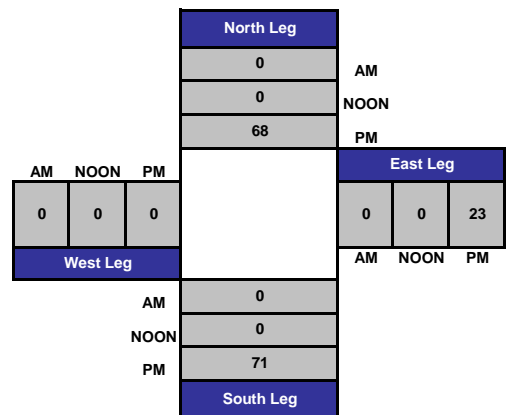
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	18:15 - 19:15

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



**Total Volume Per Leg**

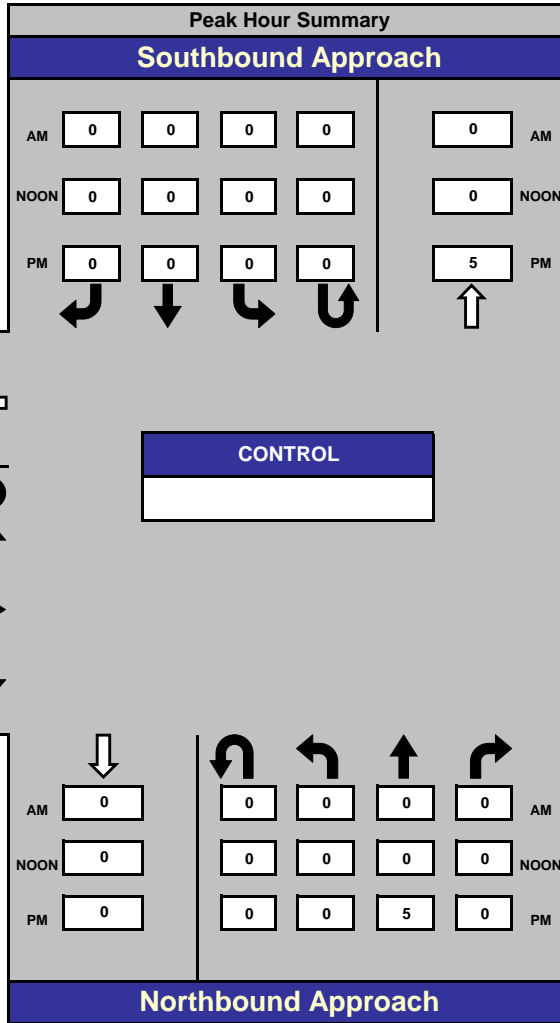




### Chestnut St & Baytree Rd

Date: 4/22/2017  
 Day: Saturday

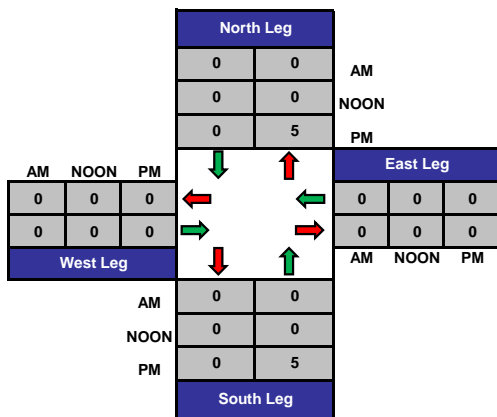
Project #: 17-7283-007



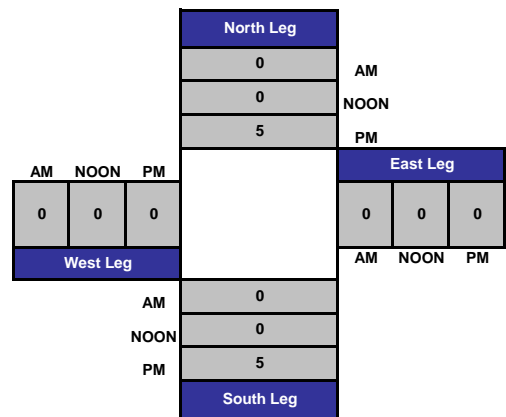
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	18:15 - 19:15

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

### Total Ins & Outs



### Total Volume Per Leg



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Uturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-008 Aberdeen Dr-Hewitt Dr & Melendy Dr  
 Date : 4/22/2017

### Unshifted Count = All Vehicles & Uturns

START TIME	Aberdeen Dr-Hewitt Dr Southbound					Melendy Dr Westbound					Aberdeen Dr-Hewitt Dr Northbound					Melendy Dr Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	21	1	6	0	28	1	27	14	0	42	3	1	2	0	6	5	17	2	0	24	100	0
16:15	18	0	5	0	23	0	24	15	0	39	1	2	1	0	4	4	33	2	0	39	105	0
16:30	28	2	5	0	35	0	25	11	0	36	2	2	3	0	7	3	34	2	0	39	117	0
16:45	19	2	2	0	23	0	32	14	0	46	0	2	3	0	5	3	22	0	0	25	99	0
<b>Total</b>	<b>86</b>	<b>5</b>	<b>18</b>	<b>0</b>	<b>109</b>	<b>1</b>	<b>108</b>	<b>54</b>	<b>0</b>	<b>163</b>	<b>6</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>22</b>	<b>15</b>	<b>106</b>	<b>6</b>	<b>0</b>	<b>127</b>	<b>421</b>	<b>0</b>
17:00	24	2	5	0	31	0	24	7	0	31	0	0	0	0	0	3	23	2	0	28	90	0
17:15	23	0	4	0	27	1	20	8	0	29	1	0	0	0	1	4	11	0	0	15	72	0
17:30	21	3	8	0	32	1	14	3	0	18	3	0	2	0	5	1	21	2	0	24	79	0
17:45	15	0	3	0	18	1	23	8	0	32	0	1	1	0	2	5	19	6	0	30	82	0
<b>Total</b>	<b>83</b>	<b>5</b>	<b>20</b>	<b>0</b>	<b>108</b>	<b>3</b>	<b>81</b>	<b>26</b>	<b>0</b>	<b>110</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>13</b>	<b>74</b>	<b>10</b>	<b>0</b>	<b>97</b>	<b>323</b>	<b>0</b>
18:00	6	3	2	0	11	0	20	7	0	27	0	1	0	0	1	2	12	0	0	14	53	0
18:15	12	1	3	0	16	2	18	9	0	29	2	3	0	0	5	5	29	3	0	37	87	0
18:30	11	2	1	0	14	0	20	17	0	37	1	2	1	0	4	4	31	1	0	36	91	0
18:45	11	0	1	0	12	0	24	8	0	32	0	0	1	0	1	5	20	0	0	25	70	0
<b>Total</b>	<b>40</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>53</b>	<b>2</b>	<b>82</b>	<b>41</b>	<b>0</b>	<b>125</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>16</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>112</b>	<b>301</b>	<b>0</b>
19:00	4	0	1	0	5	1	10	5	0	16	1	1	0	0	2	0	14	0	0	14	37	0
19:15	4	0	1	0	5	0	25	10	0	35	0	0	0	0	0	1	10	0	0	11	51	0
19:30	5	0	0	0	5	3	17	5	0	25	1	0	1	0	2	3	6	3	0	12	44	0
19:45	1	0	0	0	1	1	18	7	0	26	1	1	0	0	2	0	11	0	0	11	40	0
<b>Total</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>70</b>	<b>27</b>	<b>0</b>	<b>102</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>41</b>	<b>3</b>	<b>0</b>	<b>48</b>	<b>172</b>	<b>0</b>
<b>Grand Total</b>	<b>223</b>	<b>16</b>	<b>47</b>	<b>0</b>	<b>286</b>	<b>11</b>	<b>341</b>	<b>148</b>	<b>0</b>	<b>500</b>	<b>16</b>	<b>16</b>	<b>15</b>	<b>0</b>	<b>47</b>	<b>48</b>	<b>313</b>	<b>23</b>	<b>0</b>	<b>384</b>	<b>1217</b>	<b>0</b>
Apprch %	78.0%	5.6%	16.4%	0.0%		2.2%	68.2%	29.6%	0.0%		34.0%	34.0%	31.9%	0.0%		12.5%	81.5%	6.0%	0.0%			
Total %	18.3%	1.3%	3.9%	0.0%	23.5%	0.9%	28.0%	12.2%	0.0%	41.1%	1.3%	1.3%	1.2%	0.0%	3.9%	3.9%	25.7%	1.9%	0.0%	31.6%	100.0%	

PM PEAK HOUR	Aberdeen Dr-Hewitt Dr Southbound					Melendy Dr Westbound					Aberdeen Dr-Hewitt Dr Northbound					Melendy Dr Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	21	1	6	0	28	1	27	14	0	42	3	1	2	0	6	5	17	2	0	24	100
16:15	18	0	5	0	23	0	24	15	0	39	1	2	1	0	4	4	33	2	0	39	105
16:30	28	2	5	0	35	0	25	11	0	36	2	2	3	0	7	3	34	2	0	39	117
16:45	19	2	2	0	23	0	32	14	0	46	0	2	3	0	5	3	22	0	0	25	99
<b>Total Volume</b>	<b>86</b>	<b>5</b>	<b>18</b>	<b>0</b>	<b>109</b>	<b>1</b>	<b>108</b>	<b>54</b>	<b>0</b>	<b>163</b>	<b>6</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>22</b>	<b>15</b>	<b>106</b>	<b>6</b>	<b>0</b>	<b>127</b>	<b>421</b>
% App Total	78.9%	4.6%	16.5%	0.0%		0.6%	66.3%	33.1%	0.0%		27.3%	31.8%	40.9%	0.0%		11.8%	83.5%	4.7%	0.0%		
PHF	.768	.625	.750	.000	.779	.250	.844	.900	.000	.886	.500	.875	.750	.000	.786	.750	.779	.750	.000	.814	.900

# National Data and Surveying Services

City of San Carlos  
 All Vehicles & Utturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-008 Aberdeen Dr-Hewitt Dr & Melendy Dr  
 Date : 4/22/2017

### Bank 1 Count = Peds & Bikes

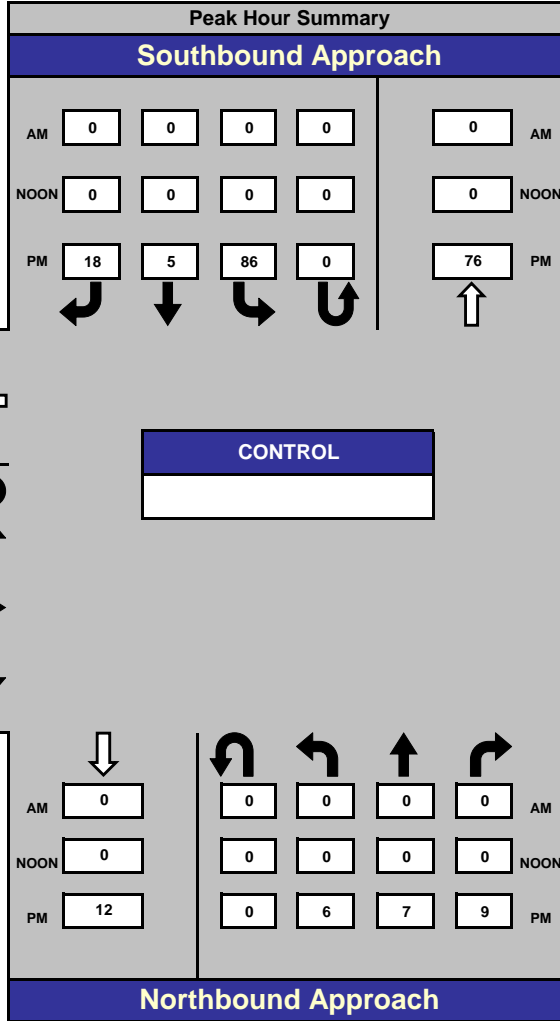
START TIME	Aberdeen Dr-Hewitt Dr Southbound					Melendy Dr Westbound					Aberdeen Dr-Hewitt Dr Northbound					Melendy Dr Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	1	2	1
16:15	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	7
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	1	1	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>12</b>
17:00	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	2	0	1	4
17:15	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	4
17:30	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
17:45	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>18</b>
18:00	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	4
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>6</b>
19:00	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	2	0	1	3
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>5</b>
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>3</b>	<b>7</b>	<b>41</b>
Apprch %	100.0%	0.0%	0.0%			0.0%	50.0%	50.0%			100.0%	0.0%	0.0%			33.3%	33.3%	33.3%				
Total %	14.3%	0.0%	0.0%		14.3%	0.0%	14.3%	14.3%		28.6%	14.3%	0.0%	0.0%		14.3%	14.3%	14.3%		42.9%		100.0%	

PM PEAK HOUR	Aberdeen Dr-Hewitt Dr Southbound					Melendy Dr Westbound					Aberdeen Dr-Hewitt Dr Northbound					Melendy Dr Eastbound					Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	1	2
16:15	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>4</b>
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			100.0%	0.0%	0.0%			33.3%	33.3%	33.3%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.250	.000	.000		.250	.250	.250		.750		.500

**Aberdeen Dr-Hewitt Dr & Melendy Dr**

Date: 4/22/2017  
 Day: Saturday

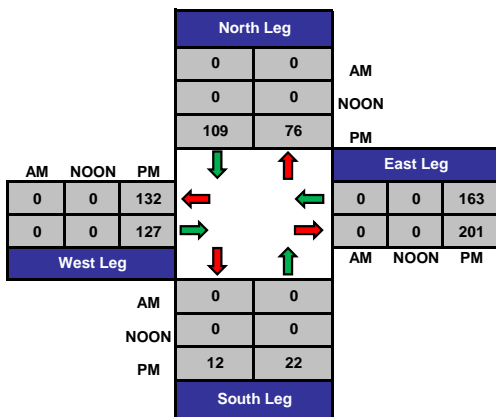
Project #: 17-7283-008



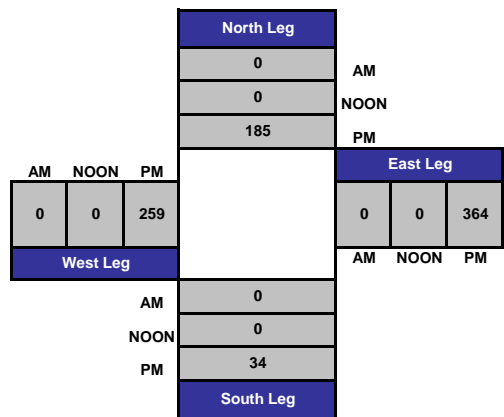
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



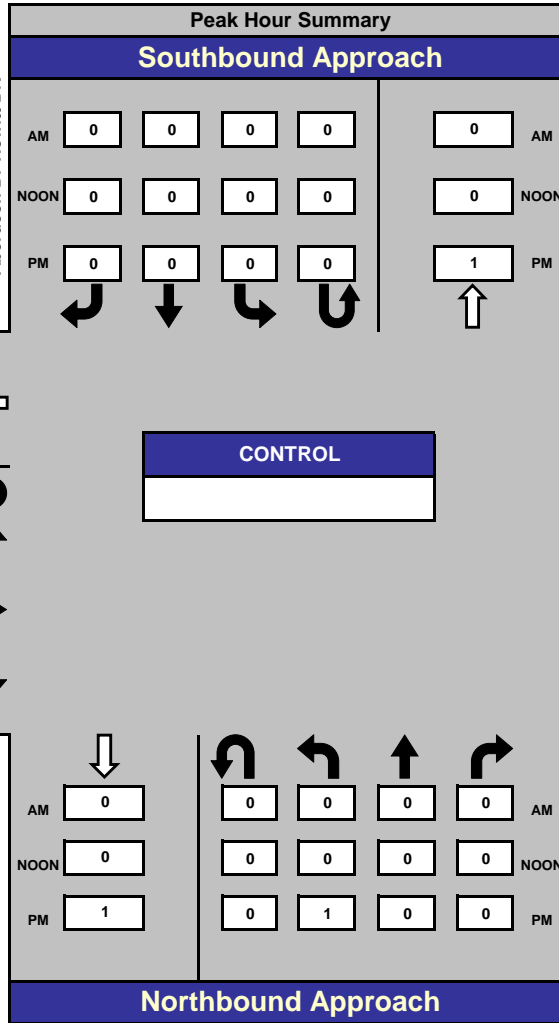
**Total Volume Per Leg**



**Aberdeen Dr-Hewitt Dr & Melendy Dr**

Date: 4/22/2017  
 Day: Saturday

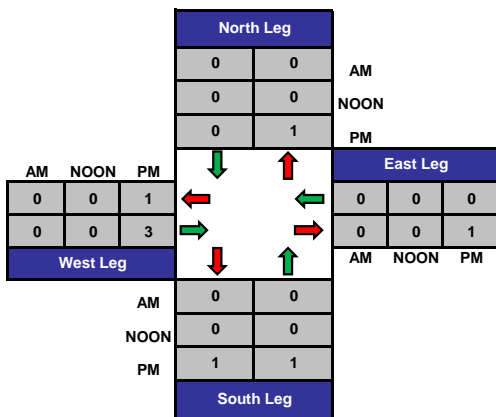
Project #: 17-7283-008



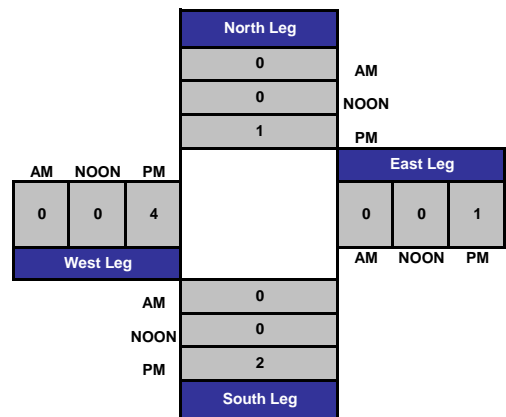
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



**Total Volume Per Leg**



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Uturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-009 Aberdeen Dr & Glasgow Ln  
 Date : 4/22/2017

### Unshifted Count = All Vehicles & Uturns

START TIME	Aberdeen Dr Southbound					Glasgow Ln Westbound					Aberdeen Dr Northbound					Glasgow Ln Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	0	15	0	0	15	4	0	0	0	4	0	13	3	0	16	0	0	0	0	0	35	0
16:15	0	9	0	0	9	3	0	0	0	3	0	11	3	0	14	0	0	0	0	0	26	0
16:30	0	24	0	0	24	5	0	0	0	5	0	10	2	1	13	0	0	0	0	0	42	1
16:45	0	16	0	0	16	5	0	0	0	5	0	7	8	0	15	0	0	0	0	0	36	0
<b>Total</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>41</b>	<b>16</b>	<b>1</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>139</b>	<b>1</b>
17:00	0	12	0	0	12	5	0	0	0	5	0	9	1	0	10	0	0	0	0	0	27	0
17:15	0	15	0	0	15	4	0	0	0	4	0	4	4	1	9	0	0	0	0	0	28	1
17:30	0	19	0	0	19	3	0	0	0	3	0	3	2	0	5	0	0	0	0	0	27	0
17:45	1	13	0	0	14	1	0	0	0	1	0	11	5	0	16	0	0	0	0	0	31	0
<b>Total</b>	<b>1</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>27</b>	<b>12</b>	<b>1</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>1</b>
18:00	0	8	0	0	8	4	0	0	0	4	0	4	3	0	7	0	0	0	0	0	19	0
18:15	0	10	0	0	10	5	0	0	0	5	0	14	1	0	15	0	0	0	0	0	30	0
18:30	0	8	0	0	8	7	0	0	0	7	0	14	4	0	18	0	0	0	0	0	33	0
18:45	0	4	0	0	4	4	0	0	0	4	0	5	4	0	9	0	0	0	0	0	17	0
<b>Total</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>37</b>	<b>12</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>0</b>
19:00	0	2	0	0	2	3	0	0	0	3	0	6	0	0	6	0	0	0	0	0	11	0
19:15	0	4	0	0	4	0	0	0	0	0	0	3	1	1	5	0	0	0	0	0	9	1
19:30	0	2	0	0	2	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	10	0
19:45	0	1	0	0	1	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	7	0
<b>Total</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1</b>
<b>Grand Total</b>	<b>1</b>	<b>162</b>	<b>0</b>	<b>0</b>	<b>163</b>	<b>54</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>123</b>	<b>44</b>	<b>3</b>	<b>170</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>388</b>	<b>3</b>
Apprch %	0.6%	99.4%	0.0%	0.0%		98.2%	0.0%	1.8%	0.0%		0.0%	72.4%	25.9%	1.8%		0.0%	0.0%	0.0%	0.0%			
Total %	0.3%	41.8%	0.0%	0.0%	42.0%	13.9%	0.0%	0.3%	0.0%	14.2%	0.0%	31.7%	11.3%	0.8%	43.8%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

PM PEAK HOUR	Aberdeen Dr Southbound					Glasgow Ln Westbound					Aberdeen Dr Northbound					Glasgow Ln Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	0	15	0	0	15	4	0	0	0	4	0	13	3	0	16	0	0	0	0	0	35
16:15	0	9	0	0	9	3	0	0	0	3	0	11	3	0	14	0	0	0	0	0	26
16:30	0	24	0	0	24	5	0	0	0	5	0	10	2	1	13	0	0	0	0	0	42
16:45	0	16	0	0	16	5	0	0	0	5	0	7	8	0	15	0	0	0	0	0	36
Total Volume	0	64	0	0	64	17	0	0	0	17	0	41	16	1	58	0	0	0	0	0	139
% App Total	0.0%	100.0%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%		0.0%	70.7%	27.6%	1.7%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.667	.000	.000	.667	.850	.000	.000	.000	.850	.000	.788	.500	.250	.906	.000	.000	.000	.000	.000	.827

# National Data and Surveying Services

City of San Carlos  
 All Vehicles & Turns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-009 Aberdeen Dr & Glasgow Ln  
 Date : 4/22/2017

### Bank 1 Count = Peds & Bikes

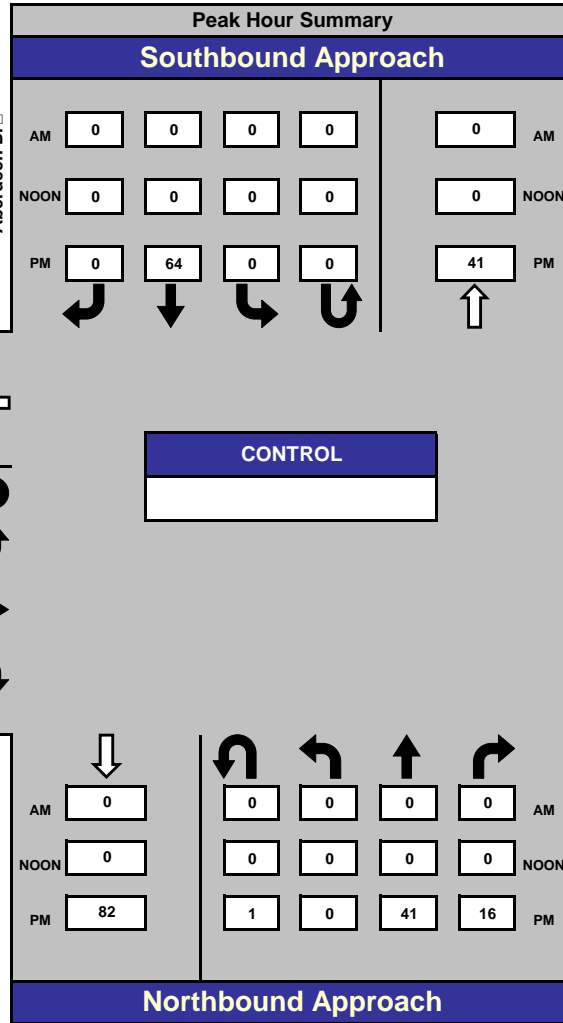
START TIME	Aberdeen Dr Southbound					Glasgow Ln Westbound					Aberdeen Dr Northbound					Glasgow Ln Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
17:15	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	5
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
19:00	0	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	2
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	100.0%	0.0%		100.0%	0.0%	0.0%	0.0%		0.0%		100.0%

PM PEAK HOUR	Aberdeen Dr Southbound					Glasgow Ln Westbound					Aberdeen Dr Northbound					Glasgow Ln Eastbound					Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 16:00 to 17:00																					
Peak Hour For Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.250	.000		.250	.000	.000	.000		.000	.250

# Aberdeen Dr & Glasgow Ln

Date: 4/22/2017  
 Day: Saturday

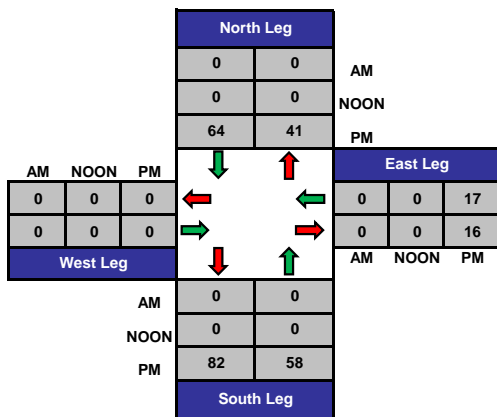
Project #: 17-7283-009



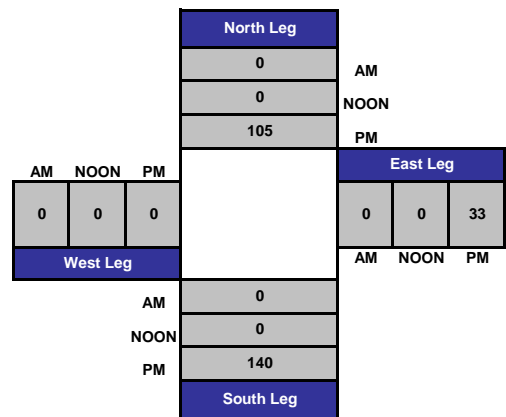
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

## Total Ins & Outs



## Total Volume Per Leg

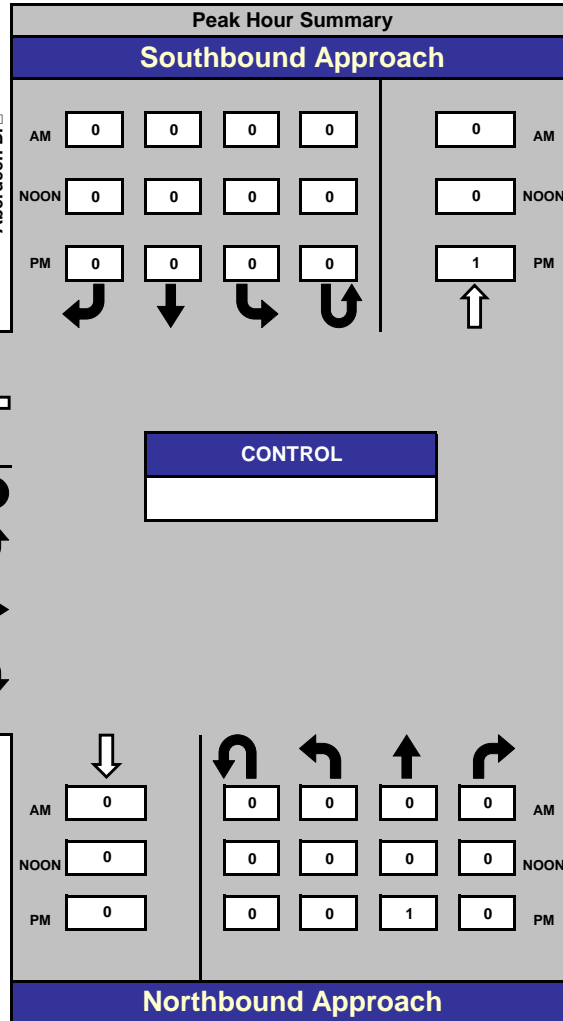




### Aberdeen Dr & Glasgow Ln

Date: 4/22/2017  
 Day: Saturday

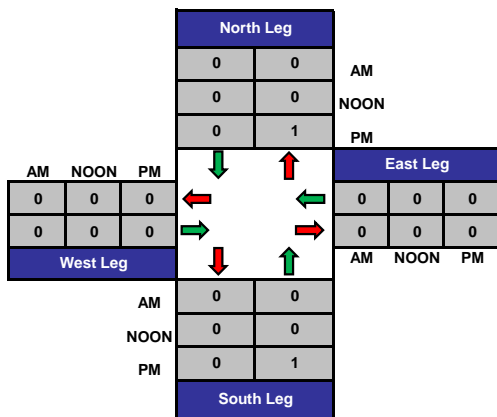
Project #: 17-7283-009



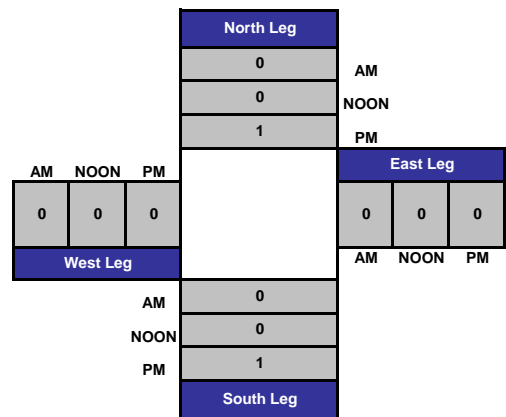
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

### Total Ins & Outs



### Total Volume Per Leg



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Uturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-010 Aberdeen Dr & Dundee Ln  
 Date : 4/22/2017

### Unshifted Count = All Vehicles & Uturns

START TIME	Aberdeen Dr Southbound					Dundee Ln Westbound					Aberdeen Dr Northbound					Dundee Ln Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	0	0	0	0	0	2	0	0	1	3	0	0	1	3	4	0	0	0	0	0	7	4
16:15	0	0	0	0	0	1	0	0	0	1	0	0	4	3	7	0	0	0	0	0	8	3
16:30	0	0	0	0	0	11	0	0	0	11	0	0	2	3	5	0	0	0	0	0	16	3
16:45	0	0	0	0	0	1	0	0	0	1	0	0	2	1	3	0	0	0	0	0	4	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>11</b>
17:00	0	0	0	0	0	3	0	0	0	3	0	0	4	3	7	0	0	0	0	0	10	3
17:15	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	2	1
17:30	0	0	0	0	0	7	0	0	0	7	0	0	2	3	5	0	0	0	0	0	12	3
17:45	0	0	0	0	0	5	0	0	0	5	0	0	4	1	5	0	0	0	0	0	10	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>8</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>8</b>
18:00	0	0	0	0	0	2	0	0	0	2	0	0	4	1	5	0	0	0	0	0	7	1
18:15	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	2	1
18:30	0	0	0	0	0	1	0	0	0	1	0	0	6	1	7	0	0	0	0	0	8	1
18:45	0	0	0	0	0	4	0	0	0	4	0	0	3	0	3	0	0	0	0	0	7	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>3</b>
19:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0
19:15	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2	0
19:30	0	0	0	0	0	2	0	0	0	2	0	0	2	1	3	0	0	0	0	0	5	1
19:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>22</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>23</b>
<b>Apprch %</b>	0.0%	0.0%	0.0%	0.0%		97.7%	0.0%	0.0%	2.3%		0.0%	0.0%	62.7%	37.3%		0.0%	0.0%	0.0%	0.0%			
<b>Total %</b>	0.0%	0.0%	0.0%	0.0%	0.0%	41.2%	0.0%	0.0%	1.0%	42.2%	0.0%	0.0%	36.3%	21.6%	57.8%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

PM PEAK HOUR	Aberdeen Dr Southbound					Dundee Ln Westbound					Aberdeen Dr Northbound					Dundee Ln Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:15 to 17:15																					
Peak Hour For Entire Intersection Begins at 16:15																					
16:15	0	0	0	0	0	1	0	0	0	1	0	0	4	3	7	0	0	0	0	0	8
16:30	0	0	0	0	0	11	0	0	0	11	0	0	2	3	5	0	0	0	0	0	16
16:45	0	0	0	0	0	1	0	0	0	1	0	0	2	1	3	0	0	0	0	0	4
17:00	0	0	0	0	0	3	0	0	0	3	0	0	4	3	7	0	0	0	0	0	10
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>10</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>
<b>% App Total</b>	0.0%	0.0%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%		0.0%	0.0%	54.5%	45.5%		0.0%	0.0%	0.0%	0.0%		
<b>PHF</b>	.000	.000	.000	.000	.000	.364	.000	.000	.000	.364	.000	.000	.750	.833	.786	.000	.000	.000	.000	.000	.594

# National Data and Surveying Services

City of San Carlos  
 All Vehicles & Uturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-010 Aberdeen Dr & Dundee Ln  
 Date : 4/22/2017

### Bank 1 Count = Peds & Bikes

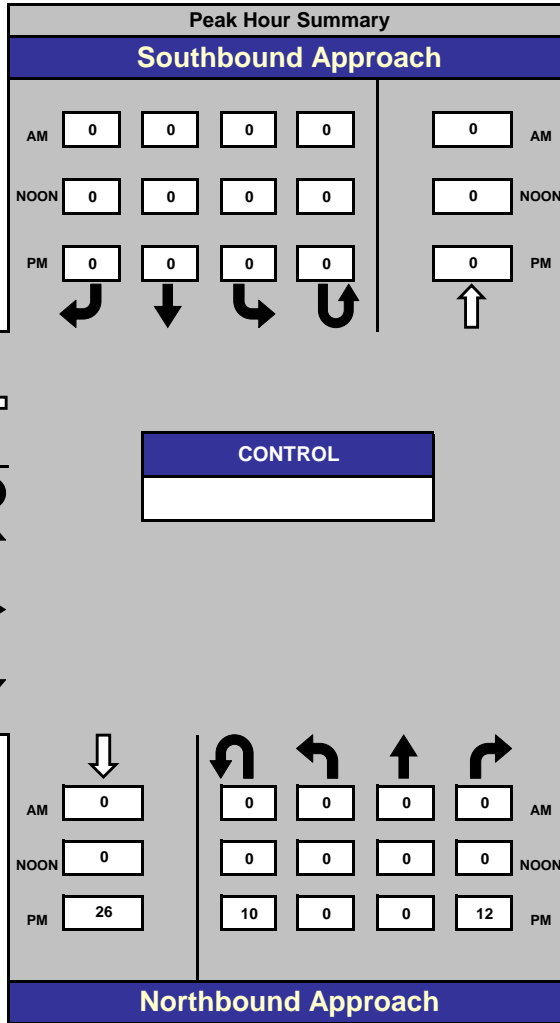
START TIME	Aberdeen Dr Southbound					Dundee Ln Westbound					Aberdeen Dr Northbound					Dundee Ln Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
16:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	6	0	0	10
16:45	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	0	0	0	5	0	0	0	0	4	0	0	0	0	0	0	0	0	0	7	0	0	16
17:00	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
17:30	0	0	0	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
<b>Total</b>	0	0	0	7	0	0	0	0	2	0	0	0	0	4	0	0	0	0	1	0	0	14
18:00	1	0	0	0	1	0	0	1	0	1	0	0	0	3	0	0	0	0	0	0	2	3
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
18:45	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Total</b>	1	0	0	5	1	0	0	1	1	1	0	0	0	3	0	0	0	0	2	0	2	11
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	2	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	9
19:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	3	0	0	0	0	7	0	0	0	0	0	0	0	0	0	1	0	0	11
<b>Grand Total</b>	1	0	0	20	1	0	0	1	14	1	0	0	0	7	0	0	0	0	11	0	2	52
Apprch %	100.0%	0.0%	0.0%			0.0%	0.0%	100.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
Total %	50.0%	0.0%	0.0%		50.0%	0.0%	0.0%	50.0%		50.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	

PM PEAK HOUR	Aberdeen Dr Southbound					Dundee Ln Westbound					Aberdeen Dr Northbound					Dundee Ln Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:15 to 17:15																						
Peak Hour For Entire Intersection Begins at 16:15																						
16:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	6	0	0	0
16:45	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	8	0	0	0	0	4	0	0	0	0	1	0	0	0	0	6	0	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	

**Aberdeen Dr & Dundee Ln**

Date: 4/22/2017  
 Day: Saturday

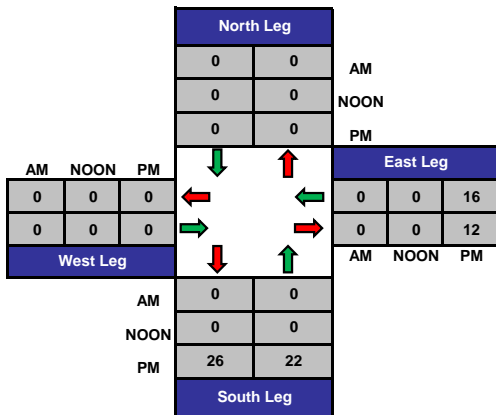
Project #: 17-7283-010



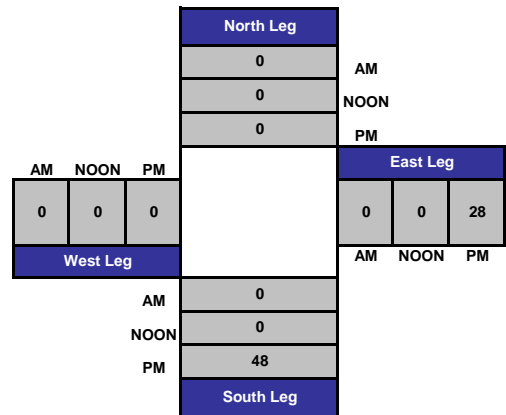
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:15 - 17:15

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



**Total Volume Per Leg**

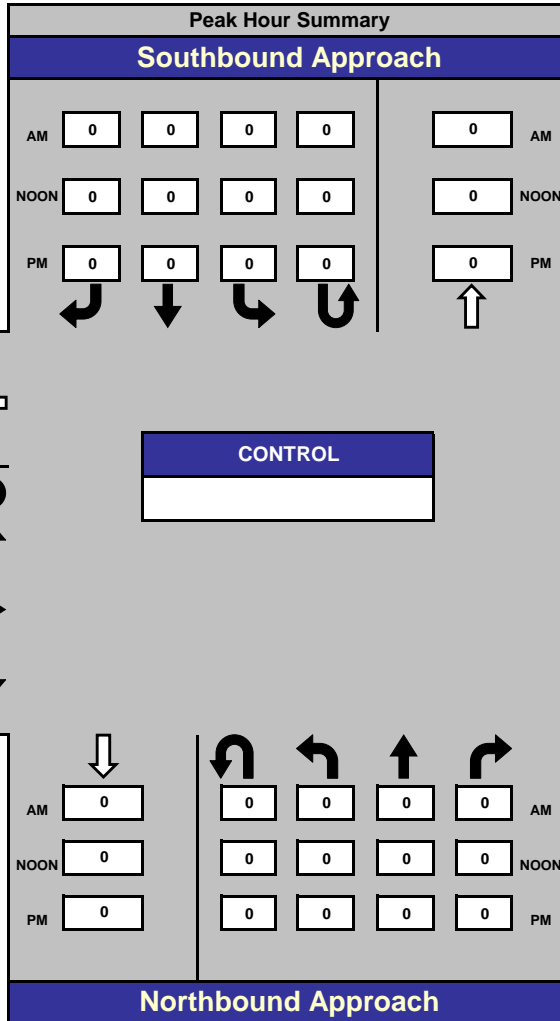


Aberdeen Dr & Dundee Ln

Date: 4/22/2017

Day: Saturday

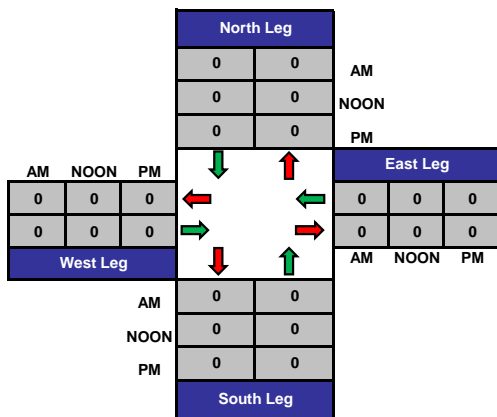
Project #: 17-7283-010



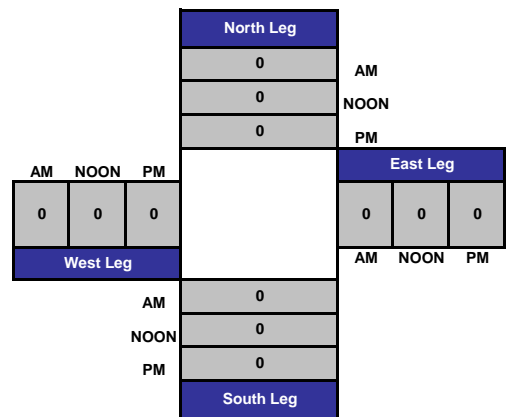
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:15 - 17:15

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



**Total Volume Per Leg**



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Utturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-011 Alameda De Las Pulgas & Melendy Dr  
 Date : 4/22/2017

### Unshifted Count = All Vehicles & Utturns

START TIME	Alameda De Las Pulgas Southbound					Melendy Dr Westbound					Alameda De Las Pulgas Northbound					Melendy Dr Eastbound					Total	Utturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	0	48	24	0	72	2	0	0	0	2	31	53	3	0	87	27	0	31	0	58	219	0
16:15	0	55	21	0	76	2	0	1	0	3	32	58	2	0	92	17	0	44	0	61	232	0
16:30	0	49	20	0	69	0	0	0	0	0	24	56	1	0	81	27	0	38	0	65	215	0
16:45	0	74	27	0	101	1	0	0	0	1	35	63	0	0	98	30	0	39	0	69	269	0
<b>Total</b>	0	226	92	0	318	5	0	1	0	6	122	230	6	0	358	101	0	152	0	253	935	0
17:00	0	57	22	0	79	0	0	0	0	0	17	73	0	0	90	22	0	35	0	57	226	0
17:15	0	63	19	0	82	1	0	0	0	1	16	61	1	0	78	16	0	26	0	42	203	0
17:30	0	60	13	0	73	0	0	0	0	0	16	63	2	0	81	25	0	32	0	57	211	0
17:45	0	62	17	0	79	0	0	0	0	0	26	70	0	0	96	19	0	23	0	42	217	0
<b>Total</b>	0	242	71	0	313	1	0	0	0	1	75	267	3	0	345	82	0	116	0	198	857	0
18:00	2	53	18	0	73	1	0	0	0	1	27	58	0	0	85	12	0	20	0	32	191	0
18:15	2	50	18	0	70	1	0	1	0	2	18	58	1	0	77	16	0	28	0	44	193	0
18:30	1	44	21	0	66	0	1	0	0	1	25	50	1	0	76	27	0	25	0	52	195	0
18:45	0	41	20	0	61	0	0	0	0	0	18	44	1	0	63	12	0	26	0	38	162	0
<b>Total</b>	5	188	77	0	270	2	1	1	0	4	88	210	3	0	301	67	0	99	0	166	741	0
19:00	2	30	10	0	42	1	0	0	0	1	14	37	0	0	51	11	0	17	0	28	122	0
19:15	0	53	21	0	74	3	0	2	0	5	22	35	2	0	59	11	0	14	0	25	163	0
19:30	0	32	11	0	43	0	0	1	0	1	18	48	0	0	66	4	0	12	0	16	126	0
19:45	0	29	20	0	49	0	0	0	0	0	15	43	0	0	58	4	0	10	0	14	121	0
<b>Total</b>	2	144	62	0	208	4	0	3	0	7	69	163	2	0	234	30	0	53	0	83	532	0
<b>Grand Total</b>	7	800	302	0	1109	12	1	5	0	18	354	870	14	0	1238	280	0	420	0	700	3065	0
Apprch %	0.6%	72.1%	27.2%	0.0%		66.7%	5.6%	27.8%	0.0%		28.6%	70.3%	1.1%	0.0%		40.0%	0.0%	60.0%	0.0%			
Total %	0.2%	26.1%	9.9%	0.0%	36.2%	0.4%	0.0%	0.2%	0.0%	0.6%	11.5%	28.4%	0.5%	0.0%	40.4%	9.1%	0.0%	13.7%	0.0%	22.8%	100.0%	

PM PEAK HOUR	Alameda De Las Pulgas Southbound					Melendy Dr Westbound					Alameda De Las Pulgas Northbound					Melendy Dr Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 16:15 to 17:15																						
Peak Hour For Entire Intersection Begins at 16:15																						
16:15	0	55	21	0	76	2	0	1	0	3	32	58	2	0	92	17	0	44	0	61	232	
16:30	0	49	20	0	69	0	0	0	0	0	24	56	1	0	81	27	0	38	0	65	215	
16:45	0	74	27	0	101	1	0	0	0	1	35	63	0	0	98	30	0	39	0	69	269	
17:00	0	57	22	0	79	0	0	0	0	0	17	73	0	0	90	22	0	35	0	57	226	
<b>Total Volume</b>	0	235	90	0	325	3	0	1	0	4	108	250	3	0	361	96	0	156	0	252	942	
<b>% App Total</b>	0.0%	72.3%	27.7%	0.0%		75.0%	0.0%	25.0%	0.0%		29.9%	69.3%	0.8%	0.0%		38.1%	0.0%	61.9%	0.0%			
<b>PHF</b>	.000	.794	.833	.000	.804	.375	.000	.250	.000	.333	.771	.856	.375	.000	.921	.800	.000	.886	.000	.913	.875	

## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Turns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-011 Alameda De Las Pulgas & Melendy Dr  
 Date : 4/22/2017

### Bank 1 Count = Peds & Bikes

START TIME	Alameda De Las Pulgas Southbound					Melendy Dr Westbound					Alameda De Las Pulgas Northbound					Melendy Dr Eastbound					Total	Peds Total					
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL							
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
16:15	0	0	0	0	0	0	0	0	2	0	0	4	0	0	4	0	0	0	1	0	0	0	0	0	0	4	3
16:30	0	1	0	3	1	0	0	0	2	0	0	3	0	0	3	0	0	0	4	0	0	0	0	0	0	4	9
16:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	2	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>10</b>	<b>16</b>					
17:00	0	0	0	3	0	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	1	5
17:15	0	1	0	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1
17:30	0	0	0	0	0	2	0	0	5	2	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	3	7
17:45	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>13</b>					
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	1	3
18:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5
18:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>9</b>					
19:00	1	0	0	0	1	0	0	0	1	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>					
<b>Grand Total</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>14</b>	<b>1</b>	<b>4</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>24</b>	<b>40</b>					
Apprch %	20.0%	60.0%	20.0%			100.0%	0.0%	0.0%			6.3%	87.5%	6.3%			100.0%	0.0%	0.0%									
Total %	4.2%	12.5%	4.2%		20.8%	8.3%	0.0%	0.0%		8.3%	4.2%	58.3%	4.2%		66.7%	4.2%	0.0%	0.0%		4.2%	100.0%						

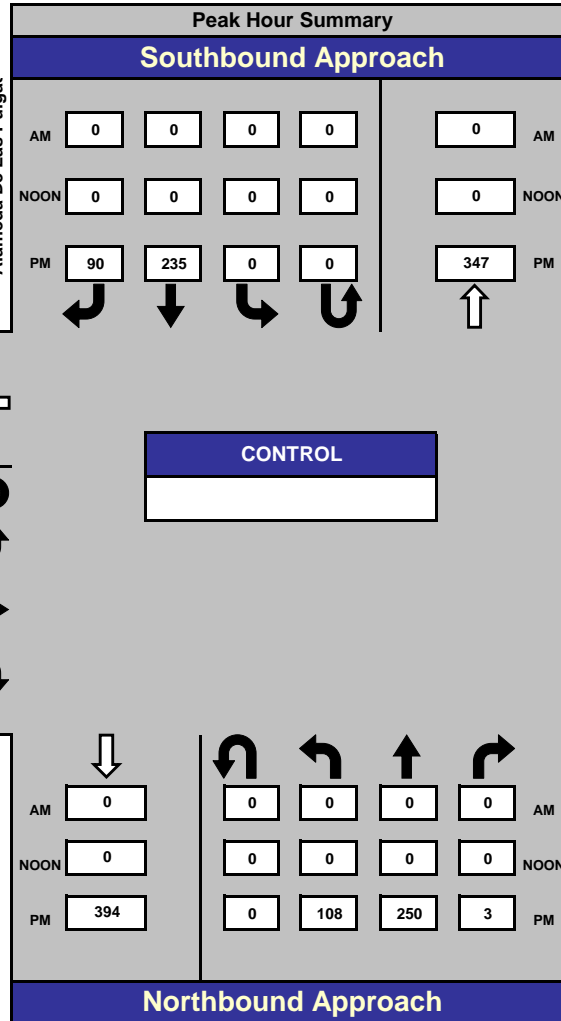
PM PEAK HOUR	Alameda De Las Pulgas Southbound					Melendy Dr Westbound					Alameda De Las Pulgas Northbound					Melendy Dr Eastbound					Total					
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL						
Peak Hour Analysis From 16:15 to 17:15																										
Peak Hour For Entire Intersection Begins at 16:15																										
16:15	0	0	0	0	0	0	0	0	2	0	0	4	0	0	4	0	0	0	1	0	0	0	0	0	0	4
16:30	0	1	0	3	1	0	0	0	2	0	0	3	0	0	3	0	0	0	4	0	0	0	0	0	0	4
16:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
17:00	0	0	0	3	0	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Total Volume	0	1	1	6	2	0	0	0	5	0	0	8	0	0	8	1	0	0	6	1	0	0	0	0	0	11
% App Total	0.0%	50.0%	50.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			100.0%	0.0%	0.0%								
PHF	.000	.250	.250		.500	.000	.000	.000		.000	.000	.500	.000		.500	.250	.000	.000		.250					.688	

# Alameda De Las Pulgas & Melendy Dr

Date: 4/22/2017

Day: Saturday

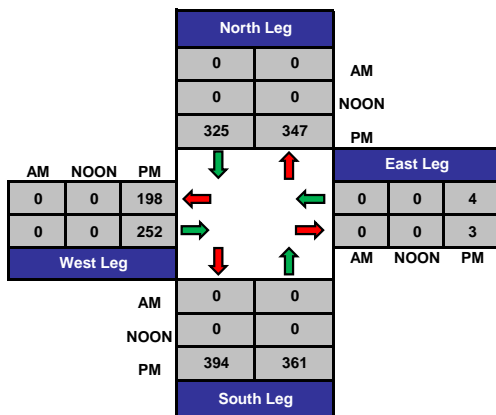
Project #: 17-7283-011



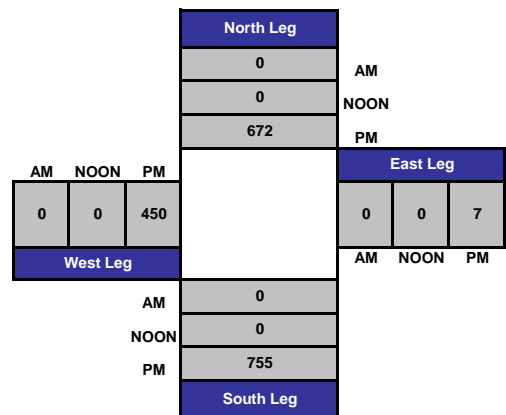
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:15 - 17:15

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

## Total Ins & Outs



## Total Volume Per Leg

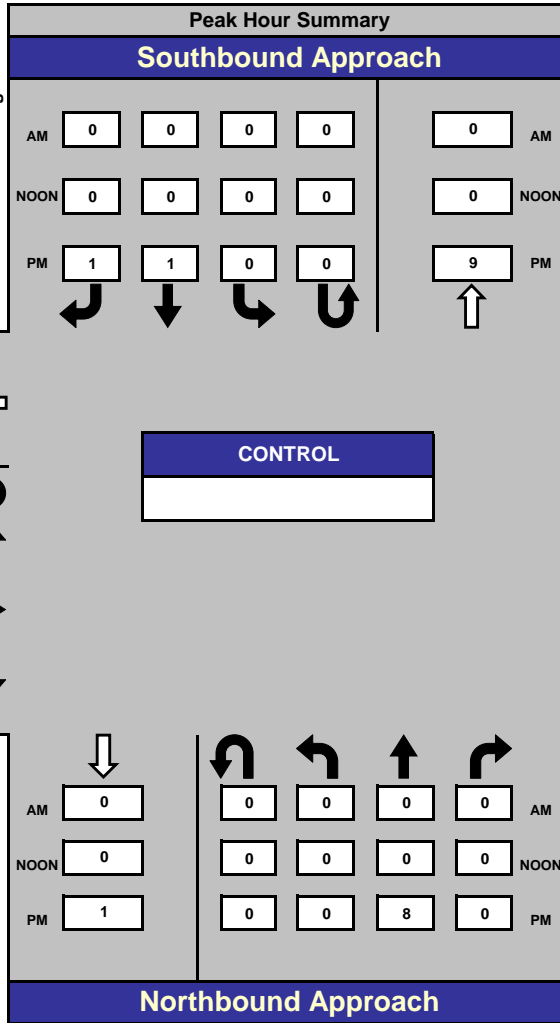




# Alameda De Las Pulgas & Melendy Dr

Date: 4/22/2017  
Day: Saturday

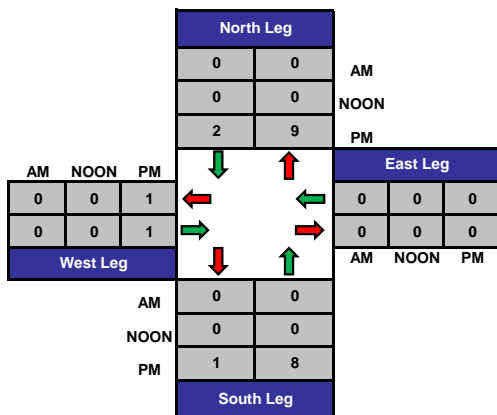
Project #: 17-7283-011



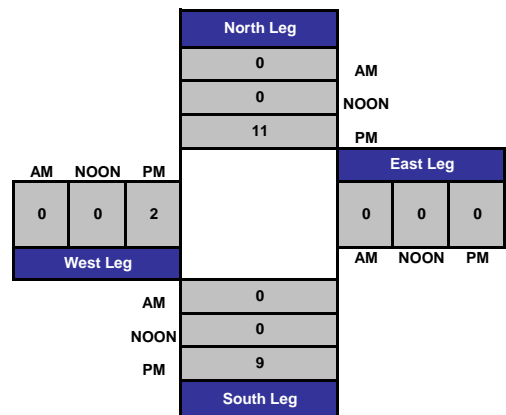
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:15 - 17:15

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

## Total Ins & Outs



## Total Volume Per Leg



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Uturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-012 Coronado Ave & Elston Ct/Coleman Ct  
 Date : 4/22/2017

### Unshifted Count = All Vehicles & Uturns

START TIME	Coronado Ave Southbound					Elston Ct/Coleman Ct Westbound					Coronado Ave Northbound					Elston Ct/Coleman Ct Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0
16:15	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0
16:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	0
16:45	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3	0
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>0</b>
17:00	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	3	0
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>0</b>
18:00	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0
18:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2	0
19:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>
<b>Grand Total</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>25</b>	<b>0</b>
Apprch %	71.4%	0.0%	28.6%	0.0%		0.0%	55.6%	44.4%	0.0%		0.0%	0.0%	0.0%	0.0%		66.7%	33.3%	0.0%	0.0%			
Total %	20.0%	0.0%	8.0%	0.0%	28.0%	0.0%	20.0%	16.0%	0.0%	36.0%	0.0%	0.0%	0.0%	0.0%	0.0%	24.0%	12.0%	0.0%	0.0%	36.0%	100.0%	

PM PEAK HOUR	Coronado Ave Southbound					Elston Ct/Coleman Ct Westbound					Coronado Ave Northbound					Elston Ct/Coleman Ct Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:15 to 17:15																					
Peak Hour For Entire Intersection Begins at 16:15																					
16:15	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
16:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
16:45	1	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0	1	3	
17:00	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	4
Total Volume	3	0	1	0	4	0	2	1	0	3	0	0	0	0	0	3	2	0	0	5	12
% App Total	75.0%	0.0%	25.0%	0.0%		0.0%	66.7%	33.3%	0.0%		0.0%	0.0%	0.0%	0.0%		60.0%	40.0%	0.0%	0.0%		
PHF	.750	.000	.250	.000	1.000	.000	.500	.250	.000	.750	.000	.000	.000	.000	.000	.375	.250	.000	.000	.625	.750

## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Uturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-012 Coronado Ave & Elston Ct/Coleman Ct  
 Date : 4/22/2017

### Bank 1 Count = Peds & Bikes

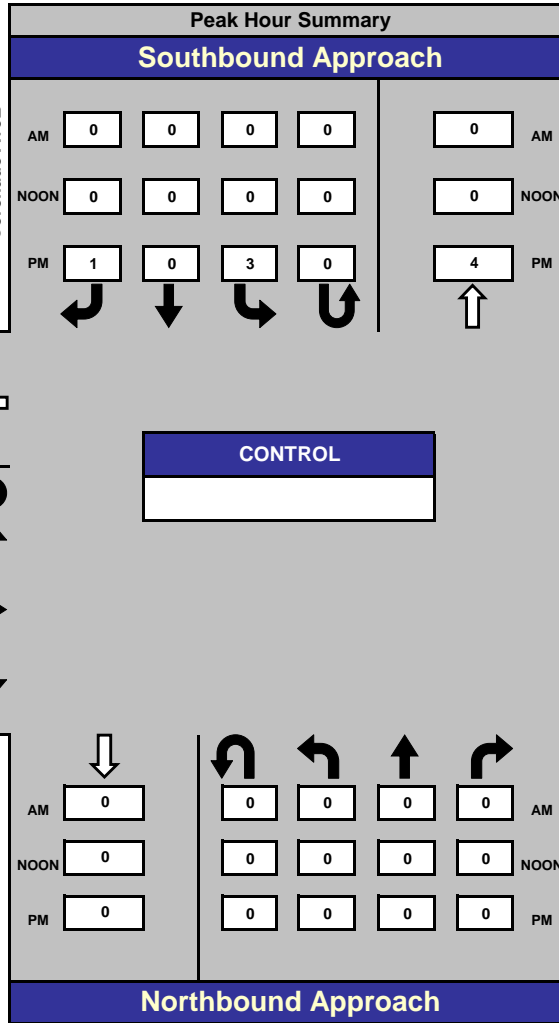
START TIME	Coronado Ave Southbound					Elston Ct/Coleman Ct Westbound					Coronado Ave Northbound					Elston Ct/Coleman Ct Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
19:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
19:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	6
<b>Total</b>	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0	0	9
<b>Grand Total</b>	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0	0	12
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%		0.0%

PM PEAK HOUR	Coronado Ave Southbound					Elston Ct/Coleman Ct Westbound					Coronado Ave Northbound					Elston Ct/Coleman Ct Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:15 to 17:15																						
Peak Hour For Entire Intersection Begins at 16:15																						
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000		.000

Coronado Ave & Elston Ct/Coleman Ct

Date: 4/22/2017  
Day: Saturday

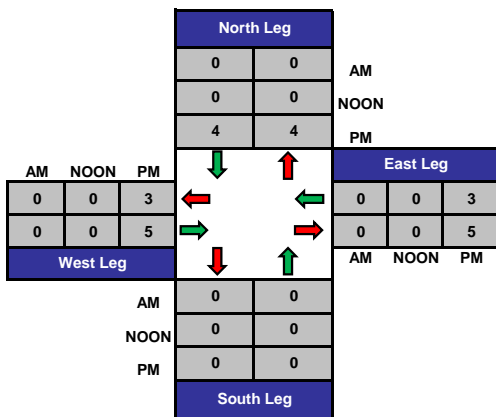
Project #: 17-7283-012



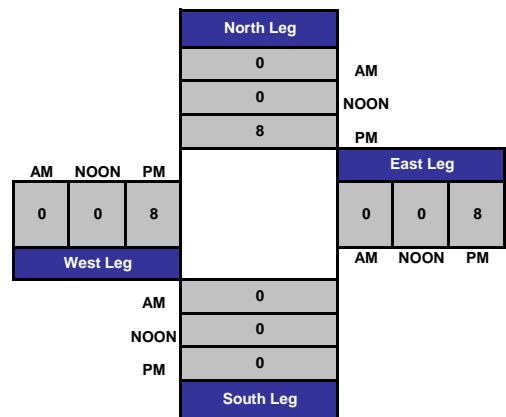
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:15 - 17:15

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



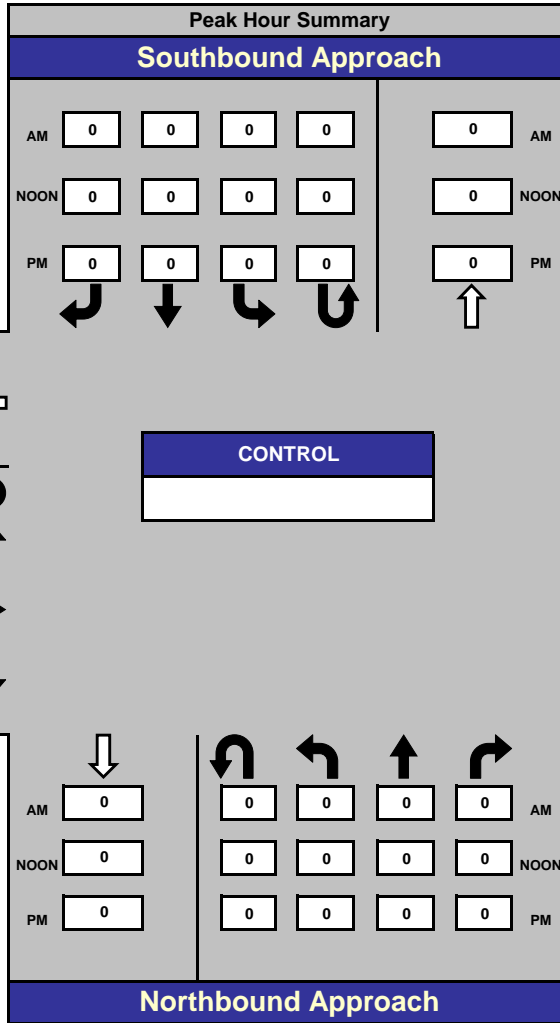
**Total Volume Per Leg**



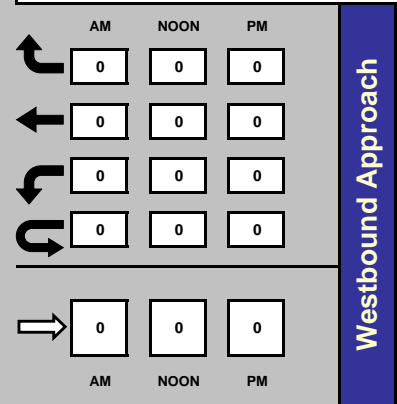
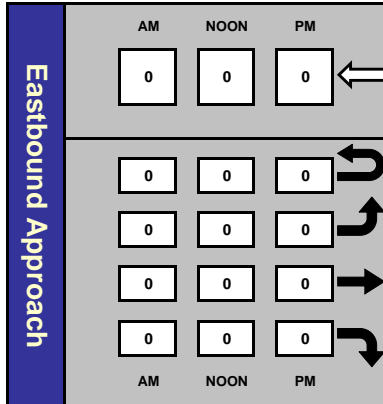
Coronado Ave & Elston Ct/Coleman Ct

Date: 4/22/2017  
Day: Saturday

Project #: 17-7283-012

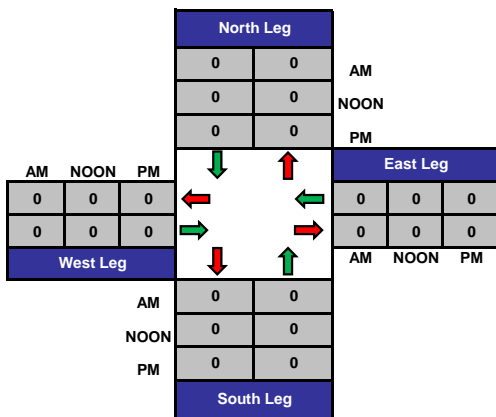


AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:15 - 17:15

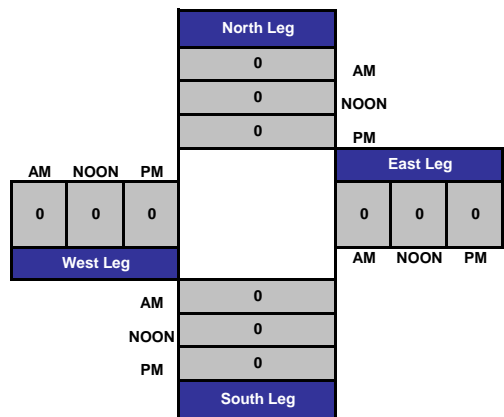


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



**Total Volume Per Leg**



## National Data and Surveying Services

City of San Carlos  
 All Vehicles & Uturns On Unshifted  
 Peds & Bikes On Bank 1  
 Nothing On Bank 2

(323) 782-0090  
[info@ndsdata.com](mailto:info@ndsdata.com)

File Name : 17-7283-112 Coronado Ave & Elston Ct/Coronado Ave  
 Date : 4/22/2017

### Unshifted Count = All Vehicles & Uturns

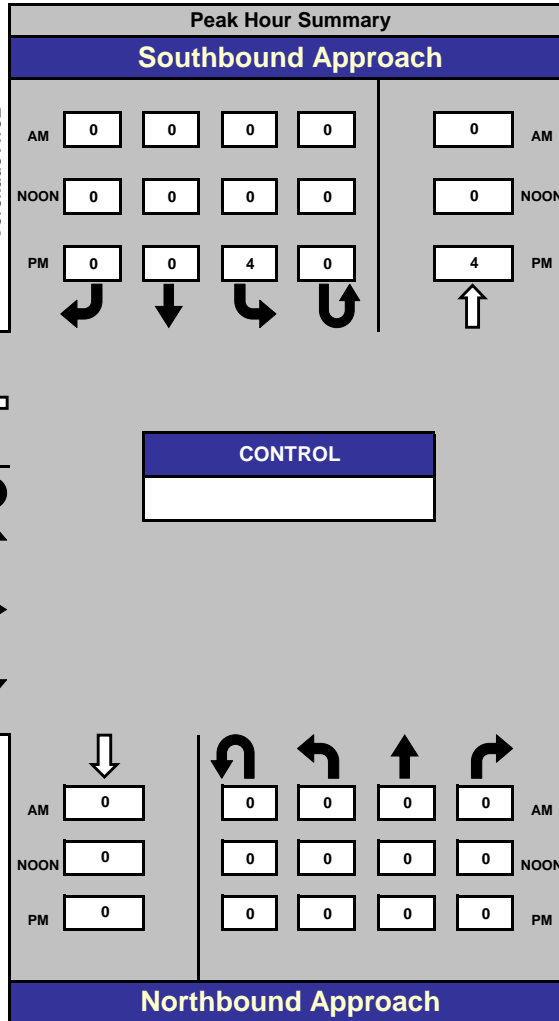
START TIME	Coronado Ave Southbound					Elston Ct/Coronado Ave Westbound					Coronado Ave Northbound					Elston Ct/Coronado Ave Eastbound					Total	Utturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5	0
16:15	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	5	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>15</b>	<b>0</b>
17:00	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2	5	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	2	0
17:30	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	2	0	0	0	2	5	0
17:45	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	5	0
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>17</b>	<b>0</b>
18:00	1	0	0	0	1	0	1	2	0	3	0	0	0	0	0	1	0	0	0	1	5	0
18:15	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4	0
18:30	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3	0
18:45	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4	0
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>0</b>
19:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	2	0
19:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	5	0
19:30	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>0</b>
<b>Grand Total</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>57</b>	<b>0</b>
Apprch %	100.0%	0.0%	0.0%	0.0%		0.0%	60.0%	40.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%			
Total %	15.8%	0.0%	0.0%	0.0%	15.8%	0.0%	31.6%	21.1%	0.0%	52.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31.6%	0.0%	0.0%	31.6%	100.0%	

PM PEAK HOUR	Coronado Ave Southbound					Elston Ct/Coronado Ave Westbound					Coronado Ave Northbound					Elston Ct/Coronado Ave Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	5
17:45	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	5
18:00	1	0	0	0	1	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	5
18:15	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4
Total Volume	4	0	0	0	4	0	6	4	0	10	0	0	0	0	0	0	5	0	0	5	19
% App Total	100.0%	0.0%	0.0%	0.0%		0.0%	60.0%	40.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	1.000	.000	.000	.000	1.000	.000	.750	.500	.000	.833	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.950

Coronado Ave & Elston Ct/Coronado Ave

Date: 4/22/2017  
Day: Saturday

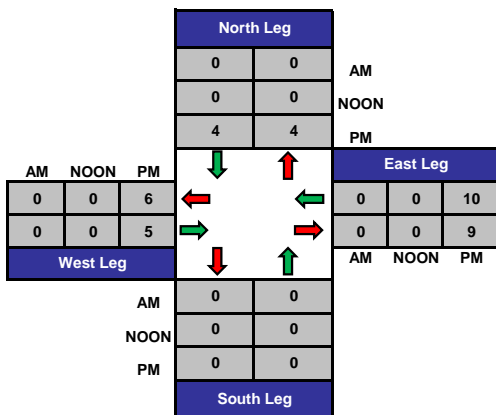
Project #: 17-7283-112



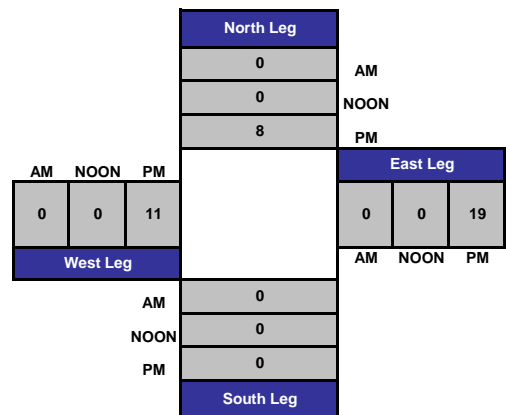
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	17:30 - 18:30

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



**Total Volume Per Leg**



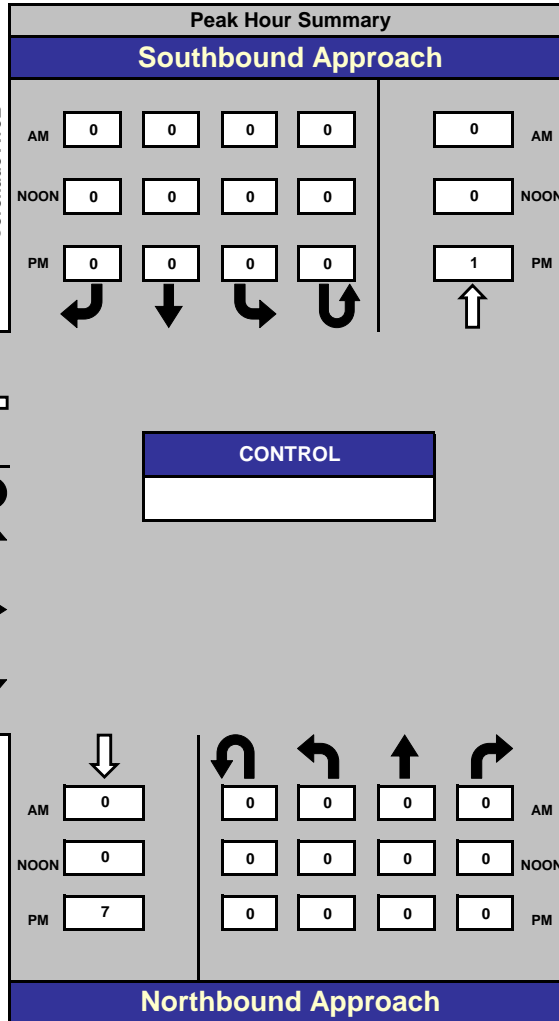




Coronado Ave & Elston Ct/Coronado Ave

Date: 4/22/2017  
Day: Saturday

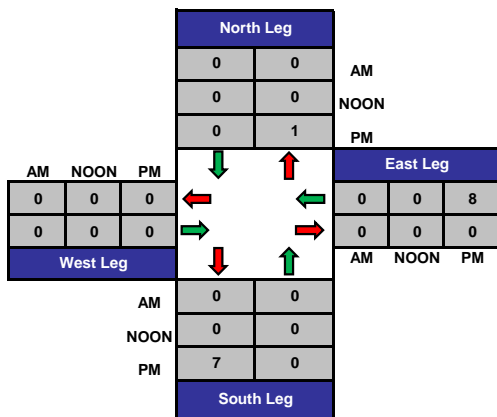
Project #: 17-7283-212



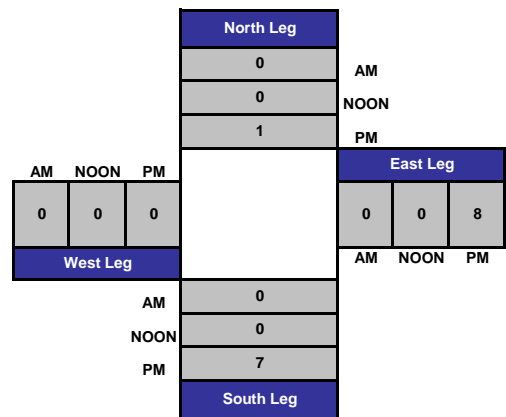
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	16:45 - 17:45

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	4:00 PM	8:00 PM

**Total Ins & Outs**



**Total Volume Per Leg**





# Appendix B

---

## Intersection Level of Service Calculations



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

Intersection #3 Chestnut St / Baytree Rd

Average Delay (sec/veh): 2.2 Worst Case Level of Service: A[ 9.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Chestnut St and Baytree Rd with various traffic configurations.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume. Columns represent different traffic movements.

Critical Gap Module: Critical Gp, FollowUpTim. Columns represent different traffic movements.

Capacity Module: Cnflct Vol, Potent Cap, Move Cap, Volume/Cap. Columns represent different traffic movements.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Intersection #4 Woodland Av / Morse Blvd

Average Delay (sec/veh): 3.0 Worst Case Level of Service: A[ 9.1]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Woodland Av and Morse Blvd with various traffic configurations.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume. Columns represent different traffic movements.

Critical Gap Module: Critical Gp, FollowUpTim. Columns represent different traffic movements.

Capacity Module: Cnflct Vol, Potent Cap, Move Cap, Volume/Cap. Columns represent different traffic movements.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Intersection #5 Woodland Av / Aster Rd

Average Delay (sec/veh): 1.2 Worst Case Level of Service: A[ 9.3]

Street Name: Woodland Av Aster Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 0

Volume Module:
Base Vol: 0 36 5 9 25 0 0 0 0 3 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 36 5 9 25 0 0 0 0 3 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58
PHF Volume: 0 62 9 16 43 0 0 0 0 5 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 62 9 16 43 0 0 0 0 5 0 0

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxxx 6.4 xxxx xxxxx
FollowUpTim:xxxxxx xxxxx xxxxxx 2.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 3.5 xxxxx xxxxxx

Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxxx 71 xxxxx xxxxxx xxxxx xxxxx xxxxxx 141 xxxxx xxxxxx
Potent Cap.: xxxxx xxxxx xxxxxx 1542 xxxxx xxxxxx xxxxx xxxxx xxxxxx 857 xxxxx xxxxxx
Move Cap.: xxxxx xxxxx xxxxxx 1542 xxxxx xxxxxx xxxxx xxxxx xxxxxx 850 xxxxx xxxxxx
Volume/Cap: xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx

Level of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx
Control Del:xxxxxx xxxxx xxxxxx 7.4 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 9.3 xxxxx xxxxxx
LOS by Move: \* \* \* A \* \* \* \* \* A \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx 7.4 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: \* \* \* A \* \* \* \* \* \* \* \* \* \* \* \* \*
ApproachDel: xxxxxx xxxxxx xxxxxx 9.3
ApproachLOS: \* \* \* A

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

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

Intersection #6 Cedar St / Brittan Av

Cycle (sec): 60 Critical Vol./Cap.(X): 0.895

Street Name: Cedar St Brittan Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 51 145 20 30 95 75 83 316 19 41 413 47
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 51 145 20 30 95 75 83 316 19 41 413 47
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 52 148 20 31 97 77 85 323 19 42 422 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 52 148 20 31 97 77 85 323 19 42 422 48
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 52 148 20 31 97 77 85 323 19 42 422 48

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.24 0.67 0.09 0.15 0.47 0.38 0.20 0.76 0.04 0.08 0.83 0.09
Final Sat.: 108 306 42 69 218 172 108 411 25 47 472 54

Capacity Analysis Module:
Vol/Sat: 0.48 0.48 0.48 0.45 0.45 0.45 0.79 0.79 0.79 0.89 0.89 0.89
Crit Moves: \* \* \* \* \* \* \* \* \* \* \* \* \*
Delay/Veh: 15.7 15.7 15.7 14.7 14.7 14.7 26.8 26.8 26.8 38.8 38.8 38.8
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 15.7 15.7 15.7 14.7 14.7 14.7 26.8 26.8 26.8 38.8 38.8 38.8
LOS by Move: C C C B B B D D D E E E
ApproachDel: 15.7 14.7 26.8 38.8
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 15.7 14.7 26.8 38.8
LOS by Appr: C B D E
AllWayAvgQ: 0.7 0.7 0.7 0.6 0.6 0.6 2.6 2.6 2.6 4.7 4.7 4.7

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

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

Intersection #7 Woodland Av / Brittan Av

Average Delay (sec/veh): 0.9 Worst Case Level of Service: C [ 17.3]

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

Volume Module:

Base Vol:	1	1	1	13	3	18	22	350	6	5	463	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:	1	1	1	13	3	18	22	350	6	5	463	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	1	1	14	3	20	24	382	7	5	505	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	1	14	3	20	24	382	7	5	505	26

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	973	975	385	963	965	518	531	xxxx	xxxxx	388	xxxx	xxxxx
Potent Cap.:	233	253	667	237	257	562	1047	xxxx	xxxxx	1181	xxxx	xxxxx
Move Cap.:	218	246	667	231	250	562	1047	xxxx	xxxxx	1181	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.06	0.01	0.03	0.02	xxxx	xxxx	0.00	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	8.5	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT						
Shared Cap.:	xxxx	296	xxxxx	xxxx	339	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	17.3	xxxxx	xxxxx	16.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:	17.3				16.9		xxxxxxx		xxxxxxx			
ApproachLOS:	C				C		*		*	*		*

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

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

Intersection #8 Elston Ct / Coleman Ct

Average Delay (sec/veh): 5.2 Level of Service: A

Elston Ct				Coleman Ct			
North Bound		South Bound		East Bound		West Bound	
Movement	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Yield Sign	Yield Sign	Yield Sign	Yield Sign	Yield Sign	Yield Sign	Yield Sign
Lanes:	0		1		1		1

Volume Module:

Base Vol:	0	0	0	1	0	4	5	2	0	0	2	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	4	5	2	0	0	2	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
PHF Volume:	0	0	0	2	0	6	8	3	0	0	3	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	6	8	3	0	0	3	2

PCE Module:

AutoPCE:	0	0	0	0	0	0	0	0	0	0	0	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	0	0	0	0	0	0	0	0	0	0	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	0					0						0
MaxVolume:	0					0						0
PedVolume:	0					0						0
AdjMaxVol:	0					0						0
ApproachVol:	0					0						0
ApproachV/C:	Nan					Nan	Nan					Nan
ApproachDel:	xxxxxx					8.4	xxxxxx					xxxxxx
ApproachLOS:	*	*	*	*	*	A	*	*	*	*	*	*
Queue:	xxxx					xxxx	xxxx					xxxx

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #9 Aberdeen Dr / Dundee Ln
*****
Average Delay (sec/veh): 8.2 Level Of Service: A
*****
Street Name: Aberdeen Dr Dundee Ln
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Yield Sign Yield Sign Yield Sign Yield Sign
Lanes: 1 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol: 0 0 34 0 0 0 0 0 0 7 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 34 0 0 0 0 0 0 7 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
PHF Volume: 0 0 45 0 0 0 0 0 0 9 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 45 0 0 0 0 0 0 9 0 0
-----|-----|-----|-----|
PCE Module:
AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0
TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0
ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0
BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0
AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Delay Module: >> Time Period: 0.25 hours <<
CircVolume: 0 0 0 0
MaxVolume: 0 0 0 0
PedVolume: 0 0 0 0
AdjMaxVol: 0 0 0 0
ApproachVol: 0 0 0 0
ApproachV/C: Nan Nan Nan Nan
ApproachDel: 8.4 xxxxxx xxxxxx
ApproachLOS: * * A * * * * * A * *
Queue: xxxxx xxxxx xxxxx xxxxx

```

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #10 Aberdeen Dr / Glasgow Ln
*****
Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B [ 10.5]
*****
Street Name: Aberdeen Dr Glasgow Ln
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1 0 0 0 0 0 0 0 0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol: 4 135 13 6 110 0 0 0 0 14 0 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4 135 13 6 110 0 0 0 0 14 0 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78
PHF Volume: 5 172 17 8 140 0 0 0 0 18 0 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 5 172 17 8 140 0 0 0 0 18 0 3
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx xxxxx xxxxx 6.4 6.5 6.2
FollowUpTim: 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 4.0 3.3
-----|-----|-----|-----|
Capacity Module:
Conflict Vol: 140 xxxxx xxxxx 189 xxxxx xxxxx xxxxx xxxxx 346 346 180
Potent Cap.: 1455 xxxxx xxxxx 1397 xxxxx xxxxx xxxxx xxxxx 655 580 867
Move Cap.: 1455 xxxxx xxxxx 1397 xxxxx xxxxx xxxxx xxxxx 650 575 867
Volume/Cap: 0.00 xxxxx xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx 0.03 0.00 0.00
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 7.5 xxxxx xxxxx 7.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 671 xxxxx
SharedQueue: xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx 10.5 xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx 7.6 xxxxx xxxxx xxxxx xxxxx xxxxx 10.5 xxxxx
Shared LOS: * * * A * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 10.5
ApproachLOS: * * * B
*****
Note: Queue reported is the number of cars per lane.
*****

```



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

\*\*\*\*\*  
 Intersection #11 Aberdeen Dr-Hewitt Dr / Melendy Dr  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527  
 Loss Time (sec): 0 Average Delay (sec/veh): 11.6  
 Optimal Cycle: 0 Level Of Service: B  
 \*\*\*\*\*

Street Name: Aberdeen Dr-Hewitt Dr Melendy Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign				
Rights:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	0	0	0	1	0	0	0	0

Volume Module:  
 Base Vol: 18 16 8 96 9 44 66 148 10 12 183 112  
 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: 18 16 8 96 9 44 66 148 10 12 183 112  
 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: 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79  
 PHF Volume: 23 20 10 121 11 56 83 187 13 15 231 142  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 23 20 10 121 11 56 83 187 13 15 231 142  
 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: 23 20 10 121 11 56 83 187 13 15 231 142

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.43 0.38 0.19 0.64 0.06 0.30 0.29 0.67 0.04 0.04 0.60 0.36  
 Final Sat.: 234 208 104 388 36 178 200 450 30 29 439 269

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.10 0.10 0.31 0.31 0.31 0.42 0.42 0.42 0.53 0.53 0.53  
 Crit Moves: \*\*\*\*

Delay/Veh:	9.3	9.3	9.3	10.7	10.7	10.7	11.4	11.4	11.4	12.5	12.5	12.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	9.3	10.7	10.7	10.7	11.4	11.4	11.4	12.5	12.5	12.5
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:	9.3			10.7			11.4			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.3			10.7			11.4			12.5		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.4	0.4	0.6	0.6	0.6	1.0	1.0	1.0

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

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

\*\*\*\*\*  
 Intersection #12 Alameda de las Pulgas / Melendy Dr  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675  
 Loss Time (sec): 0 Average Delay (sec/veh): 16.7  
 Optimal Cycle: 0 Level Of Service: C  
 \*\*\*\*\*

Street Name: Alameda de las Pulgas Melendy Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign				
Rights:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	1	0	0	1	0	0	1	0	0	0	0

Volume Module:  
 Base Vol: 209 363 5 4 335 160 137 1 139 8 1 1  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 209 363 5 4 335 160 137 1 139 8 1 1  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
 PHF Volume: 221 385 5 4 355 169 145 1 147 8 1 1  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 221 385 5 4 355 169 145 1 147 8 1 1  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 221 385 5 4 355 169 145 1 147 8 1 1

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.99 0.01 0.01 0.99 1.00 0.49 0.01 0.50 0.80 0.10 0.10  
 Final Sat.: 532 570 8 7 555 627 279 2 283 345 43 43

Capacity Analysis Module:  
 Vol/Sat: 0.42 0.68 0.68 0.64 0.64 0.27 0.52 0.52 0.52 0.02 0.02 0.02  
 Crit Moves: \*\*\*\*

Delay/Veh:	13.9	20.2	20.2	19.0	19.0	10.3	15.1	15.1	15.1	10.4	10.4	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	20.2	20.2	19.0	19.0	10.3	15.1	15.1	15.1	10.4	10.4	10.4
LOS by Move:	B	C	C	C	C	B	C	C	C	B	B	B
ApproachDel:	17.9			16.2			15.1			10.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.9			16.2			15.1			10.4		
LOS by Appr:	C			C			C			B		
AllWayAvgQ:	0.7	1.8	1.8	1.6	1.6	0.3	0.9	0.9	0.9	0.0	0.0	0.0

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

```

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #1 Cedar St / Arroyo Av
*****
Cycle (sec):      100           Critical Vol./Cap.(X):      0.292
Loss Time (sec):  0             Average Delay (sec/veh):    8.7
Optimal Cycle:    0             Level Of Service:          A
*****
Street Name:      Cedar St          Arroyo Av
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:          Stop Sign      Stop Sign      Stop Sign      Stop Sign
Rights:           Include       Include       Include       Include
Lanes:           0 0 1! 0 0    0 0 1! 0 0    0 0 1! 0 0    0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         5 40 11 60 46 17 15 62 3 22 87 83
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      5 40 11 60 46 17 15 62 3 22 87 83
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
PHF Volume:      6 49 13 73 56 21 18 76 4 27 106 102
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     6 49 13 73 56 21 18 76 4 27 106 102
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:     6 49 13 73 56 21 18 76 4 27 106 102
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.09 0.71 0.20 0.49 0.37 0.14 0.19 0.77 0.04 0.11 0.46 0.43
Final Sat.:     63 508 140 351 269 99 137 566 27 92 365 348
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.10 0.10 0.10 0.21 0.21 0.13 0.13 0.13 0.29 0.29 0.29
Crit Moves:     *****
Delay/Veh:       8.2 8.2 8.2 8.9 8.9 8.9 8.4 8.4 8.4 9.0 9.0 9.0
Delay Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:     8.2 8.2 8.2 8.9 8.9 8.9 8.4 8.4 8.4 9.0 9.0 9.0
LOS by Move:     A A A A A A A A A A A A
ApproachDel:    8.2 8.9 8.4 9.0
Delay Adj:       1.00 1.00 1.00
ApprAdjDel:     8.2 8.9 8.4 9.0
LOS by Appr:    A A A A
AllWayAvgQ:     0.1 0.1 0.1 0.2 0.2 0.2 0.1 0.1 0.1 0.4 0.4 0.4
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #2 Chestnut St / Arroyo Av
*****
Average Delay (sec/veh): 9.3 Worst Case Level Of Service: B [ 10.3]
*****
Street Name:      Chestnut St          Arroyo Av
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Uncontrolled  Uncontrolled  Stop Sign      Stop Sign
Rights:           Include       Include       Include       Include
Lanes:           0 0 1! 0 0    0 0 0 0 0 0    0 0 0 1 0 0    0 1 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         11 0 23 0 0 0 0 0 122 19 22 110 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      11 0 23 0 0 0 0 0 122 19 22 110 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume:      12 0 26 0 0 0 0 0 138 21 25 124 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:     12 0 26 0 0 0 0 0 138 21 25 124 0
-----|-----|-----|-----|
Critical Gap Module:
Critical Gap:    4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 6.5 6.2 7.1 6.5 xxxxx
FollowUpTim:    2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 4.0 3.3 3.5 4.0 xxxxx
-----|-----|-----|-----|
Capacity Module:
Conflict Vol:    0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 51 0 107 38 xxxxx
Potent Cap:     1636 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 844 1091 877 858 xxxxx
Move Cap:       1636 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 838 1091 747 852 xxxxx
Volume/Cap:     0.01 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.16 0.02 0.03 0.15 xxxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:     0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:    7.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move:    A * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
Movement:      LT - LTR - RT  LT - LTR - RT  LT - LTR - RT  LT - LTR - RT
Shared Cap.:   xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 865 832 xxxxx xxxxx
SharedQueue:  xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.7 0.7 xxxxx xxxxx
Shrd ConDel:  xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.1 10.3 xxxxx xxxxx
Shared LOS:    * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
ApproachDel:   xxxxxxx xxxxxxx xxxxxxx 10.1 10.3
ApproachLOS:   * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
*****
Note: Queue reported is the number of cars per lane.
*****

```

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

Intersection #3 Chestnut St / Baytree Rd

Average Delay (sec/veh): 1.6 Worst Case Level of Service: A[ 8.8]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Chestnut St and Baytree Rd with various traffic configurations.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for each approach.

Critical Gap Module table showing Critical Gap, FollowUpTim, and other timing parameters.

Capacity Module table showing Conflict Vol, Potent Cap, Move Cap, and Volume/Cap for each approach.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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

Intersection #4 Woodland Av / Morse Blvd

Average Delay (sec/veh): 1.6 Worst Case Level of Service: A[ 8.8]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Woodland Av and Morse Blvd with various traffic configurations.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for each approach.

Critical Gap Module table showing Critical Gap, FollowUpTim, and other timing parameters.

Capacity Module table showing Conflict Vol, Potent Cap, Move Cap, and Volume/Cap for each approach.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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

Intersection #5 Woodland Av / Aster Rd

Average Delay (sec/veh): 1.2 Worst Case Level of Service: A [ 8.7]

Street Name: Woodland Av Aster Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 1 0 0 0 0 0 0 0 0 1 0 0

Volume Module:
Base Vol: 0 18 4 3 39 0 0 0 0 3 0 4
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 18 4 3 39 0 0 0 0 3 0 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70
PHF Volume: 0 26 6 4 55 0 0 0 0 4 0 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 26 6 4 55 0 0 0 0 4 0 6

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:
Conflict Vol: xxxx xxxx xxxxx 31 xxxx xxxxx xxxx xxxx xxxxx 92 92 28
Potent Cap.: xxxx xxxx xxxxx 1594 xxxx xxxxx xxxx xxxx xxxxx 913 802 1052
Move Cap.: xxxx xxxx xxxxx 1594 xxxx xxxxx xxxx xxxx xxxxx 911 799 1052
Volume/Cap: xxxx xxxx xxxxx 0.00 xxxxx xxxxx xxxxx xxxxx xxxxx 0.00 0.00 0.01

Level of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 7.3 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 987 xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 7.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 8.7 xxxxx
Shared LOS: \* \* \* A \*
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 8.7
ApproachLOS: \* \* \* A

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

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

Intersection #6 Cedar St / Brittan Av

Cycle (sec): 60 Critical Vol./Cap.(X): 0.640

Street Name: Cedar St Brittan Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 0 0 1 0 0

Volume Module:
Base Vol: 36 84 30 39 64 60 49 325 6 26 293 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: 36 84 30 39 64 60 49 325 6 26 293 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 38 89 32 41 68 64 52 345 6 28 311 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 38 89 32 41 68 64 52 345 6 28 311 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 38 89 32 41 68 64 52 345 6 28 311 40

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.24 0.56 0.20 0.24 0.39 0.37 0.13 0.85 0.02 0.07 0.82 0.11
Final Sat.: 123 286 102 125 206 193 81 540 10 46 517 67

Capacity Analysis Module:
Vol/Sat: 0.31 0.31 0.31 0.33 0.33 0.33 0.64 0.64 0.64 0.60 0.60 0.60
Crit Moves: \*
Delay/Veh: 11.5 11.5 11.5 11.6 11.6 11.6 16.9 16.9 16.9 15.7 15.7 15.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.5 11.5 11.5 11.6 11.6 11.6 16.9 16.9 16.9 15.7 15.7 15.7
LOS by Move: B B B B B B C C C C C C
ApproachDel: 11.5 11.6 16.9 15.7
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 11.5 11.6 16.9 15.7
LOS by Appr: B B C C
AllWayAvgQ: 0.3 0.3 0.3 0.4 0.4 0.4 1.5 1.5 1.5 1.3 1.3 1.3

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

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

\*\*\*\*\*  
 Intersection #7 Woodland Av / Brittan Av  
 \*\*\*\*\*  
 Average Delay (sec/veh): 1.2 Worst Case Level of Service: C [ 15.7]  
 \*\*\*\*\*  
 Street Name: Woodland Av Brittan Av  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Rights: Include Include Include Include  
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0  
 Volume Module:  
 Base Vol: 3 1 3 17 1 29 12 373 3 6 342 11  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 3 1 3 17 1 29 12 373 3 6 342 11  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87  
 PHF Volume: 3 1 3 20 1 33 14 428 3 7 393 13  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 3 1 3 20 1 33 14 428 3 7 393 13  
 Critical Gap Module:  
 Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx  
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx  
 Capacity Module:  
 Cnflct Vol: 887 877 430 873 872 399 405 xxxx xxxxx 432 xxxx xxxxx  
 Potent Cap.: 267 289 629 273 291 655 1164 xxxx xxxxx 1139 xxxx xxxxx  
 Move Cap.: 249 284 629 267 286 655 1164 xxxx xxxxx 1139 xxxx xxxxx  
 Volume/Cap: 0.01 0.00 0.01 0.07 0.00 0.05 0.01 xxxx xxxx 0.01 xxxx xxxx  
 Level Of Service Module:  
 2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx 0.0 xxxx xxxxx  
 Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.1 xxxx xxxxx 8.2 xxxx xxxxx  
 LOS by Move: \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxxx 344 xxxxx xxxx 422 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx  
 SharedQueue:xxxxx 0.1 xxxxx xxxxx 0.4 xxxxx xxxxx xxxx xxxxx xxxx xxxx xxxxx  
 Shrd ConDel:xxxxx 15.7 xxxxx xxxxx 14.8 xxxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx  
 Shared LOS: \* C \* \* B \* \* \* \* \*  
 ApproachDel: 15.7 14.8 xxxxxxx xxxxxxx  
 ApproachLOS: C B \* \*  
 \*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
 \*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #8 Elston Ct / Coleman Ct  
 \*\*\*\*\*  
 Average Delay (sec/veh): 4.6 Level of Service: A  
 \*\*\*\*\*  
 Street Name: Elston Ct Coleman Ct  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Yield Sign Yield Sign Yield Sign Yield Sign  
 Lanes: 0 1 1 1  
 Volume Module:  
 Base Vol: 0 0 0 3 0 1 3 2 0 0 2 1  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 3 0 1 3 2 0 0 2 1  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75  
 PHF Volume: 0 0 0 4 0 1 4 3 0 0 3 1  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 0 0 4 0 1 4 3 0 0 3 1  
 PCE Module:  
 AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0  
 Delay Module: >> Time Period: 0.25 hours <<  
 CircVolume: 0 0 0 0  
 MaxVolume: 0 0 0 0  
 PedVolume: 0 0 0 0  
 AdjMaxVol: 0 0 0 0  
 ApproachVol: 0 0 0 0  
 ApproachV/C: Nan Nan Nan Nan  
 ApproachDel: xxxxxxx 8.5 xxxxxxx xxxxxxx  
 ApproachLOS: \* \* \* \* \* A \* \* \* \* \*  
 Queue: xxxx xxxx xxxx xxxx

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

\*\*\*\*\*  
 Intersection #9 Aberdeen Dr / Dundee Ln  
 \*\*\*\*\*  
 Average Delay (sec/veh): 7.7 Level Of Service: A  
 \*\*\*\*\*

Street Name: Aberdeen Dr Dundee Ln  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Yield Sign Yield Sign Yield Sign Yield Sign  
 Lanes: 1 0 0 1

Volume Module:  
 Base Vol: 0 0 12 0 0 0 0 0 0 16 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 12 0 0 0 0 0 0 16 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59  
 PHF Volume: 0 0 20 0 0 0 0 0 0 27 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 0 20 0 0 0 0 0 0 27 0 0

PCE Module:  
 AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0

Delay Module: >> Time Period: 0.25 hours <<  
 CircVolume: 0 0 0 0  
 MaxVolume: 0 0 0 0  
 PedVolume: 0 0 0 0  
 AdjMaxVol: 0 0 0 0  
 ApproachVol: 0 0 0 0  
 ApproachV/C: Nan Nan Nan Nan  
 ApproachDel: 8.4 xxxxxx xxxxxx xxxxxx xxxxxx  
 ApproachLOS: \* \* A \* \* \* \* \* A \* \*  
 Queue: xxxx xxxx xxxx xxxx

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

\*\*\*\*\*  
 Intersection #10 Aberdeen Dr / Glasgow Ln  
 \*\*\*\*\*  
 Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[ 9.3]  
 \*\*\*\*\*

Street Name: Aberdeen Dr Glasgow Ln  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Lanes: 0 0 1 0 0 0 1 0 0 0 0 0 0 0 1 0 0 0 0

Volume Module:  
 Base Vol: 0 41 16 0 64 0 0 0 0 0 17 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 41 16 0 64 0 0 0 0 0 17 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83  
 PHF Volume: 0 50 19 0 77 0 0 0 0 0 21 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 50 19 0 77 0 0 0 0 0 21 0 0

Critical Gap Module:  
 Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxxx 6.4 xxxx xxxxx  
 FollowUpTim:xxxxxx xxxx xxxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxxx 3.5 xxxx xxxxxx

Capacity Module:  
 Cnflct Vol: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxxx 137 xxxxx xxxxxx  
 Potent Cap: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx 862 xxxxx xxxxxx  
 Move Cap: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx 862 xxxxx xxxxxx  
 Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.02 xxxxx xxxxxx

Level Of Service Module:  
 2Way95thQ: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx 0.1 xxxxx xxxxxx  
 Control Del:xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 9.3 xxxxx xxxxxx  
 LOS by Move: \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* A \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx  
 SharedQueue:xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxx xxxx xxxxxx  
 Shrd ConDel:xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxx xxxx xxxxxx  
 Shared LOS: \*  
 ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 9.3  
 ApproachLOS: \* \* \* \* \* A

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

```

-----
Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #11 Aberdeen Dr-Hewitt Dr / Melendy Dr
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.218
Loss Time (sec):  0           Average Delay (sec/veh):    8.3
Optimal Cycle:    0           Level Of Service:          A
*****
Street Name:      Aberdeen Dr-Hewitt Dr      Melendy Dr
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:          Stop Sign      Stop Sign      Stop Sign      Stop Sign
Rights:           Include      Include      Include      Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
-----
Volume Module:
Base Vol:         6 7 9 86 5 18 15 106 6 1 108 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:      6 7 9 86 5 18 15 106 6 1 108 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:         0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume:      7 8 10 96 6 20 17 118 7 1 120 60
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     7 8 10 96 6 20 17 118 7 1 120 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:     7 8 10 96 6 20 17 118 7 1 120 60
-----
Saturation Flow Module:
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.27 0.32 0.41 0.79 0.05 0.16 0.12 0.83 0.05 0.01 0.66 0.33
Final Sat.:     201 234 301 576 33 121 93 658 37 5 551 276
-----
Capacity Analysis Module:
Vol/Sat:         0.03 0.03 0.03 0.17 0.17 0.17 0.18 0.18 0.18 0.22 0.22 0.22
Crit Moves:      ****
Delay/Veh:       7.7 7.7 7.7 8.5 8.5 8.5 8.3 8.3 8.3 8.3 8.3 8.3
Delay Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:      7.7 7.7 7.7 8.5 8.5 8.5 8.3 8.3 8.3 8.3 8.3 8.3
LOS by Move:     A A A A A A A A A A A A
ApproachDel:     7.7 8.5 8.3 8.3
Delay Adj:       1.00 1.00 1.00 1.00
ApprAdjDel:     7.7 8.5 8.3 8.3
LOS by Appr:     A A A A
AllWayAvgQ:      0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.2 0.2 0.3 0.3 0.3
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #12 Alameda de las Pulgas / Melendy Dr
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.473
Loss Time (sec):  0           Average Delay (sec/veh):    12.2
Optimal Cycle:    0           Level Of Service:          B
*****
Street Name:      Alameda de las Pulgas      Melendy Dr
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:          Stop Sign      Stop Sign      Stop Sign      Stop Sign
Rights:           Include      Include      Include      Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            1 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0
-----
Volume Module:
Base Vol:         108 250 3 0 235 90 93 0 156 3 0 1
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      108 250 3 0 235 90 93 0 156 3 0 1
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume:      123 286 3 0 269 103 106 0 178 3 0 1
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     123 286 3 0 269 103 106 0 178 3 0 1
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     123 286 3 0 269 103 106 0 178 3 0 1
-----
Saturation Flow Module:
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           1.00 0.99 0.01 0.00 1.00 1.00 0.37 0.00 0.63 0.75 0.00 0.25
Final Sat.:     561 604 7 0 601 678 236 0 396 376 0 125
-----
Capacity Analysis Module:
Vol/Sat:         0.22 0.47 0.47 xxxxx 0.45 0.15 0.45 xxxxx 0.45 0.01 xxxxx 0.01
Crit Moves:      ****
Delay/Veh:       10.6 13.2 13.2 0.0 12.9 8.7 12.4 0.0 12.4 9.3 0.0 9.3
Delay Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:      10.6 13.2 13.2 0.0 12.9 8.7 12.4 0.0 12.4 9.3 0.0 9.3
LOS by Move:     B B B * B A B * B A * A
ApproachDel:     12.5 11.7 12.4 9.3
Delay Adj:       1.00 1.00 1.00 1.00
ApprAdjDel:     12.5 11.7 12.4 9.3
LOS by Appr:     B B B A
AllWayAvgQ:      0.3 0.8 0.8 0.7 0.7 0.2 0.7 0.7 0.7 0.0 0.0 0.0
*****
Note: Queue reported is the number of cars per lane.
*****

```

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

Intersection #1 Cedar St / Arroyo Av

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469  
Loss Time (sec): 0 Average Delay (sec/veh): 11.4  
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and Volume Module data.

Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns for Adjustment, Lanes, Final Sat., and Capacity Analysis Module data.

Table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, ApprAdjDel, LOS by Move, LOS by Appr, AllWayAvgQ.

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

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

Intersection #2 Chestnut St / Arroyo Av

Average Delay (sec/veh): 11.1 Worst Case Level Of Service: B [ 12.5]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module data.

Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns for Critical Gap Module, Critical Gap, FollowUpTim.

Table with columns for Capacity Module, Conflict Vol, Potent Cap, Move Cap, Volume/Cap.

Table with columns for Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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



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

Intersection #3 Chestnut St / Baytree Rd

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[ 9.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Includes data for Chestnut St and Baytree Rd.

Table with columns for Volume Module metrics: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with columns for Critical Gap Module metrics: Critical Gap, FollowUpTim.

Table with columns for Capacity Module metrics: Conflict Vol, Potent Cap, Move Cap, Volume/Cap.

Table with columns for Level Of Service Module metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Intersection #4 Woodland Av / Morse Blvd

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: A[ 9.2]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Includes data for Woodland Av and Morse Blvd.

Table with columns for Volume Module metrics: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with columns for Critical Gap Module metrics: Critical Gap, FollowUpTim.

Table with columns for Capacity Module metrics: Conflict Vol, Potent Cap, Move Cap, Volume/Cap.

Table with columns for Level Of Service Module metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Intersection #5 Woodland Av / Aster Rd

Average Delay (sec/veh): 1.3 Worst Case Level of Service: A[ 9.3]

Street Name: Woodland Av Aster Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 1 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 37 6 10 26 0 0 0 0 0 4 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 37 6 10 26 0 0 0 0 0 4 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58
PHF Volume: 0 64 10 17 45 0 0 0 0 0 7 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 64 10 17 45 0 0 0 0 0 7 0 0

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx xxxxx

Capacity Module:
Conflict Vol: xxxx xxxx xxxxx 74 xxxx xxxxx xxxx xxxx xxxxx 149 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 1538 xxxx xxxxx xxxx xxxx xxxxx 848 xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 1538 xxxx xxxxx xxxx xxxx xxxxx 841 xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 0.01 xxxx xxxxx xxxx xxxx xxxxx 0.01 xxxx xxxxx

Level of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 7.4 xxxx xxxxx xxxxx xxxx xxxxx 9.3 xxxx xxxxx
LOS by Move: \* \* \* A \* \* \* A \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: \* \* \* A \* \* \* \* \* \* \* \* \* \* \* \* \*
ApproachDel: xxxxxx xxxxxx xxxxxx 9.3
ApproachLOS: \* \* \* A

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

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

Intersection #6 Cedar St / Brittan Av

Cycle (sec): 60 Critical Vol./Cap.(X): 0.935

Street Name: Cedar St Brittan Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 53 149 21 31 98 77 85 324 20 42 423 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: 53 149 21 31 98 77 85 324 20 42 423 49
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 54 152 21 32 100 79 87 331 20 43 433 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 152 21 32 100 79 87 331 20 43 433 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: 54 152 21 32 100 79 87 331 20 43 433 50

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.24 0.67 0.09 0.15 0.48 0.37 0.20 0.75 0.05 0.08 0.82 0.10
Final Sat.: 107 301 42 68 215 169 106 402 25 46 463 54

Capacity Analysis Module:
Vol/Sat: 0.51 0.51 0.51 0.47 0.47 0.47 0.82 0.82 0.82 0.93 0.93 0.93
Crit Moves: \*\*\*\*
Delay/Veh: 16.6 16.6 16.6 15.5 15.5 15.5 30.6 30.6 30.6 46.8 46.8 46.8
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 16.6 16.6 16.6 15.5 15.5 15.5 30.6 30.6 30.6 46.8 46.8 46.8
LOS by Move: C C C C D D E E E
ApproachDel: 16.6 15.5 30.6 46.8
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 16.6 15.5 30.6 46.8
LOS by Appr: C C D E
AllWayAvgQ: 0.8 0.8 0.8 0.7 0.7 0.7 3.1 3.1 3.1 5.8 5.8 5.8

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

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #7 Woodland Av / Brittan Av
*****
Average Delay (sec/veh): 1.1 Worst Case Level of Service: C [ 18.0]
*****
Street Name: Woodland Av Brittan Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
Volume Module:
Base Vol: 2 2 2 14 4 19 23 359 7 6 474 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: 2 2 2 14 4 19 23 359 7 6 474 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 2 2 2 15 4 21 25 391 8 7 517 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 2 2 2 15 4 21 25 391 8 7 517 27
Critical Gap Module:
Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx
Capacity Module:
Cnflct Vol: 1002 1003 395 991 993 531 544 xxxx xxxxxx 399 xxxx xxxxxx
Potent Cap.: 223 244 658 227 247 552 1035 xxxx xxxxxx 1170 xxxx xxxxxx
Move Cap.: 207 237 658 219 240 552 1035 xxxx xxxxxx 1170 xxxx xxxxxx
Volume/Cap: 0.01 0.01 0.00 0.07 0.02 0.04 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 xxxxxx 8.6 xxxx xxxxxx 8.1 xxxx xxxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 284 xxxxxx xxxx 322 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 0.1 xxxxxx xxxxxx 0.4 xxxxxx xxxxxx xxxx xxxxxx xxxx xxxx xxxxxx
Shrd ConDel:xxxxx 18.0 xxxxxx xxxxxx 17.8 xxxxxx xxxxxx xxxx xxxx xxxxxx
Shared LOS: * C * * C * * * * * * * * * *
ApproachDel: 18.0 17.8 xxxxxxxx xxxxxxxx
ApproachLOS: C C * *
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #8 Elston Ct / Coleman Ct
*****
Average Delay (sec/veh): 4.9 Level of Service: A
*****
Street Name: Elston Ct Coleman Ct
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Yield Sign Yield Sign Yield Sign Yield Sign
Lanes: 0 1 1 1
Volume Module:
Base Vol: 0 0 0 2 0 5 6 3 0 0 3 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 2 0 5 6 3 0 0 3 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63
PHF Volume: 0 0 0 3 0 8 10 5 0 0 5 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 3 0 8 10 5 0 0 5 3
PCE Module:
AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0
TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0
ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0
BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0
AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0
Delay Module: >> Time Period: 0.25 hours <<
CircVolume: 0 0 0 0
MaxVolume: 0 0 0 0
PedVolume: 0 0 0 0
AdjMaxVol: 0 0 0 0
ApproachVol: 0 0 0 0
ApproachV/C: Nan Nan Nan Nan
ApproachDel: xxxxxxx 8.5 xxxxxxx xxxxxxx
ApproachLOS: * * * * * A * * * * *
Queue: xxxx xxxx xxxx xxxx

```

```

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #9 Aberdeen Dr / Dundee Ln
*****
Average Delay (sec/veh):      8.2      Level Of Service: A
*****
Street Name:      Aberdeen Dr      Dundee Ln
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Yield Sign      Yield Sign      Yield Sign      Yield Sign
Lanes:      1      0      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 35 0 0 0 0 0 0 8 0 0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0 0 35 0 0 0 0 0 0 8 0 0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
PHF Volume:  0 0 47 0 0 0 0 0 0 11 0 0
Reduct Vol:  0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 47 0 0 0 0 0 0 11 0 0
-----|-----|-----|-----|
PCE Module:
AutoPCE:      0 0 0 0 0 0 0 0 0 0 0 0
TruckPCE:     0 0 0 0 0 0 0 0 0 0 0 0
ComboPCE:     0 0 0 0 0 0 0 0 0 0 0 0
BicyclePCE:   0 0 0 0 0 0 0 0 0 0 0 0
AdjVolume:    0 0 0 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Delay Module: >> Time Period: 0.25 hours <<
CircVolume:   0 0 0 0
MaxVolume:   0 0 0 0
PedVolume:   0 0 0 0
AdjMaxVol:   0 0 0 0
ApproachVol: 0 0 0 0
ApproachV/C:  Nan      Nan      Nan
ApproachDel:  8.4      xxxxxx  xxxxxx  xxxxxx
ApproachLOS:  * * A * * * * * A * *
Queue:      xxxxx      xxxxx      xxxxx      xxxxx

```

```

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #10 Aberdeen Dr / Glasgow Ln
*****
Average Delay (sec/veh):      1.0      Worst Case Level Of Service: B [ 10.6 ]
*****
Street Name:      Aberdeen Dr      Glasgow Ln
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      0 0 1! 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      5 139 14 7 113 0 0 0 0 0 15 0 3
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  5 139 14 7 113 0 0 0 0 15 0 3
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78
PHF Volume:  6 177 18 9 144 0 0 0 0 19 0 4
Reduct Vol:  0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 6 177 18 9 144 0 0 0 0 19 0 4
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:  4.1 xxxxx xxxxxx 4.1 xxxxx xxxxxx xxxxx xxxxx xxxxxx 6.4 6.5 6.2
FollowUpTim:  2.2 xxxxx xxxxxx 2.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 3.5 4.0 3.3
-----|-----|-----|-----|
Capacity Module:
Conflict Vol: 144 xxxxx xxxxxx 195 xxxxx xxxxxx xxxxx xxxxx xxxxxx 361 361 186
Potent Cap.: 1451 xxxxx xxxxxx 1390 xxxxx xxxxxx xxxxx xxxxx xxxxxx 642 569 861
Move Cap.:   1451 xxxxx xxxxxx 1390 xxxxx xxxxxx xxxxx xxxxx xxxxxx 637 563 861
Volume/Cap:  0.00 xxxxx xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx 0.03 0.00 0.00
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:   0.0 xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del:  7.5 xxxxx xxxxxx 7.6 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move:  A * * * A * * * * * * * * * * *
Movement:    LT - LTR - RT  LT - LTR - RT  LT - LTR - RT  LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx 666 xxxxxx
SharedQueue: xxxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx 0.1 xxxxxx
Shrd ConDel: xxxxxx xxxxx xxxxxx 7.6 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 10.6 xxxxxx
Shared LOS:  * * * A * * * * * * * * * * *
ApproachDel: xxxxxx      xxxxxx      xxxxxx      10.6
ApproachLOS: * * * * * * * * * * *
*****
Note: Queue reported is the number of cars per lane.
*****

```

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

\*\*\*\*\*  
 Intersection #11 Aberdeen Dr-Hewitt Dr / Melendy Dr  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550  
 Loss Time (sec): 0 Average Delay (sec/veh): 12.0  
 Optimal Cycle: 0 Level Of Service: B  
 \*\*\*\*\*

Street Name: Aberdeen Dr-Hewitt Dr Melendy Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:  
 Base Vol: 19 17 9 99 10 46 68 152 11 13 188 115  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 19 17 9 99 10 46 68 152 11 13 188 115  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79  
 PHF Volume: 24 21 11 125 13 58 86 192 14 16 238 145  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 24 21 11 125 13 58 86 192 14 16 238 145  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 24 21 11 125 13 58 86 192 14 16 238 145

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.42 0.38 0.20 0.64 0.06 0.30 0.29 0.66 0.05 0.04 0.60 0.36  
 Final Sat.: 226 202 107 380 38 176 198 442 32 30 432 265

Capacity Analysis Module:  
 Vol/Sat: 0.11 0.11 0.11 0.33 0.33 0.33 0.43 0.43 0.43 0.55 0.55 0.55  
 Crit Moves: \*\*\*\*  
 Delay/Veh: 9.4 9.4 9.4 10.9 10.9 10.9 11.8 11.8 11.8 13.1 13.1 13.1  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 9.4 9.4 9.4 10.9 10.9 10.9 11.8 11.8 11.8 13.1 13.1 13.1  
 LOS by Move: A A A B B B B B B B B B  
 ApproachDel: 9.4 10.9 11.8 13.1  
 Delay Adj: 1.00 1.00 1.00 1.00  
 ApprAdjDel: 9.4 10.9 11.8 13.1  
 LOS by Appr: A B B B  
 AllWayAvgQ: 0.1 0.1 0.1 0.4 0.4 0.4 0.7 0.7 0.7 1.1 1.1 1.1

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

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

\*\*\*\*\*  
 Intersection #12 Alameda de las Pulgas / Melendy Dr  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702  
 Loss Time (sec): 0 Average Delay (sec/veh): 17.6  
 Optimal Cycle: 0 Level Of Service: C  
 \*\*\*\*\*

Street Name: Alameda de las Pulgas Melendy Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0

Volume Module:  
 Base Vol: 214 372 6 5 343 164 141 2 143 9 2 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 214 372 6 5 343 164 141 2 143 9 2 2  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
 PHF Volume: 227 394 6 5 363 174 149 2 151 10 2 2  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 227 394 6 5 363 174 149 2 151 10 2 2  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 227 394 6 5 363 174 149 2 151 10 2 2

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.98 0.02 0.01 0.99 1.00 0.49 0.01 0.50 0.70 0.15 0.15  
 Final Sat.: 526 561 9 8 547 618 276 4 280 296 66 66

Capacity Analysis Module:  
 Vol/Sat: 0.43 0.70 0.70 0.66 0.66 0.28 0.54 0.54 0.54 0.03 0.03 0.03  
 Crit Moves: \*\*\*\*  
 Delay/Veh: 14.3 21.8 21.8 20.3 20.3 10.5 15.7 15.7 15.7 10.5 10.5 10.5  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 14.3 21.8 21.8 20.3 20.3 10.5 15.7 15.7 15.7 10.5 10.5 10.5  
 LOS by Move: B C C C B C C C B B B B  
 ApproachDel: 19.1 17.2 15.7 10.5  
 Delay Adj: 1.00 1.00 1.00 1.00  
 ApprAdjDel: 19.1 17.2 15.7 10.5  
 LOS by Appr: C C C B  
 AllWayAvgQ: 0.7 2.0 2.0 1.7 1.7 0.4 1.0 1.0 1.0 0.0 0.0 0.0

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

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
Intersection #1 Cedar St / Arroyo Av
Cycle (sec): 100 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 0 Average Delay (sec/veh): 8.9
Optimal Cycle: 0 Level Of Service: A
Street Name: Cedar St Arroyo Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0
Volume Module:
Base Vol: 6 41 12 62 48 18 16 64 4 23 90 85
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 6 41 12 62 48 18 16 64 4 23 90 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
PHF Volume: 7 50 15 76 59 22 20 78 5 28 110 104
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 50 15 76 59 22 20 78 5 28 110 104
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: 7 50 15 76 59 22 20 78 5 28 110 104
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.10 0.70 0.20 0.48 0.38 0.14 0.19 0.76 0.05 0.12 0.45 0.43
Final Sat.: 72 489 143 346 268 100 138 551 34 93 363 343
Capacity Analysis Module:
Vol/Sat: 0.10 0.10 0.10 0.22 0.22 0.14 0.14 0.14 0.30 0.30 0.30
Crit Moves:
Delay/Veh: 8.3 8.3 8.3 9.0 9.0 9.0 8.4 8.4 8.4 9.1 9.1 9.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 8.3 8.3 8.3 9.0 9.0 9.0 8.4 8.4 8.4 9.1 9.1 9.1
LOS by Move: A A A A A A A A A A A A
ApproachDel: 8.3 9.0 8.4 9.1
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 8.3 9.0 8.4 9.1
LOS by Appr: A A A A
AllWayAvgQ: 0.1 0.1 0.1 0.2 0.2 0.2 0.1 0.1 0.1 0.4 0.4 0.4
Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #2 Chestnut St / Arroyo Av
Average Delay (sec/veh): 9.4 Worst Case Level Of Service: B [ 10.3]
Street Name: Chestnut St Arroyo Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 1 0 0 0 1 0 0 0
Volume Module:
Base Vol: 12 0 24 0 0 0 0 125 20 23 113 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 12 0 24 0 0 0 0 125 20 23 113 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 14 0 27 0 0 0 0 141 23 26 128 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 14 0 27 0 0 0 0 141 23 26 128 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 6.5 6.2 7.1 6.5 xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 4.0 3.3 3.5 4.0 xxxxx
Capacity Module:
Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 54 0 111 41 xxxxx
Potent Cap: 1636 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 841 1091 871 855 xxxxx
Move Cap: 1636 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 834 1091 738 848 xxxxx
Volume/Cap: 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.17 0.02 0.04 0.15 xxxxx
Level Of Service Module:
2Way95thQ: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 7.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 862 827 xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.7 0.7 xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.2 10.3 xxxxx xxxxx
Shared LOS: \* \* \* \* \* B B \* \*
ApproachDel: xxxxxx xxxxxx 10.2 10.3
ApproachLOS: \* \* B B
Note: Queue reported is the number of cars per lane.

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #3 Chestnut St / Baytree Rd
*****
Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[ 8.8]
*****
Street Name: Chestnut St Baytree Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 1 1 0 0
-----
Volume Module:
Base Vol: 0 44 8 6 16 0 0 0 0 7 0 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: 0 44 8 6 16 0 0 0 0 7 0 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: 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81
PHF Volume: 0 54 10 7 20 0 0 0 0 9 0 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 54 10 7 20 0 0 0 0 9 0 7
-----
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxxx xxxxx xxxx xxxxxx 6.4 6.5 6.2
FollowUpTim:xxxxxx xxxx xxxxxx 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx 3.5 4.0 3.3
-----
Capacity Module:
Conflict Vol: xxxxx xxxx xxxxxx 64 xxxxx xxxxxx xxxxx xxxx xxxxxx 94 94 59
Potent Cap.: xxxxx xxxx xxxxxx 1551 xxxxx xxxxxx xxxxx xxxx xxxxxx 911 800 1012
Move Cap.: xxxxx xxxx xxxxxx 1551 xxxxx xxxxxx xxxxx xxxx xxxxxx 908 796 1012
Volume/Cap: xxxxx xxxx xxxxx 0.00 xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 0.00 0.01
-----
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Control Del:xxxxxx xxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx 953 xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 0.1 xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 8.8 xxxxxx
Shared LOS: * * * * A * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 8.8
ApproachLOS: * * * * A
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #4 Woodland Av / Morse Blvd
*****
Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[ 8.9]
*****
Street Name: Woodland Av Morse Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 1 1 0 0
-----
Volume Module:
Base Vol: 0 22 5 7 28 0 0 0 0 6 0 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 22 5 7 28 0 0 0 0 6 0 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.69 0.69 0.69 0.69 0.69 0.69 0.69 0.69 0.69 0.69 0.69 0.69
PHF Volume: 0 32 7 10 41 0 0 0 0 9 0 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 32 7 10 41 0 0 0 0 9 0 4
-----
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxxx 4.1 xxxx xxxxxx xxxxx xxxx xxxxxx 6.4 6.5 6.2
FollowUpTim:xxxxxx xxxx xxxxxx 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx 3.5 4.0 3.3
-----
Capacity Module:
Conflict Vol: xxxxx xxxx xxxxxx 39 xxxxx xxxxxx xxxxx xxxx xxxxxx 97 97 36
Potent Cap.: xxxxx xxxx xxxxxx 1584 xxxxx xxxxxx xxxxx xxxx xxxxxx 908 797 1043
Move Cap.: xxxxx xxxx xxxxxx 1584 xxxxx xxxxxx xxxxx xxxx xxxxxx 903 792 1043
Volume/Cap: xxxxx xxxx xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 0.00 0.00
-----
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Control Del:xxxxxx xxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx 945 xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 0.0 xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 8.9 xxxxxx
Shared LOS: * * * * A * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 8.9
ApproachLOS: * * * * A
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #5 Woodland Av / Aster Rd
*****
Average Delay (sec/veh): 1.4 Worst Case Level of Service: A[ 8.7]
*****
Street Name: Woodland Av Aster Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 1 0 0 0 0 0 0 0 0 1 0 0
-----
Volume Module:
Base Vol: 0 19 5 4 40 0 0 0 0 4 0 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: 0 19 5 4 40 0 0 0 0 4 0 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: 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70
PHF Volume: 0 27 7 6 57 0 0 0 0 6 0 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 27 7 6 57 0 0 0 0 6 0 7
-----
Critical Gap Module:
Critical Gap:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2
FollowUpTim:xxxxxx xxxx xxxxxx 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx 3.5 4.0 3.3
-----
Capacity Module:
Conflict Vol: xxxxx xxxx xxxxxx 34 xxxxx xxxxxx xxxxx xxxx xxxxxx 99 99 31
Potent Cap.: xxxxx xxxx xxxxxx 1591 xxxxx xxxxxx xxxxx xxxx xxxxxx 905 795 1050
Move Cap.: xxxxx xxxx xxxxxx 1591 xxxxx xxxxxx xxxxx xxxx xxxxxx 903 792 1050
Volume/Cap: xxxxx xxxx xxxxx 0.00 xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 0.00 0.01
-----
Level of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Control Del:xxxxxx xxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * * * A * * * * * * * * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx 979 xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 0.0 xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx 8.7 xxxxxx
Shared LOS: * * * A * * * * * * * * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 8.7
ApproachLOS: * * * A
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #6 Cedar St / Brittan Av
*****
Cycle (sec): 60 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 0 Average Delay (sec/veh): 15.7
Optimal Cycle: 0 Level of Service: C
*****
Street Name: Cedar St Brittan Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0
-----
Volume Module:
Base Vol: 37 86 31 40 66 62 51 333 7 27 300 39
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 37 86 31 40 66 62 51 333 7 27 300 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 39 91 33 43 70 66 54 354 7 29 319 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 91 33 43 70 66 54 354 7 29 319 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: 39 91 33 43 70 66 54 354 7 29 319 41
-----
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.24 0.56 0.20 0.24 0.39 0.37 0.13 0.85 0.02 0.07 0.82 0.11
Final Sat.: 120 280 101 123 202 190 81 531 11 46 510 66
-----
Capacity Analysis Module:
Vol/Sat: 0.33 0.33 0.33 0.35 0.35 0.35 0.67 0.67 0.67 0.62 0.62 0.62
Crit Moves: *****
Delay/Veh: 11.8 11.8 11.8 11.9 11.9 11.9 18.1 18.1 18.1 16.5 16.5 16.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.8 11.8 11.8 11.9 11.9 11.9 18.1 18.1 18.1 16.5 16.5 16.5
LOS by Move: B B B B B C C C C C C
ApproachDel: 11.8 B 11.9 B 18.1 C 16.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ApprAdjDel: 11.8 B 11.9 B 18.1 C 16.5
LOS by Appr: B B C C
AllWayAvgQ: 0.3 0.3 0.3 0.4 0.4 0.4 1.6 1.6 1.6 1.4 1.4 1.4
*****
Note: Queue reported is the number of cars per lane.
*****

```



```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #7 Woodland Av / Brittan Av
*****
Average Delay (sec/veh): 1.3 Worst Case Level of Service: C [ 16.4]
*****
Street Name: Woodland Av Brittan Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
-----
Volume Module:
Base Vol: 4 2 4 18 2 30 13 382 4 7 350 12
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4 2 4 18 2 30 13 382 4 7 350 12
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 5 2 5 21 2 34 15 439 5 8 402 14
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 5 2 5 21 2 34 15 439 5 8 402 14
-----
Critical Gap Module:
Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx
-----
Capacity Module:
Cnflct Vol: 914 902 441 899 898 409 416 xxxx xxxxxx 443 xxxx xxxxxx
Potent Cap.: 256 279 621 262 281 647 1154 xxxx xxxxxx 1128 xxxx xxxxxx
Move Cap.: 237 274 621 254 276 647 1154 xxxx xxxxxx 1128 xxxx xxxxxx
Volume/Cap: 0.02 0.01 0.01 0.08 0.01 0.05 0.01 xxxx xxxx 0.01 xxxx xxxx
-----
Level of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx 0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.2 xxxx xxxxx 8.2 xxxx xxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 327 xxxxx xxxx 402 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 0.1 xxxxx xxxxx 0.5 xxxxx xxxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd ConDel:xxxxx 16.4 xxxxx xxxxx 15.4 xxxxx xxxxx xxxx xxxxx xxxx xxxx xxxxx
Shared LOS: * C * * C * * * * * * * * * *
ApproachDel: 16.4 15.4 xxxxxxx xxxxxxx
ApproachLOS: C C * *
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #8 Elston Ct / Coleman Ct
*****
Average Delay (sec/veh): 4.4 Level of Service: A
*****
Street Name: Elston Ct Coleman Ct
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----
Control: Yield Sign Yield Sign Yield Sign Yield Sign
Lanes: 0 1 1 1
-----
Volume Module:
Base Vol: 0 0 0 4 0 2 4 3 0 0 3 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 4 0 2 4 3 0 0 3 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
PHF Volume: 0 0 0 5 0 3 5 4 0 0 4 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 5 0 3 5 4 0 0 4 3
-----
PCE Module:
AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0
TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0
ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0
BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0
AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0
-----
Delay Module: >> Time Period: 0.25 hours <<
CircVolume: 0 0 0 0
MaxVolume: 0 0 0 0
PedVolume: 0 0 0 0
AdjMaxVol: 0 0 0 0
ApproachVol: 0 0 0 0
ApproachV/C: Nan Nan Nan Nan
ApproachDel: xxxxxxx 8.5 xxxxxxx xxxxxxx
ApproachLOS: * * * * * A * * * * *
Queue: xxxx xxxx xxxx xxxx

```

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

\*\*\*\*\*  
 Intersection #9 Aberdeen Dr / Dundee Ln  
 \*\*\*\*\*  
 Average Delay (sec/veh): 7.7 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Aberdeen Dr Dundee Ln  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Yield Sign Yield Sign Yield Sign Yield Sign  
 Lanes: 1 0 0 1  
 Volume Module:  
 Base Vol: 0 0 13 0 0 0 0 0 0 17 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 13 0 0 0 0 0 0 17 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59  
 PHF Volume: 0 0 22 0 0 0 0 0 0 29 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 0 22 0 0 0 0 0 0 29 0 0  
 PCE Module:  
 AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0  
 Delay Module: >> Time Period: 0.25 hours <<  
 CircVolume: 0 0 0 0  
 MaxVolume: 0 0 0 0  
 PedVolume: 0 0 0 0  
 AdjMaxVol: 0 0 0 0  
 ApproachVol: 0 0 0 0  
 ApproachV/C: Nan Nan Nan Nan  
 ApproachDel: 8.4 xxxxxx xxxxxx xxxxxx xxxxxx  
 ApproachLOS: \* \* A \* \* \* \* \* A \* \*  
 Queue: xxxx xxxx xxxx xxxx

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

\*\*\*\*\*  
 Intersection #10 Aberdeen Dr / Glasgow Ln  
 \*\*\*\*\*  
 Average Delay (sec/veh): 1.2 Worst Case Level Of Service: A[ 9.3]  
 \*\*\*\*\*  
 Street Name: Aberdeen Dr Glasgow Ln  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Lanes: 0 0 1 0 0 0 1 0 0 0 0 0 0 1 0 0 0 0  
 Volume Module:  
 Base Vol: 0 42 17 0 66 0 0 0 0 18 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 42 17 0 66 0 0 0 0 18 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83  
 PHF Volume: 0 51 21 0 80 0 0 0 0 22 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 51 21 0 80 0 0 0 0 22 0 0  
 Critical Gap Module:  
 Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx xxxxx  
 FollowUpTim:xxxxxx xxxx xxxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx xxxxx  
 Capacity Module:  
 Cnflct Vol: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 141 xxxxx xxxxx  
 Potent Cap.: xxxxx xxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 857 xxxxx xxxxx  
 Move Cap.: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 857 xxxxx xxxxx  
 Volume/Cap: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.03 xxxxx xxxxx  
 Level Of Service Module:  
 2Way95thQ: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx  
 Control Del:xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.3 xxxxx xxxxxx  
 LOS by Move: \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 SharedQueue:xxxxxx xxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shrd ConDel:xxxxxx xxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \*  
 ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 9.3  
 ApproachLOS: \* \* \* \* \* A

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

```

-----
Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #11 Aberdeen Dr-Hewitt Dr / Melendy Dr
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.228
Loss Time (sec):  0           Average Delay (sec/veh):    8.4
Optimal Cycle:    0           Level Of Service:         A
*****
Street Name:      Aberdeen Dr-Hewitt Dr      Melendy Dr
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:          Stop Sign      Stop Sign      Stop Sign      Stop Sign
Rights:           Include      Include      Include      Include
Min. Green:       0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Lanes:            0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
-----
Volume Module:
Base Vol:         7 8 10 88 6 19 16 109 7 2 111 56
Growth Adj:      1.00 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 8 10 88 6 19 16 109 7 2 111 56
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume:      8 9 11 98 7 21 18 121 8 2 123 62
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     8 9 11 98 7 21 18 121 8 2 123 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:     8 9 11 98 7 21 18 121 8 2 123 62
-----
Saturation Flow Module:
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.28 0.32 0.40 0.78 0.05 0.17 0.12 0.83 0.05 0.01 0.66 0.33
Final Sat.:     204 233 291 563 38 122 95 646 42 10 542 273
-----
Capacity Analysis Module:
Vol/Sat:         0.04 0.04 0.04 0.17 0.17 0.17 0.19 0.19 0.19 0.23 0.23 0.23
Crit Moves:      ****
Delay/Veh:       7.8 7.8 7.8 8.6 8.6 8.6 8.4 8.4 8.4 8.4 8.4 8.4
Delay Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:      7.8 7.8 7.8 8.6 8.6 8.6 8.4 8.4 8.4 8.4 8.4 8.4
LOS by Move:     A A A A A A A A A A A A
ApproachDel:     7.8 8.6 8.4 8.4
Delay Adj:       1.00 1.00 1.00 1.00
ApprAdjDel:     7.8 8.6 8.4 8.4
LOS by Appr:     A A A A
AllWayAvgQ:      0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.2 0.2 0.3 0.3 0.3
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #12 Alameda de las Pulgas / Melendy Dr
*****
Cycle (sec):      100          Critical Vol./Cap.(X):    0.491
Loss Time (sec):  0           Average Delay (sec/veh):  12.5
Optimal Cycle:    0           Level Of Service:         B
*****
Street Name:      Alameda de las Pulgas      Melendy Dr
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:          Stop Sign      Stop Sign      Stop Sign      Stop Sign
Rights:           Include      Include      Include      Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            1 0 0 1 0 0 0 1 0 0 1 0 0 0 1 0 0 0
-----
Volume Module:
Base Vol:        111 256 4 0 241 93 96 0 160 4 0 2
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    111 256 4 0 241 93 96 0 160 4 0 2
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume:    127 293 5 0 275 106 110 0 183 5 0 2
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   127 293 5 0 275 106 110 0 183 5 0 2
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   127 293 5 0 275 106 110 0 183 5 0 2
-----
Saturation Flow Module:
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          1.00 0.98 0.02 0.00 1.00 1.00 0.38 0.00 0.62 0.67 0.00 0.33
Final Sat.:    556 596 9 0 595 670 235 0 391 332 0 166
-----
Capacity Analysis Module:
Vol/Sat:        0.23 0.49 0.49 xxxx 0.46 0.16 0.47 xxxx 0.47 0.01 xxxx 0.01
Crit Moves:     ****
Delay/Veh:     10.8 13.7 13.7 0.0 13.3 8.8 12.8 0.0 12.8 9.4 0.0 9.4
Delay Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:    10.8 13.7 13.7 0.0 13.3 8.8 12.8 0.0 12.8 9.4 0.0 9.4
LOS by Move:   B B B * B A B * B A * A
ApproachDel:   12.8 12.0 12.8 9.4
Delay Adj:     1.00 1.00 1.00 1.00
ApprAdjDel:    12.8 12.0 12.8 9.4
LOS by Appr:   B B B A
AllWayAvgQ:    0.3 0.9 0.9 0.8 0.8 0.2 0.7 0.7 0.7 0.0 0.0 0.0
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #1 Cedar St / Arroyo Av
*****
Cycle (sec):      100          Critical Vol./Cap.(X):    0.570
Loss Time (sec):  0           Average Delay (sec/veh):  13.2
Optimal Cycle:    0           Level Of Service:        B
*****
Street Name:      Cedar St          Arroyo Av
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:         Stop Sign      Stop Sign      Stop Sign      Stop Sign
Rights:          Include      Include      Include      Include
Lanes:           0 0 1! 0 0    0 0 1! 0 0    0 0 1! 0 0    0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:        55 179   131  57 104   14  47 95  18  142 129  47
Growth Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    55 179   131  57 104   14  47 95  18  142 129  47
User Adj:       1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:        1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     55 179   131  57 104   14  47 95  18  142 129  47
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    55 179   131  57 104   14  47 95  18  142 129  47
PCE Adj:        1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:        1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    55 179   131  57 104   14  47 95  18  142 129  47
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:          0.15 0.49  0.36 0.33 0.59  0.08 0.29 0.60  0.11 0.45 0.40 0.15
Final Sat.:     96 314   230 183 334   45 162 328  62 270 245  89
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.57 0.57  0.57 0.31 0.31  0.31 0.29 0.29  0.29 0.53 0.53 0.53
Crit Moves:     ****
Delay/Veh:      14.5 14.5  14.5 11.1 11.1  11.1 11.0 11.0  11.0 14.0 14.0 14.0
Delay Adj:      1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
AdjDel/Veh:     14.5 14.5  14.5 11.1 11.1  11.1 11.0 11.0  11.0 14.0 14.0 14.0
LOS by Move:    B  B  B  B  B  B  B  B  B  B  B  B
ApproachDel:    14.5 11.1  11.0 11.0 14.0
Delay Adj:      1.00 1.00  1.00 1.00 1.00
ApprAdjDel:     14.5 11.1  11.0 14.0
LOS by Appr:    B  B  B  B
AllWayAvgQ:     1.1 1.1  1.1 0.4 0.4  0.4 0.3 0.3  0.3 0.9 0.9 0.9
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #2 Chestnut St / Arroyo Av
*****
Average Delay (sec/veh):  12.0      Worst Case Level Of Service: B[ 13.9]
*****
Street Name:      Chestnut St      Arroyo Av
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:         Uncontrolled  Uncontrolled  Stop Sign      Stop Sign
Rights:          Include      Include      Include      Include
Lanes:           0 0 1! 0 0    0 0 0 0 0    0 0 0 1 0    0 1 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:        41 0 30 0 0 0 0 0 228  42  60 256  0
Growth Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
Initial Bse:    41 0 30 0 0 0 0 0 228  42  60 256  0
User Adj:       1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
PHF Volume:     41 0 30 0 0 0 0 0 228  42  60 256  0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:    41 0 30 0 0 0 0 0 228  42  60 256  0
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:     4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  6.5  6.2  7.1  6.5 xxxxx
FollowUpTim:    2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  4.0  3.3  3.5  4.0 xxxxx
-----|-----|-----|-----|
Capacity Module:
Conflict Vol:    0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  112  0  211  97 xxxxx
Potent Cap.:    1636 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  782 1091  750 797 xxxxx
Move Cap.:      1636 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  762 1091  544 776 xxxxx
Volume/Cap:     0.03 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  0.30 0.04  0.11 0.33 xxxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:      0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:    7.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move:    A  *  *  *  *  *  *  *  *  *  *  *  *
Movement:       LT - LTR - RT  LT - LTR - RT  LT - LTR - RT  LT - LTR - RT
Shared Cap.:    xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  799  718 xxxxx xxxxx
SharedQueue:    xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  1.5  2.3 xxxxx xxxxx
Shrd ConDel:    xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  11.8 13.9 xxxxx xxxxx
Shared LOS:     *  *  *  *  *  *  *  *  *  *  *  *
ApproachDel:    xxxxxx xxxxxx xxxxxx  11.8  13.9
ApproachLOS:    *  *  *  *  *  *  *  *  *  *  *
*****
Note: Queue reported is the number of cars per lane.
*****

```

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

Intersection #3 Chestnut St / Baytree Rd

Average Delay (sec/veh): 2.2 Worst Case Level of Service: A[ 9.4]

Street Name: Chestnut St Baytree Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 1 0 0 0 0 0 0 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 16 66 12 9 59 0 0 0 0 19 0 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: 16 66 12 9 59 0 0 0 0 19 0 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: 16 66 12 9 59 0 0 0 0 19 0 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 16 66 12 9 59 0 0 0 0 19 0 6

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

Capacity Module:
Cnflct Vol: 59 xxxxx xxxxx 78 xxxxx xxxxx xxxxx xxxxx xxxxx 181 181 72
Potent Cap.: 1558 xxxxx xxxxx 1533 xxxxx xxxxx xxxxx xxxxx xxxxx 813 717 996
Move Cap.: 1558 xxxxx xxxxx 1533 xxxxx xxxxx xxxxx xxxxx xxxxx 803 705 996
Volume/Cap: 0.01 xxxxx xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx 0.02 0.00 0.01

Level Of Service Module:
2Way95thQ: 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 7.3 xxxxx xxxxx 7.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A \* \* \* A \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 842 xxxxx
SharedQueue: xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx 7.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.4 xxxxx
Shared LOS: \* \* \* \* A \*
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 9.4
ApproachLOS: \* \* \* \* A

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

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

Intersection #4 Woodland Av / Morse Blvd

Average Delay (sec/veh): 3.0 Worst Case Level of Service: A[ 9.0]

Street Name: Woodland Av Morse Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 0 35 6 7 31 0 0 0 0 25 0 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: 0 35 6 7 31 0 0 0 0 25 0 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: 0 35 6 7 31 0 0 0 0 25 0 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 35 6 7 31 0 0 0 0 25 0 6

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

Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxx 41 xxxxx xxxxx xxxxx xxxxx xxxxx 83 83 38
Potent Cap.: xxxxx xxxxx xxxxx 1581 xxxxx xxxxx xxxxx xxxxx xxxxx 924 811 1040
Move Cap.: xxxxx xxxxx xxxxx 1581 xxxxx xxxxx xxxxx xxxxx xxxxx 921 807 1040
Volume/Cap: xxxxx xxxxx xxxxx 0.00 xxxxx xxxxx xxxxx xxxxx xxxxx 0.03 0.00 0.01

Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: xxxxx xxxxx xxxxx 7.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: \* \* \* \* A \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 941 xxxxx
SharedQueue: xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx 7.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.0 xxxxx
Shared LOS: \* \* \* \* A \*
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 9.0
ApproachLOS: \* \* \* \* A

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

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

Intersection #5 Woodland Av / Aster Rd

Average Delay (sec/veh): 1.2 Worst Case Level of Service: A[ 9.1]

Street Name: Woodland Av Aster Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 1 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 46 7 12 32 0 0 0 0 4 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 46 7 12 32 0 0 0 0 4 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 46 7 12 32 0 0 0 0 4 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 46 7 12 32 0 0 0 0 4 0 0

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxxx 6.4 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxxx 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx 3.5 xxxx xxxxxx

Capacity Module:
Conflict Vol: xxxxx xxxx xxxxxx 53 xxxxx xxxxxx xxxxx xxxx xxxxxx 106 xxxxx xxxxxx
Potent Cap.: xxxxx xxxxx xxxxxx 1566 xxxxx xxxxxx xxxxx xxxxx xxxxxx 897 xxxxx xxxxxx
Move Cap.: xxxxx xxxxx xxxxxx 1566 xxxxx xxxxxx xxxxx xxxxx xxxxxx 892 xxxxx xxxxxx
Volume/Cap: xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx 0.00 xxxxx xxxxx

Level of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx
Control Del:xxxxxx xxxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 9.1 xxxxx xxxxxx
LOS by Move: \* \* \* A \* \* \* A \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: \* \* \* A \* \* \* \* \* \* \* \* \* \* \* \* \*
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 9.1
ApproachLOS: \* \* \* A

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

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

Intersection #6 Cedar St / Brittan Av

Cycle (sec): 60 Critical Vol./Cap.(X): 1.281

Street Name: Cedar St Brittan Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 65 184 26 38 121 95 105 400 25 52 523 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: 65 184 26 38 121 95 105 400 25 52 523 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: 65 184 26 38 121 95 105 400 25 52 523 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 65 184 26 38 121 95 105 400 25 52 523 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: 65 184 26 38 121 95 105 400 25 52 523 60

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.24 0.67 0.09 0.15 0.48 0.37 0.20 0.75 0.05 0.08 0.83 0.09
Final Sat.: 103 291 41 65 208 164 98 372 23 41 408 47

Capacity Analysis Module:
Vol/Sat: 0.63 0.63 0.63 0.58 0.58 0.58 1.08 1.08 1.08 1.28 1.28 1.28
Crit Moves: \*\*\*\* \*
Delay/Veh: 23.6 23.6 23.6 21.2 21.2 21.2 89.5 89.5 89.5 163.8 164 163.8
Delay/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 23.6 23.6 23.6 21.2 21.2 21.2 89.5 89.5 89.5 163.8 164 163.8
LOS by Move: C C C C C F F F F F F
ApproachDel: 23.6 21.2 89.5 163.8
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 23.6 21.2 89.5 163.8
LOS by Appr: C C F F
AllWayAvgQ: 1.5 1.5 1.5 1.2 1.2 1.2 10.8 10.8 10.8 21.2 21.2 21.2

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

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

\*\*\*\*\*  
 Intersection #7 Woodland Av / Brittan Av  
 \*\*\*\*\*

Average Delay (sec/veh): 1.2 Worst Case Level of Service: C [ 20.7 ]  
 \*\*\*\*\*

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

Volume Module:  
 Base Vol: 2 2 2 17 4 23 28 443 8 7 586 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: 2 2 2 17 4 23 28 443 8 7 586 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: 2 2 2 17 4 23 28 443 8 7 586 31  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 2 2 2 17 4 23 28 443 8 7 586 31

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

Capacity Module:  
 Cnflct Vol: 1132 1134 447 1121 1123 602 617 xxxx xxxxx 451 xxxx xxxxx  
 Potent Cap.: 182 204 616 185 208 504 973 xxxx xxxxx 1120 xxxx xxxxx  
 Move Cap.: 166 197 616 178 200 504 973 xxxx xxxxx 1120 xxxx xxxxx  
 Volume/Cap: 0.01 0.01 0.00 0.10 0.02 0.05 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 xxxxx xxxxx 8.8 xxxx xxxxx 8.2 xxxx xxxxx  
 LOS by Move: \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxxx 236 xxxxx xxxx 273 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx  
 SharedQueue:xxxxx 0.1 xxxxx xxxxx 0.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shrd ConDel:xxxxx 20.6 xxxxx xxxxx 20.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \* C \* \* C \* \* \* \* \* \* \* \* \* \*  
 ApproachDel: 20.6 20.7 xxxxxxx xxxxxxx  
 ApproachLOS: C C \* \* \* \* \*

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

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

\*\*\*\*\*  
 Intersection #8 Elston Ct / Coleman Ct  
 \*\*\*\*\*

Average Delay (sec/veh): 5.1 Level of Service: A  
 \*\*\*\*\*

Street Name: Elston Ct Coleman Ct  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Yield Sign Yield Sign Yield Sign Yield Sign  
 Lanes: 0 1 1 1

Volume Module:  
 Base Vol: 0 0 0 2 0 6 7 3 0 0 3 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 2 0 6 7 3 0 0 3 2  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 2 0 6 7 3 0 0 3 2  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 0 0 2 0 6 7 3 0 0 3 2

PCE Module:  
 AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0

Delay Module: >> Time Period: 0.25 hours <<  
 CircVolume: 0 0 0 0  
 MaxVolume: 0 0 0 0  
 PedVolume: 0 0 0 0  
 AdjMaxVol: 0 0 0 0  
 ApproachVol: 0 0 0 0  
 ApproachV/C: Nan Nan Nan Nan  
 ApproachDel: 8.4 8.4 xxxxxx xxxxxx  
 ApproachLOS: \* \* \* \* \* A \* \* \* \* \*  
 Queue: xxxx xxxx xxxxx xxxxx

\*\*\*\*\*

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

Intersection #9 Aberdeen Dr / Dundee Ln

Average Delay (sec/veh): 8.2 Level Of Service: A

Street Name: Aberdeen Dr Dundee Ln  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Yield Sign Yield Sign Yield Sign Yield Sign  
Lanes: 1 0 0 1

Volume Module:  
Base Vol: 0 0 43 0 0 0 0 0 0 9 0 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 43 0 0 0 0 0 0 9 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 43 0 0 0 0 0 0 9 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 0 0 43 0 0 0 0 0 0 9 0 0

PCE Module:  
AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0  
AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0

Delay Module: >> Time Period: 0.25 hours <<  
CircVolume: 0 0 0 0  
MaxVolume: 0 0 0 0  
PedVolume: 0 0 0 0  
AdjMaxVol: 0 0 0 0  
ApproachVol: 0 0 0 0  
ApproachV/C: Nan Nan Nan Nan  
ApproachDel: 8.4 xxxxxx xxxxxx xxxxxx xxxxxx  
ApproachLOS: \* \* A \* \* \* \* \* A \* \*  
Queue: xxxx xxxx xxxx xxxx

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

Intersection #10 Aberdeen Dr / Glasgow Ln

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B [ 10.5]

Street Name: Aberdeen Dr Glasgow Ln  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
Rights: Include Include Include Include  
Lanes: 0 0 1! 0 0 0 0 1 0 0 0 0 0 0 0 0 0 1! 0 0

Volume Module:  
Base Vol: 6 171 17 8 140 0 0 0 0 18 0 3  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 6 171 17 8 140 0 0 0 0 18 0 3  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 6 171 17 8 140 0 0 0 0 18 0 3  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 6 171 17 8 140 0 0 0 0 18 0 3

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

Capacity Module:  
Cnflct Vol: 140 xxxx xxxxxx 188 xxxx xxxxxx xxxx xxxx xxxxxx 348 348 180  
Potent Cap.: 1456 xxxx xxxxxx 1398 xxxx xxxxxx xxxx xxxx xxxxxx 653 579 869  
Move Cap.: 1456 xxxx xxxxxx 1398 xxxx xxxxxx xxxx xxxx xxxxxx 649 574 869  
Volume/Cap: 0.00 xxxx xxxxx 0.01 xxxx xxxxx xxxxx xxxxx xxxxx 0.03 0.00 0.00

Level Of Service Module:  
2Way95thQ: 0.0 xxxx xxxxxx 0.0 xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx  
Control Del: 7.5 xxxx xxxxxx 7.6 xxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx  
LOS by Move: A \* \* A \* \* A \* \* A \* \* A \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx 673 xxxxxx  
SharedQueue: xxxxxx xxxx xxxxxx 0.0 xxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx 0.1 xxxxxx  
Shrd ConDel: xxxxxx xxxx xxxxxx 7.6 xxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx 10.5 xxxxxx  
Shared LOS: \* \* \* A \* \* \* \* \* \* \* \* \* \* \* \* \* \*  
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 10.5  
ApproachLOS: \* \* \* \* B

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



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

\*\*\*\*\*  
 Intersection #11 Aberdeen Dr-Hewitt Dr / Melendy Dr  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531  
 Loss Time (sec): 0 Average Delay (sec/veh): 11.7  
 Optimal Cycle: 0 Level Of Service: B  
 \*\*\*\*\*

Street Name: Aberdeen Dr-Hewitt Dr Melendy Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:  
 Base Vol: 23 21 11 122 12 56 84 188 13 16 232 142  
 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: 23 21 11 122 12 56 84 188 13 16 232 142  
 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: 23 21 11 122 12 56 84 188 13 16 232 142  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 23 21 11 122 12 56 84 188 13 16 232 142  
 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: 23 21 11 122 12 56 84 188 13 16 232 142

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.42 0.38 0.20 0.65 0.06 0.29 0.29 0.66 0.05 0.04 0.60 0.36  
 Final Sat.: 227 207 109 385 38 177 200 447 31 30 437 267

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.10 0.10 0.32 0.32 0.32 0.42 0.42 0.42 0.53 0.53 0.53  
 Crit Moves: \*\*\*\*  
 Delay/Veh: 9.3 9.3 9.3 10.7 10.7 10.7 11.5 11.5 11.5 12.7 12.7 12.7  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 9.3 9.3 9.3 10.7 10.7 10.7 11.5 11.5 11.5 12.7 12.7 12.7  
 LOS by Move: A A A B B B B B B B B B  
 ApproachDel: 9.3 10.7 11.5 12.7  
 Delay Adj: 1.00 1.00 1.00 1.00  
 ApprAdjDel: 9.3 10.7 11.5 12.7  
 LOS by Appr: A B B B  
 AllWayAvgQ: 0.1 0.1 0.1 0.4 0.4 0.4 0.6 0.6 0.6 1.0 1.0 1.0

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

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

\*\*\*\*\*  
 Intersection #12 Alameda de las Pulgas / Melendy Dr  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867  
 Loss Time (sec): 0 Average Delay (sec/veh): 26.7  
 Optimal Cycle: 0 Level Of Service: D  
 \*\*\*\*\*

Street Name: Alameda de las Pulgas Melendy Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0

Volume Module:  
 Base Vol: 265 460 7 6 424 203 174 2 176 11 2 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 265 460 7 6 424 203 174 2 176 11 2 2  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 265 460 7 6 424 203 174 2 176 11 2 2  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 265 460 7 6 424 203 174 2 176 11 2 2  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 265 460 7 6 424 203 174 2 176 11 2 2

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.99 0.01 0.01 0.99 1.00 0.49 0.01 0.50 0.74 0.13 0.13  
 Final Sat.: 498 530 8 7 516 580 267 3 270 297 54 54

Capacity Analysis Module:  
 Vol/Sat: 0.53 0.87 0.87 0.82 0.82 0.35 0.65 0.65 0.65 0.04 0.04 0.04  
 Crit Moves: \*\*\*\*  
 Delay/Veh: 17.6 38.0 38.0 32.9 32.9 12.0 20.2 20.2 20.2 11.3 11.3 11.3  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 17.6 38.0 38.0 32.9 32.9 12.0 20.2 20.2 20.2 11.3 11.3 11.3  
 LOS by Move: C E E D D B C C C B B B  
 ApproachDel: 30.6 26.2 20.2 11.3  
 Delay Adj: 1.00 1.00 1.00 1.00  
 ApprAdjDel: 30.6 26.2 20.2 11.3  
 LOS by Appr: D D C B  
 AllWayAvgQ: 1.1 4.3 4.3 3.4 3.4 0.5 1.6 1.6 1.6 0.0 0.0 0.0

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



```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #3 Chestnut St / Baytree Rd
*****
Average Delay (sec/veh): 1.8 Worst Case Level of Service: A[ 8.8]
*****
Street Name: Chestnut St Baytree Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 1 0 0
Volume Module:
Base Vol: 0 55 9 7 19 0 0 0 0 0 8 0 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 55 9 7 19 0 0 0 0 0 8 0 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 55 9 7 19 0 0 0 0 0 8 0 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 55 9 7 19 0 0 0 0 0 8 0 7
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxxx xxxxx xxxx xxxxxx 6.4 6.5 6.2
FollowUpTim:xxxxxx xxxx xxxxxx 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx 3.5 4.0 3.3
Capacity Module:
Conflict Vol: xxxxx xxxx xxxxxx 64 xxxxx xxxxxx xxxxx xxxx xxxxxx 93 93 60
Potent Cap.: xxxxx xxxx xxxxxx 1551 xxxxx xxxxxx xxxxx xxxx xxxxxx 912 801 1012
Move Cap.: xxxxx xxxx xxxxxx 1551 xxxxx xxxxxx xxxxx xxxx xxxxxx 909 798 1012
Volume/Cap: xxxxx xxxx xxxxx 0.00 xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 0.00 0.01
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Control Del:xxxxxx xxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx
LOS by Move: * * * * A * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx 954 xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 0.0 xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 8.8 xxxxxx
Shared LOS: * * * * A * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 8.8
ApproachLOS: * * * * A
Note: Queue reported is the number of cars per lane.
*****

```

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #4 Woodland Av / Morse Blvd
*****
Average Delay (sec/veh): 1.7 Worst Case Level of Service: A[ 8.8]
*****
Street Name: Woodland Av Morse Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 1 0 0
Volume Module:
Base Vol: 0 27 6 8 35 0 0 0 0 0 7 0 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 27 6 8 35 0 0 0 0 0 7 0 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 27 6 8 35 0 0 0 0 0 7 0 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 27 6 8 35 0 0 0 0 0 7 0 3
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxxx 4.1 xxxx xxxxxx xxxxx xxxx xxxxxx 6.4 6.5 6.2
FollowUpTim:xxxxxx xxxx xxxxxx 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx 3.5 4.0 3.3
Capacity Module:
Conflict Vol: xxxxx xxxx xxxxxx 33 xxxxx xxxxxx xxxxx xxxx xxxxxx 81 81 30
Potent Cap.: xxxxx xxxx xxxxxx 1592 xxxxx xxxxxx xxxxx xxxx xxxxxx 926 813 1050
Move Cap.: xxxxx xxxx xxxxxx 1592 xxxxx xxxxxx xxxxx xxxx xxxxxx 923 809 1050
Volume/Cap: xxxxx xxxx xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 0.00 0.00
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Control Del:xxxxxx xxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx
LOS by Move: * * * * A * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx 958 xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 0.0 xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 8.8 xxxxxx
Shared LOS: * * * * A * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 8.8
ApproachLOS: * * * * A
Note: Queue reported is the number of cars per lane.
*****

```

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

Intersection #5 Woodland Av / Aster Rd

Average Delay (sec/veh): 1.2 Worst Case Level of Service: A[ 8.6]

Street Name: Woodland Av Aster Rd

Approach: North Bound South Bound East Bound West Bound

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

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Rights: Include Include Include Include

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

Volume Module:

Table with 17 columns and 8 rows showing traffic volume metrics like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module:

Table with 4 columns and 2 rows showing critical gap and follow-up time metrics.

Capacity Module:

Table with 4 columns and 5 rows showing capacity metrics like Conflict Vol, Potent Cap, Move Cap, and Volume/Cap.

Level of Service Module:

Table with 4 columns and 10 rows showing level of service metrics like 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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

Intersection #6 Cedar St / Brittan Av

Cycle (sec): 60 Critical Vol./Cap.(X): 0.834

Loss Time (sec): 0 Average Delay (sec/veh): 24.2

Optimal Cycle: 0 Level of Service: C

Street Name: Cedar St Brittan Av

Approach: North Bound South Bound East Bound West Bound

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

Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0

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

Volume Module:

Table with 17 columns and 8 rows showing traffic volume metrics for intersection #6.

Saturation Flow Module:

Table with 17 columns and 4 rows showing saturation flow metrics like Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 17 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Delay/Veh, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

```

-----
Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #7 Woodland Av / Brittan Av
*****
Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C [ 17.5]
*****
Street Name: Woodland Av Brittan Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
-----
Volume Module:
Base Vol: 4 2 4 22 2 37 16 472 4 8 433 14
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4 2 4 22 2 37 16 472 4 8 433 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 4 2 4 22 2 37 16 472 4 8 433 14
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 4 2 4 22 2 37 16 472 4 8 433 14
-----
Critical Gap Module:
Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx
-----
Capacity Module:
Cnflct Vol: 982 969 474 965 964 440 447 xxxx xxxxx 476 xxxx xxxxx
Potent Cap.: 230 256 595 236 257 621 1124 xxxx xxxxx 1097 xxxx xxxxx
Move Cap.: 212 250 595 230 252 621 1124 xxxx xxxxx 1097 xxxx xxxxx
Volume/Cap: 0.02 0.01 0.01 0.10 0.01 0.06 0.01 xxxx xxxx 0.01 xxxx xxxx
-----
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx 0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.2 xxxx xxxxx 8.3 xxxx xxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 297 xxxxx xxxx 373 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 0.1 xxxxx xxxxx 0.6 xxxxx xxxxx xxxxx xxxx xxxx xxxxx
Shrd ConDel:xxxxx 17.5 xxxxx xxxxx 16.5 xxxxx xxxxx xxxxx xxxx xxxx xxxxx
Shared LOS: * C * * C * * * * * * * * * *
ApproachDel: 17.5 16.5 xxxxxxx xxxxxxx
ApproachLOS: C C * *
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #8 Elston Ct / Coleman Ct
*****
Average Delay (sec/veh): 4.4 Level Of Service: A
*****
Street Name: Elston Ct Coleman Ct
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Yield Sign Yield Sign Yield Sign Yield Sign
Lanes: 0 1 1 1
-----
Volume Module:
Base Vol: 0 0 0 4 0 2 4 3 0 0 3 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 4 0 2 4 3 0 0 3 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 4 0 2 4 3 0 0 3 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 4 0 2 4 3 0 0 3 2
-----
PCE Module:
AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0
TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0
ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0
BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0
AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0
-----
Delay Module: >> Time Period: 0.25 hours <<
CircVolume: 0 0 0 0
MaxVolume: 0 0 0 0
PedVolume: 0 0 0 0
AdjMaxVol: 0 0 0 0
ApproachVol: 0 0 0 0
ApproachV/C: Nan Nan Nan Nan
ApproachDel: xxxxxxx 8.5 xxxxxxx xxxxxxx
ApproachLOS: * * * * * A * * * * *
Queue: xxxx xxxx xxxx

```

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #9 Aberdeen Dr / Dundee Ln
*****
Average Delay (sec/veh):    7.7      Level Of Service: A
*****
Street Name:                Aberdeen Dr      Dundee Ln
Approach:                   North Bound     South Bound     East Bound     West Bound
Movement:                   L - T - R   L - T - R   L - T - R   L - T - R
-----|-----|-----|-----|
Control:                     Yield Sign   Yield Sign   Yield Sign   Yield Sign
Lanes:                       1           0           0           1
-----|-----|-----|-----|
Volume Module:
Base Vol:                    0  0  16    0  0  0    0  0  0    21  0  0
Growth Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:                  0  0  16    0  0  0    0  0  0    21  0  0
User Adj:                    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:                   0  0  16    0  0  0    0  0  0    21  0  0
Reduct Vol:                   0  0  0     0  0  0    0  0  0    0  0  0
FinalVolume:                  0  0  16    0  0  0    0  0  0    21  0  0
-----|-----|-----|-----|
PCE Module:
AutoPCE:                     0  0  0     0  0  0    0  0  0    0  0  0
TruckPCE:                    0  0  0     0  0  0    0  0  0    0  0  0
ComboPCE:                    0  0  0     0  0  0    0  0  0    0  0  0
BicyclePCE:                  0  0  0     0  0  0    0  0  0    0  0  0
AdjVolume:                   0  0  0     0  0  0    0  0  0    0  0  0
-----|-----|-----|-----|
Delay Module: >> Time Period: 0.25 hours <<
CircVolume:                   0             0             0             0
MaxVolume:                    0             0             0             0
PedVolume:                     0             0             0             0
AdjMaxVol:                     0             0             0             0
ApproachVol:                   0             0             0             0
ApproachV/C:                   Nan            Nan            Nan            Nan
ApproachDel:                    8.3           xxxxxx       xxxxxx       xxxxxx
ApproachLOS:                    *  *  A      *  *  *      *  *  *      *  A  *  *
Queue:                          xxxx          xxxx          xxxx          xxxx
    
```

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #10 Aberdeen Dr / Glasgow Ln
*****
Average Delay (sec/veh):    1.2      Worst Case Level Of Service: A[ 9.3]
*****
Street Name:                Aberdeen Dr      Glasgow Ln
Approach:                   North Bound     South Bound     East Bound     West Bound
Movement:                   L - T - R   L - T - R   L - T - R   L - T - R
-----|-----|-----|-----|
Control:                     Uncontrolled  Uncontrolled  Stop Sign      Stop Sign
Rights:                      Include       Include       Include       Include
Lanes:                       0  0  1  0    0  0  1  0  0    0  0  0  0  0    1  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:                    0  52  21    0  81  0    0  0  0    22  0  0
Growth Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:                  0  52  21    0  81  0    0  0  0    22  0  0
User Adj:                    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:                   0  52  21    0  81  0    0  0  0    22  0  0
Reduct Vol:                   0  0  0     0  0  0    0  0  0    0  0  0
FinalVolume:                  0  52  21    0  81  0    0  0  0    22  0  0
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx xxxxx
FollowUpTim:xxxxxxxx xxxx xxxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Conflict Vol: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 144 xxxx xxxxx
Potent Cap.: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx 854 xxxxx xxxxxx
Move Cap.:   xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx 854 xxxxx xxxxxx
Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.03 xxxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx 0.1 xxxxx xxxxxx
Control Del:xxxxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 9.3 xxxxx xxxxxx
LOS by Move: *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *
Movement:    LT - LTR - RT  LT - LTR - RT  LT - LTR - RT  LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
SharedQueue: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Shrd ConDel: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Shared LOS:  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *
ApproachDel: xxxxxx       xxxxxx       xxxxxx       9.3
ApproachLOS:  *           *           *           A
*****
Note: Queue reported is the number of cars per lane.
*****
    
```

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

\*\*\*\*\*  
 Intersection #11 Aberdeen Dr-Hewitt Dr / Melendy Dr  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.256  
 Loss Time (sec): 0 Average Delay (sec/veh): 8.7  
 Optimal Cycle: 0 Level Of Service: A  
 \*\*\*\*\*

Street Name: Aberdeen Dr-Hewitt Dr Melendy Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:  
 Base Vol: 8 9 12 109 7 23 19 135 8 2 137 69  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 8 9 12 109 7 23 19 135 8 2 137 69  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 9 12 109 7 23 19 135 8 2 137 69  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 8 9 12 109 7 23 19 135 8 2 137 69  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 8 9 12 109 7 23 19 135 8 2 137 69

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.28 0.31 0.41 0.78 0.05 0.17 0.12 0.83 0.05 0.01 0.66 0.33  
 Final Sat.: 195 219 292 556 36 117 90 641 38 8 535 269

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.04 0.04 0.20 0.20 0.20 0.21 0.21 0.21 0.26 0.26 0.26  
 Crit Moves: \*\*\*\* \*  
 Delay/Veh: 7.9 7.9 7.9 8.9 8.9 8.9 8.7 8.7 8.7 8.7 8.7 8.7  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 7.9 7.9 7.9 8.9 8.9 8.9 8.7 8.7 8.7 8.7 8.7 8.7  
 LOS by Move: A A A A A A A A A A A A  
 ApproachDel: 7.9 8.9 8.7 8.7  
 Delay Adj: 1.00 1.00 1.00 1.00  
 ApprAdjDel: 7.9 8.9 8.7 8.7  
 LOS by Appr: A A A A  
 AllWayAvgQ: 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.2 0.2 0.3 0.3 0.3

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

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

\*\*\*\*\*  
 Intersection #12 Alameda de las Pulgas / Melendy Dr  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543  
 Loss Time (sec): 0 Average Delay (sec/veh): 13.6  
 Optimal Cycle: 0 Level Of Service: B  
 \*\*\*\*\*

Street Name: Alameda de las Pulgas Melendy Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0

Volume Module:  
 Base Vol: 137 317 4 0 298 114 118 0 198 4 0 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 137 317 4 0 298 114 118 0 198 4 0 2  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 137 317 4 0 298 114 118 0 198 4 0 2  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 137 317 4 0 298 114 118 0 198 4 0 2  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 137 317 4 0 298 114 118 0 198 4 0 2

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.99 0.01 0.00 1.00 1.00 0.37 0.00 0.63 0.67 0.00 0.33  
 Final Sat.: 544 584 7 0 581 651 229 0 384 316 0 158

Capacity Analysis Module:  
 Vol/Sat: 0.25 0.54 0.54 xxxxx 0.51 0.18 0.52 xxxxx 0.52 0.01 xxxxx 0.01  
 Crit Moves: \*\*\*\* \*  
 Delay/Veh: 11.2 15.1 15.1 0.0 14.6 9.1 13.9 0.0 13.9 9.6 0.0 9.6  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 11.2 15.1 15.1 0.0 14.6 9.1 13.9 0.0 13.9 9.6 0.0 9.6  
 LOS by Move: B C \* B A B \* B A \* A  
 ApproachDel: 14.0 13.1 13.9 9.6  
 Delay Adj: 1.00 1.00 1.00 1.00  
 ApprAdjDel: 14.0 13.1 13.9 9.6  
 LOS by Appr: B B B A  
 AllWayAvgQ: 0.3 1.1 1.1 0.9 0.9 0.2 0.9 0.9 0.9 0.0 0.0 0.0

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





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

Intersection #3 Chestnut St / Baytree Rd

Average Delay (sec/veh): 2.1 Worst Case Level of Service: A[ 9.4]

Street Name: Chestnut St Baytree Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 1 0 0 0 0 0 0 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 13 61 11 8 55 0 0 0 0 17 0 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: 13 61 11 8 55 0 0 0 0 17 0 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 14 67 12 9 60 0 0 0 0 19 0 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 14 67 12 9 60 0 0 0 0 19 0 5

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

Capacity Module:
Conflict Vol: 60 xxxx xxxxx 79 xxxx xxxxx xxxxx xxxxx xxxxx 178 178 73
Potent Cap.: 1556 xxxx xxxxx 1533 xxxx xxxxx xxxxx xxxxx xxxxx 816 719 995
Move Cap.: 1556 xxxx xxxxx 1533 xxxx xxxxx xxxxx xxxxx xxxxx 807 708 995
Volume/Cap: 0.01 xxxx xxxxx 0.01 xxxx xxxxx xxxxx xxxxx xxxxx 0.02 0.00 0.01

Level Of Service Module:
2Way95thQ: 0.0 xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 7.3 xxxx xxxxx 7.4 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A \* \* \* A \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 843 xxxxx
SharedQueue:xxxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx 7.4 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.4 xxxxx
Shared LOS: \* \* \* A \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 9.4
ApproachLOS: \* \* \* A

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

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

Intersection #4 Woodland Av / Morse Blvd

Average Delay (sec/veh): 3.0 Worst Case Level of Service: A[ 9.2]

Street Name: Woodland Av Morse Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 0 29 5 6 26 0 0 0 0 0 20 0 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: 0 29 5 6 26 0 0 0 0 0 20 0 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: 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59
PHF Volume: 0 49 8 10 44 0 0 0 0 0 34 0 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 49 8 10 44 0 0 0 0 0 34 0 8

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

Capacity Module:
Conflict Vol: xxxx xxxx xxxxx 58 xxxx xxxxx xxxxx xxxxx xxxxx 118 118 53
Potent Cap.: xxxx xxxx xxxxx 1559 xxxx xxxxx xxxxx xxxxx xxxxx 883 776 1020
Move Cap.: xxxx xxxx xxxxx 1559 xxxx xxxxx xxxxx xxxxx xxxxx 878 771 1020
Volume/Cap: xxxx xxxx xxxxx 0.01 xxxx xxxxx xxxxx xxxxx xxxxx 0.04 0.00 0.01

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:xxxxxx xxxx xxxxx 7.3 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: \* \* \* \* A \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 903 xxxxx
SharedQueue:xxxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx 7.3 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.2 xxxxx
Shared LOS: \* \* \* A \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 9.2
ApproachLOS: \* \* \* A

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

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

\*\*\*\*\*  
Intersection #5 Woodland Av / Aster Rd  
\*\*\*\*\*

Average Delay (sec/veh): 1.3 Worst Case Level of Service: A[ 9.4]  
\*\*\*\*\*

Street Name:		Woodland Av				Aster Rd			
Approach:	North Bound	South Bound	East Bound	West Bound	Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign	Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include	Rights:	Include	Include	Include	Include
Lanes:	0 0 1 0	0 1 0 0	0 0 0 0	1 0 0 0	Lanes:	0 0 1 0	0 0 1 0	0 0 1 0	0 0 1 0

Volume Module:  
Base Vol: 0 39 6 10 28 0 0 0 0 0 4 0 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 39 6 10 28 0 0 0 0 0 4 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58  
PHF Volume: 0 67 10 17 48 0 0 0 0 0 7 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 0 67 10 17 48 0 0 0 0 0 7 0 0

Critical Gap Module:  
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxxx xxxxx xxxx xxxxxx 6.4 xxxx xxxxx  
FollowUpTim:xxxxxx xxxxx xxxxxx 2.2 xxxx xxxxxx xxxxxx xxxxx xxxxxx 3.5 xxxx xxxxxx

Capacity Module:  
Cnflct Vol: xxxxx xxxx xxxxxx 78 xxxxx xxxxxx xxxxx xxxxx xxxxxx 156 xxxxx xxxxxx  
Potent Cap.: xxxxx xxxxx xxxxxx 1533 xxxxx xxxxxx xxxxx xxxxx xxxxxx 840 xxxxx xxxxxx  
Move Cap.: xxxxx xxxxx xxxxxx 1533 xxxxx xxxxxx xxxxx xxxxx xxxxxx 833 xxxxx xxxxxx  
Volume/Cap: xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx

Level of Service Module:  
2Way95thQ: xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx  
Control Del:xxxxxx xxxxx xxxxxx 7.4 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 9.4 xxxxx xxxxxx  
LOS by Move: \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \*

Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx xxxxx xxxxxx	xxxxx xxxxx xxxxxx	xxxxx xxxxx xxxxxx	xxxxx xxxxx xxxxxx
SharedQueue:	xxxxxx xxxxx xxxxxx	0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx	xxxxxx xxxxx xxxxxx	xxxxxx xxxxx xxxxxx
Shrd ConDel:	xxxxxx xxxxx xxxxxx	7.4 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx	xxxxxx xxxxx xxxxxx	xxxxxx xxxxx xxxxxx
Shared LOS:	* * * * *	A * * * *	* * * * *	* * * * *
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	9.4
ApproachLOS:	*	*	*	A

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

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

\*\*\*\*\*  
Intersection #6 Cedar St / Brittan Av  
\*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap.(X): 0.982  
Loss Time (sec): 0 Average Delay (sec/veh): 40.0  
Optimal Cycle: 0 Level of Service: E  
\*\*\*\*\*

Street Name:		Cedar St				Brittan Av			
Approach:	North Bound	South Bound	East Bound	West Bound	Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include	Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0	0 0 1 0	0 0 1 0	0 0 1 0	Lanes:	0 0 1 0	0 0 1 0	0 0 1 0	0 0 1 0

Volume Module:  
Base Vol: 55 150 22 31 99 91 99 332 22 43 431 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: 55 150 22 31 99 91 99 332 22 43 431 49  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98  
PHF Volume: 56 153 22 32 101 93 101 339 22 44 441 50  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 56 153 22 32 101 93 101 339 22 44 441 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: 56 153 22 32 101 93 101 339 22 44 441 50

Saturation Flow Module:  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.24 0.66 0.10 0.14 0.45 0.41 0.22 0.73 0.05 0.08 0.83 0.09  
Final Sat.: 108 293 43 63 203 186 114 383 25 45 449 51

Capacity Analysis Module:  
Vol/Sat: 0.52 0.52 0.52 0.50 0.50 0.50 0.89 0.89 0.89 0.98 0.98 0.98  
Crit Moves: \*\*\*\* \* \* \* \* \*

Delay/Veh:	17.9	17.9	17.9	17.0	17.0	17.0	40.2	40.2	40.2	59.0	59.0	59.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	17.9	17.9	17.0	17.0	17.0	40.2	40.2	40.2	59.0	59.0	59.0
LOS by Move:	C	C	C	C	C	C	E	E	E	F	F	F
ApproachDel:	17.9			17.0			40.2			59.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.9			17.0			40.2			59.0		
LOS by Appr:	C			C			E			F		
AllWayAvgQ:	0.9	0.9	0.9	0.8	0.8	0.8	4.4	4.4	4.4	7.5	7.5	7.5

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

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #7 Woodland Av / Brittan Av
*****
Average Delay (sec/veh):      1.2      Worst Case Level Of Service: C[ 18.4]
*****
Street Name:      Woodland Av      Brittan Av
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Stop Sign      Stop Sign      Uncontrolled      Uncontrolled
Rights:      Include      Include      Include      Include
Lanes:      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
-----
Volume Module:
Base Vol:      2 2 2 16 4 20      24 363 7 6 478 27
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    2 2 2 16 4 20      24 363 7 6 478 27
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:    2 2 2 17 4 22      26 396 8 7 521 29
Reduct Vol:    0 0 0 0 0 0      0 0 0 0 0 0
FinalVolume:   2 2 2 17 4 22      26 396 8 7 521 29
-----
Critical Gap Module:
Critical Gp:   7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim:  3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx
-----
Capacity Module:
Cnflct Vol:   1014 1016 400 1003 1005 536 551 xxxx xxxxxx 403 xxxx xxxxxx
Potent Cap.:  219 240 655 223 243 549 1029 xxxx xxxxxx 1166 xxxx xxxxxx
Move Cap.:    202 232 655 215 236 549 1029 xxxx xxxxxx 1166 xxxx xxxxxx
Volume/Cap:   0.01 0.01 0.00 0.08 0.02 0.04 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:  xxxx xxxx xxxxx xxxx xxxx xxxxx 8.6 xxxx xxxxx 8.1 xxxx xxxxx
LOS by Move:  * * * * * * * * * * * * * * * * * * * * * * * * * * * *
Movement:     LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.:  xxxx 278 xxxxxx xxxx 313 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:  xxxxxx 0.1 xxxxxx xxxxxx 0.5 xxxxxx xxxxxx xxxxxx xxxxxx xxxx xxxx xxxxxx
Shrd ConDel:  xxxxxx 18.2 xxxxxx xxxxxx 18.4 xxxxxx xxxxxx xxxxxx xxxxxx xxxx xxxx xxxxxx
Shared LOS:   * C * * * C * * * * * * * * * * * * * * * * * * * * * *
ApproachDel:  18.2      18.4      xxxxxxxx      xxxxxxxx
ApproachLOS:  C      C      *      *
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #8 Elston Ct / Coleman Ct
*****
Average Delay (sec/veh):      5.4      Level Of Service: A
*****
Street Name:      Elston Ct      Coleman Ct
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Yield Sign      Yield Sign      Yield Sign      Yield Sign
Lanes:      0      1      1      1
-----
Volume Module:
Base Vol:      0 0 0 2 0 7      8 3 0 0 3 2
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0 2 0 7      8 3 0 0 3 2
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63
PHF Volume:    0 0 0 3 0 11      13 5 0 0 5 3
Reduct Vol:    0 0 0 0 0 0      0 0 0 0 0 0
FinalVolume:   0 0 0 3 0 11      13 5 0 0 5 3
-----
PCE Module:
AutoPCE:      0 0 0 0 0 0      0 0 0 0 0 0
TruckPCE:     0 0 0 0 0 0      0 0 0 0 0 0
ComboPCE:     0 0 0 0 0 0      0 0 0 0 0 0
BicyclePCE:   0 0 0 0 0 0      0 0 0 0 0 0
AdjVolume:    0 0 0 0 0 0      0 0 0 0 0 0
-----
Delay Module: >> Time Period: 0.25 hours <<
CircVolume:   0      0      0      0
MaxVolume:    0      0      0      0
PedVolume:    0      0      0      0
AdjMaxVol:    0      0      0      0
ApproachVol:  0      0      0      0
ApproachV/C:  Nan      Nan      Nan      Nan
ApproachDel:  xxxxxxx 8.5      xxxxxxx xxxxxxx
ApproachLOS:  * * * * * * * * * * * * * * * * * * * * * *
Queue:        xxxx      xxxx      xxxx      xxxx

```

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

\*\*\*\*\*  
 Intersection #9 Aberdeen Dr / Dundee Ln  
 \*\*\*\*\*  
 Average Delay (sec/veh): 8.2 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Aberdeen Dr Dundee Ln  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----|-----|-----|-----|  
 Control: Yield Sign Yield Sign Yield Sign Yield Sign  
 Lanes: 1 0 0 1  
 -----|-----|-----|-----|  
 Volume Module:  
 Base Vol: 0 0 38 0 0 0 0 0 0 11 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 38 0 0 0 0 0 0 11 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75  
 PHF Volume: 0 0 51 0 0 0 0 0 0 15 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 0 51 0 0 0 0 0 0 15 0 0  
 -----|-----|-----|-----|  
 PCE Module:  
 AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0  
 -----|-----|-----|-----|  
 Delay Module: >> Time Period: 0.25 hours <<  
 CircVolume: 0 0 0 0  
 MaxVolume: 0 0 0 0  
 PedVolume: 0 0 0 0  
 AdjMaxVol: 0 0 0 0  
 ApproachVol: 0 0 0 0  
 ApproachV/C: Nan Nan Nan Nan  
 ApproachDel: 8.5 xxxxxx xxxxxx xxxxxx xxxxxx  
 ApproachLOS: \* \* A \* \* \* \* \* A \* \*  
 Queue: xxxx xxxx xxxx xxxx

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

\*\*\*\*\*  
 Intersection #10 Aberdeen Dr / Glasgow Ln  
 \*\*\*\*\*  
 Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[ 11.0]  
 \*\*\*\*\*  
 Street Name: Aberdeen Dr Glasgow Ln  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----|-----|-----|-----|  
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Lanes: 0 0 1! 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 1! 0 0  
 -----|-----|-----|-----|  
 Volume Module:  
 Base Vol: 5 160 14 7 134 0 0 0 0 0 15 0 3  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 5 160 14 7 134 0 0 0 0 0 15 0 3  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78  
 PHF Volume: 6 204 18 9 171 0 0 0 0 0 19 0 4  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 6 204 18 9 171 0 0 0 0 0 19 0 4  
 -----|-----|-----|-----|  
 Critical Gap Module:  
 Critical Gp: 4.1 xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2  
 FollowUpTim: 2.2 xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3  
 -----|-----|-----|-----|  
 Capacity Module:  
 Cnflct Vol: 171 xxxx xxxxx 222 xxxx xxxxx xxxx xxxx xxxxx 415 415 213  
 Potent Cap.: 1418 xxxx xxxxx 1359 xxxx xxxxx xxxx xxxx xxxxx 598 531 832  
 Move Cap.: 1418 xxxx xxxxx 1359 xxxx xxxxx xxxx xxxx xxxxx 593 525 832  
 Volume/Cap: 0.00 xxxx xxxx 0.01 xxxx xxxx xxxx xxxx xxxx 0.03 0.00 0.00  
 -----|-----|-----|-----|  
 Level Of Service Module:  
 2Way95thQ: 0.0 xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx  
 Control Del: 7.5 xxxx xxxxx 7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  
 LOS by Move: A \* \* A \* \* 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 xxxxx 623 xxxxx  
 SharedQueue: xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.1 xxxxx  
 Shrd ConDel: xxxxx xxxx xxxxx 7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.0 xxxxx  
 Shared LOS: \* \* \* A \* \* \* \* \* \* \* \* \* \*  
 ApproachDel: xxxxxx xxxxxx xxxxxx 11.0  
 ApproachLOS: \* \* \* B

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

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

\*\*\*\*\*  
 Intersection #11 Aberdeen Dr-Hewitt Dr / Melendy Dr  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595  
 Loss Time (sec): 0 Average Delay (sec/veh): 12.8  
 Optimal Cycle: 0 Level Of Service: B  
 \*\*\*\*\*

Street Name: Aberdeen Dr-Hewitt Dr Melendy Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:  
 Base Vol: 19 21 9 117 14 46 68 152 11 13 188 133  
 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: 19 21 9 117 14 46 68 152 11 13 188 133  
 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: 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79  
 PHF Volume: 24 27 11 148 18 58 86 192 14 16 238 168  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 24 27 11 148 18 58 86 192 14 16 238 168  
 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: 24 27 11 148 18 58 86 192 14 16 238 168

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.39 0.43 0.18 0.66 0.08 0.26 0.29 0.66 0.05 0.04 0.56 0.40  
 Final Sat.: 200 221 95 386 46 152 191 427 31 28 400 283

Capacity Analysis Module:  
 Vol/Sat: 0.12 0.12 0.12 0.38 0.38 0.38 0.45 0.45 0.45 0.59 0.59 0.59  
 Crit Moves: \*\*\*\*\*  
 Delay/Veh: 9.7 9.7 9.7 11.8 11.8 11.8 12.2 12.2 12.2 14.3 14.3 14.3  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 9.7 9.7 9.7 11.8 11.8 11.8 12.2 12.2 12.2 14.3 14.3 14.3  
 LOS by Move: A A A B B B B B B B B B  
 ApproachDel: 9.7 11.8 12.2 14.3  
 Delay Adj: 1.00 1.00 1.00 1.00  
 ApprAdjDel: 9.7 11.8 12.2 14.3  
 LOS by Appr: A B B B  
 AllWayAvgQ: 0.1 0.1 0.1 0.5 0.5 0.5 0.7 0.7 0.7 1.3 1.3 1.3

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

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

\*\*\*\*\*  
 Intersection #12 Alameda de las Pulgas / Melendy Dr  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723  
 Loss Time (sec): 0 Average Delay (sec/veh): 18.7  
 Optimal Cycle: 0 Level Of Service: C  
 \*\*\*\*\*

Street Name: Alameda de las Pulgas Melendy Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0

Volume Module:  
 Base Vol: 228 377 6 5 348 169 146 2 157 9 2 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 228 377 6 5 348 169 146 2 157 9 2 2  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
 PHF Volume: 242 399 6 5 369 179 155 2 166 10 2 2  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 242 399 6 5 369 179 155 2 166 10 2 2  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 242 399 6 5 369 179 155 2 166 10 2 2

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.98 0.02 0.01 0.99 1.00 0.48 0.01 0.51 0.70 0.15 0.15  
 Final Sat.: 518 553 9 8 537 607 267 4 287 290 64 64

Capacity Analysis Module:  
 Vol/Sat: 0.47 0.72 0.72 0.69 0.69 0.29 0.58 0.58 0.58 0.03 0.03 0.03  
 Crit Moves: \*\*\*\*\*  
 Delay/Veh: 15.2 23.3 23.3 21.7 21.7 10.8 16.9 16.9 16.9 10.7 10.7 10.7  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 15.2 23.3 23.3 21.7 21.7 10.8 16.9 16.9 16.9 10.7 10.7 10.7  
 LOS by Move: C C C C C B C C C B B B  
 ApproachDel: 20.3 18.2 16.9 10.7  
 Delay Adj: 1.00 1.00 1.00 1.00  
 ApprAdjDel: 20.3 18.2 16.9 10.7  
 LOS by Appr: C C C B  
 AllWayAvgQ: 0.8 2.2 2.2 1.9 1.9 0.4 1.2 1.2 1.2 0.0 0.0 0.0

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

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
Intersection #1 Cedar St / Arroyo Av
Cycle (sec): 100 Critical Vol./Cap.(X): 0.321
Loss Time (sec): 0 Average Delay (sec/veh): 9.0
Optimal Cycle: 0 Level Of Service: A
Street Name: Cedar St Arroyo Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Include Stop Sign Include Stop Sign Include Stop Sign Include
Rights: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 0 1 0 0 0
Lanes: 0 0 1 0 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 1 0 0 0
Volume Module:
Base Vol: 6 42 20 63 49 18 16 64 4 31 90 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: 6 42 20 63 49 18 16 64 4 31 90 86
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
PHF Volume: 7 51 24 77 60 22 20 78 5 38 110 105
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 51 24 77 60 22 20 78 5 38 110 105
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 7 51 24 77 60 22 20 78 5 38 110 105
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.09 0.62 0.29 0.48 0.38 0.14 0.19 0.76 0.05 0.15 0.43 0.42
Final Sat.: 62 435 207 342 266 98 136 544 34 118 343 327
Capacity Analysis Module:
Vol/Sat: 0.12 0.12 0.12 0.23 0.23 0.23 0.14 0.14 0.14 0.32 0.32 0.32
Crit Moves:
Delay/Veh: 8.3 8.3 8.3 9.1 9.1 9.1 8.5 8.5 8.5 9.3 9.3 9.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 8.3 8.3 8.3 9.1 9.1 9.1 8.5 8.5 8.5 9.3 9.3 9.3
LOS by Move: A A A A A A A A A A A A
ApproachDel: 8.3 9.1 8.5 9.3
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 8.3 9.1 8.5 9.3
LOS by Appr: A A A A
AllWayAvgQ: 0.1 0.1 0.1 0.3 0.3 0.3 0.1 0.1 0.1 0.4 0.4 0.4
Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #2 Chestnut St / Arroyo Av
Average Delay (sec/veh): 9.5 Worst Case Level Of Service: B [ 10.6]
Street Name: Chestnut St Arroyo Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 1 0 0 0 1 0 0 0
Volume Module:
Base Vol: 21 0 25 0 0 0 0 125 29 24 113 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 0 25 0 0 0 0 125 29 24 113 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 24 0 28 0 0 0 0 141 33 27 128 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 24 0 28 0 0 0 0 141 33 27 128 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 6.5 6.2 7.1 6.5 xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 4.0 3.3 3.5 4.0 xxxxx
Capacity Module:
Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 76 0 132 62 xxxxx
Potent Cap: 1636 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 818 1091 845 833 xxxxx
Move Cap: 1636 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 806 1091 701 821 xxxxx
Volume/Cap: 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.18 0.03 0.04 0.16 xxxxx
Level Of Service Module:
2Way95thQ: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 7.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: \*
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 10.3
ApproachLOS: \*
Note: Queue reported is the number of cars per lane.

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

Intersection #3 Chestnut St / Baytree Rd

Average Delay (sec/veh): 1.6 Worst Case Level of Service: A[ 9.0]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for Chestnut St and Baytree Rd.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap, Move Cap, Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Intersection #4 Woodland Av / Morse Blvd

Average Delay (sec/veh): 1.7 Worst Case Level of Service: A[ 8.9]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for Woodland Av and Morse Blvd.

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap, Move Cap, Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Intersection #5 Woodland Av / Aster Rd

Average Delay (sec/veh): 1.3 Worst Case Level of Service: A[ 8.7]

Street Name: Woodland Av Aster Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 1 0 0 0 0 0 0 0 0 1 0 0

Volume Module:
Base Vol: 0 21 5 4 42 0 0 0 0 0 4 0 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 21 5 4 42 0 0 0 0 0 4 0 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70
PHF Volume: 0 30 7 6 60 0 0 0 0 0 6 0 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 30 7 6 60 0 0 0 0 0 6 0 7

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

Capacity Module:
Conflict Vol: xxxxx xxxx xxxxxx 37 xxxxx xxxxxx xxxxx xxxx xxxxxx 104 104 33
Potent Cap.: xxxxx xxxx xxxxxx 1587 xxxxx xxxxxx xxxxx xxxx xxxxxx 898 789 1046
Move Cap.: xxxxx xxxx xxxxxx 1587 xxxxx xxxxxx xxxxx xxxx xxxxxx 896 787 1046
Volume/Cap: xxxxx xxxx xxxxx 0.00 xxxxx xxxxx xxxxx xxxx xxxxx 0.01 0.00 0.01

Level of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Control Del:xxxxxx xxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: \* \* \* \* A \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx 973 xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 0.0 xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 8.7 xxxxxx
Shared LOS: \* \* \* \* A \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 8.7
ApproachLOS: \* \* \* \* A

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

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

Intersection #6 Cedar St / Brittan Av

Cycle (sec): 60 Critical Vol./Cap.(X): 0.741

Street Name: Cedar St Brittan Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0

Volume Module:
Base Vol: 40 88 33 40 68 80 69 343 10 29 310 39
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 40 88 33 40 68 80 69 343 10 29 310 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 43 94 35 43 72 85 73 365 11 31 329 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 94 35 43 72 85 73 365 11 31 329 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: 43 94 35 43 72 85 73 365 11 31 329 41

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.25 0.55 0.20 0.21 0.36 0.43 0.16 0.82 0.02 0.08 0.82 0.10
Final Sat.: 118 260 97 106 180 212 99 492 14 46 491 62

Capacity Analysis Module:
Vol/Sat: 0.36 0.36 0.36 0.40 0.40 0.40 0.74 0.74 0.74 0.67 0.67 0.67
Crit Moves: \*\*\*\* \*\*
Delay/Veh: 12.5 12.5 12.5 12.8 12.8 12.8 22.1 22.1 22.1 18.7 18.7 18.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.5 12.5 12.5 12.8 12.8 12.8 22.1 22.1 22.1 18.7 18.7 18.7
LOS by Move: B B B B B C C C C C C
ApproachDel: 12.5 12.8 22.1 18.7
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 12.5 12.8 22.1 18.7
LOS by Appr: B B C C
AllWayAvgQ: 0.4 0.4 0.4 0.5 0.5 0.5 2.2 2.2 2.2 1.6 1.6 1.6

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



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

\*\*\*\*\*  
 Intersection #7 Woodland Av / Brittan Av  
 \*\*\*\*\*  
 Average Delay (sec/veh): 1.4 Worst Case Level of Service: C [ 16.7]  
 \*\*\*\*\*  
 Street Name: Woodland Av Brittan Av  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Rights: Include Include Include Include  
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0  
 Volume Module:  
 Base Vol: 4 2 4 20 2 32 15 387 4 7 355 14  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 4 2 4 20 2 32 15 387 4 7 355 14  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87  
 PHF Volume: 5 2 5 23 2 37 17 444 5 8 408 16  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 5 2 5 23 2 37 17 444 5 8 408 16  
 Critical Gap Module:  
 Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx  
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx  
 Capacity Module:  
 Cnflct Vol: 932 921 447 916 915 416 424 xxxx xxxxx 449 xxxx xxxxx  
 Potent Cap.: 249 273 616 255 275 641 1146 xxxx xxxxx 1122 xxxx xxxxx  
 Move Cap.: 229 267 616 247 269 641 1146 xxxx xxxxx 1122 xxxx xxxxx  
 Volume/Cap: 0.02 0.01 0.01 0.09 0.01 0.06 0.02 xxxx xxxx 0.01 xxxx xxxx  
 Level Of Service Module:  
 2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx 0.0 xxxx xxxxx  
 Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.2 xxxx xxxxx 8.2 xxxx xxxxx  
 LOS by Move: \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxxx 318 xxxxx xxxx 391 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx  
 SharedQueue:xxxxx 0.1 xxxxx xxxxx 0.6 xxxxx xxxxx xxxx xxxxx xxxx xxxxx  
 Shrd ConDel:xxxxx 16.7 xxxxx xxxxx 15.9 xxxxx xxxxx xxxx xxxx xxxxx  
 Shared LOS: \* C \* \* C \* \* \* \* \*  
 ApproachDel: 16.7 15.9 xxxxxxx xxxxxxx  
 ApproachLOS: C C \* \*  
 \*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
 \*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #8 Elston Ct / Coleman Ct  
 \*\*\*\*\*  
 Average Delay (sec/veh): 5.1 Level of Service: A  
 \*\*\*\*\*  
 Street Name: Elston Ct Coleman Ct  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Yield Sign Yield Sign Yield Sign Yield Sign  
 Lanes: 0 1 1 1  
 Volume Module:  
 Base Vol: 0 0 0 4 0 4 6 3 0 0 3 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 4 0 4 6 3 0 0 3 2  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75  
 PHF Volume: 0 0 0 5 0 5 8 4 0 0 4 3  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 0 0 5 0 5 8 4 0 0 4 3  
 PCE Module:  
 AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0  
 Delay Module: >> Time Period: 0.25 hours <<  
 CircVolume: 0 0 0 0  
 MaxVolume: 0 0 0 0  
 PedVolume: 0 0 0 0  
 AdjMaxVol: 0 0 0 0  
 ApproachVol: 0 0 0 0  
 ApproachV/C: Nan Nan Nan Nan  
 ApproachDel: 8.5 8.5 xxxxxx xxxxxx  
 ApproachLOS: \* \* \* \* \* A \* \* \* \* \*  
 Queue: xxxx xxxx xxxxx xxxxx

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #9 Aberdeen Dr / Dundee Ln
*****
Average Delay (sec/veh): 7.8 Level Of Service: A
*****
Street Name: Aberdeen Dr Dundee Ln
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Yield Sign Yield Sign Yield Sign Yield Sign
Lanes: 1 0 0 1
Volume Module:
Base Vol: 0 0 16 0 0 0 0 0 0 20 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 16 0 0 0 0 0 0 20 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59
PHF Volume: 0 0 27 0 0 0 0 0 0 34 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 27 0 0 0 0 0 0 34 0 0
PCE Module:
AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0
TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0
ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0
BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0
AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0
Delay Module: >> Time Period: 0.25 hours <<
CircVolume: 0 0 0 0
MaxVolume: 0 0 0 0
PedVolume: 0 0 0 0
AdjMaxVol: 0 0 0 0
ApproachVol: 0 0 0 0
ApproachV/C: Nan Nan Nan Nan
ApproachDel: 8.4 xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * A * * * * * A * *
Queue: xxxx xxxx xxxx xxxx

```

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #10 Aberdeen Dr / Glasgow Ln
*****
Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[ 9.7]
*****
Street Name: Aberdeen Dr Glasgow Ln
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 1 0 0 0 0 0 0 0 1 0 0 0 0
Volume Module:
Base Vol: 0 70 17 0 94 0 0 0 0 0 18 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 70 17 0 94 0 0 0 0 0 18 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83
PHF Volume: 0 85 21 0 114 0 0 0 0 0 22 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 85 21 0 114 0 0 0 0 0 22 0 0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx xxxxx
FollowUpTim:xxxxxx xxxx xxxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx xxxxx
Capacity Module:
Conflict Vol: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 209 xxxxx xxxxx
Potent Cap: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx 784 xxxxx xxxxxx
Move Cap: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx 784 xxxxx xxxxxx
Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.03 xxxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx 0.1 xxxxx xxxxxx
Control Del:xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 9.7 xxxxx xxxxxx
LOS by Move: * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Shared LOS: * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 9.7
ApproachLOS: * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #11 Aberdeen Dr-Hewitt Dr / Melendy Dr
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.265
Loss Time (sec):  0           Average Delay (sec/veh):    8.8
Optimal Cycle:    0           Level Of Service:          A
*****
Street Name:      Aberdeen Dr-Hewitt Dr      Melendy Dr
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:          Stop Sign      Stop Sign      Stop Sign      Stop Sign
Rights:           Include      Include      Include      Include
Min. Green:       0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Lanes:            0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
-----
Volume Module:
Base Vol:         7 13 10 112 11 19 16 109 7 2 111 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:     7 13 10 112 11 19 16 109 7 2 111 80
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume:      8 14 11 124 12 21 18 121 8 2 123 89
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     8 14 11 124 12 21 18 121 8 2 123 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:    8 14 11 124 12 21 18 121 8 2 123 89
-----
Saturation Flow Module:
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.23 0.44 0.33 0.79 0.08 0.13 0.12 0.83 0.05 0.01 0.58 0.41
Final Sat.:     164 304 234 559 55 95 91 622 40 8 465 335
-----
Capacity Analysis Module:
Vol/Sat:         0.05 0.05 0.05 0.22 0.22 0.19 0.19 0.19 0.26 0.26 0.26
Crit Moves:      ****
Delay/Veh:       7.9 7.9 7.9 9.1 9.1 9.1 8.6 8.6 8.6 8.7 8.7 8.7
Delay Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:      7.9 7.9 7.9 9.1 9.1 9.1 8.6 8.6 8.6 8.7 8.7 8.7
LOS by Move:     A A A A A A A A A A A A
ApproachDel:     7.9 9.1 8.6 8.7
Delay Adj:       1.00 1.00 1.00 1.00
ApprAdjDel:     7.9 9.1 8.6 8.7
LOS by Appr:     A A A A
AllWayAvgQ:      0.0 0.0 0.0 0.3 0.3 0.3 0.2 0.2 0.2 0.3 0.3 0.3
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #12 Alameda de las Pulgas / Melendy Dr
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.517
Loss Time (sec):  0           Average Delay (sec/veh):   13.3
Optimal Cycle:    0           Level Of Service:          B
*****
Street Name:      Alameda de las Pulgas      Melendy Dr
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:          Stop Sign      Stop Sign      Stop Sign      Stop Sign
Rights:           Include      Include      Include      Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            1 0 0 1 0 0 0 1 0 0 1 0 0 0 0 0
-----
Volume Module:
Base Vol:        129 263 4 0 248 99 102 0 178 4 0 2
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    129 263 4 0 248 99 102 0 178 4 0 2
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume:    147 301 5 0 283 113 117 0 203 5 0 2
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   147 301 5 0 283 113 117 0 203 5 0 2
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  147 301 5 0 283 113 117 0 203 5 0 2
-----
Saturation Flow Module:
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          1.00 0.99 0.01 0.00 1.00 1.00 0.36 0.00 0.64 0.67 0.00 0.33
Final Sat.:    545 583 9 0 580 651 226 0 394 320 0 160
-----
Capacity Analysis Module:
Vol/Sat:        0.27 0.52 0.52 xxxx 0.49 0.17 0.52 xxxx 0.52 0.01 xxxx 0.01
Crit Moves:     ****
Delay/Veh:     11.4 14.5 14.5 0.0 14.1 9.1 13.8 0.0 13.8 9.6 0.0 9.6
Delay Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:    11.4 14.5 14.5 0.0 14.1 9.1 13.8 0.0 13.8 9.6 0.0 9.6
LOS by Move:   B B B * B A B * B A * A
ApproachDel:   13.5 12.6 13.8 9.6
Delay Adj:     1.00 1.00 1.00 1.00
ApprAdjDel:   13.5 12.6 13.8 9.6
LOS by Appr:   B B B A
AllWayAvgQ:    0.3 1.0 1.0 0.9 0.9 0.2 0.9 0.9 0.9 0.0 0.0 0.0
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #1 Cedar St / Arroyo Av
*****
Cycle (sec):           100               Critical Vol./Cap.(X):      0.583
Loss Time (sec):       0                 Average Delay (sec/veh):    13.5
Optimal Cycle:         0                 Level Of Service:          B
*****
Street Name:          Cedar St            Arroyo Av
Approach:             North Bound        South Bound                East Bound                West Bound
Movement:            L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Stop Sign          Stop Sign          Stop Sign          Stop Sign
Rights:               Include           Include           Include           Include
Lanes:               0 0 1! 0 0         0 0 1! 0 0         0 0 1! 0 0         0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:            55 180    137   58 105    14   47 95    18   148 129    48
Growth Adj:          1.00 1.00    1.00  1.00 1.00    1.00  1.00 1.00    1.00  1.00 1.00    1.00
Initial Bse:          55 180    137   58 105    14   47 95    18   148 129    48
User Adj:            1.00 1.00    1.00  1.00 1.00    1.00  1.00 1.00    1.00  1.00 1.00    1.00
PHF Adj:             1.00 1.00    1.00  1.00 1.00    1.00  1.00 1.00    1.00  1.00 1.00    1.00
PHF Volume:          55 180    137   58 105    14   47 95    18   148 129    48
Reduce Vol:          0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:         55 180    137   58 105    14   47 95    18   148 129    48
PCE Adj:             1.00 1.00    1.00  1.00 1.00    1.00  1.00 1.00    1.00  1.00 1.00    1.00
MLF Adj:             1.00 1.00    1.00  1.00 1.00    1.00  1.00 1.00    1.00  1.00 1.00    1.00
FinalVolume:         55 180    137   58 105    14   47 95    18   148 129    48
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment:          1.00 1.00    1.00  1.00 1.00    1.00  1.00 1.00    1.00  1.00 1.00    1.00
Lanes:              0.15 0.48    0.37  0.33 0.59    0.08  0.29 0.60    0.11  0.45 0.40    0.15
Final Sat.:          94 309    235   182 330    44   160 324    61   274 239    89
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.58 0.58    0.58   0.32 0.32    0.32  0.29 0.29    0.29  0.54 0.54    0.54
Crit Moves:          *****
Delay/Veh:           14.9 14.9    14.9  11.3 11.3    11.3  11.1 11.1    11.1  14.4 14.4    14.4
Delay Adj:           1.00 1.00    1.00  1.00 1.00    1.00  1.00 1.00    1.00  1.00 1.00    1.00
AdjDel/Veh:          14.9 14.9    14.9  11.3 11.3    11.3  11.1 11.1    11.1  14.4 14.4    14.4
LOS by Move:         B B B B B B B B B B B B B B
ApproachDel:         14.9                11.3                11.1                14.4
Delay Adj:           1.00                1.00                1.00                1.00
ApprAdjDel:          14.9                11.3                11.1                14.4
LOS by Appr:         B B B B B B
AllWayAvgQ:          1.1 1.1 1.1  0.4 0.4 0.4  0.3 0.3 0.3  1.0 1.0 1.0
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #2 Chestnut St / Arroyo Av
*****
Average Delay (sec/veh): 12.2           Worst Case Level Of Service: B[ 14.4]
*****
Street Name:          Chestnut St      Arroyo Av
Approach:             North Bound        South Bound                East Bound                West Bound
Movement:            L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Uncontrolled      Uncontrolled      Stop Sign          Stop Sign
Rights:               Include           Include           Include           Include
Lanes:               0 0 1! 0 0         0 0 0 0 0         0 0 0 1 0         0 1 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:            48 0 31 0 0 0 0 0 0 228 49 61 256 0
Growth Adj:          1.00 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 0 31 0 0 0 0 0 0 228 49 61 256 0
User Adj:            1.00 1.00    1.00  1.00 1.00    1.00  1.00 1.00    1.00  1.00 1.00    1.00
PHF Adj:             1.00 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 0 31 0 0 0 0 0 0 228 49 61 256 0
Reduce Vol:          0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:         48 0 31 0 0 0 0 0 0 228 49 61 256 0
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:         4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  6.5 6.2 7.1 6.5 xxxxx
FollowUpTim:        2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  4.0 3.3 3.5 4.0 xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol:          0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  127 0 226 112 xxxxx
Potent Cap.:        1636 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  767 1091 734 782 xxxxx
Move Cap.:           1636 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  744 1091 523 759 xxxxx
Volume/Cap.:         0.03 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  0.31 0.04 0.12 0.34 xxxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:          0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:         7.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move:         A * * * * * A * * * * * A * * * * *
Movement:           LT - LTR - RT     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT
Shared Cap.:        xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 788 698 xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1.6 2.4 xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 12.0 14.4 xxxxx xxxxx
Shared LOS:          * * * * * * * * * * * * * * * B B * * *
ApproachDel:        xxxxxx xxxxxxx xxxxxxx 12.0 xxxxxxx 14.4
ApproachLOS:         * * * * * B B
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #3 Chestnut St / Baytree Rd
*****
Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[ 9.5]
*****
Street Name: Chestnut St Baytree Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 1 0 0 0 0 0 0 0 0 0 0 1! 0 0
-----
Volume Module:
Base Vol: 16 73 13 9 66 0 0 0 0 20 0 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: 16 73 13 9 66 0 0 0 0 20 0 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: 16 73 13 9 66 0 0 0 0 20 0 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 16 73 13 9 66 0 0 0 0 20 0 6
-----
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxxx xxxxx 6.4 6.5 6.2
FollowUpTim: 2.2 xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxxx xxxxx 3.5 4.0 3.3
-----
Capacity Module:
Cnflct Vol: 66 xxxx xxxxx 86 xxxx xxxxx xxxxx xxxxx xxxxx 196 196 80
Potent Cap.: 1549 xxxx xxxxx 1523 xxxx xxxxx xxxxx xxxxx xxxxx 798 703 986
Move Cap.: 1549 xxxx xxxxx 1523 xxxx xxxxx xxxxx xxxxx xxxxx 788 692 986
Volume/Cap: 0.01 xxxx xxxxx 0.01 xxxx xxxxx xxxxx xxxxx xxxxx 0.03 0.00 0.01
-----
Level Of Service Module:
2Way95thQ: 0.0 xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 7.3 xxxx xxxxx 7.4 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * A * * * * * * * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 826 xxxxx
SharedQueue:xxxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx 7.4 xxxx xxxxx xxxxx xxxxx xxxxx 9.5 xxxxx
Shared LOS: * * * * A * * * * * * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 9.5
ApproachLOS: * * * * A
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #4 Woodland Av / Morse Blvd
*****
Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[ 9.0]
*****
Street Name: Woodland Av Morse Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 1! 0 0
-----
Volume Module:
Base Vol: 0 36 6 7 32 0 0 0 0 0 25 0 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: 0 36 6 7 32 0 0 0 0 0 25 0 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: 0 36 6 7 32 0 0 0 0 0 25 0 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 36 6 7 32 0 0 0 0 0 25 0 6
-----
Critical Gap Module:
Critical Gp:xxxxxx xxxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxxx xxxxx 6.4 6.5 6.2
FollowUpTim:xxxxxx xxxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxxx xxxxx 3.5 4.0 3.3
-----
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 42 xxxx xxxxx xxxxx xxxxx xxxxx 85 85 39
Potent Cap.: xxxx xxxx xxxxx 1580 xxxx xxxxx xxxxx xxxxx xxxxx 921 809 1038
Move Cap.: xxxx xxxx xxxxx 1580 xxxx xxxxx xxxxx xxxxx xxxxx 918 805 1038
Volume/Cap: xxxx xxxx xxxxx 0.00 xxxx xxxxx xxxxx xxxxx xxxxx 0.03 0.00 0.01
-----
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:xxxxxx xxxx xxxxx 7.3 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * A * * * * * * * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 939 xxxxx
SharedQueue:xxxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx 7.3 xxxx xxxxx xxxxx xxxxx xxxxx 9.0 xxxxx
Shared LOS: * * * * A * * * * * * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 9.0
ApproachLOS: * * * * A
*****
Note: Queue reported is the number of cars per lane.
*****

```

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

```

*****
Intersection #5 Woodland Av / Aster Rd
*****
Average Delay (sec/veh): 1.2 Worst Case Level of Service: A[ 9.1]
*****
Street Name: Woodland Av Aster Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 1 0 0 0 0
Volume Module:
Base Vol: 0 48 7 12 34 0 0 0 0 0 4 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 48 7 12 34 0 0 0 0 0 4 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 48 7 12 34 0 0 0 0 0 4 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 48 7 12 34 0 0 0 0 0 4 0 0 0
Critical Gap Module:
Critical Gap:xxxxx xxxx xxxxx 4.1 xxxx xxxxxx xxxxx xxxx xxxxxx 6.4 xxxx xxxxx
FollowUpTim:xxxxxx xxxxx xxxxxx 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx 3.5 xxxx xxxxxx
Capacity Module:
Conflict Vol: xxxxx xxxx xxxxxx 55 xxxxx xxxxxx xxxxx xxxx xxxxxx 110 xxxxx xxxxxx
Potent Cap.: xxxxx xxxxx xxxxxx 1563 xxxxx xxxxxx xxxxx xxxxx xxxxxx 892 xxxxx xxxxxx
Move Cap.: xxxxx xxxxx xxxxxx 1563 xxxxx xxxxxx xxxxx xxxxx xxxxxx 887 xxxxx xxxxxx
Volume/Cap: xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx 0.00 xxxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx
Control Del:xxxxxx xxxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 9.1 xxxxx xxxxxx
LOS by Move: * * * A * * * * * A * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx
Shared LOS: * * * A * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 9.1
ApproachLOS: * * * A
*****

```

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

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

```

*****
Intersection #6 Cedar St / Brittan Av
*****
Cycle (sec): 60 Critical Vol./Cap.(X): 1.319
Loss Time (sec): 0 Average Delay (sec/veh): 109.2
Optimal Cycle: 0 Level of Service: F
*****
Street Name: Cedar St Brittan Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
Volume Module:
Base Vol: 67 185 27 38 122 109 119 408 27 53 531 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: 67 185 27 38 122 109 119 408 27 53 531 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: 67 185 27 38 122 109 119 408 27 53 531 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 67 185 27 38 122 109 119 408 27 53 531 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: 67 185 27 38 122 109 119 408 27 53 531 60
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.24 0.66 0.10 0.14 0.45 0.41 0.21 0.74 0.05 0.08 0.83 0.09
Final Sat.: 103 286 42 62 198 177 104 357 24 40 403 46
Capacity Analysis Module:
Vol/Sat: 0.65 0.65 0.65 0.62 0.62 0.62 1.14 1.14 1.14 1.32 1.32 1.32
Crit Moves: **** * * * * *
Delay/Veh: 24.5 24.5 24.5 22.6 22.6 22.6 112.1 112 112.1 179.6 180 179.6
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 24.5 24.5 24.5 22.6 22.6 22.6 112.1 112 112.1 179.6 180 179.6
LOS by Move: C C C C C F F F F F
ApproachDel: 24.5 22.6 112.1 179.6
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 24.5 22.6 112.1 179.6
LOS by Appr: C C F F
AllWayAvgQ: 1.6 1.6 1.6 1.4 1.4 1.4 13.7 13.7 13.7 23.0 23.0 23.0
*****

```

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

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #7 Woodland Av / Brittan Av
*****
Average Delay (sec/veh): 1.2 Worst Case Level of Service: C [ 21.4]
*****
Street Name: Woodland Av Brittan Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
Volume Module:
Base Vol: 2 2 2 19 4 24 29 447 8 7 590 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: 2 2 2 19 4 24 29 447 8 7 590 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: 2 2 2 19 4 24 29 447 8 7 590 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 2 2 2 19 4 24 29 447 8 7 590 33
Critical Gap Module:
Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx
Capacity Module:
Cnflct Vol: 1144 1146 451 1132 1134 607 623 xxxx xxxxx 455 xxxx xxxxx
Potent Cap.: 179 201 613 182 204 500 968 xxxx xxxxx 1116 xxxx xxxxx
Move Cap.: 163 194 613 175 197 500 968 xxxx xxxxx 1116 xxxx xxxxx
Volume/Cap: 0.01 0.01 0.00 0.11 0.02 0.05 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 8.8 xxxx xxxxx 8.2 xxxx xxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 232 xxxxx xxxx 266 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 0.1 xxxxx xxxxx 0.6 xxxxx xxxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd ConDel:xxxxx 20.9 xxxxx xxxxx 21.4 xxxxx xxxxx xxxx xxxxx xxxx xxxx xxxxx
Shared LOS: * C * * C * * * * * * * * * *
ApproachDel: 20.9 21.4 xxxxxxx xxxxxxx
ApproachLOS: C C * *
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #8 Elston Ct / Coleman Ct
*****
Average Delay (sec/veh): 5.5 Level of Service: A
*****
Street Name: Elston Ct Coleman Ct
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Yield Sign Yield Sign Yield Sign Yield Sign
Lanes: 0 1 1 1
Volume Module:
Base Vol: 0 0 0 2 0 8 9 3 0 0 3 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 2 0 8 9 3 0 0 3 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 8 9 3 0 0 3 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 2 0 8 9 3 0 0 3 2
PCE Module:
AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0
TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0
ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0
BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0
AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0
Delay Module: >> Time Period: 0.25 hours <<
CircVolume: 0 0 0 0
MaxVolume: 0 0 0 0
PedVolume: 0 0 0 0
AdjMaxVol: 0 0 0 0
ApproachVol: 0 0 0 0
ApproachV/C: Nan Nan Nan Nan
ApproachDel: xxxxxxx 8.4 xxxxxxx xxxxxxx
ApproachLOS: * * * * * A * * * * *
Queue: xxxx xxxx xxxx

```

```

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #9 Aberdeen Dr / Dundee Ln
*****
Average Delay (sec/veh):      8.2      Level Of Service: A
*****
Street Name:      Aberdeen Dr      Dundee Ln
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Yield Sign      Yield Sign      Yield Sign      Yield Sign
Lanes:      1      0      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0      0      46      0      0      0      0      0      0      12      0      0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0      0      46      0      0      0      0      0      0      12      0      0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  0      0      46      0      0      0      0      0      0      12      0      0
Reduct Vol:  0      0      0      0      0      0      0      0      0      0      0      0
FinalVolume: 0      0      46      0      0      0      0      0      0      12      0      0
-----|-----|-----|-----|
PCE Module:
AutoPCE:      0      0      0      0      0      0      0      0      0      0      0      0
TruckPCE:     0      0      0      0      0      0      0      0      0      0      0      0
ComboPCE:     0      0      0      0      0      0      0      0      0      0      0      0
BicyclePCE:   0      0      0      0      0      0      0      0      0      0      0      0
AdjVolume:    0      0      0      0      0      0      0      0      0      0      0      0
-----|-----|-----|-----|
Delay Module: >> Time Period: 0.25 hours <<
CircVolume:   0      0      0      0      0      0      0      0
MaxVolume:   0      0      0      0      0      0      0      0
PedVolume:   0      0      0      0      0      0      0      0
AdjMaxVol:   0      0      0      0      0      0      0      0
ApproachVol: 0      0      0      0      0      0      0      0
ApproachV/C:  Nan      Nan      Nan      Nan
ApproachDel:  8.4      xxxxxx      xxxxxx      xxxxxx
ApproachLOS:  *      *      A      *      *      *      *      *      A      *      *
Queue:       xxxx      xxxx      xxxx      xxxx

```

```

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #10 Aberdeen Dr / Glasgow Ln
*****
Average Delay (sec/veh):      0.8      Worst Case Level Of Service: B[ 10.8]
*****
Street Name:      Aberdeen Dr      Glasgow Ln
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      0      0      1! 0 0      0      1      0      0      0      0      0      0      0      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      6      192      17      8      161      0      0      0      0      18      0      3
Growth Adj:  1.00 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      192      17      8      161      0      0      0      0      18      0      3
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 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      192      17      8      161      0      0      0      0      18      0      3
Reduct Vol:  0      0      0      0      0      0      0      0      0      0      0      0
FinalVolume: 6      192      17      8      161      0      0      0      0      18      0      3
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx      4.1 xxxx xxxxx xxxxx xxxx xxxxx      6.4 6.5 6.2
FollowUpTim:  2.2 xxxx xxxxx      2.2 xxxx xxxxx xxxxx xxxx xxxxx      3.5 4.0 3.3
-----|-----|-----|-----|
Capacity Module:
Conflict Vol: 161 xxxx xxxxx      209 xxxx xxxxx xxxx xxxx xxxxx      390 390 201
Potent Cap.: 1430 xxxx xxxxx      1374 xxxx xxxxx xxxx xxxx xxxxx      618 549 846
Move Cap.:   1430 xxxx xxxxx      1374 xxxx xxxxx xxxx xxxx xxxxx      613 543 846
Volume/Cap:  0.00 xxxx xxxxx      0.01 xxxx xxxxx xxxx xxxx xxxxx      0.03 0.00 0.00
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:   0.0 xxxx xxxxx      0.0 xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx      7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  A      *      *      A      *      *      *      *      *      *      *      *
Movement:    LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxx xxxxx      0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxx xxxxx      7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS:  *      *      *      A      *      *      *      *      *      *      *      *      *      *      *
ApproachDel: xxxxxx      xxxxxx      xxxxxx      10.8
ApproachLOS: *      *      *      B
*****
Note: Queue reported is the number of cars per lane.
*****

```



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

\*\*\*\*\*  
 Intersection #11 Aberdeen Dr-Hewitt Dr / Melendy Dr  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566  
 Loss Time (sec): 0 Average Delay (sec/veh): 12.3  
 Optimal Cycle: 0 Level Of Service: B  
 \*\*\*\*\*

Street Name: Aberdeen Dr-Hewitt Dr Melendy Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:  
 Base Vol: 23 25 11 140 16 56 84 188 13 16 232 160  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 23 25 11 140 16 56 84 188 13 16 232 160  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 25 11 140 16 56 84 188 13 16 232 160  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 23 25 11 140 16 56 84 188 13 16 232 160  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 23 25 11 140 16 56 84 188 13 16 232 160

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.39 0.42 0.19 0.66 0.08 0.26 0.29 0.66 0.05 0.04 0.57 0.39  
 Final Sat.: 206 224 98 390 45 156 195 435 30 28 410 282

Capacity Analysis Module:  
 Vol/Sat: 0.11 0.11 0.11 0.36 0.36 0.36 0.43 0.43 0.43 0.57 0.57 0.57  
 Crit Moves: \*\*\*\*\*  
 Delay/Veh: 9.5 9.5 9.5 11.3 11.3 11.3 11.8 11.8 11.8 13.5 13.5 13.5  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 9.5 9.5 9.5 11.3 11.3 11.3 11.8 11.8 11.8 13.5 13.5 13.5  
 LOS by Move: A A A B B B B B B B B B  
 ApproachDel: 9.5 11.3 11.8 13.5  
 Delay Adj: 1.00 1.00 1.00 1.00  
 ApprAdjDel: 9.5 11.3 11.8 13.5  
 LOS by Appr: A B B B B  
 AllWayAvgQ: 0.1 0.1 0.1 0.4 0.4 0.4 0.7 0.7 0.7 1.1 1.1 1.1

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

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

\*\*\*\*\*  
 Intersection #12 Alameda de las Pulgas / Melendy Dr  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890  
 Loss Time (sec): 0 Average Delay (sec/veh): 29.0  
 Optimal Cycle: 0 Level Of Service: D  
 \*\*\*\*\*

Street Name: Alameda de las Pulgas Melendy Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0

Volume Module:  
 Base Vol: 279 465 7 6 429 208 179 2 190 11 2 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 279 465 7 6 429 208 179 2 190 11 2 2  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 279 465 7 6 429 208 179 2 190 11 2 2  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 279 465 7 6 429 208 179 2 190 11 2 2  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 279 465 7 6 429 208 179 2 190 11 2 2

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.99 0.01 0.01 0.99 1.00 0.48 0.01 0.51 0.74 0.13 0.13  
 Final Sat.: 492 523 8 7 508 571 261 3 277 293 53 53

Capacity Analysis Module:  
 Vol/Sat: 0.57 0.89 0.89 0.84 0.84 0.36 0.69 0.69 0.69 0.04 0.04 0.04  
 Crit Moves: \*\*\*\*\*  
 Delay/Veh: 19.0 41.8 41.8 35.9 35.9 12.4 22.0 22.0 22.0 11.4 11.4 11.4  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 19.0 41.8 41.8 35.9 35.9 12.4 22.0 22.0 22.0 11.4 11.4 11.4  
 LOS by Move: C E E E B C C C B B B  
 ApproachDel: 33.3 28.3 22.0 11.4  
 Delay Adj: 1.00 1.00 1.00 1.00  
 ApprAdjDel: 33.3 28.3 22.0 11.4  
 LOS by Appr: D D C B  
 AllWayAvgQ: 1.2 4.8 4.8 3.8 3.8 0.5 1.9 1.9 1.9 0.0 0.0 0.0

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

```

-----
Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #1 Cedar St / Arroyo Av
*****
Cycle (sec):      100          Critical Vol./Cap.(X):    0.320
Loss Time (sec):  0           Average Delay (sec/veh):    9.0
Optimal Cycle:    0           Level Of Service:         A
*****
Street Name:      Cedar St          Arroyo Av
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R        L - T - R        L - T - R        L - T - R
-----
Control:          Stop Sign          Stop Sign          Stop Sign          Stop Sign
Rights:           Include          Include          Include          Include
Lanes:           0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
-----
Volume Module:
Base Vol:         7 52 22 77 60 22 19 79 4 36 111 106
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:     7 52 22 77 60 22 19 79 4 36 111 106
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:      7 52 22 77 60 22 19 79 4 36 111 106
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    7 52 22 77 60 22 19 79 4 36 111 106
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    7 52 22 77 60 22 19 79 4 36 111 106
-----
Saturation Flow Module:
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.09 0.64 0.27 0.48 0.38 0.14 0.19 0.77 0.04 0.14 0.44 0.42
Final Sat.:     61 452 191 342 266 98 133 554 28 112 347 331
-----
Capacity Analysis Module:
Vol/Sat:         0.11 0.11 0.11 0.23 0.23 0.14 0.14 0.14 0.32 0.32 0.32
Crit Moves:      ****
Delay/Veh:       8.3 8.3 8.3 9.1 9.1 9.1 8.5 8.5 8.5 9.3 9.3 9.3
Delay Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:      8.3 8.3 8.3 9.1 9.1 9.1 8.5 8.5 8.5 9.3 9.3 9.3
LOS by Move:     A A A A A A A A A A A A
ApproachDel:     8.3 9.1 8.5 9.3
Delay Adj:       1.00 1.00 1.00 1.00
ApprAdjDel:     8.3 9.1 8.5 9.3
LOS by Appr:     A A A A
AllWayAvgQ:     0.1 0.1 0.1 0.3 0.3 0.3 0.1 0.1 0.1 0.4 0.4 0.4
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #2 Chestnut St / Arroyo Av
*****
Average Delay (sec/veh): 9.6 Worst Case Level Of Service: B[ 10.8]
*****
Street Name:      Chestnut St          Arroyo Av
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R        L - T - R        L - T - R        L - T - R
-----
Control:          Uncontrolled      Uncontrolled      Stop Sign          Stop Sign
Rights:           Include          Include          Include          Include
Lanes:           0 0 1! 0 0      0 0 0 0 0 0      0 0 0 1 0 0      0 1 0 0 0 0
-----
Volume Module:
Base Vol:         23 0 31 0 0 0 0 0 155 34 29 140 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     23 0 31 0 0 0 0 0 155 34 29 140 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 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 31 0 0 0 0 0 155 34 29 140 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:    23 0 31 0 0 0 0 0 155 34 29 140 0
-----
Critical Gap Module:
Critical Gap:    4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 6.5 6.2 7.1 6.5 xxxxx
FollowUpTim:    2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 4.0 3.3 3.5 4.0 xxxxx
-----
Capacity Module:
Conflict Vol:    0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 77 0 139 62 xxxxx
Potent Cap.:    1636 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 817 1091 836 833 xxxxx
Move Cap.:      1636 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 806 1091 683 821 xxxxx
Volume/Cap:     0.01 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.19 0.03 0.04 0.17 xxxxx
-----
Level Of Service Module:
2Way95thQ:     0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:    7.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move:    A * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
Movement:      LT - LTR - RT  LT - LTR - RT  LT - LTR - RT  LT - LTR - RT
Shared Cap.:   xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 845 794 xxxxx xxxxx
SharedQueue:   xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.9 0.8 xxxxx xxxxx
Shrd ConDel:   xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.5 10.8 xxxxx xxxxx
Shared LOS:    * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
ApproachDel:   xxxxxx * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
ApproachLOS:   * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #3 Chestnut St / Baytree Rd
*****
Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[ 8.9]
*****
Street Name: Chestnut St Baytree Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol: 0 65 10 7 29 0 0 0 0 9 0 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 65 10 7 29 0 0 0 0 9 0 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 65 10 7 29 0 0 0 0 9 0 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 65 10 7 29 0 0 0 0 9 0 7
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxxx xxxxx xxxx xxxxxx 6.4 6.5 6.2
FollowUpTim:xxxxxx xxxx xxxxxx 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx 3.5 4.0 3.3
-----|-----|-----|-----|
Capacity Module:
Conflict Vol: xxxxx xxxx xxxxxx 75 xxxxx xxxxxx xxxxx xxxx xxxxxx 113 113 70
Potent Cap.: xxxxx xxxx xxxxxx 1537 xxxxx xxxxxx xxxxx xxxx xxxxxx 888 781 998
Move Cap.: xxxxx xxxx xxxxxx 1537 xxxxx xxxxxx xxxxx xxxx xxxxxx 885 777 998
Volume/Cap: xxxxx xxxx xxxxx 0.00 xxxxx xxxxx xxxxx xxxx xxxxx 0.01 0.00 0.01
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Control Del:xxxxxx xxxx xxxxxx 7.4 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx 931 xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 0.1 xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx 7.4 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 8.9 xxxxxx
Shared LOS: * * * * * A * * * * * A * *
ApproachDel: xxxxxx xxxxxx xxxxxx 8.9
ApproachLOS: * * * * * A
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #4 Woodland Av / Morse Blvd
*****
Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[ 8.8]
*****
Street Name: Woodland Av Morse Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol: 0 29 6 8 37 0 0 0 0 7 0 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 29 6 8 37 0 0 0 0 7 0 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 29 6 8 37 0 0 0 0 7 0 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 29 6 8 37 0 0 0 0 7 0 3
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxxx 4.1 xxxx xxxxxx xxxxx xxxx xxxxxx 6.4 6.5 6.2
FollowUpTim:xxxxxx xxxx xxxxxx 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx 3.5 4.0 3.3
-----|-----|-----|-----|
Capacity Module:
Conflict Vol: xxxxx xxxx xxxxxx 35 xxxxx xxxxxx xxxxx xxxx xxxxxx 85 85 32
Potent Cap.: xxxxx xxxx xxxxxx 1589 xxxxx xxxxxx xxxxx xxxx xxxxxx 921 809 1048
Move Cap.: xxxxx xxxx xxxxxx 1589 xxxxx xxxxxx xxxxx xxxx xxxxxx 918 805 1048
Volume/Cap: xxxxx xxxx xxxxx 0.01 xxxxx xxxxx xxxxx xxxx xxxxx 0.01 0.00 0.00
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Control Del:xxxxxx xxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx 953 xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 0.0 xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 8.8 xxxxxx
Shared LOS: * * * * * A * * * * * A * *
ApproachDel: xxxxxx xxxxxx xxxxxx 8.8
ApproachLOS: * * * * * A
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #5 Woodland Av / Aster Rd
*****
Average Delay (sec/veh): 1.2 Worst Case Level of Service: A[ 8.7]
*****
Street Name: Woodland Av Aster Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 1 0 0 0 0 0 0 0 0 1 0 0
-----
Volume Module:
Base Vol: 0 25 6 4 52 0 0 0 0 4 0 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: 0 25 6 4 52 0 0 0 0 4 0 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: 0 25 6 4 52 0 0 0 0 4 0 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 25 6 4 52 0 0 0 0 4 0 6
-----
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxxx xxxxx xxxx xxxxxx 6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxxx 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx 3.5 4.0 3.3
-----
Capacity Module:
Cnflct Vol: xxxxx xxxx xxxxxx 31 xxxx xxxxxx xxxxx xxxx xxxxxx 88 88 28
Potent Cap.: xxxxx xxxx xxxxxx 1595 xxxxx xxxxxx xxxxx xxxx xxxxxx 918 806 1053
Move Cap.: xxxxx xxxx xxxxxx 1595 xxxxx xxxxxx xxxxx xxxx xxxxxx 916 804 1053
Volume/Cap: xxxxx xxxx xxxxxx 0.00 xxxxx xxxxx xxxxx xxxxx xxxxx 0.00 0.00 0.01
-----
Level of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx 0.0 xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx 7.3 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * * * * * A * * * * * * * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx 994 xxxxxx
SharedQueue:xxxxx xxxx xxxxxx 0.0 xxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx 0.0 xxxxxx
Shrd ConDel:xxxxx xxxx xxxxxx 7.3 xxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx 8.7 xxxxxx
Shared LOS: * * * * * A * * * * * * * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 8.7
ApproachLOS: * * * * * A
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #6 Cedar St / Brittan Av
*****
Cycle (sec): 60 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 0 Average Delay (sec/veh): 31.3
Optimal Cycle: 0 Level of Service: D
*****
Street Name: Cedar St Brittan Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0
-----
Volume Module:
Base Vol: 49 109 40 50 83 94 80 421 11 35 381 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: 49 109 40 50 83 94 80 421 11 35 381 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: 49 109 40 50 83 94 80 421 11 35 381 49
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 49 109 40 50 83 94 80 421 11 35 381 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: 49 109 40 50 83 94 80 421 11 35 381 49
-----
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.25 0.55 0.20 0.22 0.37 0.41 0.16 0.82 0.02 0.07 0.82 0.11
Final Sat.: 111 246 90 102 169 192 87 460 12 41 450 58
-----
Capacity Analysis Module:
Vol/Sat: 0.44 0.44 0.44 0.49 0.49 0.49 0.92 0.92 0.92 0.85 0.85 0.85
Crit Moves: **** *
Delay/Veh: 15.3 15.3 15.3 15.8 15.8 15.8 43.1 43.1 43.1 32.7 32.7 32.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 15.3 15.3 15.3 15.8 15.8 15.8 43.1 43.1 43.1 32.7 32.7 32.7
LOS by Move: C C C C E E E D D D
ApproachDel: 15.3 15.8 43.1 32.7
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 15.3 15.8 43.1 32.7
LOS by Appr: C C E D
AllWayAvgQ: 0.6 0.6 0.6 0.7 0.7 0.7 5.2 5.2 5.2 3.6 3.6 3.6
*****
Note: Queue reported is the number of cars per lane.
*****

```

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

\*\*\*\*\*  
 Intersection #7 Woodland Av / Brittan Av  
 \*\*\*\*\*  
 Average Delay (sec/veh): 1.4 Worst Case Level of Service: C [ 17.8 ]  
 \*\*\*\*\*  
 Street Name: Woodland Av Brittan Av  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Rights: Include Include Include Include  
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0  
 Volume Module:  
 Base Vol: 4 2 4 24 2 39 18 477 4 8 438 16  
 Growth Adj: 1.00 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 2 4 24 2 39 18 477 4 8 438 16  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 2 4 24 2 39 18 477 4 8 438 16  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 4 2 4 24 2 39 18 477 4 8 438 16  
 Critical Gap Module:  
 Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx  
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx  
 Capacity Module:  
 Cnflct Vol: 998 985 479 980 979 446 454 xxxx xxxxx 481 xxxx xxxxx  
 Potent Cap.: 225 250 591 231 252 617 1117 xxxx xxxxx 1092 xxxx xxxxx  
 Move Cap.: 205 244 591 224 246 617 1117 xxxx xxxxx 1092 xxxx xxxxx  
 Volume/Cap: 0.02 0.01 0.01 0.11 0.01 0.06 0.02 xxxx xxxx 0.01 xxxx xxxx  
 Level Of Service Module:  
 2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx 0.0 xxxx xxxxx  
 Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.3 xxxx xxxxx 8.3 xxxx xxxxx  
 LOS by Move: \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxxx 290 xxxxx xxxx 364 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx  
 SharedQueue:xxxxx 0.1 xxxxx xxxxx 0.6 xxxxx xxxxx xxxx xxxxx xxxx xxxx xxxxx  
 Shrd ConDel:xxxxx 17.8 xxxxx xxxxx 17.0 xxxxx xxxxx xxxx xxxxx xxxx xxxx xxxxx  
 Shared LOS: \* C \* \* C \* \* \* \* \* \* \* \* \* \*  
 ApproachDel: 17.8 17.0 xxxxxxx xxxxxxx  
 ApproachLOS: C C \* \*  
 \*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
 \*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #8 Elston Ct / Coleman Ct  
 \*\*\*\*\*  
 Average Delay (sec/veh): 5.1 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Elston Ct Coleman Ct  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Yield Sign Yield Sign Yield Sign Yield Sign  
 Lanes: 0 1 1 1  
 Volume Module:  
 Base Vol: 0 0 0 4 0 4 6 3 0 0 3 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 4 0 4 6 3 0 0 3 2  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 4 0 4 6 3 0 0 3 2  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 0 0 4 0 4 6 3 0 0 3 2  
 PCE Module:  
 AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0  
 Delay Module: >> Time Period: 0.25 hours <<  
 CircVolume: 0 0 0 0  
 MaxVolume: 0 0 0 0  
 PedVolume: 0 0 0 0  
 AdjMaxVol: 0 0 0 0  
 ApproachVol: 0 0 0 0  
 ApproachV/C: Nan Nan Nan Nan  
 ApproachDel: xxxxxxx 8.5 xxxxxx xxxxxx  
 ApproachLOS: \* \* \* \* \* A \* \* \* \* \*  
 Queue: xxxx xxxx xxxx xxxx

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #9 Aberdeen Dr / Dundee Ln
*****
Average Delay (sec/veh): 7.7 Level Of Service: A
*****
Street Name: Aberdeen Dr Dundee Ln
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----
Control: Yield Sign Yield Sign Yield Sign Yield Sign
Lanes: 1 0 0 1
-----
Volume Module:
Base Vol: 0 0 19 0 0 0 0 0 0 24 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 19 0 0 0 0 0 0 24 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 19 0 0 0 0 0 0 24 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 19 0 0 0 0 0 0 24 0 0
-----
PCE Module:
AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0
TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0
ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0
BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0
AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0
-----
Delay Module: >> Time Period: 0.25 hours <<
CircVolume: 0 0 0 0
MaxVolume: 0 0 0 0
PedVolume: 0 0 0 0
AdjMaxVol: 0 0 0 0
ApproachVol: 0 0 0 0
ApproachV/C: Nan Nan Nan Nan
ApproachDel: 8.4 xxxxxx xxxxxx xxxxxx
ApproachLOS: * * A * * * * * A * *
Queue: xxxx xxxx xxxx

```

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #10 Aberdeen Dr / Glasgow Ln
*****
Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[ 9.7]
*****
Street Name: Aberdeen Dr Glasgow Ln
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 0
-----
Volume Module:
Base Vol: 0 80 21 0 109 0 0 0 0 22 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 80 21 0 109 0 0 0 0 22 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 80 21 0 109 0 0 0 0 22 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 80 21 0 109 0 0 0 0 22 0 0
-----
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx xxxxx
FollowUpTim:xxxxxx xxxx xxxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx xxxxx
-----
Capacity Module:
Conflict Vol: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 200 xxxx xxxxx
Potent Cap.: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx 794 xxxxx xxxxxx
Move Cap.: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx 794 xxxxx xxxxxx
Volume/Cap: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.03 xxxxx xxxxx
-----
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx 0.1 xxxxx xxxxxx
Control Del:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 9.7 xxxxx xxxxxx
LOS by Move: * * * * * * * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Shared LOS: * * * * * * * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 9.7
ApproachLOS: * * * * * * * * * * * * * * * * * * * * * *

```

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

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

\*\*\*\*\*  
 Intersection #11 Aberdeen Dr-Hewitt Dr / Melendy Dr  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.291  
 Loss Time (sec): 0 Average Delay (sec/veh): 9.0  
 Optimal Cycle: 0 Level Of Service: A  
 \*\*\*\*\*

Street Name: Aberdeen Dr-Hewitt Dr Melendy Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:  
 Base Vol: 8 14 12 133 12 23 19 135 8 2 137 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: 8 14 12 133 12 23 19 135 8 2 137 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: 8 14 12 133 12 23 19 135 8 2 137 93  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 8 14 12 133 12 23 19 135 8 2 137 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: 8 14 12 133 12 23 19 135 8 2 137 93

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.24 0.41 0.35 0.79 0.07 0.14 0.12 0.83 0.05 0.01 0.59 0.40  
 Final Sat.: 161 281 241 550 50 95 87 620 37 7 471 320

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.05 0.05 0.24 0.24 0.24 0.22 0.22 0.22 0.29 0.29 0.29  
 Crit Moves: \*\*\*\*\*  
 Delay/Veh: 8.1 8.1 8.1 9.3 9.3 9.3 8.9 8.9 8.9 9.0 9.0 9.0  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 8.1 8.1 8.1 9.3 9.3 9.3 8.9 8.9 8.9 9.0 9.0 9.0  
 LOS by Move: A A A A A A A A A A A A  
 ApproachDel: 8.1 9.3 8.9 9.0  
 Delay Adj: 1.00 1.00 1.00 1.00  
 ApprAdjDel: 8.1 9.3 8.9 9.0  
 LOS by Appr: A A A A  
 AllWayAvgQ: 0.0 0.0 0.0 0.3 0.3 0.3 0.3 0.3 0.3 0.4 0.4 0.4

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

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

\*\*\*\*\*  
 Intersection #12 Alameda de las Pulgas / Melendy Dr  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565  
 Loss Time (sec): 0 Average Delay (sec/veh): 14.4  
 Optimal Cycle: 0 Level Of Service: B  
 \*\*\*\*\*

Street Name: Alameda de las Pulgas Melendy Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0

Volume Module:  
 Base Vol: 155 324 4 0 305 120 124 0 216 4 0 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 155 324 4 0 305 120 124 0 216 4 0 2  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 155 324 4 0 305 120 124 0 216 4 0 2  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 155 324 4 0 305 120 124 0 216 4 0 2  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 155 324 4 0 305 120 124 0 216 4 0 2

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.99 0.01 0.00 1.00 1.00 0.36 0.00 0.64 0.67 0.00 0.33  
 Final Sat.: 535 573 7 0 568 635 222 0 386 306 0 153

Capacity Analysis Module:  
 Vol/Sat: 0.29 0.57 0.57 xxxxx 0.54 0.19 0.56 xxxxx 0.56 0.01 xxxxx 0.01  
 Crit Moves: \*\*\*\*\*  
 Delay/Veh: 11.8 16.0 16.0 0.0 15.4 9.4 15.1 0.0 15.1 9.8 0.0 9.8  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 11.8 16.0 16.0 0.0 15.4 9.4 15.1 0.0 15.1 9.8 0.0 9.8  
 LOS by Move: B C C \* C A C \* C A \* A  
 ApproachDel: 14.7 13.7 15.1 9.8  
 Delay Adj: 1.00 1.00 1.00 1.00  
 ApprAdjDel: 14.7 13.7 15.1 9.8  
 LOS by Appr: B B C A  
 AllWayAvgQ: 0.4 1.2 1.2 1.0 1.0 0.2 1.1 1.1 1.1 0.0 0.0 0.0

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

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

\*\*\*\*\*  
 Intersection #106 Cedar St / Brittan Av  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap.(X): 0.489  
 Loss Time (sec): 6 Average Delay (sec/veh): 10.4  
 Optimal Cycle: 26 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Cedar St			Brittan Av		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted		Permitted	Permitted		Permitted
Rights:	Include		Include	Include		Include
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0

Volume Module:

Base Vol:	55	150	22	31	99	91	99	332	22	43	431	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:	55	150	22	31	99	91	99	332	22	43	431	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	56	153	22	32	101	93	101	339	22	44	441	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	153	22	32	101	93	101	339	22	44	441	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:	56	153	22	32	101	93	101	339	22	44	441	50

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.89	0.89	0.89	0.81	0.81	0.81	0.93	0.93	0.93
Lanes:	0.24	0.66	0.10	0.14	0.45	0.41	0.22	0.73	0.05	0.08	0.83	0.09
Final Sat.:	408	1112	163	237	757	696	337	1131	75	146	1460	166

Capacity Analysis Module:

Vol/Sat:	0.14	0.14	0.14	0.13	0.13	0.13	0.30	0.30	0.30	0.30	0.30	0.30
Crit Moves:	****											
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.49	0.49	0.49	0.47	0.47	0.47	0.49	0.49	0.49	0.49	0.49	0.49
Uniform Del:	17.9	17.9	17.9	17.8	17.8	17.8	6.3	6.3	6.3	6.3	6.3	6.3
IncrementDel:	0.8	0.8	0.8	0.7	0.7	0.7	0.4	0.4	0.4	0.3	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.7	18.7	18.7	18.6	18.6	18.6	6.7	6.7	6.7	6.6	6.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	18.7	18.7	18.6	18.6	18.6	6.7	6.7	6.7	6.6	6.6	6.6
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	4	4	4	5	5	5	6	6	6

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

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

\*\*\*\*\*  
 Intersection #106 Cedar St / Brittan Av  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap.(X): 0.431  
 Loss Time (sec): 6 Average Delay (sec/veh): 9.7  
 Optimal Cycle: 26 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Cedar St			Brittan Av		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted		Permitted	Permitted		Permitted
Rights:	Include		Include	Include		Include
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0

Volume Module:

Base Vol:	40	88	33	40	68	80	69	343	10	29	310	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	88	33	40	68	80	69	343	10	29	310	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	43	94	35	43	72	85	73	365	11	31	329	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	94	35	43	72	85	73	365	11	31	329	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:	43	94	35	43	72	85	73	365	11	31	329	41

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.86	0.86	0.86	0.89	0.89	0.89	0.94	0.94	0.94
Lanes:	0.25	0.55	0.20	0.21	0.36	0.43	0.16	0.82	0.02	0.08	0.82	0.10
Final Sat.:	414	911	341	348	591	695	276	1370	40	137	1467	185

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.27	0.27	0.27	0.22	0.22	0.22
Crit Moves:	****											
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.36	0.36	0.36	0.43	0.43	0.43	0.43	0.43	0.43	0.36	0.36	0.36
Uniform Del:	17.2	17.2	17.2	17.6	17.6	17.6	6.0	6.0	6.0	5.7	5.7	5.7
IncrementDel:	0.5	0.5	0.5	0.6	0.6	0.6	0.3	0.3	0.3	0.2	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	17.6	17.6	17.6	18.2	18.2	18.2	6.3	6.3	6.3	5.9	5.9	5.9
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:	17.6	17.6	17.6	18.2	18.2	18.2	6.3	6.3	6.3	5.9	5.9	5.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	5	5	5	4	4	4

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



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

\*\*\*\*\*  
 Intersection #106 Cedar St / Brittan Av  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap.(X): 0.602  
 Loss Time (sec): 6 Average Delay (sec/veh): 11.9  
 Optimal Cycle: 31 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Cedar St			Brittan Av		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted		Permitted		Permitted	
Rights:	Include		Include		Include	
Min. Green:	10 10 10	10 10 10	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	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0

Volume Module:

Base Vol:	67	185	27	38	122	109	119	408	27	53	531	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:	67	185	27	38	122	109	119	408	27	53	531	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:	67	185	27	38	122	109	119	408	27	53	531	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	185	27	38	122	109	119	408	27	53	531	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:	67	185	27	38	122	109	119	408	27	53	531	60

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.89	0.89	0.89	0.79	0.79	0.79	0.92	0.92	0.92
Lanes:	0.24	0.66	0.10	0.14	0.45	0.41	0.21	0.74	0.05	0.08	0.83	0.09
Final Sat.:	387	1069	156	238	764	682	323	1107	73	144	1443	163

Capacity Analysis Module:

Vol/Sat:	0.17	0.17	0.17	0.16	0.16	0.16	0.37	0.37	0.37	0.37	0.37	0.37
Crit Moves:	****			****			****			****		
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.60	0.60	0.60	0.56	0.56	0.56	0.60	0.60	0.60	0.60	0.60	0.60
Uniform Del:	18.4	18.4	18.4	18.1	18.1	18.1	7.1	7.1	7.1	7.1	7.1	7.1
IncrementDel:	2.2	2.2	2.2	1.4	1.4	1.4	1.1	1.1	1.1	1.0	1.0	1.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.6	20.6	20.6	19.5	19.5	19.5	8.3	8.3	8.3	8.1	8.1	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:	20.6	20.6	20.6	19.5	19.5	19.5	8.3	8.3	8.3	8.1	8.1	8.1
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	5	5	5	5	5	5	7	7	7	8	8	8

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

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

\*\*\*\*\*  
 Intersection #106 Cedar St / Brittan Av  
 \*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap.(X): 0.495  
 Loss Time (sec): 6 Average Delay (sec/veh): 10.1  
 Optimal Cycle: 26 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Cedar St			Brittan Av		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted		Permitted		Permitted	
Rights:	Include		Include		Include	
Min. Green:	10 10 10	10 10 10	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	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0

Volume Module:

Base Vol:	49	109	40	50	83	94	80	421	11	35	381	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:	49	109	40	50	83	94	80	421	11	35	381	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:	49	109	40	50	83	94	80	421	11	35	381	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	109	40	50	83	94	80	421	11	35	381	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:	49	109	40	50	83	94	80	421	11	35	381	49

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.86	0.86	0.86	0.88	0.88	0.88	0.94	0.94	0.94
Lanes:	0.25	0.55	0.20	0.22	0.37	0.41	0.16	0.82	0.02	0.07	0.82	0.11
Final Sat.:	413	918	337	360	598	677	261	1374	36	134	1458	188

Capacity Analysis Module:

Vol/Sat:	0.12	0.12	0.12	0.14	0.14	0.14	0.31	0.31	0.31	0.26	0.26	0.26
Crit Moves:	****			****			****			****		
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.42	0.42	0.42	0.49	0.49	0.49	0.49	0.49	0.49	0.42	0.42	0.42
Uniform Del:	17.6	17.6	17.6	18.0	18.0	18.0	6.3	6.3	6.3	5.9	5.9	5.9
IncrementDel:	0.6	0.6	0.6	0.8	0.8	0.8	0.4	0.4	0.4	0.3	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.2	18.2	18.2	18.9	18.9	18.9	6.6	6.6	6.6	6.1	6.1	6.1
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:	18.2	18.2	18.2	18.9	18.9	18.9	6.6	6.6	6.6	6.1	6.1	6.1
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	4	4	4	6	6	6	5	5	5

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

## MOVEMENT SUMMARY

 Site: 101 [NearTerm PM Cedar\_Brittan wProject]

New Site  
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Cedar (NB)											
3	L2	60	3.0	0.296	7.6	LOS A	1.4	35.1	0.61	0.58	30.8
8	T1	163	3.0	0.296	7.6	LOS A	1.4	35.1	0.61	0.58	29.8
18	R2	24	3.0	0.296	7.6	LOS A	1.4	35.1	0.61	0.58	30.5
Approach		247	3.0	0.296	7.6	LOS A	1.4	35.1	0.61	0.58	30.1
East: Brittan (WB)											
1	L2	47	3.0	0.571	11.2	LOS B	4.3	109.1	0.69	0.64	30.4
6	T1	468	3.0	0.571	11.2	LOS B	4.3	109.1	0.69	0.64	30.6
16	R2	53	3.0	0.571	11.2	LOS B	4.3	109.1	0.69	0.64	30.1
Approach		568	3.0	0.571	11.2	LOS B	4.3	109.1	0.69	0.64	30.5
North: Cedar (SB)											
7	L2	34	3.0	0.311	8.3	LOS A	1.4	36.2	0.64	0.64	31.0
4	T1	108	3.0	0.311	8.3	LOS A	1.4	36.2	0.64	0.64	29.9
14	R2	99	3.0	0.311	8.3	LOS A	1.4	36.2	0.64	0.64	30.6
Approach		240	3.0	0.311	8.3	LOS A	1.4	36.2	0.64	0.64	30.4
West: Brittan (EB)											
5	L2	108	3.0	0.427	7.6	LOS A	2.6	67.3	0.48	0.33	31.8
2	T1	361	3.0	0.427	7.6	LOS A	2.6	67.3	0.48	0.33	32.0
12	R2	24	3.0	0.427	7.6	LOS A	2.6	67.3	0.48	0.33	31.4
Approach		492	3.0	0.427	7.6	LOS A	2.6	67.3	0.48	0.33	31.9
All Vehicles		1548	3.0	0.571	9.0	LOS A	4.3	109.1	0.60	0.53	30.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Roundabout LOS Method: Same as Sign Control.  
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.  
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).  
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).  
 Roundabout Capacity Model: US HCM 2010.  
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.  
 Gap-Acceptance Capacity: Traditional M1.  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

## MOVEMENT SUMMARY

 Site: 101 [NearTerm WKD Cedar\_Brittan wProject - Copy]

New Site  
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Cedar (NB)											
3	L2	43	3.0	0.208	6.4	LOS A	0.9	23.3	0.57	0.52	31.5
8	T1	96	3.0	0.208	6.4	LOS A	0.9	23.3	0.57	0.52	30.4
18	R2	36	3.0	0.208	6.4	LOS A	0.9	23.3	0.57	0.52	31.1
Approach		175	3.0	0.208	6.4	LOS A	0.9	23.3	0.57	0.52	30.8
East: Brittan (WB)											
1	L2	32	3.0	0.366	6.9	LOS A	2.1	52.9	0.47	0.34	32.3
6	T1	337	3.0	0.366	6.9	LOS A	2.1	52.9	0.47	0.34	32.5
16	R2	42	3.0	0.366	6.9	LOS A	2.1	52.9	0.47	0.34	31.9
Approach		411	3.0	0.366	6.9	LOS A	2.1	52.9	0.47	0.34	32.5
North: Cedar (SB)											
7	L2	43	3.0	0.223	6.2	LOS A	1.0	26.0	0.54	0.47	31.9
4	T1	74	3.0	0.223	6.2	LOS A	1.0	26.0	0.54	0.47	30.8
14	R2	87	3.0	0.223	6.2	LOS A	1.0	26.0	0.54	0.47	31.5
Approach		204	3.0	0.223	6.2	LOS A	1.0	26.0	0.54	0.47	31.4
West: Brittan (EB)											
5	L2	75	3.0	0.382	6.8	LOS A	2.3	58.5	0.41	0.25	32.2
2	T1	373	3.0	0.382	6.8	LOS A	2.3	58.5	0.41	0.25	32.4
12	R2	11	3.0	0.382	6.8	LOS A	2.3	58.5	0.41	0.25	31.8
Approach		459	3.0	0.382	6.8	LOS A	2.3	58.5	0.41	0.25	32.4
All Vehicles		1249	3.0	0.382	6.7	LOS A	2.3	58.5	0.47	0.35	32.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Roundabout LOS Method: Same as Sign Control.  
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.  
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).  
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).  
 Roundabout Capacity Model: US HCM 2010.  
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.  
 Gap-Acceptance Capacity: Traditional M1.  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

## MOVEMENT SUMMARY

Site: 101 [NearTerm PM Cedar\_Brittan wProject]

New Site  
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Cedar (NB)											
3	L2	43	3.0	0.210	6.5	LOS A	0.9	23.5	0.58	0.53	31.5
8	T1	96	3.0	0.210	6.5	LOS A	0.9	23.5	0.58	0.53	30.4
18	R2	36	3.0	0.210	6.5	LOS A	0.9	23.5	0.58	0.53	31.1
Approach		175	3.0	0.210	6.5	LOS A	0.9	23.5	0.58	0.53	30.8
East: Brittan (WB)											
1	L2	47	3.0	0.524	9.5	LOS A	3.5	88.9	0.60	0.47	31.1
6	T1	468	3.0	0.524	9.5	LOS A	3.5	88.9	0.60	0.47	31.3
16	R2	53	3.0	0.524	9.5	LOS A	3.5	88.9	0.60	0.47	30.7
Approach		568	3.0	0.524	9.5	LOS A	3.5	88.9	0.60	0.47	31.2
North: Cedar (SB)											
7	L2	34	3.0	0.305	8.1	LOS A	1.4	35.7	0.64	0.63	31.1
4	T1	108	3.0	0.305	8.1	LOS A	1.4	35.7	0.64	0.63	30.0
14	R2	99	3.0	0.305	8.1	LOS A	1.4	35.7	0.64	0.63	30.7
Approach		240	3.0	0.305	8.1	LOS A	1.4	35.7	0.64	0.63	30.4
West: Brittan (EB)											
5	L2	108	3.0	0.427	7.6	LOS A	2.6	67.3	0.48	0.33	31.8
2	T1	361	3.0	0.427	7.6	LOS A	2.6	67.3	0.48	0.33	32.0
12	R2	24	3.0	0.427	7.6	LOS A	2.6	67.3	0.48	0.33	31.4
Approach		492	3.0	0.427	7.6	LOS A	2.6	67.3	0.48	0.33	31.9
All Vehicles		1476	3.0	0.524	8.3	LOS A	3.5	88.9	0.56	0.45	31.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Roundabout LOS Method: Same as Sign Control.  
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.  
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).  
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).  
 Roundabout Capacity Model: US HCM 2010.  
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.  
 Gap-Acceptance Capacity: Traditional M1.  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

## MOVEMENT SUMMARY

Site: 101 [2040 WKD Cedar\_Brittan wProject]

New Site  
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Cedar (NB)											
3	L2	53	3.0	0.285	8.1	LOS A	1.3	32.4	0.64	0.64	30.8
8	T1	118	3.0	0.285	8.1	LOS A	1.3	32.4	0.64	0.64	29.7
18	R2	43	3.0	0.285	8.1	LOS A	1.3	32.4	0.64	0.64	30.4
Approach		215	3.0	0.285	8.1	LOS A	1.3	32.4	0.64	0.64	30.1
East: Brittan (WB)											
1	L2	38	3.0	0.462	8.5	LOS A	2.8	72.0	0.57	0.44	31.6
6	T1	403	3.0	0.462	8.5	LOS A	2.8	72.0	0.57	0.44	31.8
16	R2	53	3.0	0.462	8.5	LOS A	2.8	72.0	0.57	0.44	31.2
Approach		495	3.0	0.462	8.5	LOS A	2.8	72.0	0.57	0.44	31.7
North: Cedar (SB)											
7	L2	54	3.0	0.294	7.5	LOS A	1.4	34.9	0.61	0.57	31.3
4	T1	90	3.0	0.294	7.5	LOS A	1.4	34.9	0.61	0.57	30.2
14	R2	102	3.0	0.294	7.5	LOS A	1.4	34.9	0.61	0.57	30.9
Approach		247	3.0	0.294	7.5	LOS A	1.4	34.9	0.61	0.57	30.8
West: Brittan (EB)											
5	L2	87	3.0	0.480	8.3	LOS A	3.2	81.2	0.50	0.35	31.5
2	T1	458	3.0	0.480	8.3	LOS A	3.2	81.2	0.50	0.35	31.7
12	R2	12	3.0	0.480	8.3	LOS A	3.2	81.2	0.50	0.35	31.1
Approach		557	3.0	0.480	8.3	LOS A	3.2	81.2	0.50	0.35	31.7
All Vehicles		1513	3.0	0.480	8.2	LOS A	3.2	81.2	0.56	0.46	31.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Roundabout LOS Method: Same as Sign Control.  
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.  
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).  
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).  
 Roundabout Capacity Model: US HCM 2010.  
 HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.  
 Gap-Acceptance Capacity: Traditional M1.  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



# Appendix C

---

## Peak Hour Warrant 3 Worksheet

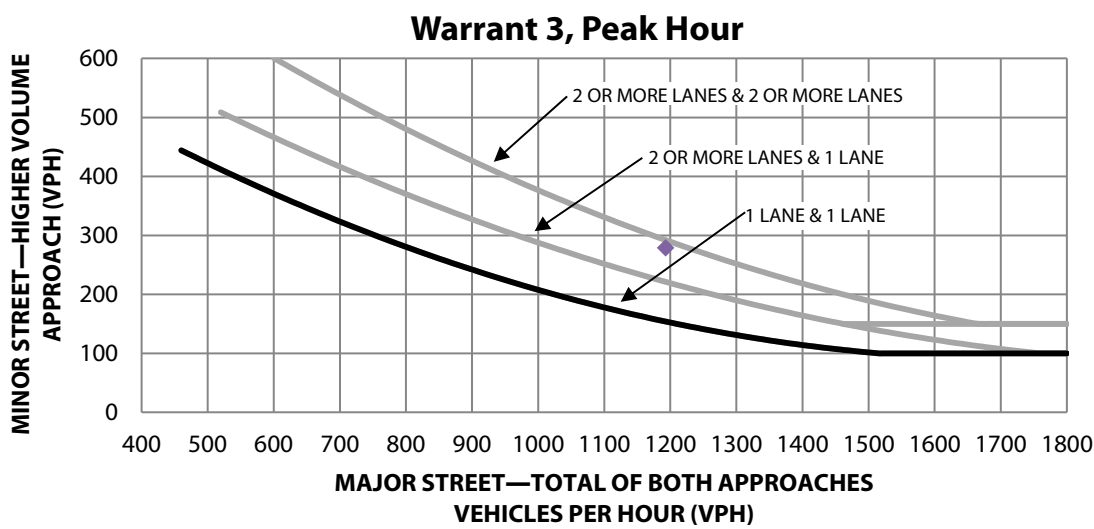
# Warrant 3: Peak-Hour Volumes and Delay

City of San Carlos  
Brittan Ave & Cedar St

0

	<b>Major Street</b>	<b>Minor Street</b>
<b>Street Name</b>	Brittan Ave	Cedar St
<b>Direction</b>	E-W	N-S
<b>Number of Lanes</b>	1	1
<b>Approach Speed</b>	30	25
<b>Population less than 10,000?</b>	No	
<b>Date of Count:</b>	Saturday, January 0, 1900	
<b>Scenario:</b>	AM Existing	

<b>Warrant 3 Met?: Met when either Condition A or B is met</b>	<b>Yes</b>
Condition A: Met when conditions A1, A2, and A3 are met	Not Met
<i>Condition A1</i> The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach  Minor Approach Delay:                      0 vehicle-hours	Not Met
<i>Condition A2</i> The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes  Minor Approach Volume:                      279 vph	Met
<i>Condition A3</i> The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches  Total Entering Volume:                      1738 vph	Met
Condition B The plotted point falls above the curve	Met



# Appendix D

---

## Parking Survey Details

Parking Study

Locations: 17-7284  
City: San Carlos, CA

Day: Wednesday  
Date: 4/19/2017

Space Type	Burton Park Lot Parking Lot A						Burton Park On-Street Parking Occupancy														Burton Parking Total				
							B		C		D				E		F		G			H		I	
							Regular	Handicap	Regular	Regular	Regular	Regular	Marked	Handicap	Regular	Regular	Regular	Regular	Regular	Regular		Regular	Regular	Regular	Regular
Spaces	27	4	1	1	2	0	42	32	33	34	20	15	16	1	11	10	38	57	15	18	12	13	16	6	424
4:00 PM	16	0	0	1	1	0	16	13	6	7	2	9	16	0	6	3	9	11	5	8	3	4	2	6	144
4:30 PM	17	0	0	1	1	0	13	13	9	7	4	8	15	0	6	4	11	13	5	8	3	3	3	5	149
5:00 PM	16	0	0	1	0	0	17	12	13	8	4	8	13	0	6	4	13	14	6	7	4	4	2	7	160
5:30 PM	12	0	0	1	0	0	10	13	8	4	5	7	15	0	7	5	14	15	7	7	4	5	2	5	146
6:00 PM	12	0	0	1	0	0	16	13	7	8	4	7	16	0	7	7	14	13	7	7	4	5	2	6	156
6:30 PM	19	0	0	1	0	0	20	15	3	2	5	8	13	0	7	7	11	12	8	7	5	5	2	8	158
7:00 PM	20	0	0	1	0	0	16	11	0	2	6	8	14	0	7	8	12	10	7	6	3	5	2	7	145
7:30 PM	19	0	0	1	0	0	13	11	0	2	6	4	9	0	7	8	12	10	7	6	3	5	3	7	133

148.875

Space Type	Highlands Park Lot A				Highlands Park Lot B		Highlands Park On-Street Parking Occupancy														Burton Parking Total		
	South parking lot near tennis courts				North parking lot near north baseball diamond		C		D		E		F		G		H		I				
	Regular	Handicap	Car Pool (2+ players)	Passenger Loading	Regular	Handicap	Regular	Regular	Regular	Restricted No Parking Sat/Sun 8AM-6PM	Regular	Regular	Regular	Regular	Head In	Regular	Regular	Regular	Regular	No Parking		No Parking	
Spaces	55	1	4	4	30	2	14	16	20	9	53	43	50	10	2	11	17	1	24	27	0	0	393
4:00 PM	6	0	1	0	14	1	1	4	3	0	4	12	6	1	0	2	5	1	3	2	0	0	66
4:30 PM	11	0	1	0	14	1	1	5	2	0	7	12	7	1	0	2	5	1	3	2	0	0	75
5:00 PM	23	0	1	0	28	1	1	5	6	0	10	12	7	3	0	2	5	0	3	3	0	0	110
5:30 PM	34	0	2	0	30	0	1	6	4	0	7	10	9	2	0	2	3	0	3	4	0	0	117
6:00 PM	43	0	2	0	30	1	1	6	6	0	15	9	9	4	0	2	4	0	3	4	0	0	139
6:30 PM	50	0	4	1	30	2	1	6	9	3	29	8	10	5	0	2	4	1	3	3	0	0	171
7:00 PM	53	0	4	0	30	1	2	6	8	2	28	9	9	3	0	2	4	1	2	2	0	0	166
7:30 PM	51	0	4	0	30	1	2	5	11	5	28	9	10	3	0	2	4	1	2	2	0	0	170

126.75

Notes:  
On Coronado Ave - From 6:00PM to 8:00PM one car was parked in the dirt off the road on the north side of the street.



Parking Study

Locations: 17-7284  
City: San Carlos, CA

Day: Saturday  
Date: 4/22/2017

Space Type	Burton Park Lot Parking Occupancy							Burton Park On-Street Parking Occupancy																Burton Parking Total				
	Occupancy							B		C		D				E		F		G		H			I			
	Regular	Handicap	Police	Youth Van	Passenger Loading	Unmarked	Regular	Regular	Regular	Regular	Regular	Driveway	Regular	Marked	Handicap	Regular	Regular	Regular	Regular	Driveway	Regular	Regular	Regular		Regular	Regular	Regular	Regular
Spaces	27	4	1	1	2		42	32	33	34	20	15	16	1	11	10	38	57	15	18	12	13	16	6	424			
4:00 PM	26	2	1	1	0	5	33	23	1	9	10	1	11	12	0	9	4	20	28	0	6	10	3	7	18	4	244	
4:30 PM	26	2	1	1	0	4	25	14	0	8	11	1	12	16	0	8	4	18	24	0	6	10	3	8	4	4	210	
5:00 PM	26	1	0	1	0	3	15	15	0	6	7	1	9	14	0	7	3	13	19	0	5	11	3	7	0	5	171	
5:30 PM	25	1	0	1	0	4	13	14	0	5	11	1	7	12	0	7	3	12	17	0	7	10	4	7	0	4	165	
6:00 PM	20	0	0	1	0	3	13	13	2	5	9	1	9	8	0	7	3	11	20	0	8	8	4	5	1	5	153	
6:30 PM	15	0	0	1	1	2	7	12	1	5	5	1	3	5	0	7	3	12	23	1	7	7	4	6	3	5	136	
7:00 PM	5	0	0	1	0	0	4	13	1	3	3	1	3	4	0	7	2	11	10	2	8	6	4	7	2	5	102	
7:30 PM	5	0	0	1	0	0	4	14	1	3	4	1	3	5	0	7	3	12	13	2	8	9	4	7	0	5	111	

Space Type	Highlands Park Lot A				Highlands Park Lot B		Highlands Park On-Street Parking Occupancy																Burton Parking Total
	South parking lot near tennis courts				North parking lot near north baseball diamond		C		D		E		F		G		H		I				
	Regular	Handicap	Car Pool (2+ players)	Passenger Loading	Regular	Handicap	Regular	Regular	Regular	Restricted No Parking Sat/Sun 8AM-6PM	Regular	Regular	Regular	Regular	Regular	Head In	Regular	Regular	Regular	Regular	No Parking	No Parking	
Spaces	55	1	4	4	30	2	14	16	20	9	53	43	50	10	2	11	17	1	24	27			393
4:00 PM	26	1	1	1	30	2	1	7	12	0	39	18	16	8	0	7	5	2	9	2	2	0	189
4:30 PM	25	1	2	1	30	2	1	8	11	0	34	18	16	8	0	7	9	2	10	1	2	0	188
5:00 PM	22	1	1	1	23	2	1	7	6	0	25	15	13	5	0	4	8	1	9	1	2	0	147
5:30 PM	7	1	0	1	11	0	1	7	2	0	15	15	11	5	0	3	6	1	13	2	2	0	103
6:00 PM	2	0	0	0	3	0	2	7	1	0	5	2	13	10	0	2	3	0	17	3	2	0	74
6:30 PM	2	0	0	0	8	0	2	7	2	0	2	12	9	4	0	2	3	0	11	3	2	0	69
7:00 PM	4	0	1	2	11	0	2	7	2	0	2	11	9	4	0	2	4	0	12	3	2	0	78
7:30 PM	7	0	2	4	13	0	3	8	2	0	2	11	9	4	0	2	4	0	12	3	2	0	88

Notes:  
For duration of study, Highland Park Section G: South Side had construction with one truck nose-in/sideways in the cul-de-sac  
For duration of study, Highland Park Section H: vehicles were parked across driveways or nose-in/sideways in the cul-de-sac  
For duration of study, Highland Park Section I: One vehicle parked on dirt and one vehicle parked on paved section off road



# Appendix E -- Alternative Project Condition

---

## Intersection Level of Service Calculations

```

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #1 Cedar St / Arroyo Av
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.425
Loss Time (sec):  0           Average Delay (sec/veh):    10.7
Optimal Cycle:    0           Level Of Service:          B
*****
Street Name:      Cedar St      Arroyo Av
Approach:         North Bound    South Bound    East Bound    West Bound
Movement:         L - T - R    L - T - R    L - T - R    L - T - R
-----|-----|-----|-----|
Control:          Stop Sign    Stop Sign    Stop Sign    Stop Sign
Rights:           Include     Include     Include     Include
Lanes:           0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
Min. Green:       0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
Lanes:           0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         44 145 106  48 84 12  38 77 15 115 105 39
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     44 145 106  48 84 12  38 77 15 115 105 39
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      44 145 106  48 84 12  38 77 15 115 105 39
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    44 145 106  48 84 12  38 77 15 115 105 39
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     44 145 106  48 84 12  38 77 15 115 105 39
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.15 0.49 0.36 0.33 0.59 0.08 0.29 0.59 0.12 0.44 0.41 0.15
Final Sat.:     103 341 249  208 365 52  180 365 71  291 266 99
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.43 0.43 0.43 0.23 0.23 0.23 0.21 0.21 0.21 0.40 0.40 0.40
Crit Moves:      *****
Delay/Veh:       11.2 11.2 11.2  9.8 9.8 9.8  9.6 9.6 9.6 11.2 11.2 11.2
Delay Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:      11.2 11.2 11.2  9.8 9.8 9.8  9.6 9.6 9.6 11.2 11.2 11.2
LOS by Move:     B B B A A A A A A B B B
ApproachDel:     11.2 9.8 9.6 11.2
Delay Adj:        1.00 1.00 1.00
ApprAdjDel:      11.2 9.8 9.6 11.2
LOS by Appr:     B A A B
AllWayAvgQ:      0.6 0.6 0.6 0.2 0.2 0.2 0.2 0.2 0.2 0.6 0.6 0.6
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #2 Chestnut St / Arroyo Av
*****
Average Delay (sec/veh):  10.8  Worst Case Level Of Service: B [ 12.2]
*****
Street Name:      Chestnut St      Arroyo Av
Approach:         North Bound    South Bound    East Bound    West Bound
Movement:         L - T - R    L - T - R    L - T - R    L - T - R
-----|-----|-----|-----|
Control:          Uncontrolled  Uncontrolled  Stop Sign     Stop Sign
Rights:           Include     Include     Include     Include
Lanes:           0 0 1! 0 0 0 0 0 0 0 0 1 0 0 0 1 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         34 0 25  0 0 0  0 185 35 50 207 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     34 0 25  0 0 0  0 185 35 50 207 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      34 0 25  0 0 0  0 185 35 50 207 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:     34 0 25  0 0 0  0 185 35 50 207 0
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:     4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 6.5 6.2 7.1 6.5 xxxxx
FollowUpTim:    2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 4.0 3.3 3.5 4.0 xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol:      0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 93 0 173 81 xxxxx
Potent Cap.:    1636 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 801 1091 794 814 xxxxx
Move Cap.:      1636 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 784 1091 619 796 xxxxx
Volume/Cap:     0.02 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.24 0.03 0.08 0.26 xxxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:      0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:    7.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move:     A * * * * *
Movement:       LT - LTR - RT  LT - LTR - RT  LT - LTR - RT  LT - LTR - RT
Shared Cap.:    xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 821 754 xxxxx xxxxx xxxxx
SharedQueue:    xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1.1 1.5 xxxxx xxxxx
Shrd ConDel:    xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 11.0 12.2 xxxxx xxxxx
Shared LOS:     * * * * *
ApproachDel:    xxxxxx xxxxxx 11.0 12.2
ApproachLOS:    * * * * *
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #3 Chestnut St / Baytree Rd
*****
Average Delay (sec/veh): 1.8 Worst Case Level of Service: A[ 9.1]
*****
Street Name: Chestnut St Baytree Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 1 0 0 0
*****
Volume Module:
Base Vol: 0 54 11 8 48 0 0 0 0 17 0 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: 0 54 11 8 48 0 0 0 0 17 0 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: 0 54 11 8 48 0 0 0 0 17 0 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 54 11 8 48 0 0 0 0 17 0 5
*****
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxxx 6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxxx 3.5 4.0 3.3
*****
Capacity Module:
Conflict Vol: xxxx xxxx xxxxx 65 xxxx xxxxx xxxx xxxx xxxxxx 124 124 60
Potent Cap.: xxxx xxxx xxxxx 1550 xxxx xxxxx xxxx xxxx xxxxxx 876 771 1012
Move Cap.: xxxx xxxx xxxxx 1550 xxxx xxxxx xxxx xxxx xxxxxx 873 767 1012
Volume/Cap: xxxx xxxx xxxxx 0.01 xxxx xxxxx xxxx xxxx xxxxx 0.02 0.00 0.00
*****
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx 7.3 xxxx xxxxx xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx 901 xxxxxx
SharedQueue:xxxxx xxxx xxxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxxx xxxxxx 0.1 xxxxxx
Shrd ConDel:xxxxx xxxx xxxxxx 7.3 xxxx xxxxx xxxxx xxxx xxxxxx xxxxxx 9.1 xxxxxx
Shared LOS: * * * * * A * * * * * A * * * * *
ApproachDel: xxxxxx xxxxxxx xxxxxxx 9.1
ApproachLOS: * * * * * A
*****

```

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

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #4 Woodland Av / Morse Blvd
*****
Average Delay (sec/veh): 3.0 Worst Case Level of Service: A[ 8.9]
*****
Street Name: Woodland Av Morse Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 1 0 0 0
*****
Volume Module:
Base Vol: 0 28 5 6 25 0 0 0 0 20 0 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: 0 28 5 6 25 0 0 0 0 20 0 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: 0 28 5 6 25 0 0 0 0 20 0 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 28 5 6 25 0 0 0 0 20 0 5
*****
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxxx 6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxxx 3.5 4.0 3.3
*****
Capacity Module:
Conflict Vol: xxxx xxxx xxxxx 33 xxxx xxxxx xxxx xxxx xxxxxx 68 68 31
Potent Cap.: xxxx xxxx xxxxx 1592 xxxx xxxxx xxxx xxxx xxxxxx 943 827 1050
Move Cap.: xxxx xxxx xxxxx 1592 xxxx xxxxx xxxx xxxx xxxxxx 940 824 1050
Volume/Cap: xxxx xxxx xxxxx 0.00 xxxx xxxxx xxxx xxxx xxxxx 0.02 0.00 0.00
*****
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx 7.3 xxxx xxxxx xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx 960 xxxxxx
SharedQueue:xxxxx xxxx xxxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxxx xxxxxx 0.1 xxxxxx
Shrd ConDel:xxxxx xxxx xxxxxx 7.3 xxxx xxxxx xxxxx xxxx xxxxxx xxxxxx 8.9 xxxxxx
Shared LOS: * * * * * A * * * * * A * * * * *
ApproachDel: xxxxxx xxxxxxx xxxxxxx 8.9
ApproachLOS: * * * * * A
*****

```

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

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

\*\*\*\*\*  
 Intersection #5 Woodland Av / Aster Rd  
 \*\*\*\*\*  
 Average Delay (sec/veh): 1.3 Worst Case Level of Service: A[ 9.0]  
 \*\*\*\*\*  
 Street Name: Woodland Av Aster Rd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Lanes: 0 0 1 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 0 0  
 Volume Module:  
 Base Vol: 0 38 6 10 27 0 0 0 0 0 4 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 38 6 10 27 0 0 0 0 0 4 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 38 6 10 27 0 0 0 0 0 4 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 38 6 10 27 0 0 0 0 0 4 0 0  
 Critical Gap Module:  
 Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxxx 6.4 xxxx xxxxx  
 FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxxx 3.5 xxxx xxxxx  
 Capacity Module:  
 Cnflct Vol: xxxx xxxx xxxxx 44 xxxx xxxxx xxxx xxxx xxxxxx 88 xxxx xxxxx  
 Potent Cap.: xxxx xxxx xxxxx 1577 xxxx xxxxx xxxx xxxx xxxxxx 918 xxxx xxxxx  
 Move Cap.: xxxx xxxx xxxxx 1577 xxxx xxxxx xxxx xxxx xxxxxx 913 xxxx xxxxx  
 Volume/Cap: xxxx xxxx xxxxx 0.01 xxxx xxxxx xxxx xxxx xxxxx 0.00 xxxx xxxxx  
 Level of Service Module:  
 2Way95thQ: xxxx xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxx  
 Control Del:xxxxx xxxx xxxxx 7.3 xxxx xxxxx xxxxx xxxx xxxxxx 9.0 xxxx xxxxx  
 LOS by Move: \* \* \* \* A \* \* \* \* A \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx  
 SharedQueue:xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx  
 Shrd ConDel:xxxxx xxxx xxxxx 7.3 xxxx xxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx  
 Shared LOS: \* \* \* \* A \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*  
 ApproachDel: xxxxxx xxxxxx xxxxxx 9.0  
 ApproachLOS: \* \* \* \* A  
 Note: Queue reported is the number of cars per lane.  
 \*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #6 Cedar St / Brittan Av  
 \*\*\*\*\*  
 Cycle (sec): 60 Critical Vol./Cap.(X): 0.913  
 Loss Time (sec): 0 Average Delay (sec/veh): 29.6  
 Optimal Cycle: 0 Level of Service: D  
 \*\*\*\*\*  
 Street Name: Cedar St Brittan Av  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0  
 Volume Module:  
 Base Vol: 55 149 21 31 98 78 86 327 22 42 426 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: 55 149 21 31 98 78 86 327 22 42 426 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: 55 149 21 31 98 78 86 327 22 42 426 49  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 55 149 21 31 98 78 86 327 22 42 426 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: 55 149 21 31 98 78 86 327 22 42 426 49  
 Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.24 0.67 0.09 0.15 0.47 0.38 0.20 0.75 0.05 0.08 0.83 0.09  
 Final Sat.: 111 300 42 68 215 171 107 406 27 46 467 54  
 Capacity Analysis Module:  
 Vol/Sat: 0.50 0.50 0.50 0.46 0.46 0.46 0.81 0.81 0.81 0.91 0.91 0.91  
 Crit Moves: \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*  
 Delay/Veh: 16.1 16.1 16.1 15.1 15.1 15.1 28.7 28.7 28.7 42.0 42.0 42.0  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 16.1 16.1 16.1 15.1 15.1 15.1 28.7 28.7 28.7 42.0 42.0 42.0  
 LOS by Move: C C C C C C D D D E E E  
 ApproachDel: 16.1 15.1 28.7 42.0  
 Delay Adj: 1.00 1.00 1.00 1.00  
 ApprAdjDel: 16.1 15.1 28.7 42.0  
 LOS by Appr: C C D E  
 AllWayAvgQ: 0.7 0.7 0.7 0.6 0.6 0.6 2.9 2.9 2.9 5.1 5.1 5.1  
 Note: Queue reported is the number of cars per lane.  
 \*\*\*\*\*

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #7 Woodland Av / Brittan Av
*****
Average Delay (sec/veh): 1.0 Worst Case Level of Service: C [ 16.6]
*****
Street Name: Woodland Av Brittan Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
-----
Volume Module:
Base Vol: 2 2 2 15 4 19 23 362 7 6 477 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: 2 2 2 15 4 19 23 362 7 6 477 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: 2 2 2 15 4 19 23 362 7 6 477 26
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 2 2 2 15 4 19 23 362 7 6 477 26
-----
Critical Gap Module:
Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx
-----
Capacity Module:
Cnflct Vol: 925 927 366 916 917 490 503 xxxx xxxxxx 369 xxxx xxxxxx
Potent Cap.: 252 271 684 255 274 582 1072 xxxx xxxxxx 1201 xxxx xxxxxx
Move Cap.: 236 263 684 248 267 582 1072 xxxx xxxxxx 1201 xxxx xxxxxx
Volume/Cap: 0.01 0.01 0.00 0.06 0.01 0.03 0.02 xxxx xxxx 0.00 xxxx xxxx
-----
Level of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxxx 8.4 xxxx xxxxxx 8.0 xxxx xxxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 316 xxxxxx xxxx 351 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 0.1 xxxxxx xxxxxx 0.4 xxxxxx xxxxxx xxxx xxxxxx xxxx xxxx xxxxxx
Shrd ConDel:xxxxx 16.6 xxxxxx xxxxxx 16.5 xxxxxx xxxxxx xxxx xxxx xxxxxx
Shared LOS: * C * * * C * * * * *
ApproachDel: 16.6 16.5 xxxxxxxx xxxxxxxx
ApproachLOS: C C * *
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #8 Elston Ct / Coleman Ct
*****
Average Delay (sec/veh): 5.3 Level of Service: A
*****
Street Name: Elston Ct Coleman Ct
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----
Control: Yield Sign Yield Sign Yield Sign Yield Sign
Lanes: 0 1 1 1
-----
Volume Module:
Base Vol: 0 0 0 2 0 7 8 3 0 0 3 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 2 0 7 8 3 0 0 3 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 2 0 7 8 3 0 0 3 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 2 0 7 8 3 0 0 3 2
-----
PCE Module:
AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0
TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0
ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0
BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0
AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0
-----
Delay Module: >> Time Period: 0.25 hours <<
CircVolume: 0 0 0 0
MaxVolume: 0 0 0 0
PedVolume: 0 0 0 0
AdjMaxVol: 0 0 0 0
ApproachVol: 0 0 0 0
ApproachV/C: Nan Nan Nan Nan
ApproachDel: xxxxxx 8.4 xxxxxx xxxxxx
ApproachLOS: * * * * * A * * * * *
Queue: xxxx xxxx xxxx

```

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #9 Aberdeen Dr / Dundee Ln
*****
Average Delay (sec/veh):      8.1      Level Of Service: A
*****
Street Name:      Aberdeen Dr      Dundee Ln
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Yield Sign      Yield Sign      Yield Sign      Yield Sign
Lanes:      1      0      0      1
-----
Volume Module:
Base Vol:      0 0 38 0 0 0 0 0 0 11 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 38 0 0 0 0 0 0 11 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 38 0 0 0 0 0 0 11 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 38 0 0 0 0 0 0 11 0 0
-----
PCE Module:
AutoPCE:      0 0 0 0 0 0 0 0 0 0 0 0
TruckPCE:      0 0 0 0 0 0 0 0 0 0 0 0
ComboPCE:      0 0 0 0 0 0 0 0 0 0 0 0
BicyclePCE:    0 0 0 0 0 0 0 0 0 0 0 0
AdjVolume:    0 0 0 0 0 0 0 0 0 0 0 0
-----
Delay Module: >> Time Period: 0.25 hours <<
CircVolume:    0      0      0      0
MaxVolume:    0      0      0      0
PedVolume:    0      0      0      0
AdjMaxVol:    0      0      0      0
ApproachVol:  0      0      0      0
ApproachV/C:  Nan      Nan      Nan      Nan
ApproachDel:  8.4      xxxxxx      xxxxxx      xxxxxx
ApproachLOS:  *      *      A      *      *      *      *      *      A      *      *
Queue:      xxxxx      xxxxx      xxxxx      xxxxx
    
```

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #10 Aberdeen Dr / Glasgow Ln
*****
Average Delay (sec/veh):      0.7      Worst Case Level Of Service: B[ 10.2]
*****
Street Name:      Aberdeen Dr      Glasgow Ln
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
-----
Volume Module:
Base Vol:      0 160 14 7 134 0 0 0 0 0 15 0 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 160 14 7 134 0 0 0 0 0 15 0 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 160 14 7 134 0 0 0 0 0 15 0 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 160 14 7 134 0 0 0 0 0 15 0 3
-----
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxxx xxxxx xxxx xxxxxx 6.4 6.5 6.2
FollowUpTim:xxxxxx xxxx xxxxxx 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx 3.5 4.0 3.3
-----
Capacity Module:
Conflict Vol: xxxxx xxxx xxxxxx 174 xxxxx xxxxxx xxxxx xxxx xxxxxx 315 315 167
Potent Cap.: xxxxx xxxx xxxxxx 1415 xxxxx xxxxxx xxxxx xxxx xxxxxx 682 604 882
Move Cap.: xxxxx xxxx xxxxxx 1415 xxxxx xxxxxx xxxxx xxxx xxxxxx 679 601 882
Volume/Cap: xxxxx xxxx xxxxx 0.00 xxxxx xxxxx xxxxx xxxxx xxxxx 0.02 0.00 0.00
-----
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Control Del:xxxxxx xxxx xxxxxx 7.6 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: *      *      *      A      *      *      *      *      *      *      *      *
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx 707 xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 0.1 xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx 7.6 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 10.2 xxxxxx
Shared LOS:      *      *      *      A      *      *      *      *      *      *      *      *
ApproachDel:  xxxxxx      xxxxxx      xxxxxx      10.2
ApproachLOS:  *      *      *      B
*****
Note: Queue reported is the number of cars per lane.
*****
    
```



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

\*\*\*\*\*  
 Intersection #11 Aberdeen Dr-Hewitt Dr / Melendy Dr  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438  
 Loss Time (sec): 0 Average Delay (sec/veh): 10.3  
 Optimal Cycle: 0 Level Of Service: B  
 \*\*\*\*\*

Street Name: Aberdeen Dr-Hewitt Dr Melendy Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:  
 Base Vol: 19 21 9 117 14 46 68 152 11 13 188 133  
 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: 19 21 9 117 14 46 68 152 11 13 188 133  
 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: 19 21 9 117 14 46 68 152 11 13 188 133  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 19 21 9 117 14 46 68 152 11 13 188 133  
 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: 19 21 9 117 14 46 68 152 11 13 188 133

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.39 0.43 0.18 0.66 0.08 0.26 0.29 0.66 0.05 0.04 0.56 0.40  
 Final Sat.: 229 253 108 421 50 166 207 462 33 30 430 304

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.08 0.08 0.28 0.28 0.33 0.33 0.33 0.44 0.44 0.44  
 Crit Moves: \*\*\*\*  
 Delay/Veh: 8.9 8.9 8.9 10.0 10.0 10.0 10.2 10.2 10.2 10.8 10.8 10.8  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 8.9 8.9 8.9 10.0 10.0 10.0 10.2 10.2 10.2 10.8 10.8 10.8  
 LOS by Move: A A A B B B B B B B B B  
 ApproachDel: 8.9 10.0 10.2 10.8  
 Delay Adj: 1.00 1.00 1.00 1.00  
 ApprAdjDel: 8.9 10.0 10.2 10.8  
 LOS by Appr: A B B B  
 AllWayAvgQ: 0.1 0.1 0.1 0.3 0.3 0.3 0.4 0.4 0.4 0.7 0.7 0.7

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

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

\*\*\*\*\*  
 Intersection #12 Alameda de las Pulgas / Melendy Dr  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659  
 Loss Time (sec): 0 Average Delay (sec/veh): 16.4  
 Optimal Cycle: 0 Level Of Service: C  
 \*\*\*\*\*

Street Name: Alameda de las Pulgas Melendy Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0

Volume Module:  
 Base Vol: 228 372 6 5 343 169 146 2 157 9 2 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 228 372 6 5 343 169 146 2 157 9 2 2  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 228 372 6 5 343 169 146 2 157 9 2 2  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 228 372 6 5 343 169 146 2 157 9 2 2  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 228 372 6 5 343 169 146 2 157 9 2 2

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.98 0.02 0.01 0.99 1.00 0.48 0.01 0.51 0.70 0.15 0.15  
 Final Sat.: 530 565 9 8 550 623 272 4 292 301 67 67

Capacity Analysis Module:  
 Vol/Sat: 0.43 0.66 0.66 0.62 0.62 0.27 0.54 0.54 0.54 0.03 0.03 0.03  
 Crit Moves: \*\*\*\*  
 Delay/Veh: 14.2 19.6 19.6 18.6 18.6 10.3 15.4 15.4 15.4 10.4 10.4 10.4  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 14.2 19.6 19.6 18.6 18.6 10.3 15.4 15.4 15.4 10.4 10.4 10.4  
 LOS by Move: B C C C B C C C B B B B  
 ApproachDel: 17.6 15.9 15.4 10.4  
 Delay Adj: 1.00 1.00 1.00 1.00  
 ApprAdjDel: 17.6 15.9 15.4 10.4  
 LOS by Appr: C C C B  
 AllWayAvgQ: 0.7 1.7 1.7 1.5 1.5 0.3 1.0 1.0 1.0 0.0 0.0 0.0

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

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

\*\*\*\*\*  
 Intersection #1 Cedar St / Arroyo Av  
 \*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):		0.239
Loss Time (sec):	0	Average Delay (sec/veh):		8.3
Optimal Cycle:	0	Level Of Service:		A

\*\*\*\*\*

Street Name:	Cedar St	Arroyo Av			
Approach:	North Bound	South Bound	East Bound	West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	

-----

Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0	0	0	0
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0

-----

Volume Module:

Base Vol:	6	41	12	62	48	18	16	64	4	23	90	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	41	12	62	48	18	16	64	4	23	90	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	41	12	62	48	18	16	64	4	23	90	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	41	12	62	48	18	16	64	4	23	90	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	41	12	62	48	18	16	64	4	23	90	85

-----

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.70	0.20	0.48	0.38	0.14	0.19	0.76	0.05	0.12	0.45	0.43
Final Sat.:	76	517	151	361	280	105	144	578	36	96	377	356

-----

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.17	0.17	0.17	0.11	0.11	0.11	0.24	0.24	0.24
Crit Moves:	****			****			****			****		
Delay/Veh:	7.9	7.9	7.9	8.5	8.5	8.5	8.1	8.1	8.1	8.4	8.4	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	7.9	7.9	8.5	8.5	8.5	8.1	8.1	8.1	8.4	8.4	8.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.9			8.5			8.1			8.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.9			8.5			8.1			8.4		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1	0.3	0.3	0.3

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

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

\*\*\*\*\*  
 Intersection #2 Chestnut St / Arroyo Av  
 \*\*\*\*\*

Average Delay (sec/veh):	9.2	Worst Case Level Of Service:		B [ 10.1]
--------------------------	-----	------------------------------	--	-----------

\*\*\*\*\*

Street Name:	Chestnut St	Arroyo Av			
Approach:	North Bound	South Bound	East Bound	West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	

-----

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

-----

Volume Module:

Base Vol:	12	0	24	0	0	0	0	125	20	23	113	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	0	24	0	0	0	0	125	20	23	113	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	24	0	0	0	0	125	20	23	113	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	0	24	0	0	0	0	125	20	23	113	0

-----

Critical Gap Module:

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

-----

Capacity Module:

Cnflct Vol:	0	xxxx	xxxx	xxxx	xxxx	xxxx	48	0	99	36	xxxx
Potent Cap:	1636	xxxx	xxxx	xxxx	xxxx	xxxx	847	1091	888	860	xxxx
Move Cap:	1636	xxxx	xxxx	xxxx	xxxx	xxxx	841	1091	768	854	xxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	0.02	0.03	0.13	xxxx

-----

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	7.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	869	838	xxxx	xxxx	869	838
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	869	838	xxxx	xxxx	869	838
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.6	0.6	xxxx	xxxx	0.6	0.6
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10.0	10.1	xxxx	xxxx	10.0	10.1
Shared LOS:	*	*	*	*	*	*	A	B	*	*	A	B
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.0	10.1			10.0	10.1
ApproachLOS:	*	*	*	*	*	*	A	B			A	B

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

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

Intersection #3 Chestnut St / Baytree Rd

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[ 8.8]

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

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume. Data for 4 approaches.

Critical Gap Module: Critical Gp, FollowUpTim. Data for 4 approaches.

Capacity Module: Conflict Vol, Potent Cap, Move Cap, Volume/Cap. Data for 4 approaches.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Data for 4 approaches.

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

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

Intersection #4 Woodland Av / Morse Blvd

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[ 8.7]

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

Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume. Data for 4 approaches.

Critical Gap Module: Critical Gp, FollowUpTim. Data for 4 approaches.

Capacity Module: Conflict Vol, Potent Cap, Move Cap, Volume/Cap. Data for 4 approaches.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Data for 4 approaches.

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

```

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #5 Woodland Av / Aster Rd
*****
Average Delay (sec/veh):    1.4      Worst Case Level of Service: A[ 8.6]
*****
Street Name:                Woodland Av          Aster Rd
Approach:                   North Bound      South Bound      East Bound      West Bound
Movement:                   L - T - R    L - T - R    L - T - R    L - T - R
-----|-----|-----|-----|
Control:                   Uncontrolled  Uncontrolled  Stop Sign      Stop Sign
Rights:                    Include      Include      Include      Include
Lanes:                    0 0 0 1 0    0 1 0 0 0    0 0 0 0 0    0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:                  0 19      5      4 40      0      0 0 0      0      4 0 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:              0 19      5      4 40      0      0 0 0      0      4 0 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:               0 19      5      4 40      0      0 0 0      0      4 0 5
Reduct Vol:               0 0 0      0 0 0      0 0 0      0 0 0 0
FinalVolume:              0 19      5      4 40      0      0 0 0      0      4 0 5
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  4.1 xxxx xxxxxx xxxxx xxxx xxxxxx  6.4 6.5 6.2
FollowUpTim:xxxxxx xxxxx xxxxxx  2.2 xxxx xxxxxx xxxxxx xxxxx xxxxxx  3.5 4.0 3.3
-----|-----|-----|-----|
Capacity Module:
Conflict Vol: xxxxx xxxx xxxxxx  24 xxxxx xxxxxx xxxxx xxxx xxxxxx  70 70 22
Potent Cap.: xxxxx xxxxx xxxxxx 1604 xxxxx xxxxxx xxxxx xxxxx xxxxxx  940 825 1062
Move Cap.: xxxxx xxxxx xxxxxx 1604 xxxxx xxxxxx xxxxx xxxxx xxxxxx  938 823 1062
Volume/Cap: xxxxx xxxxx xxxxx  0.00 xxxxx xxxxx xxxxx xxxxx xxxxx  0.00 0.00 0.00
-----|-----|-----|-----|
Level of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx  0.0 xxxxx xxxxxx xxxxx xxxx xxxxxx  xxxxx xxxxx xxxxxx
Control Del:xxxxxx xxxxx xxxxxx  7.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx  xxxxxx xxxxx xxxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT  LT - LTR - RT  LT - LTR - RT  LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx  xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx  xxxxx 1003 xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx  0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx  xxxxxx 0.0 xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx  7.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx  xxxxxx 8.6 xxxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  8.6
ApproachLOS: * * * * * A
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #6 Cedar St / Brittan Av
*****
Cycle (sec):              60      Critical Vol./Cap.(X):    0.625
Loss Time (sec):          0      Average Delay (sec/veh):  14.5
Optimal Cycle:            0      Level of Service:        B
*****
Street Name:              Cedar St          Brittan Av
Approach:                 North Bound      South Bound      East Bound      West Bound
Movement:                 L - T - R    L - T - R    L - T - R    L - T - R
-----|-----|-----|-----|
Control:                  Stop Sign      Stop Sign      Stop Sign      Stop Sign
Rights:                   Include      Include      Include      Include
Min. Green:               0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:                   0 0 1! 0 0    0 0 1! 0 0    0 0 1! 0 0    0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:                 40 87      32      40 67      62      51 337      10      28 304      39
Growth Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:              40 87      32      40 67      62      51 337      10      28 304      39
User Adj:                 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:               40 87      32      40 67      62      51 337      10      28 304      39
Reduct Vol:               0 0 0      0 0 0      0 0 0      0 0 0 0
Reduced Vol:             40 87      32      40 67      62      51 337      10      28 304      39
PCE Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:              40 87      32      40 67      62      51 337      10      28 304      39
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                   0.25 0.55  0.20  0.24 0.39  0.37  0.13 0.85  0.02  0.08 0.82  0.10
Final Sat.:             130 284  104  125 210  194   82 539   16   48 520  67
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.31 0.31  0.31  0.32 0.32  0.32  0.62 0.62  0.62  0.58 0.58  0.58
Crit Moves:              *****
Delay/Veh:               11.4 11.4  11.4  11.4 11.4  11.4  16.4 16.4  16.4  15.1 15.1  15.1
Delay Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:              11.4 11.4  11.4  11.4 11.4  11.4  16.4 16.4  16.4  15.1 15.1  15.1
LOS by Move:             B B B      B B B      C C C      C C C
ApproachDel:             11.4
Delay Adj:                1.00
ApprAdjDel:              11.4
LOS by Appr:             B B C      C
AllWayAvgQ:              0.3 0.3  0.3  0.3 0.3  0.3  1.4 1.4  1.4  1.2 1.2  1.2
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #7 Woodland Av / Brittan Av
*****
Average Delay (sec/veh): 1.2 Worst Case Level of Service: B[ 14.8]
*****
Street Name: Woodland Av Brittan Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
-----
Volume Module:
Base Vol: 4 2 4 18 2 31 14 386 4 7 354 12
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4 2 4 18 2 31 14 386 4 7 354 12
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 2 4 18 2 31 14 386 4 7 354 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 4 2 4 18 2 31 14 386 4 7 354 12
-----
Critical Gap Module:
Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx
-----
Capacity Module:
Cnflct Vol: 807 796 388 793 792 360 366 xxxx xxxxxx 390 xxxx xxxxxx
Potent Cap.: 302 322 665 309 324 689 1204 xxxx xxxxxx 1180 xxxx xxxxxx
Move Cap.: 284 316 665 301 318 689 1204 xxxx xxxxxx 1180 xxxx xxxxxx
Volume/Cap: 0.01 0.01 0.01 0.06 0.01 0.04 0.01 xxxx xxxx 0.01 xxxx xxxx
-----
Level of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx 0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxxx 8.0 xxxx xxxxxx 8.1 xxxx xxxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 378 xxxxxx xxxx 459 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 0.1 xxxxxx xxxxxx 0.4 xxxxxx xxxxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxx 14.8 xxxxxx xxxxxx 13.8 xxxxxx xxxxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: * B * * B * * * * * * * * * *
ApproachDel: 14.8 13.8 xxxxxxxx xxxxxxxx
ApproachLOS: B B * *
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #8 Elston Ct / Coleman Ct
*****
Average Delay (sec/veh): 5.1 Level of Service: A
*****
Street Name: Elston Ct Coleman Ct
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----
Control: Yield Sign Yield Sign Yield Sign Yield Sign
Lanes: 0 1 1 1
-----
Volume Module:
Base Vol: 0 0 0 4 0 4 6 3 0 0 3 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 4 0 4 6 3 0 0 3 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 4 0 4 6 3 0 0 3 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 4 0 4 6 3 0 0 3 2
-----
PCE Module:
AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0
TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0
ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0
BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0
AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0
-----
Delay Module: >> Time Period: 0.25 hours <<
CircVolume: 0 0 0 0
MaxVolume: 0 0 0 0
PedVolume: 0 0 0 0
AdjMaxVol: 0 0 0 0
ApproachVol: 0 0 0 0
ApproachV/C: Nan Nan Nan Nan
ApproachDel: xxxxxxx 8.5 xxxxxxx xxxxxxx
ApproachLOS: * * * * * A * * * * *
Queue: xxxx xxxx xxxx xxxx

```

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #9 Aberdeen Dr / Dundee Ln
Average Delay (sec/veh): 7.7 Level Of Service: A
Street Name: Aberdeen Dr Dundee Ln
Approach: North Bound South Bound East Bound West Bound
Control: Yield Sign Yield Sign Yield Sign Yield Sign
Lanes: 1 0 0 1
Volume Module:
Base Vol: 0 0 16 0 0 0 0 0 0 20 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 16 0 0 0 0 0 0 20 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 16 0 0 0 0 0 0 20 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 16 0 0 0 0 0 0 20 0 0
PCE Module:
AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0
TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0
ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0
BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0
AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0
Delay Module: >> Time Period: 0.25 hours <<
CircVolume: 0 0 0 0
MaxVolume: 0 0 0 0
PedVolume: 0 0 0 0
AdjMaxVol: 0 0 0 0
ApproachVol: 0 0 0 0
ApproachV/C: Nan Nan Nan Nan
ApproachDel: 8.3 xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: \* \* A \* \* \* \* \* A \* \*
Queue: xxxx xxxx xxxx xxxx

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #10 Aberdeen Dr / Glasgow Ln
Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[ 9.5]
Street Name: Aberdeen Dr Glasgow Ln
Approach: North Bound South Bound East Bound West Bound
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 1 0 0 0 0 0 1 0 0 0 0
Volume Module:
Base Vol: 0 70 17 0 94 0 0 0 0 18 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 70 17 0 94 0 0 0 0 18 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 70 17 0 94 0 0 0 0 18 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 70 17 0 94 0 0 0 0 18 0 0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx 6.4 xxxx xxxxxx
FollowUpTim:xxxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 3.5 xxxx xxxxxx
Capacity Module:
Conflict Vol: xxxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx 173 xxxxx xxxxxx
Potent Cap: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx 822 xxxxx xxxxxx
Move Cap: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx 822 xxxxx xxxxxx
Volume/Cap: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.02 xxxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx 0.1 xxxxx xxxxxx
Control Del:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 9.5 xxxxx xxxxxx
LOS by Move: \* \* \* \* \* \* \* \* \* \* \* A \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx
Shared LOS: \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 9.5
ApproachLOS: \* \* \* \* \* A

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

```

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #11 Aberdeen Dr-Hewitt Dr / Melendy Dr
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.234
Loss Time (sec):  0            Average Delay (sec/veh):    8.5
Optimal Cycle:    0            Level Of Service:          A
*****
Street Name:      Aberdeen Dr-Hewitt Dr      Melendy Dr
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Stop Sign      Stop Sign      Stop Sign      Stop Sign
Rights:           Include      Include      Include      Include
Min. Green:       0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:            0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         7 13 10 112 11 19 16 109 7 2 111 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
Initial Bse:      7 13 10 112 11 19 16 109 7 2 111 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
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      7 13 10 112 11 19 16 109 7 2 111 80
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     7 13 10 112 11 19 16 109 7 2 111 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
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     7 13 10 112 11 19 16 109 7 2 111 80
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.23 0.44 0.33 0.79 0.08 0.13 0.12 0.83 0.05 0.01 0.58 0.41
Final Sat.:     169 314 241 571 56 97 93 636 41 9 475 342
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.04 0.04 0.04 0.20 0.20 0.20 0.17 0.17 0.17 0.23 0.23 0.23
Crit Moves:      ****          ****          ****          ****
Delay/Veh:       7.8 7.8 7.8 8.8 8.8 8.8 8.4 8.4 8.4 8.4 8.4 8.4
Delay Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:      7.8 7.8 7.8 8.8 8.8 8.8 8.4 8.4 8.4 8.4 8.4 8.4
LOS by Move:     A A A A A A A A A A A A
ApproachDel:     7.8 8.8 8.4 8.4
Delay Adj:       1.00 1.00 1.00 1.00
ApprAdjDel:     7.8 8.8 8.4 8.4
LOS by Appr:     A A A A
AllWayAvgQ:      0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.2 0.2 0.3 0.3 0.3
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #12 Alameda de las Pulgas / Melendy Dr
*****
Cycle (sec):      100          Critical Vol./Cap.(X):    0.434
Loss Time (sec):  0            Average Delay (sec/veh):  11.5
Optimal Cycle:    0            Level Of Service:          B
*****
Street Name:      Alameda de las Pulgas      Melendy Dr
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Stop Sign      Stop Sign      Stop Sign      Stop Sign
Rights:           Include      Include      Include      Include
Min. Green:       0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:            1 0 0 1 0      0 1 0 0 1      0 0 0 1! 0 0      0 0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:        129 257 4 0 242 99 102 0 178 4 0 2
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     129 257 4 0 242 99 102 0 178 4 0 2
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     129 257 4 0 242 99 102 0 178 4 0 2
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    129 257 4 0 242 99 102 0 178 4 0 2
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    129 257 4 0 242 99 102 0 178 4 0 2
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           1.00 0.98 0.02 0.00 1.00 1.00 0.36 0.00 0.64 0.67 0.00 0.33
Final Sat.:     568 609 9 0 607 685 235 0 411 349 0 174
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.23 0.42 0.42 xxxxx 0.40 0.14 0.43 xxxxx 0.43 0.01 xxxxx 0.01
Crit Moves:      ****          ****          ****          ****
Delay/Veh:       10.6 12.2 12.2 0.0 12.0 8.6 11.9 0.0 11.9 9.1 0.0 9.1
Delay Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:     10.6 12.2 12.2 0.0 12.0 8.6 11.9 0.0 11.9 9.1 0.0 9.1
LOS by Move:     B B B * B A B * B A * A
ApproachDel:     11.7 11.0 11.9 9.1
Delay Adj:       1.00 1.00 1.00 1.00
ApprAdjDel:     11.7 11.0 11.9 9.1
LOS by Appr:     B B B A
AllWayAvgQ:      0.3 0.7 0.7 0.6 0.6 0.2 0.7 0.7 0.7 0.0 0.0 0.0
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #1 Cedar St / Arroyo Av
*****
Cycle (sec):      100          Critical Vol./Cap.(X):    0.571
Loss Time (sec):    0          Average Delay (sec/veh):    13.2
Optimal Cycle:     0          Level Of Service:      B
*****
Street Name:      Cedar St          Arroyo Av
Approach:        North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R        L - T - R        L - T - R        L - T - R
-----
Control:          Stop Sign          Stop Sign          Stop Sign          Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:       0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Lanes:           0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
-----
Volume Module:
Base Vol:        55 179 131 58 104 14 47 95 18 142 129 48
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     55 179 131 58 104 14 47 95 18 142 129 48
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     55 179 131 58 104 14 47 95 18 142 129 48
Reduce Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    55 179 131 58 104 14 47 95 18 142 129 48
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    55 179 131 58 104 14 47 95 18 142 129 48
-----
Saturation Flow Module:
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.15 0.49 0.36 0.33 0.59 0.08 0.29 0.60 0.11 0.45 0.40 0.15
Final Sat.:    96 314 230 185 332 45 162 327 62 269 244 91
-----
Capacity Analysis Module:
Vol/Sat:        0.57 0.57 0.57 0.31 0.31 0.31 0.29 0.29 0.29 0.53 0.53 0.53
Crit Moves:     *****
Delay/Veh:      14.5 14.5 14.5 11.2 11.2 11.2 11.0 11.0 11.0 14.1 14.1 14.1
Delay Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:     14.5 14.5 14.5 11.2 11.2 11.2 11.0 11.0 11.0 14.1 14.1 14.1
LOS by Move:    B B B B B B B B B B B B
ApproachDel:    14.5 11.2 11.0 14.1
Delay Adj:      1.00 1.00 1.00
ApprAdjDel:    14.5 11.2 11.0 14.1
LOS by Appr:    B B B B
AllWayAvgQ:     1.1 1.1 1.1 0.4 0.4 0.4 0.3 0.3 0.3 0.9 0.9 0.9
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #2 Chestnut St / Arroyo Av
*****
Average Delay (sec/veh):    12.0    Worst Case Level Of Service: B [ 14.0 ]
*****
Street Name:      Chestnut St      Arroyo Av
Approach:        North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R        L - T - R        L - T - R        L - T - R
-----
Control:          Uncontrolled      Uncontrolled      Stop Sign          Stop Sign
Rights:          Include          Include          Include          Include
Lanes:           0 0 1! 0 0      0 0 0 0 0 0      0 0 0 1 0 0      0 1 0 0 0 0
-----
Volume Module:
Base Vol:        42 0 31 0 0 0 0 228 43 61 256 0
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     42 0 31 0 0 0 0 228 43 61 256 0
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     42 0 31 0 0 0 0 228 43 61 256 0
Reduce Vol:     0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:    42 0 31 0 0 0 0 228 43 61 256 0
-----
Critical Gap Module:
Critical Gp:     4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 6.5 6.2 7.1 6.5 xxxxx
FollowUpTim:    2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 4.0 3.3 3.5 4.0 xxxxx
-----
Capacity Module:
Conflict Vol:    0 xxxxx xxxxx xxxxx xxxxx xxxxx 115 0 214 100 xxxxx
Potent Cap.:    1636 xxxxx xxxxx xxxxx xxxxx xxxxx 779 1091 748 794 xxxxx
Move Cap.:      1636 xxxxx xxxxx xxxxx xxxxx xxxxx 758 1091 541 773 xxxxx
Volume/Cap:     0.03 xxxxx xxxxx xxxxx xxxxx 0.30 0.04 0.11 0.33 xxxxx
-----
Level Of Service Module:
2Way95thQ:      0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:    7.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move:    A * * * * *
Movement:       LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:    xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 797 714 xxxxx xxxxx
SharedQueue:    xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1.5 2.3 xxxxx xxxxx
Shrd ConDel:    xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 11.8 14.0 xxxxx xxxxx
Shared LOS:     * * * * *
ApproachDel:    xxxxxx xxxxxxx 11.8
ApproachLOS:    * * * * * B * B
*****
Note: Queue reported is the number of cars per lane.
*****

```



```

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #3 Chestnut St / Baytree Rd
*****
Average Delay (sec/veh):      1.8      Worst Case Level Of Service: A[ 9.2]
*****
Street Name:      Chestnut St      Baytree Rd
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      0 0 0 1 0      0 1 0 0 0      0 0 0 0 0      0 0 1! 0 0
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      0 66 13      9 59 0      0 0 0 0      20 0 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: 0 66 13      9 59 0      0 0 0 0      20 0 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: 0 66 13      9 59 0      0 0 0 0      20 0 6
Reduct Vol: 0 0 0      0 0 0      0 0 0 0      0 0 0 0
FinalVolume: 0 66 13      9 59 0      0 0 0 0      20 0 6
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxxx xxxxx xxxx xxxxxx 6.4 6.5 6.2
FollowUpTim:xxxxxx xxxx xxxxxx 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx 3.5 4.0 3.3
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: xxxxx xxxx xxxxxx 79 xxxxx xxxxxx xxxxx xxxx xxxxxx 150 150 73
Potent Cap.: xxxxx xxxx xxxxxx 1532 xxxxx xxxxxx xxxxx xxxx xxxxxx 847 746 995
Move Cap.: xxxxx xxxx xxxxxx 1532 xxxxx xxxxxx xxxxx xxxx xxxxxx 843 741 995
Volume/Cap: xxxxx xxxx xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx 0.02 0.00 0.01
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Control Del:xxxxxx xxxx xxxxxx 7.4 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: * * * * * A * * * * *
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx 874 xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 0.1 xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx 7.4 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 9.2 xxxxxx
Shared LOS:      * * * * * A * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 9.2
ApproachLOS:      * * * * * A
*****

```

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

```

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #4 Woodland Av / Morse Blvd
*****
Average Delay (sec/veh):      3.0      Worst Case Level Of Service: A[ 9.0]
*****
Street Name:      Woodland Av      Morse Blvd
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      0 0 0 1 0      0 1 0 0 0      0 0 0 0 0      0 0 1! 0 0
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      0 35 6      7 31 0      0 0 0 0      25 0 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: 0 35 6      7 31 0      0 0 0 0      25 0 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: 0 35 6      7 31 0      0 0 0 0      25 0 6
Reduct Vol: 0 0 0      0 0 0      0 0 0 0      0 0 0 0
FinalVolume: 0 35 6      7 31 0      0 0 0 0      25 0 6
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxxx 4.1 xxxx xxxxxx xxxxx xxxx xxxxxx 6.4 6.5 6.2
FollowUpTim:xxxxxx xxxx xxxxxx 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx 3.5 4.0 3.3
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: xxxxx xxxx xxxxxx 41 xxxxx xxxxxx xxxxx xxxx xxxxxx 83 83 38
Potent Cap.: xxxxx xxxx xxxxxx 1581 xxxxx xxxxxx xxxxx xxxx xxxxxx 924 811 1040
Move Cap.: xxxxx xxxx xxxxxx 1581 xxxxx xxxxxx xxxxx xxxx xxxxxx 921 807 1040
Volume/Cap: xxxxx xxxx xxxxx 0.00 xxxxx xxxxx xxxxx xxxxx xxxxx 0.03 0.00 0.01
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Control Del:xxxxxx xxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: * * * * * A * * * * *
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx 941 xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 0.1 xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 9.0 xxxxxx
Shared LOS:      * * * * * A * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 9.0
ApproachLOS:      * * * * * A
*****

```

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

```

-----
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #5 Woodland Av / Aster Rd
*****
Average Delay (sec/veh): 1.2 Worst Case Level of Service: A[ 9.1]
*****
Street Name: Woodland Av Aster Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 0 0
-----
Volume Module:
Base Vol: 0 47 7 12 33 0 0 0 0 0 4 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 47 7 12 33 0 0 0 0 0 4 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 47 7 12 33 0 0 0 0 0 4 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 47 7 12 33 0 0 0 0 0 4 0 0 0
-----
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx xxxxx
-----
Capacity Module:
Conflict Vol: xxxx xxxx xxxxx 54 xxxx xxxxx xxxx xxxx xxxxx 108 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 1564 xxxx xxxxx xxxx xxxx xxxxx 895 xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 1564 xxxx xxxxx xxxx xxxx xxxxx 890 xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 0.01 xxxx xxxxx xxxx xxxx xxxxx 0.00 xxxx xxxxx
-----
Level of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 7.3 xxxx xxxxx xxxxx xxxx xxxxx 9.1 xxxx xxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 7.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * A * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxxx xxxxxxx 9.1
ApproachLOS: * * * * * A
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #6 Cedar St / Brittan Av
*****
Cycle (sec): 60 Critical Vol./Cap.(X): 1.291
Loss Time (sec): 0 Average Delay (sec/veh): 99.3
Optimal Cycle: 0 Level of Service: F
*****
Street Name: Cedar St Brittan Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0 0
-----
Volume Module:
Base Vol: 67 184 26 38 121 96 106 403 27 52 526 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: 67 184 26 38 121 96 106 403 27 52 526 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: 67 184 26 38 121 96 106 403 27 52 526 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 67 184 26 38 121 96 106 403 27 52 526 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: 67 184 26 38 121 96 106 403 27 52 526 60
-----
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.24 0.67 0.09 0.15 0.47 0.38 0.20 0.75 0.05 0.08 0.83 0.09
Final Sat.: 105 289 41 65 207 164 97 369 25 40 407 46
-----
Capacity Analysis Module:
Vol/Sat: 0.64 0.64 0.64 0.58 0.58 0.58 1.09 1.09 1.09 1.29 1.29 1.29
Crit Moves: **** * * * * * **** * * * * *
Delay/Veh: 23.8 23.8 23.8 21.3 21.3 21.3 94.1 94.1 94.1 167.5 168 167.5
Delay/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 23.8 23.8 23.8 21.3 21.3 21.3 94.1 94.1 94.1 167.5 168 167.5
LOS by Move: C C C C C C F F F F F F
ApproachDel: 23.8 21.3 94.1 167.5
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 23.8 21.3 94.1 167.5
LOS by Appr: C C F F
AllWayAvgQ: 1.5 1.5 1.5 1.2 1.2 1.2 11.4 11.4 11.4 21.6 21.6 21.6
*****
Note: Queue reported is the number of cars per lane.
*****

```

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

\*\*\*\*\*  
 Intersection #7 Woodland Av / Brittan Av  
 \*\*\*\*\*  
 Average Delay (sec/veh): 1.2 Worst Case Level of Service: C [ 21.1]  
 \*\*\*\*\*  
 Street Name: Woodland Av Brittan Av  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Rights: Include Include Include Include  
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0  
 Volume Module:  
 Base Vol: 2 2 2 18 4 23 28 446 8 7 589 32  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 2 2 2 18 4 23 28 446 8 7 589 32  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 2 2 18 4 23 28 446 8 7 589 32  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 2 2 2 18 4 23 28 446 8 7 589 32  
 Critical Gap Module:  
 Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx  
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx  
 Capacity Module:  
 Cnflct Vol: 1139 1141 450 1127 1129 605 621 xxxx xxxxxx 454 xxxx xxxxxx  
 Potent Cap.: 180 202 613 183 206 501 969 xxxx xxxxxx 1117 xxxx xxxxxx  
 Move Cap.: 165 195 613 176 198 501 969 xxxx xxxxxx 1117 xxxx xxxxxx  
 Volume/Cap: 0.01 0.01 0.00 0.10 0.02 0.05 0.03 xxxx xxxx 0.01 xxxx xxxx  
 Level Of Service Module:  
 2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxxx 0.0 xxxx xxxxxx  
 Control Del:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.8 xxxxx xxxxxx 8.2 xxxxx xxxxxx  
 LOS by Move: \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxxx 234 xxxxxx xxxx 268 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx  
 SharedQueue:xxxxx 0.1 xxxxxx xxxxxx 0.6 xxxxxx xxxxxx xxxxxx xxxxxx xxxx xxxxxx  
 Shrd ConDel:xxxxxx 20.8 xxxxxx xxxxxx 21.1 xxxxxx xxxxxx xxxxxx xxxxxx xxxx xxxxxx  
 Shared LOS: \* C \* \* \* C \* \* \* \* \*  
 ApproachDel: 20.8 21.1 xxxxxxxx xxxxxxxx  
 ApproachLOS: C C \* \* \*  
 \*\*\*\*\*

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

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

\*\*\*\*\*  
 Intersection #8 Elston Ct / Coleman Ct  
 \*\*\*\*\*  
 Average Delay (sec/veh): 5.5 Level of Service: A  
 \*\*\*\*\*  
 Street Name: Elston Ct Coleman Ct  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Yield Sign Yield Sign Yield Sign Yield Sign  
 Lanes: 0 1 1 1  
 Volume Module:  
 Base Vol: 0 0 0 2 0 8 9 3 0 0 3 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 2 0 8 9 3 0 0 3 2  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 2 0 8 9 3 0 0 3 2  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 0 0 2 0 8 9 3 0 0 3 2  
 PCE Module:  
 AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0  
 Delay Module: >> Time Period: 0.25 hours <<  
 CircVolume: 0 0 0 0  
 MaxVolume: 0 0 0 0  
 PedVolume: 0 0 0 0  
 AdjMaxVol: 0 0 0 0  
 ApproachVol: 0 0 0 0  
 ApproachV/C: Nan Nan Nan Nan  
 ApproachDel: xxxxxx 8.4 xxxxxx xxxxxx  
 ApproachLOS: \* \* \* \* \* A \* \* \* \* \*  
 Queue: xxxx xxxx xxxxx xxxxx

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

\*\*\*\*\*  
Intersection #9 Aberdeen Dr / Dundee Ln  
\*\*\*\*\*  
Average Delay (sec/veh): 8.2 Level Of Service: A  
\*\*\*\*\*

Street Name:	Aberdeen Dr				Dundee Ln			
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Yield Sign	Yield Sign	Yield Sign	Yield Sign	Yield Sign	Yield Sign	Yield Sign	Yield Sign
Lanes:	1	0	0	1	1	0	0	1

Volume Module:  
Base Vol: 0 0 46 0 0 0 0 0 0 12 0 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 46 0 0 0 0 0 0 12 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 46 0 0 0 0 0 0 12 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 0 0 46 0 0 0 0 0 0 12 0 0

PCE Module:  
AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0  
AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0

Delay Module: >> Time Period: 0.25 hours <<  
CircVolume: 0 0 0 0  
MaxVolume: 0 0 0 0  
PedVolume: 0 0 0 0  
AdjMaxVol: 0 0 0 0  
ApproachVol: 0 0 0 0  
ApproachV/C: Nan Nan Nan Nan  
ApproachDel: 8.4 xxxxxx  
ApproachLOS: \* \* A \* \* \* \* \* A \* \*  
Queue: xxxxx xxxxx xxxxx xxxxx

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

\*\*\*\*\*  
Intersection #10 Aberdeen Dr / Glasgow Ln  
\*\*\*\*\*  
Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B [ 10.7]  
\*\*\*\*\*

Street Name:	Aberdeen Dr				Glasgow Ln			
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 1 0 0	0 0 1 0 0

Volume Module:  
Base Vol: 0 192 17 8 161 0 0 0 0 18 0 3  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 192 17 8 161 0 0 0 0 18 0 3  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 192 17 8 161 0 0 0 0 18 0 3  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 0 192 17 8 161 0 0 0 0 18 0 3

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

Capacity Module:  
Cnflct Vol: xxxxx xxxx xxxxxx 209 xxxxx xxxxx xxxx xxxx xxxxxx 378 378 201  
Potent Cap: xxxxx xxxx xxxxxx 1374 xxxxx xxxxx xxxxx xxxxx xxxxxx 628 557 846  
Move Cap: xxxxx xxxx xxxxxx 1374 xxxxx xxxxx xxxx xxxx xxxxxx 625 554 846  
Volume/Cap: xxxxx xxxx xxxxx 0.01 xxxxx xxxxx xxxx xxxx xxxxx 0.03 0.00 0.00

Level Of Service Module:  
2Way95thQ: xxxxx xxxx xxxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Control Del:xxxxxx xxxx xxxxxx 7.6 xxxxx xxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx  
LOS by Move: \* \* \* \* \* A \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap: xxxxx xxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 649 xxxxxx  
SharedQueue:xxxxxx xxxx xxxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxxx  
Shrd ConDel:xxxxxx xxxx xxxxxx 7.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.7 xxxxxx  
Shared LOS: \* \* \* \* \* A \* \* \* \* \*  
ApproachDel: xxxxxx xxxxxx xxxxxx 10.7  
ApproachLOS: \* \* \* \* \* B

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

```

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #11 Aberdeen Dr-Hewitt Dr / Melendy Dr
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.566
Loss Time (sec):  0           Average Delay (sec/veh):    12.3
Optimal Cycle:    0           Level Of Service:          B
*****
Street Name:      Aberdeen Dr-Hewitt Dr      Melendy Dr
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Stop Sign      Stop Sign      Stop Sign      Stop Sign
Rights:           Include      Include      Include      Include
Min. Green:       0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:            0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         23 25 11 140 16 56 84 188 13 16 232 160
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     23 25 11 140 16 56 84 188 13 16 232 160
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 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 25 11 140 16 56 84 188 13 16 232 160
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     23 25 11 140 16 56 84 188 13 16 232 160
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     23 25 11 140 16 56 84 188 13 16 232 160
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.39 0.42 0.19 0.66 0.08 0.26 0.29 0.66 0.05 0.04 0.57 0.39
Final Sat.:     206 224 98 390 45 156 195 435 30 28 410 282
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.11 0.11 0.11 0.36 0.36 0.43 0.43 0.43 0.57 0.57 0.57
Crit Moves:     *****
Delay/Veh:       9.5 9.5 9.5 11.3 11.3 11.3 11.8 11.8 11.8 13.5 13.5 13.5
Delay Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:      9.5 9.5 9.5 11.3 11.3 11.3 11.8 11.8 11.8 13.5 13.5 13.5
LOS by Move:     A A A B B B B B B B B B
ApproachDel:     9.5 11.3 11.8 13.5
Delay Adj:       1.00 1.00 1.00 1.00
ApprAdjDel:      9.5 11.3 11.8 13.5
LOS by Appr:     A B B B
AllWayAvgQ:      0.1 0.1 0.1 0.4 0.4 0.4 0.7 0.7 0.7 1.1 1.1 1.1
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #12 Alameda de las Pulgas / Melendy Dr
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.879
Loss Time (sec):  0           Average Delay (sec/veh):    28.1
Optimal Cycle:    0           Level Of Service:          D
*****
Street Name:      Alameda de las Pulgas      Melendy Dr
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Stop Sign      Stop Sign      Stop Sign      Stop Sign
Rights:           Include      Include      Include      Include
Min. Green:       0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:            1 0 0 1 0 0      0 1 0 0 1 0      0 0 1! 0 0 0 0      0 0 1! 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         279 460 7 6 424 208 179 2 190 11 2 2
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     279 460 7 6 424 208 179 2 190 11 2 2
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      279 460 7 6 424 208 179 2 190 11 2 2
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     279 460 7 6 424 208 179 2 190 11 2 2
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     279 460 7 6 424 208 179 2 190 11 2 2
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           1.00 0.99 0.01 0.01 0.99 1.00 0.48 0.01 0.51 0.74 0.13 0.13
Final Sat.:     492 523 8 7 509 571 261 3 277 293 53 53
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.57 0.88 0.88 0.83 0.83 0.36 0.69 0.69 0.69 0.04 0.04 0.04
Crit Moves:     *****
Delay/Veh:       18.9 40.1 40.1 34.6 34.6 12.4 21.9 21.9 21.9 11.4 11.4 11.4
Delay Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:      18.9 40.1 40.1 34.6 34.6 12.4 21.9 21.9 21.9 11.4 11.4 11.4
LOS by Move:     C E E D D B C C C B B B
ApproachDel:     32.2 27.3 21.9 11.4
Delay Adj:       1.00 1.00 1.00 1.00
ApprAdjDel:      32.2 27.3 21.9 11.4
LOS by Appr:     D D C B
AllWayAvgQ:      1.2 4.5 4.5 3.6 3.6 0.5 1.9 1.9 1.9 0.0 0.0 0.0
*****
Note: Queue reported is the number of cars per lane.
*****

```

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
Intersection #1 Cedar St / Arroyo Av
Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
Loss Time (sec): 0 Average Delay (sec/veh): 8.9
Optimal Cycle: 0 Level Of Service: A
Street Name: Cedar St Arroyo Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Include Stop Sign Include Stop Sign Include Stop Sign Include
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
Volume Module: Base Vol: 7 51 14 76 59 22 19 79 4 28 111 105
Growth Adj: 1.00 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 51 14 76 59 22 19 79 4 28 111 105
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 51 14 76 59 22 19 79 4 28 111 105
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 51 14 76 59 22 19 79 4 28 111 105
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 7 51 14 76 59 22 19 79 4 28 111 105
Saturation Flow Module: Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.10 0.71 0.19 0.48 0.38 0.14 0.19 0.77 0.04 0.11 0.46 0.43
Final Sat.: 68 498 137 345 268 100 135 559 28 92 364 344
Capacity Analysis Module: Vol/Sat: 0.10 0.10 0.10 0.22 0.22 0.22 0.14 0.14 0.14 0.31 0.31 0.31
Crit Moves: \*\*\*\*
Delay/Veh: 8.3 8.3 8.3 9.0 9.0 9.0 8.5 8.5 8.5 9.1 9.1 9.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 8.3 8.3 8.3 9.0 9.0 9.0 8.5 8.5 8.5 9.1 9.1 9.1
LOS by Move: A A A A A A A A A A A A
ApproachDel: 8.3 9.0 8.5 9.1
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 8.3 9.0 8.5 9.1
LOS by Appr: A A A A
AllWayAvgQ: 0.1 0.1 0.1 0.2 0.2 0.2 0.1 0.1 0.1 0.4 0.4 0.4
Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #2 Chestnut St / Arroyo Av
Average Delay (sec/veh): 9.5 Worst Case Level Of Service: B [ 10.5]
Street Name: Chestnut St Arroyo Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 0 0 0 1 0 0 1 0 0 1 0 0 0
Volume Module: Base Vol: 14 0 30 0 0 0 0 0 155 25 28 140 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 14 0 30 0 0 0 0 0 155 25 28 140 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 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 30 0 0 0 0 0 155 25 28 140 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 14 0 30 0 0 0 0 0 155 25 28 140 0
Critical Gap Module: Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 6.5 6.2 7.1 6.5 xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 4.0 3.3 3.5 4.0 xxxxx
Capacity Module: Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 58 0 121 43 xxxxx
Potent Cap: 1636 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 837 1091 859 853 xxxxx
Move Cap: 1636 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 830 1091 715 845 xxxxx
Volume/Cap: 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.19 0.02 0.04 0.17 xxxxx
Level Of Service Module: 2Way95thQ: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 7.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 858 820 xxxxx xxxxx
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.8 0.8 xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.3 10.5 xxxxx xxxxx
Shared LOS: \*
ApproachDel: xxxxxxx xxxxxxx 10.3 10.5
ApproachLOS: \*
Note: Queue reported is the number of cars per lane.



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

Intersection #5 Woodland Av / Aster Rd

Average Delay (sec/veh): 1.2 Worst Case Level of Service: A[ 8.6]

Street Name: Woodland Av Aster Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 1 0 0 0 0 0 0 0 0 1 0 0

Volume Module:
Base Vol: 0 23 6 4 50 0 0 0 0 4 0 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: 0 23 6 4 50 0 0 0 0 4 0 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: 0 23 6 4 50 0 0 0 0 4 0 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Volume: 0 23 6 4 50 0 0 0 0 4 0 6

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

Capacity Module:
Conflict Vol: xxxxx xxxx xxxxxx 29 xxxxx xxxxxx xxxxx xxxx xxxxxx 84 84 26
Potent Cap.: xxxxx xxxxx xxxxxx 1597 xxxxx xxxxxx xxxxx xxxxx xxxxxx 923 810 1056
Move Cap.: xxxxx xxxxx xxxxxx 1597 xxxxx xxxxxx xxxxx xxxxx xxxxxx 921 808 1056
Volume/Cap: xxxxx xxxxx xxxxx 0.00 xxxxx xxxxx xxxxx xxxxx xxxxx 0.00 0.00 0.01

Level of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del:xxxxxx xxxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: \* \* \* \* \* A \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx 997 xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx 0.0 xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx 8.6 xxxxxx
Shared LOS: \* \* \* \* \* A \* \* \* \* \*
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 8.6
ApproachLOS: \* \* \* \* \* A

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

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

Intersection #6 Cedar St / Brittan Av

Cycle (sec): 60 Critical Vol./Cap.(X): 0.853

Loss Time (sec): 0 Average Delay (sec/veh): 25.7
Optimal Cycle: 0 Level of Service: D

Street Name: Cedar St Brittan Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0

Volume Module:
Base Vol: 49 108 39 50 82 76 62 415 11 34 375 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: 49 108 39 50 82 76 62 415 11 34 375 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: 49 108 39 50 82 76 62 415 11 34 375 49
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 49 108 39 50 82 76 62 415 11 34 375 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
Final Volume: 49 108 39 50 82 76 62 415 11 34 375 49

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.25 0.55 0.20 0.24 0.39 0.37 0.13 0.85 0.02 0.07 0.82 0.11
Final Sat.: 113 249 90 111 182 169 73 486 13 42 465 61

Capacity Analysis Module:
Vol/Sat: 0.43 0.43 0.43 0.45 0.45 0.45 0.85 0.85 0.85 0.81 0.81 0.81
Crit Moves: \*\*\*\*
Delay/Veh: 14.4 14.4 14.4 14.5 14.5 14.5 32.9 32.9 32.9 27.9 27.9 27.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 14.4 14.4 14.4 14.5 14.5 14.5 32.9 32.9 32.9 27.9 27.9 27.9
LOS by Move: B B B B B D D D D D D
ApproachDel: 14.4 14.5 32.9 27.9
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 14.4 14.5 32.9 27.9
LOS by Appr: B B D D
AllWayAvgQ: 0.5 0.5 0.5 0.6 0.6 0.6 3.8 3.8 3.8 3.0 3.0 3.0

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



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

\*\*\*\*\*  
 Intersection #7 Woodland Av / Brittan Av  
 \*\*\*\*\*  
 Average Delay (sec/veh): 1.4 Worst Case Level of Service: C [ 17.7]  
 \*\*\*\*\*  
 Street Name: Woodland Av Brittan Av  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Rights: Include Include Include Include  
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0  
 Volume Module:  
 Base Vol: 4 2 4 22 2 38 17 476 4 8 437 14  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 4 2 4 22 2 38 17 476 4 8 437 14  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 4 2 4 22 2 38 17 476 4 8 437 14  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 4 2 4 22 2 38 17 476 4 8 437 14  
 Critical Gap Module:  
 Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx  
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx  
 Capacity Module:  
 Cnflct Vol: 992 979 478 975 974 444 451 xxxx xxxxxx 480 xxxx xxxxxx  
 Potent Cap.: 227 252 591 233 254 618 1120 xxxx xxxxxx 1093 xxxx xxxxxx  
 Move Cap.: 208 246 591 226 248 618 1120 xxxx xxxxxx 1093 xxxx xxxxxx  
 Volume/Cap: 0.02 0.01 0.01 0.10 0.01 0.06 0.02 xxxx xxxx 0.01 xxxx xxxx  
 Level Of Service Module:  
 2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxxx 0.0 xxxx xxxxxx  
 Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxxx 8.3 xxxxx xxxxxx 8.3 xxxxx xxxxxx  
 LOS by Move: \* \* \* \* \* A \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxxx 293 xxxxxx xxxx 371 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx  
 SharedQueue:xxxxx 0.1 xxxxxx xxxxxx 0.6 xxxxxx xxxxxx xxxxxx xxxxxx xxxx xxxxxx  
 Shrd ConDel:xxxxx 17.7 xxxxxx xxxxxx 16.6 xxxxxx xxxxxx xxxxxx xxxx xxxx xxxxxx  
 Shared LOS: \* C \* \* C \* \* \* \* \*  
 ApproachDel: 17.7 16.6 xxxxxxxx xxxxxxxx  
 ApproachLOS: C C \* \*  
 \*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
 \*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #8 Elston Ct / Coleman Ct  
 \*\*\*\*\*  
 Average Delay (sec/veh): 5.1 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Elston Ct Coleman Ct  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Yield Sign Yield Sign Yield Sign Yield Sign  
 Lanes: 0 1 1 1  
 Volume Module:  
 Base Vol: 0 0 0 4 0 4 6 3 0 0 3 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 4 0 4 6 3 0 0 3 2  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 4 0 4 6 3 0 0 3 2  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 FinalVolume: 0 0 0 4 0 4 6 3 0 0 3 2  
 PCE Module:  
 AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0  
 AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0  
 Delay Module: >> Time Period: 0.25 hours <<  
 CircVolume: 0 0 0 0  
 MaxVolume: 0 0 0 0  
 PedVolume: 0 0 0 0  
 AdjMaxVol: 0 0 0 0  
 ApproachVol: 0 0 0 0  
 ApproachV/C: Nan Nan Nan Nan  
 ApproachDel: xxxxxxx 8.5 xxxxxxx xxxxxxx  
 ApproachLOS: \* \* \* \* \* A \* \* \* \* \*  
 Queue: xxxx xxxx xxxxx xxxxx

```

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #9 Aberdeen Dr / Dundee Ln
*****
Average Delay (sec/veh): 7.7 Level Of Service: A
*****
Street Name: Aberdeen Dr Dundee Ln
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Yield Sign Yield Sign Yield Sign Yield Sign
Lanes: 1 0 0 1
Volume Module:
Base Vol: 0 0 19 0 0 0 0 0 0 24 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 19 0 0 0 0 0 0 24 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 19 0 0 0 0 0 0 24 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 19 0 0 0 0 0 0 24 0 0
PCE Module:
AutoPCE: 0 0 0 0 0 0 0 0 0 0 0 0
TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0
ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0
BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0
AdjVolume: 0 0 0 0 0 0 0 0 0 0 0 0
Delay Module: >> Time Period: 0.25 hours <<
CircVolume: 0 0 0 0
MaxVolume: 0 0 0 0
PedVolume: 0 0 0 0
AdjMaxVol: 0 0 0 0
ApproachVol: 0 0 0 0
ApproachV/C: Nan Nan Nan Nan
ApproachDel: 8.4 xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * A * * * * * A * *
Queue: xxxxx xxxxx xxxxx xxxxx

```

```

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #10 Aberdeen Dr / Glasgow Ln
*****
Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[ 9.7]
*****
Street Name: Aberdeen Dr Glasgow Ln
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 80 21 0 109 0 0 0 0 22 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 80 21 0 109 0 0 0 0 22 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 80 21 0 109 0 0 0 0 22 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 80 21 0 109 0 0 0 0 22 0 0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx 6.4 xxxx xxxxxx
FollowUpTim:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 3.5 xxxx xxxxxx
Capacity Module:
Conflict Vol: xxxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx 200 xxxx xxxxxx
Potent Cap: xxxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx 794 xxxx xxxxxx
Move Cap: xxxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx 794 xxxx xxxxxx
Volume/Cap: xxxxx xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.03 xxxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.1 xxxxx xxxxxx
Control Del:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 9.7 xxxxx xxxxxx
LOS by Move: * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxx xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxx xxxxxx
Shared LOS: * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 9.7
ApproachLOS: * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #11 Aberdeen Dr-Hewitt Dr / Melendy Dr
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.291
Loss Time (sec):  0            Average Delay (sec/veh):    9.0
Optimal Cycle:    0            Level Of Service:          A
*****
Street Name:      Aberdeen Dr-Hewitt Dr      Melendy Dr
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Stop Sign      Stop Sign      Stop Sign      Stop Sign
Rights:           Include      Include      Include      Include
Min. Green:       0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:           0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         8 14 12 133 12 23 19 135 8 2 137 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
Initial Bse:     8 14 12 133 12 23 19 135 8 2 137 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
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      8 14 12 133 12 23 19 135 8 2 137 93
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     8 14 12 133 12 23 19 135 8 2 137 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
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     8 14 12 133 12 23 19 135 8 2 137 93
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.24 0.41 0.35 0.79 0.07 0.14 0.12 0.83 0.05 0.01 0.59 0.40
Final Sat.:     161 281 241 550 50 95 87 620 37 7 471 320
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.05 0.05 0.05 0.24 0.24 0.24 0.22 0.22 0.22 0.29 0.29 0.29
Crit Moves:      *****
Delay/Veh:       8.1 8.1 8.1 9.3 9.3 9.3 8.9 8.9 8.9 9.0 9.0 9.0
Delay Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:      8.1 8.1 8.1 9.3 9.3 9.3 8.9 8.9 8.9 9.0 9.0 9.0
LOS by Move:     A A A A A A A A A A A A
ApproachDel:     8.1 9.3 8.9 9.0
Delay Adj:       1.00 1.00 1.00
ApprAdjDel:     8.1 9.3 8.9 9.0
LOS by Appr:     A A A A
AllWayAvgQ:     0.0 0.0 0.0 0.3 0.3 0.3 0.3 0.3 0.3 0.4 0.4 0.4
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #12 Alameda de las Pulgas / Melendy Dr
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.557
Loss Time (sec):  0            Average Delay (sec/veh):   14.2
Optimal Cycle:    0            Level Of Service:          B
*****
Street Name:      Alameda de las Pulgas      Melendy Dr
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Stop Sign      Stop Sign      Stop Sign      Stop Sign
Rights:           Include      Include      Include      Include
Min. Green:       0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:           1 0 0 1 0 0      0 1 0 0 1 0 0 0 1 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         155 318 4 0 299 120 124 0 216 4 0 2
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     155 318 4 0 299 120 124 0 216 4 0 2
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      155 318 4 0 299 120 124 0 216 4 0 2
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     155 318 4 0 299 120 124 0 216 4 0 2
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     155 318 4 0 299 120 124 0 216 4 0 2
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           1.00 0.99 0.01 0.00 1.00 1.00 0.36 0.00 0.64 0.67 0.00 0.33
Final Sat.:     535 574 7 0 569 637 223 0 388 308 0 154
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.29 0.55 0.55 xxxxx 0.53 0.19 0.56 xxxxx 0.56 0.01 xxxxx 0.01
Crit Moves:      *****
Delay/Veh:       11.8 15.7 15.7 0.0 15.1 9.4 15.0 0.0 15.0 9.8 0.0 9.8
Delay Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:      11.8 15.7 15.7 0.0 15.1 9.4 15.0 0.0 15.0 9.8 0.0 9.8
LOS by Move:     B C C * C A B * B A * A
ApproachDel:     14.4 13.5 15.0 9.8
Delay Adj:       1.00 1.00 1.00
ApprAdjDel:     14.4 13.5 15.0 9.8
LOS by Appr:     B B B A
AllWayAvgQ:     0.4 1.1 1.1 1.0 1.0 0.2 1.1 1.1 1.1 0.0 0.0 0.0
*****
Note: Queue reported is the number of cars per lane.
*****

```