FINAL

# SAN JOSE DOWNTOWN STRATEGY 2000 ENVIRONMENTAL IMPACT REPORT

## TECHNICAL APPENDICES
VOLUME 2b

STATE CLEARINGHOUSE NO.2003042127

LSA

June 2005

FINAL

# SAN JOSE DOWNTOWN STRATEGY 2000 ENVIRONMENTAL IMPACT REPORT

## TECHNICAL APPENDICES

VOLUME 2b

STATE CLEARINGHOUSE NO.2003042127

Submitted to the:

City of San Jose
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LSA

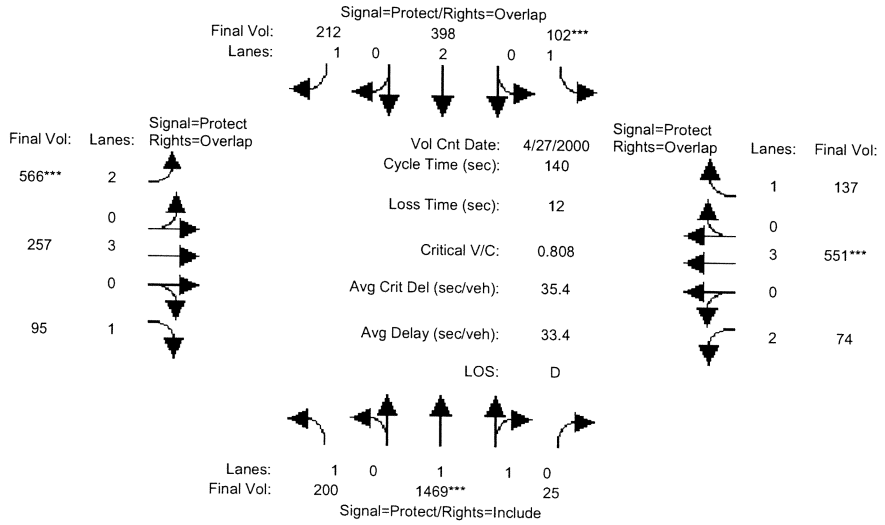
June 2005

**Transportation Impact Analysis,**
**which began in Volume 2-a**
**of Technical Appendices,**
**continues here**

RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3628: KING/STORY




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 27 Apr 2000 << | | | | | | | | | | | | |
| Base Vol: | 200 | 1469 | 25 | 102 | 398 | 212 | 566 | 257 | 95 | 74 | 551 | 137 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 200 | 1469 | 25 | 102 | 398 | 212 | 566 | 257 | 95 | 74 | 551 | 137 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 200 | 1469 | 25 | 102 | 398 | 212 | 566 | 257 | 95 | 74 | 551 | 137 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 200 | 1469 | 25 | 102 | 398 | 212 | 566 | 257 | 95 | 74 | 551 | 137 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 200 | 1469 | 25 | 102 | 398 | 212 | 566 | 257 | 95 | 74 | 551 | 137 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 200 | 1469 | 25 | 102 | 398 | 212 | 566 | 257 | 95 | 74 | 551 | 137 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.97 | 0.03 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1750 | 3638 | 62 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.40 | 0.40 | 0.06 | 0.10 | 0.12 | 0.18 | 0.05 | 0.05 | 0.02 | 0.10 | 0.08 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 41.8 | 70.0 | 70.0 | 10.1 | 38.3 | 69.4 | 31.1 | 28.2 | 70.0 | 19.7 | 16.8 | 26.9 |
| Volume/Cap: | 0.38 | 0.81 | 0.81 | 0.81 | 0.38 | 0.24 | 0.81 | 0.22 | 0.11 | 0.17 | 0.81 | 0.41 |
| Delay/Veh: | 29.8 | 24.3 | 24.3 | 69.0 | 31.5 | 15.4 | 44.1 | 35.6 | 14.1 | 40.2 | 50.6 | 38.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.8 | 24.3 | 24.3 | 69.0 | 31.5 | 15.4 | 44.1 | 35.6 | 14.1 | 40.2 | 50.6 | 38.2 |
| DesignQueue: | 11 | 64 | 1 | 7 | 23 | 9 | 36 | 16 | 4 | 5 | 39 | 9 |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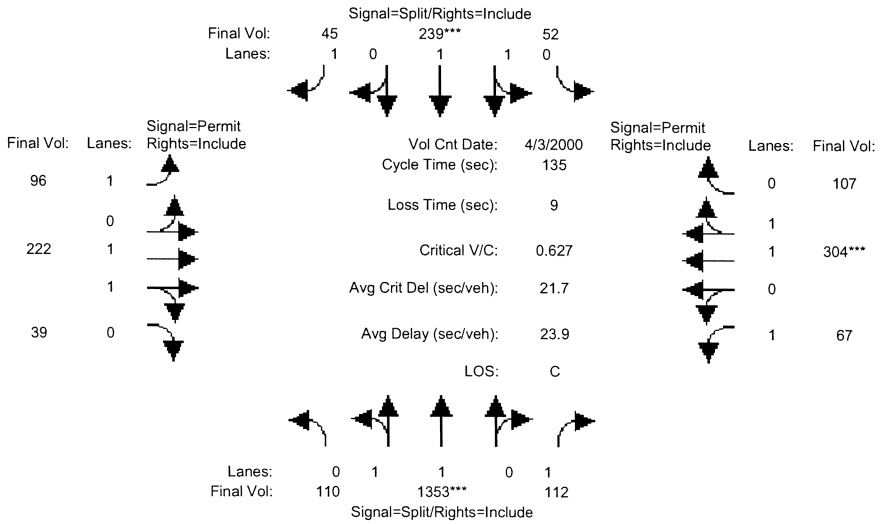
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3650: LINCOLN/MINNESOTA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 3 Apr 2000 << | | | | | | | | | | | | |
| Base Vol: | 110 | 1353 | 112 | 52 | 239 | 45 | 96 | 222 | 39 | 67 | 304 | 107 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 110 | 1353 | 112 | 52 | 239 | 45 | 96 | 222 | 39 | 67 | 304 | 107 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 110 | 1353 | 112 | 52 | 239 | 45 | 96 | 222 | 39 | 67 | 304 | 107 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 110 | 1353 | 112 | 52 | 239 | 45 | 96 | 222 | 39 | 67 | 304 | 107 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 110 | 1353 | 112 | 52 | 239 | 45 | 96 | 222 | 39 | 67 | 304 | 107 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 110 | 1353 | 112 | 52 | 239 | 45 | 96 | 222 | 39 | 67 | 304 | 107 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.04 | 1.00 |
| Lanes: | 0.15 | 1.85 | 1.00 | 0.37 | 1.63 | 1.00 | 1.00 | 1.69 | 0.31 | 1.00 | 1.46 | 0.54 |
| Final Sat.: | 278 | 3422 | 1750 | 661 | 3038 | 1750 | 1750 | 3147 | 553 | 1750 | 2736 | 963 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.40 | 0.40 | 0.06 | 0.08 | 0.08 | 0.03 | 0.05 | 0.07 | 0.07 | 0.04 | 0.11 | 0.11 |
| Crit Moves: | | **** | | | **** | | | | | | **** | |
| Green Time: | 85.1 | 85.1 | 85.1 | 16.9 | 16.9 | 16.9 | 23.9 | 23.9 | 23.9 | 23.9 | 23.9 | 23.9 |
| Volume/Cap: | 0.63 | 0.63 | 0.10 | 0.63 | 0.63 | 0.20 | 0.31 | 0.40 | 0.40 | 0.22 | 0.63 | 0.63 |
| Delay/Veh: | 12.0 | 12.0 | 7.5 | 44.5 | 44.5 | 40.3 | 36.9 | 37.6 | 37.6 | 36.2 | 40.4 | 40.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 12.0 | 12.0 | 7.5 | 44.5 | 44.5 | 40.3 | 36.9 | 37.6 | 37.6 | 36.2 | 40.4 | 40.4 |
| DesignQueue: | 3 | 42 | 3 | 3 | 16 | 3 | 6 | 14 | 2 | 4 | 19 | 7 |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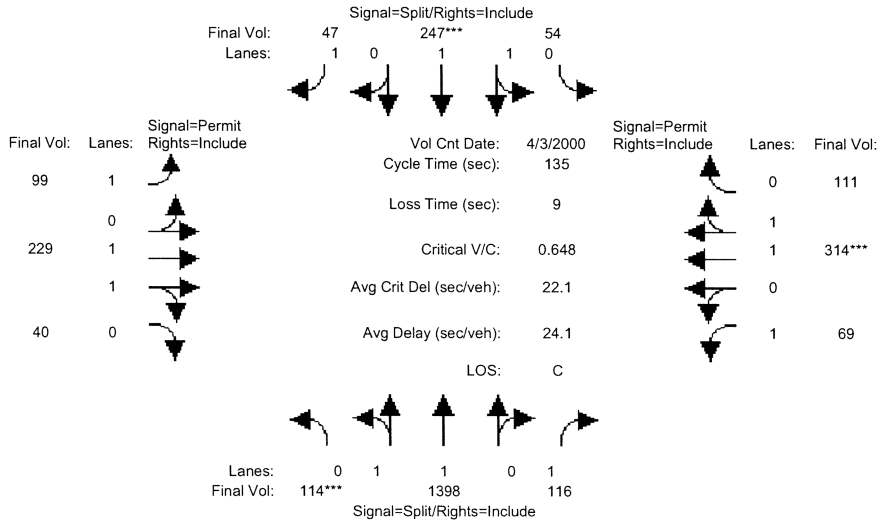
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3650: LINCOLN/MINNESOTA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 3 Apr 2000 << | | | | | | | | | | | | |
| Base Vol: | 114 | 1398 | 116 | 54 | 247 | 47 | 99 | 229 | 40 | 69 | 314 | 111 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 114 | 1398 | 116 | 54 | 247 | 47 | 99 | 229 | 40 | 69 | 314 | 111 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 114 | 1398 | 116 | 54 | 247 | 47 | 99 | 229 | 40 | 69 | 314 | 111 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 114 | 1398 | 116 | 54 | 247 | 47 | 99 | 229 | 40 | 69 | 314 | 111 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 114 | 1398 | 116 | 54 | 247 | 47 | 99 | 229 | 40 | 69 | 314 | 111 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 114 | 1398 | 116 | 54 | 247 | 47 | 99 | 229 | 40 | 69 | 314 | 111 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.04 | 1.00 |
| Lanes: | 0.15 | 1.85 | 1.00 | 0.37 | 1.63 | 1.00 | 1.00 | 1.69 | 0.31 | 1.00 | 1.46 | 0.54 |
| Final Sat.: | 279 | 3421 | 1750 | 664 | 3036 | 1750 | 1750 | 3149 | 550 | 1750 | 2733 | 966 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.41 | 0.41 | 0.07 | 0.08 | 0.08 | 0.03 | 0.06 | 0.07 | 0.07 | 0.04 | 0.11 | 0.11 |
| Crit Moves: | **** | | | | **** | | | | | | **** | |
| Green Time: | 85.1 | 85.1 | 85.1 | 16.9 | 16.9 | 16.9 | 23.9 | 23.9 | 23.9 | 23.9 | 23.9 | 23.9 |
| Volume/Cap: | 0.65 | 0.65 | 0.11 | 0.65 | 0.65 | 0.21 | 0.32 | 0.41 | 0.41 | 0.22 | 0.65 | 0.65 |
| Delay/Veh: | 12.3 | 12.3 | 7.5 | 44.9 | 44.9 | 40.4 | 37.0 | 37.7 | 37.7 | 36.2 | 40.8 | 40.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 12.3 | 12.3 | 7.5 | 44.9 | 44.9 | 40.4 | 37.0 | 37.7 | 37.7 | 36.2 | 40.8 | 40.8 |
| DesignQueue: | 4 | 43 | 3 | 4 | 17 | 3 | 6 | 14 | 3 | 4 | 20 | 7 |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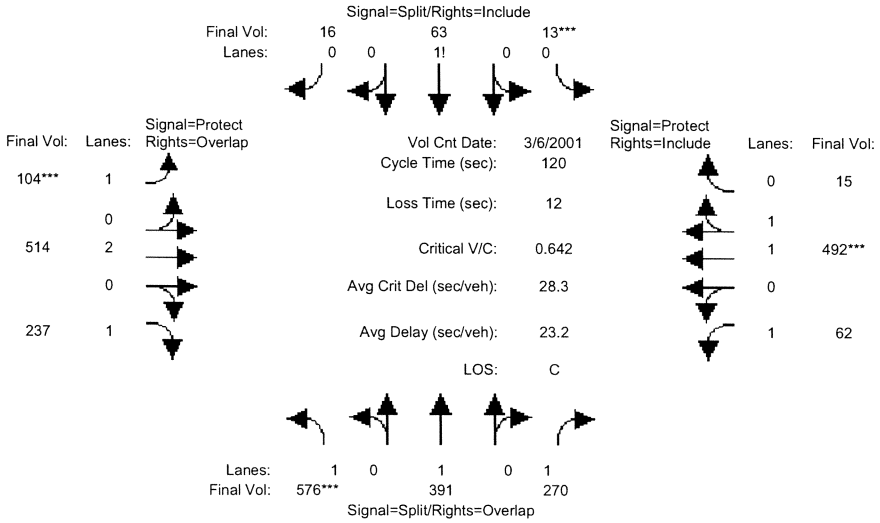
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3653: LINCOLN/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 6 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 576 | 391 | 270 | 13 | 63 | 16 | 104 | 514 | 237 | 62 | 492 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 576 | 391 | 270 | 13 | 63 | 16 | 104 | 514 | 237 | 62 | 492 | 15 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 576 | 391 | 270 | 13 | 63 | 16 | 104 | 514 | 237 | 62 | 492 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 576 | 391 | 270 | 13 | 63 | 16 | 104 | 514 | 237 | 62 | 492 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 576 | 391 | 270 | 13 | 63 | 16 | 104 | 514 | 237 | 62 | 492 | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 576 | 391 | 270 | 13 | 63 | 16 | 104 | 514 | 237 | 62 | 492 | 15 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 0.14 | 0.69 | 0.17 | 1.00 | 2.00 | 1.00 | 1.00 | 1.94 | 0.06 |
| Final Sat.: | 1750 | 1900 | 1750 | 247 | 1198 | 304 | 1750 | 3800 | 1750 | 1750 | 3590 | 109 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.33 | 0.21 | 0.15 | 0.05 | 0.05 | 0.05 | 0.06 | 0.14 | 0.14 | 0.04 | 0.14 | 0.14 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 61.4 | 61.4 | 68.4 | 10.0 | 10.0 | 10.0 | 11.1 | 29.6 | 91.0 | 7.0 | 25.5 | 25.5 |
| Volume/Cap: | 0.64 | 0.40 | 0.27 | 0.63 | 0.63 | 0.63 | 0.64 | 0.55 | 0.18 | 0.61 | 0.64 | 0.64 |
| Delay/Veh: | 17.4 | 13.9 | 10.0 | 46.2 | 46.2 | 46.2 | 45.7 | 30.4 | 3.1 | 48.7 | 34.0 | 34.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 17.4 | 13.9 | 10.0 | 46.2 | 46.2 | 46.2 | 45.7 | 30.4 | 3.1 | 48.7 | 34.0 | 34.0 |
| DesignQueue: | 20 | 13 | 8 | 1 | 4 | 1 | 6 | 27 | 4 | 4 | 27 | 1 |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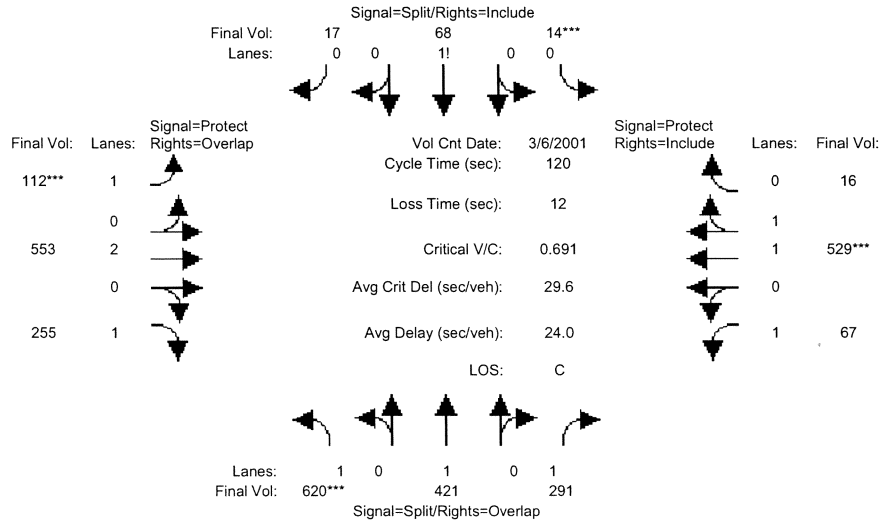
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3653: LINCOLN/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 6 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 620 | 421 | 291 | 14 | 68 | 17 | 112 | 553 | 255 | 67 | 529 | 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: | 620 | 421 | 291 | 14 | 68 | 17 | 112 | 553 | 255 | 67 | 529 | 16 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 620 | 421 | 291 | 14 | 68 | 17 | 112 | 553 | 255 | 67 | 529 | 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: | 620 | 421 | 291 | 14 | 68 | 17 | 112 | 553 | 255 | 67 | 529 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 620 | 421 | 291 | 14 | 68 | 17 | 112 | 553 | 255 | 67 | 529 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 620 | 421 | 291 | 14 | 68 | 17 | 112 | 553 | 255 | 67 | 529 | 16 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 0.14 | 0.69 | 0.17 | 1.00 | 2.00 | 1.00 | 1.00 | 1.94 | 0.06 |
| Final Sat.: | 1750 | 1900 | 1750 | 247 | 1202 | 301 | 1750 | 3800 | 1750 | 1750 | 3591 | 109 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.22 | 0.17 | 0.06 | 0.06 | 0.06 | 0.06 | 0.15 | 0.15 | 0.04 | 0.15 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 61.4 | 61.4 | 68.4 | 10.0 | 10.0 | 10.0 | 11.1 | 29.6 | 91.0 | 7.0 | 25.5 | 25.5 |
| Volume/Cap: | 0.69 | 0.43 | 0.29 | 0.68 | 0.68 | 0.68 | 0.69 | 0.59 | 0.19 | 0.66 | 0.69 | 0.69 |
| Delay/Veh: | 18.5 | 14.2 | 10.2 | 48.6 | 48.6 | 48.6 | 48.1 | 31.0 | 3.1 | 51.5 | 35.0 | 35.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 18.5 | 14.2 | 10.2 | 48.6 | 48.6 | 48.6 | 48.1 | 31.0 | 3.1 | 51.5 | 35.0 | 35.0 |
| DesignQueue: | 22 | 15 | 9 | 1 | 4 | 1 | 7 | 29 | 4 | 4 | 29 | 1 |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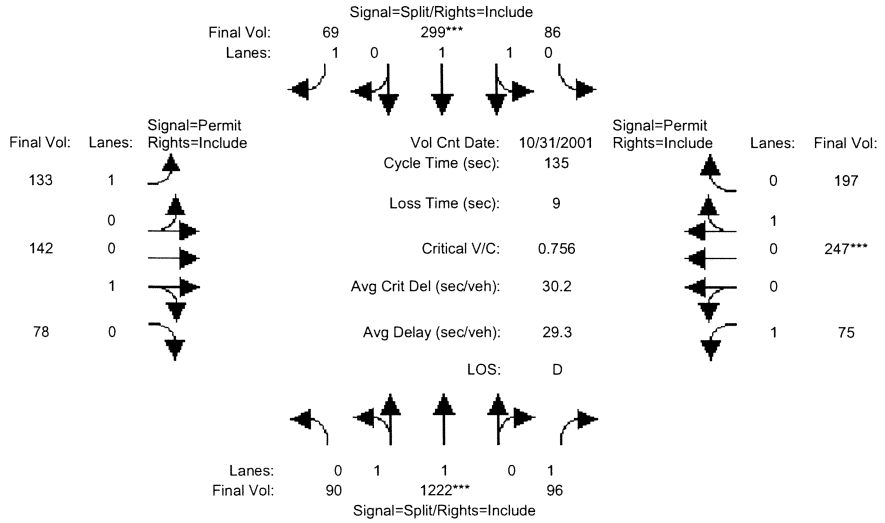
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3654: LINCOLN/WILLOW




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 31 Oct 2001 << 7:45-8:45AM | | | | | | | | | | | | |
| Base Vol: | 90 | 1222 | 96 | 86 | 299 | 69 | 133 | 142 | 78 | 75 | 247 | 197 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 90 | 1222 | 96 | 86 | 299 | 69 | 133 | 142 | 78 | 75 | 247 | 197 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 90 | 1222 | 96 | 86 | 299 | 69 | 133 | 142 | 78 | 75 | 247 | 197 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 90 | 1222 | 96 | 86 | 299 | 69 | 133 | 142 | 78 | 75 | 247 | 197 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 90 | 1222 | 96 | 86 | 299 | 69 | 133 | 142 | 78 | 75 | 247 | 197 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 90 | 1222 | 96 | 86 | 299 | 69 | 133 | 142 | 78 | 75 | 247 | 197 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 0.97 | 1.00 | 1.04 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.14 | 1.86 | 1.00 | 0.46 | 1.54 | 1.00 | 1.00 | 0.65 | 0.35 | 1.00 | 0.56 | 0.44 |
| Final Sat.: | 254 | 3446 | 1750 | 826 | 2873 | 1750 | 1750 | 1162 | 638 | 1750 | 1001 | 799 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.35 | 0.05 | 0.10 | 0.10 | 0.04 | 0.08 | 0.12 | 0.12 | 0.04 | 0.25 | 0.25 |
| Crit Moves: | | **** | | | **** | | | | | | **** | |
| Green Time: | 63.3 | 63.3 | 63.3 | 18.6 | 18.6 | 18.6 | 44.1 | 44.1 | 44.1 | 44.1 | 44.1 | 44.1 |
| Volume/Cap: | 0.76 | 0.76 | 0.12 | 0.76 | 0.76 | 0.29 | 0.23 | 0.37 | 0.37 | 0.13 | 0.76 | 0.76 |
| Delay/Veh: | 23.8 | 23.8 | 15.3 | 47.0 | 47.0 | 39.9 | 25.2 | 26.7 | 26.7 | 24.3 | 34.8 | 34.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 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 | 15.3 | 47.0 | 47.0 | 39.9 | 25.2 | 26.7 | 26.7 | 24.3 | 34.8 | 34.8 |
| DesignQueue: | 4 | 54 | 4 | 6 | 20 | 5 | 7 | 7 | 4 | 4 | 13 | 11 |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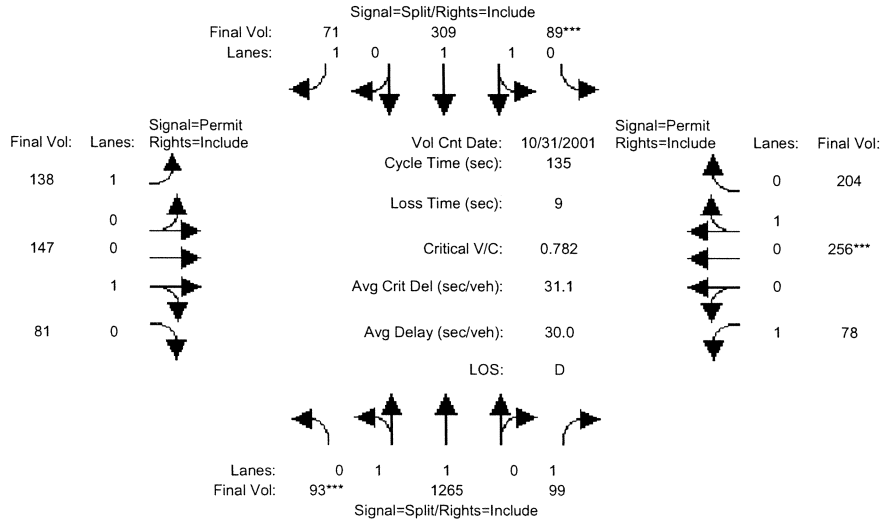
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3654: LINCOLN/WILLOW




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 31 Oct 2001 << 7:45-8:45AM | | | | | | | | | | | | |
| Base Vol: | 93 | 1265 | 99 | 89 | 309 | 71 | 138 | 147 | 81 | 78 | 256 | 204 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 93 | 1265 | 99 | 89 | 309 | 71 | 138 | 147 | 81 | 78 | 256 | 204 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 93 | 1265 | 99 | 89 | 309 | 71 | 138 | 147 | 81 | 78 | 256 | 204 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 93 | 1265 | 99 | 89 | 309 | 71 | 138 | 147 | 81 | 78 | 256 | 204 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 93 | 1265 | 99 | 89 | 309 | 71 | 138 | 147 | 81 | 78 | 256 | 204 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 93 | 1265 | 99 | 89 | 309 | 71 | 138 | 147 | 81 | 78 | 256 | 204 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 0.97 | 1.00 | 1.04 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.14 | 1.86 | 1.00 | 0.46 | 1.54 | 1.00 | 1.00 | 0.64 | 0.36 | 1.00 | 0.56 | 0.44 |
| Final Sat.: | 253 | 3446 | 1750 | 827 | 2872 | 1750 | 1750 | 1161 | 639 | 1750 | 1002 | 798 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.37 | 0.37 | 0.06 | 0.11 | 0.11 | 0.04 | 0.08 | 0.13 | 0.13 | 0.04 | 0.26 | 0.26 |
| Crit Moves: | **** | | | **** | | | | | | | **** | |
| Green Time: | 63.3 | 63.3 | 63.3 | 18.6 | 18.6 | 18.6 | 44.1 | 44.1 | 44.1 | 44.1 | 44.1 | 44.1 |
| Volume/Cap: | 0.78 | 0.78 | 0.12 | 0.78 | 0.78 | 0.30 | 0.24 | 0.39 | 0.39 | 0.14 | 0.78 | 0.78 |
| Delay/Veh: | 24.5 | 24.5 | 15.3 | 48.1 | 48.1 | 40.0 | 25.3 | 26.9 | 26.9 | 24.4 | 35.9 | 35.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 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 | 15.3 | 48.1 | 48.1 | 40.0 | 25.3 | 26.9 | 26.9 | 24.4 | 35.9 | 35.9 |
| DesignQueue: | 4 | 56 | 4 | 6 | 21 | 5 | 7 | 8 | 4 | 4 | 14 | 11 |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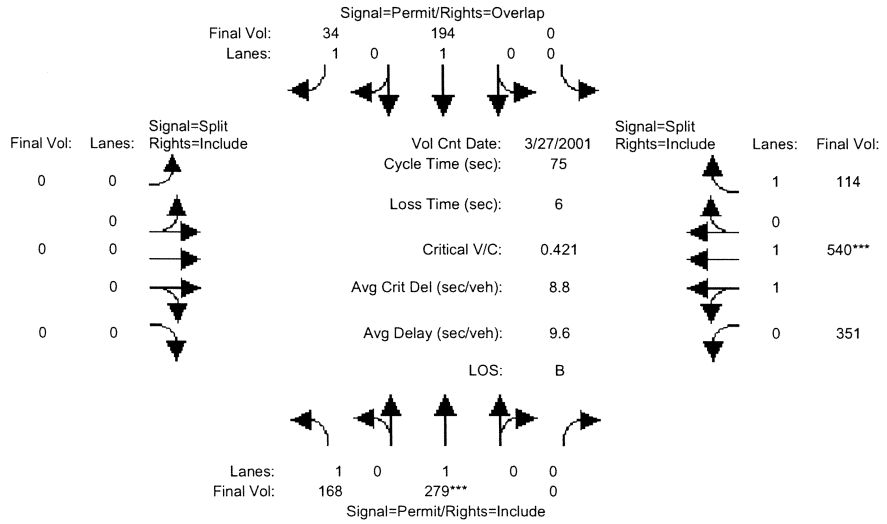
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3666: MARGARET WAY/SEVENTH




| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Min. Green: | 10 | | 10 | | 0 | | 0 | | 10 | | 10 | | 0 | | 0 | | 0 | | 10 | | 10 | | 10 | |
| Volume Module: >> Count Date: 27 Mar 2001 << | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 168 | | 279 | | 0 | | 0 | | 194 | | 34 | | 0 | | 0 | | 0 | | 351 | | 540 | | 114 | |
| Growth Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 168 | | 279 | | 0 | | 0 | | 194 | | 34 | | 0 | | 0 | | 0 | | 351 | | 540 | | 114 | |
| Added Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| ATI: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 168 | | 279 | | 0 | | 0 | | 194 | | 34 | | 0 | | 0 | | 0 | | 351 | | 540 | | 114 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 168 | | 279 | | 0 | | 0 | | 194 | | 34 | | 0 | | 0 | | 0 | | 351 | | 540 | | 114 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 168 | | 279 | | 0 | | 0 | | 194 | | 34 | | 0 | | 0 | | 0 | | 351 | | 540 | | 114 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Final Vol.: | 168 | | 279 | | 0 | | 0 | | 194 | | 34 | | 0 | | 0 | | 0 | | 351 | | 540 | | 114 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | |
| Adjustment: | 0.97 | | 1.06 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | | 1.00 | | 1.05 | | 0.97 | |
| Lanes: | 1.00 | | 1.00 | | 0.00 | | 0.00 | | 1.00 | | 1.00 | | 0.00 | | 0.00 | | 0.00 | | 0.81 | | 1.19 | | 1.00 | |
| Final Sat.: | 1750 | | 1900 | | 0 | | 0 | | 1900 | | 1750 | | 0 | | 0 | | 0 | | 1457 | | 2241 | | 1750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | | 0.15 | | 0.00 | | 0.00 | | 0.10 | | 0.02 | | 0.00 | | 0.00 | | 0.00 | | 0.24 | | 0.24 | | 0.07 | |
| Crit Moves: | | | **** | | | | | | | | | | | | | | | | | | **** | | | |
| Green Time: | 26.1 | | 26.1 | | 0.0 | | 0.0 | | 26.1 | | 26.1 | | 0.0 | | 0.0 | | 0.0 | | 42.9 | | 42.9 | | 42.9 | |
| Volume/Cap: | 0.28 | | 0.42 | | 0.00 | | 0.00 | | 0.29 | | 0.06 | | 0.00 | | 0.00 | | 0.00 | | 0.42 | | 0.42 | | 0.11 | |
| Delay/Veh: | 13.5 | | 14.5 | | 0.0 | | 0.0 | | 13.6 | | 12.3 | | 0.0 | | 0.0 | | 0.0 | | 7.0 | | 7.0 | | 5.6 | |
| Delay Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| ProgAdjFctr: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 13.5 | | 14.5 | | 0.0 | | 0.0 | | 13.6 | | 12.3 | | 0.0 | | 0.0 | | 0.0 | | 7.0 | | 7.0 | | 5.6 | |
| DesignQueue: | 5 | | 8 | | 0 | | 0 | | 5 | | 1 | | 0 | | 0 | | 0 | | 7 | | 10 | | 2 | |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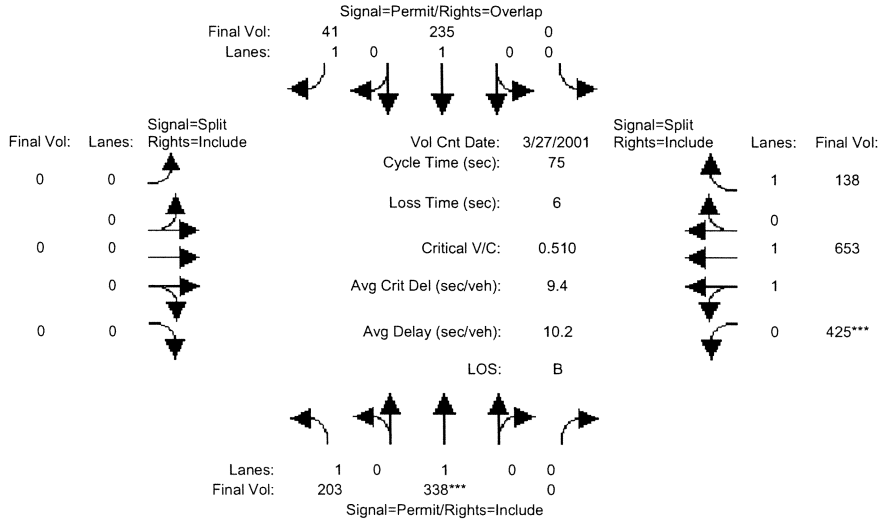
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3666: MARGARET WAY/SEVENTH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 27 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 203 | 338 | 0 | 0 | 235 | 41 | 0 | 0 | 0 | 425 | 653 | 138 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 203 | 338 | 0 | 0 | 235 | 41 | 0 | 0 | 0 | 425 | 653 | 138 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 203 | 338 | 0 | 0 | 235 | 41 | 0 | 0 | 0 | 425 | 653 | 138 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 203 | 338 | 0 | 0 | 235 | 41 | 0 | 0 | 0 | 425 | 653 | 138 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 203 | 338 | 0 | 0 | 235 | 41 | 0 | 0 | 0 | 425 | 653 | 138 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 203 | 338 | 0 | 0 | 235 | 41 | 0 | 0 | 0 | 425 | 653 | 138 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.05 | 0.97 |
| Lanes: | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.81 | 1.19 | 1.00 |
| Final Sat.: | 1750 | 1900 | 0 | 0 | 1900 | 1750 | 0 | 0 | 0 | 1458 | 2240 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.18 | 0.00 | 0.00 | 0.12 | 0.02 | 0.00 | 0.00 | 0.00 | 0.29 | 0.29 | 0.08 |
| Crit Moves: | | **** | | | | | | | | **** | | |
| Green Time: | 26.2 | 26.2 | 0.0 | 0.0 | 26.2 | 26.2 | 0.0 | 0.0 | 0.0 | 42.8 | 42.8 | 42.8 |
| Volume/Cap: | 0.33 | 0.51 | 0.00 | 0.00 | 0.35 | 0.07 | 0.00 | 0.00 | 0.00 | 0.51 | 0.51 | 0.14 |
| Delay/Veh: | 13.8 | 15.3 | 0.0 | 0.0 | 13.9 | 12.4 | 0.0 | 0.0 | 0.0 | 7.6 | 7.6 | 5.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.8 | 15.3 | 0.0 | 0.0 | 13.9 | 12.4 | 0.0 | 0.0 | 0.0 | 7.6 | 7.6 | 5.7 |
| DesignQueue: | 6 | 10 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 8 | 13 | 3 |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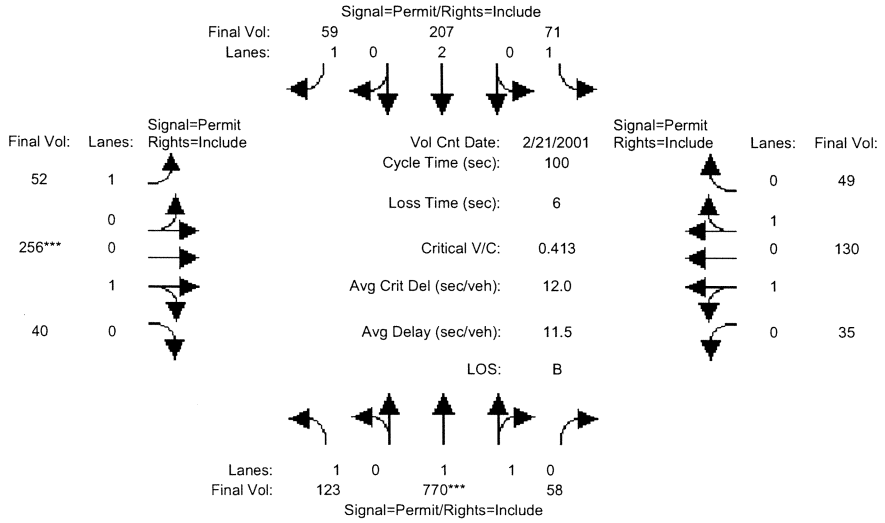
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3667: MARKET/SAN FERNANDO




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 123 | 770 | 58 | 71 | 207 | 59 | 52 | 256 | 40 | 35 | 130 | 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: | 123 | 770 | 58 | 71 | 207 | 59 | 52 | 256 | 40 | 35 | 130 | 49 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 123 | 770 | 58 | 71 | 207 | 59 | 52 | 256 | 40 | 35 | 130 | 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: | 123 | 770 | 58 | 71 | 207 | 59 | 52 | 256 | 40 | 35 | 130 | 49 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 123 | 770 | 58 | 71 | 207 | 59 | 52 | 256 | 40 | 35 | 130 | 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 Vol.: | 123 | 770 | 58 | 71 | 207 | 59 | 52 | 256 | 40 | 35 | 130 | 49 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.86 | 0.14 | 1.00 | 2.00 | 1.00 | 1.00 | 0.86 | 0.14 | 0.33 | 1.21 | 0.46 |
| Final Sat.: | 1750 | 3441 | 259 | 1750 | 3800 | 1750 | 1750 | 1557 | 243 | 589 | 2187 | 824 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.22 | 0.22 | 0.04 | 0.05 | 0.03 | 0.03 | 0.16 | 0.16 | 0.06 | 0.06 | 0.06 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 54.2 | 54.2 | 54.2 | 54.2 | 54.2 | 54.2 | 39.8 | 39.8 | 39.8 | 39.8 | 39.8 | 39.8 |
| Volume/Cap: | 0.13 | 0.41 | 0.41 | 0.07 | 0.10 | 0.06 | 0.07 | 0.41 | 0.41 | 0.15 | 0.15 | 0.15 |
| Delay/Veh: | 8.6 | 10.4 | 10.4 | 8.3 | 8.4 | 8.3 | 14.2 | 16.7 | 16.7 | 14.6 | 14.6 | 14.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 8.6 | 10.4 | 10.4 | 8.3 | 8.4 | 8.3 | 14.2 | 16.7 | 16.7 | 14.6 | 14.6 | 14.6 |
| DesignQueue: | 3 | 21 | 2 | 2 | 5 | 2 | 2 | 9 | 1 | 1 | 4 | 2 |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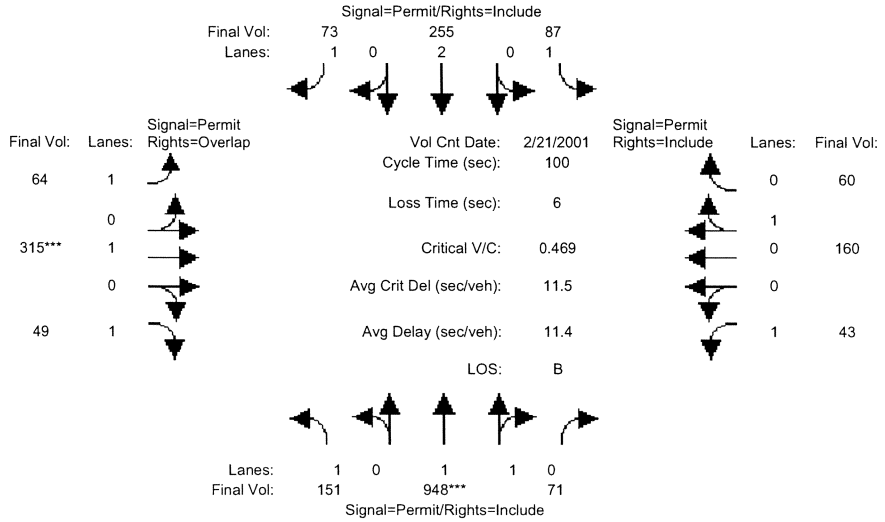
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3667: MARKET/SAN FERNANDO




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 151 | 948 | 71 | 87 | 255 | 73 | 64 | 315 | 49 | 43 | 160 | 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: | 151 | 948 | 71 | 87 | 255 | 73 | 64 | 315 | 49 | 43 | 160 | 60 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 151 | 948 | 71 | 87 | 255 | 73 | 64 | 315 | 49 | 43 | 160 | 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: | 151 | 948 | 71 | 87 | 255 | 73 | 64 | 315 | 49 | 43 | 160 | 60 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 151 | 948 | 71 | 87 | 255 | 73 | 64 | 315 | 49 | 43 | 160 | 60 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 151 | 948 | 71 | 87 | 255 | 73 | 64 | 315 | 49 | 43 | 160 | 60 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.86 | 0.14 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.73 | 0.27 |
| Final Sat.: | 1750 | 3442 | 258 | 1750 | 3800 | 1750 | 1750 | 1900 | 1750 | 1750 | 1309 | 491 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.28 | 0.28 | 0.05 | 0.07 | 0.04 | 0.04 | 0.17 | 0.03 | 0.02 | 0.12 | 0.12 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 58.7 | 58.7 | 58.7 | 58.7 | 58.7 | 58.7 | 35.3 | 35.3 | 35.3 | 35.3 | 35.3 | 35.3 |
| Volume/Cap: | 0.15 | 0.47 | 0.47 | 0.08 | 0.11 | 0.07 | 0.10 | 0.47 | 0.08 | 0.07 | 0.35 | 0.35 |
| Delay/Veh: | 7.1 | 9.1 | 9.1 | 6.8 | 7.0 | 6.8 | 16.5 | 19.5 | 16.4 | 16.3 | 18.2 | 18.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 7.1 | 9.1 | 9.1 | 6.8 | 7.0 | 6.8 | 16.5 | 19.5 | 16.4 | 16.3 | 18.2 | 18.2 |
| DesignQueue: | 4 | 23 | 2 | 2 | 6 | 2 | 2 | 12 | 2 | 2 | 6 | 2 |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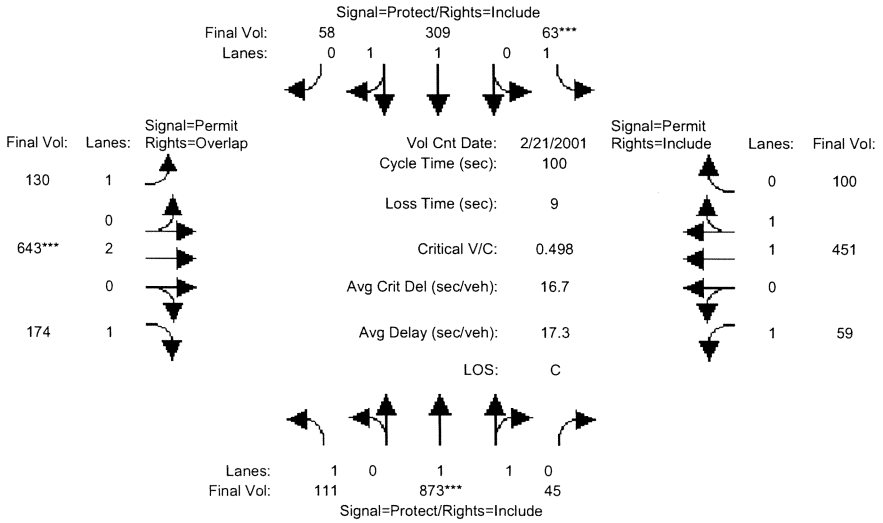
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3670: MARKET/SANTA CLARA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 111 | 873 | 45 | 63 | 309 | 58 | 130 | 643 | 174 | 59 | 451 | 100 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 111 | 873 | 45 | 63 | 309 | 58 | 130 | 643 | 174 | 59 | 451 | 100 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 111 | 873 | 45 | 63 | 309 | 58 | 130 | 643 | 174 | 59 | 451 | 100 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 111 | 873 | 45 | 63 | 309 | 58 | 130 | 643 | 174 | 59 | 451 | 100 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 111 | 873 | 45 | 63 | 309 | 58 | 130 | 643 | 174 | 59 | 451 | 100 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 111 | 873 | 45 | 63 | 309 | 58 | 130 | 643 | 174 | 59 | 451 | 100 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 1.90 | 0.10 | 1.00 | 1.68 | 0.32 | 1.00 | 2.00 | 1.00 | 1.00 | 1.63 | 0.37 |
| Final Sat.: | 1750 | 3518 | 181 | 1750 | 3115 | 585 | 1750 | 3800 | 1750 | 1750 | 3028 | 671 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.25 | 0.25 | 0.04 | 0.10 | 0.10 | 0.07 | 0.17 | 0.10 | 0.03 | 0.15 | 0.15 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green Time: | 23.5 | 49.8 | 49.8 | 7.2 | 33.5 | 33.5 | 34.0 | 34.0 | 57.5 | 34.0 | 34.0 | 34.0 |
| Volume/Cap: | 0.27 | 0.50 | 0.50 | 0.50 | 0.30 | 0.30 | 0.22 | 0.50 | 0.17 | 0.10 | 0.44 | 0.44 |
| Delay/Veh: | 23.8 | 12.9 | 12.9 | 36.5 | 18.7 | 18.7 | 17.9 | 20.2 | 7.6 | 17.2 | 19.6 | 19.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 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 | 12.9 | 12.9 | 36.5 | 18.7 | 18.7 | 17.9 | 20.2 | 7.6 | 17.2 | 19.6 | 19.6 |
| DesignQueue: | 5 | 26 | 1 | 3 | 12 | 2 | 5 | 25 | 4 | 2 | 17 | 4 |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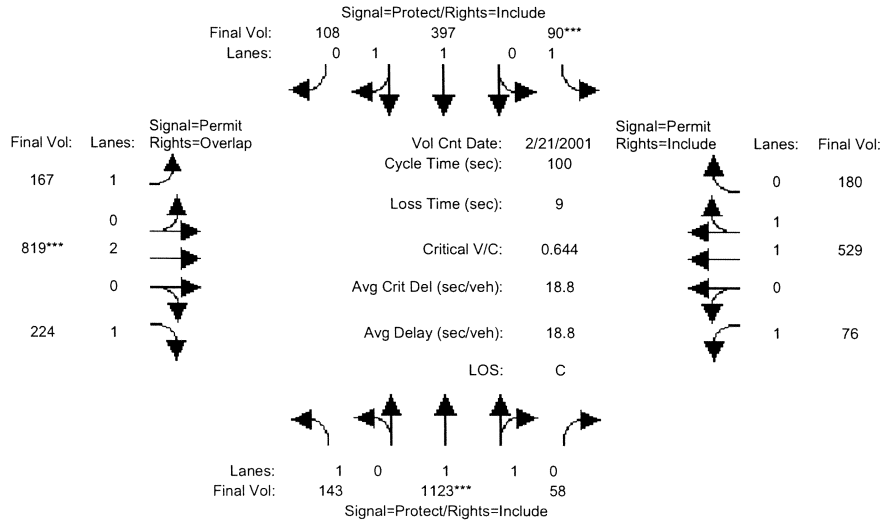
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3670: MARKET/SANTA CLARA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 143 | 1123 | 58 | 90 | 397 | 108 | 167 | 819 | 224 | 76 | 529 | 180 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 143 | 1123 | 58 | 90 | 397 | 108 | 167 | 819 | 224 | 76 | 529 | 180 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 143 | 1123 | 58 | 90 | 397 | 108 | 167 | 819 | 224 | 76 | 529 | 180 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 143 | 1123 | 58 | 90 | 397 | 108 | 167 | 819 | 224 | 76 | 529 | 180 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 143 | 1123 | 58 | 90 | 397 | 108 | 167 | 819 | 224 | 76 | 529 | 180 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 143 | 1123 | 58 | 90 | 397 | 108 | 167 | 819 | 224 | 76 | 529 | 180 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 1.00 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 |
| Lanes: | 1.00 | 1.90 | 0.10 | 1.00 | 1.56 | 0.44 | 1.00 | 2.00 | 1.00 | 1.00 | 1.48 | 0.52 |
| Final Sat.: | 1750 | 3518 | 182 | 1750 | 2908 | 791 | 1750 | 3800 | 1750 | 1750 | 2760 | 939 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.32 | 0.32 | 0.05 | 0.14 | 0.14 | 0.10 | 0.22 | 0.13 | 0.04 | 0.19 | 0.19 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green Time: | 21.5 | 49.6 | 49.6 | 8.0 | 36.0 | 36.0 | 33.5 | 33.5 | 55.0 | 33.5 | 33.5 | 33.5 |
| Volume/Cap: | 0.38 | 0.64 | 0.64 | 0.64 | 0.38 | 0.38 | 0.29 | 0.64 | 0.23 | 0.13 | 0.57 | 0.57 |
| Delay/Veh: | 25.8 | 14.8 | 14.8 | 40.5 | 18.1 | 18.1 | 18.7 | 22.3 | 8.8 | 17.6 | 21.3 | 21.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 25.8 | 14.8 | 14.8 | 40.5 | 18.1 | 18.1 | 18.7 | 22.3 | 8.8 | 17.6 | 21.3 | 21.3 |
| DesignQueue: | 6 | 34 | 2 | 5 | 15 | 4 | 6 | 32 | 6 | 3 | 21 | 7 |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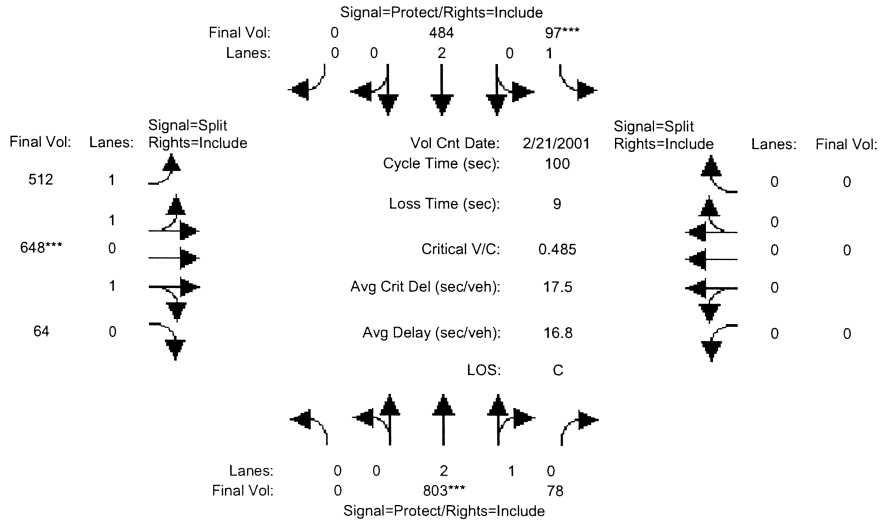
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3671: MARKET/ST. JAMES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 803 | 78 | 97 | 484 | 0 | 512 | 648 | 64 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 803 | 78 | 97 | 484 | 0 | 512 | 648 | 64 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 803 | 78 | 97 | 484 | 0 | 512 | 648 | 64 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 803 | 78 | 97 | 484 | 0 | 512 | 648 | 64 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 803 | 78 | 97 | 484 | 0 | 512 | 648 | 64 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 803 | 78 | 97 | 484 | 0 | 512 | 648 | 64 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 0.98 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 2.72 | 0.28 | 1.00 | 2.00 | 0.00 | 1.27 | 1.57 | 0.16 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5104 | 496 | 1750 | 3800 | 0 | 2238 | 2832 | 280 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.16 | 0.16 | 0.06 | 0.13 | 0.00 | 0.23 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green Time: | 0.0 | 32.4 | 32.4 | 11.4 | 43.8 | 0.0 | 47.2 | 47.2 | 47.2 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.49 | 0.49 | 0.49 | 0.29 | 0.00 | 0.49 | 0.49 | 0.49 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 20.8 | 20.8 | 33.0 | 13.8 | 0.0 | 13.9 | 13.9 | 13.9 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 20.8 | 20.8 | 33.0 | 13.8 | 0.0 | 13.9 | 13.9 | 13.9 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 31 | 3 | 5 | 16 | 0 | 16 | 20 | 2 | 0 | 0 | 0 |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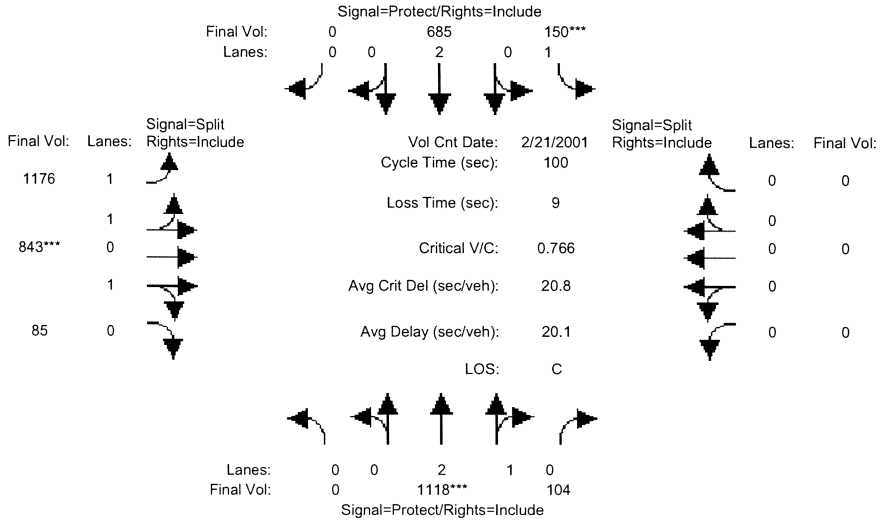
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3671: MARKET/ST. JAMES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 1118 | 104 | 150 | 685 | 0 | 1176 | 843 | 85 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1118 | 104 | 150 | 685 | 0 | 1176 | 843 | 85 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1118 | 104 | 150 | 685 | 0 | 1176 | 843 | 85 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1118 | 104 | 150 | 685 | 0 | 1176 | 843 | 85 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1118 | 104 | 150 | 685 | 0 | 1176 | 843 | 85 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 1118 | 104 | 150 | 685 | 0 | 1176 | 843 | 85 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 0.98 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 2.74 | 0.26 | 1.00 | 2.00 | 0.00 | 1.69 | 1.19 | 0.12 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5123 | 477 | 1750 | 3800 | 0 | 2990 | 2143 | 216 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.22 | 0.22 | 0.09 | 0.18 | 0.00 | 0.39 | 0.39 | 0.39 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green Time: | 0.0 | 28.5 | 28.5 | 11.2 | 39.7 | 0.0 | 51.3 | 51.3 | 51.3 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.77 | 0.77 | 0.77 | 0.45 | 0.00 | 0.77 | 0.77 | 0.77 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 26.5 | 26.5 | 43.8 | 17.0 | 0.0 | 15.8 | 15.8 | 15.8 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 26.5 | 26.5 | 43.8 | 17.0 | 0.0 | 15.8 | 15.8 | 15.8 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 47 | 4 | 8 | 24 | 0 | 35 | 25 | 3 | 0 | 0 | 0 |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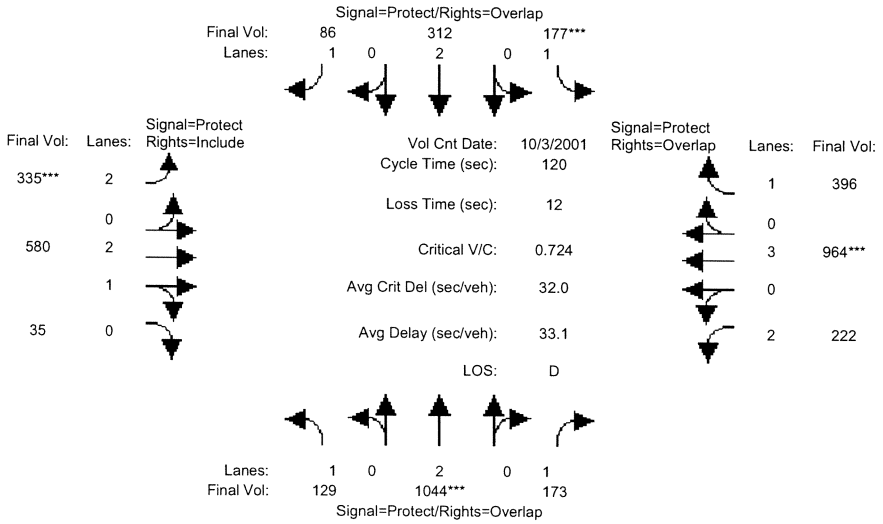
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3683: McLAUGHLIN/STORY




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 3 Oct 2001 << 7:15-8:15AM | | | | | | | | | | | | |
| Base Vol: | 129 | 1044 | 173 | 177 | 312 | 86 | 335 | 580 | 35 | 222 | 964 | 396 |
| Growth Adj: | 1.00 | 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 | 1044 | 173 | 177 | 312 | 86 | 335 | 580 | 35 | 222 | 964 | 396 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 129 | 1044 | 173 | 177 | 312 | 86 | 335 | 580 | 35 | 222 | 964 | 396 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1044 | 173 | 177 | 312 | 86 | 335 | 580 | 35 | 222 | 964 | 396 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 129 | 1044 | 173 | 177 | 312 | 86 | 335 | 580 | 35 | 222 | 964 | 396 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 129 | 1044 | 173 | 177 | 312 | 86 | 335 | 580 | 35 | 222 | 964 | 396 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.88 | 1.04 | 1.00 | 0.88 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.82 | 0.18 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3150 | 5281 | 319 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.27 | 0.10 | 0.10 | 0.08 | 0.05 | 0.11 | 0.11 | 0.11 | 0.07 | 0.17 | 0.23 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 52.3 | 45.6 | 63.4 | 16.8 | 10.0 | 27.6 | 17.6 | 27.8 | 27.8 | 17.9 | 28.0 | 44.8 |
| Volume/Cap: | 0.17 | 0.72 | 0.19 | 0.72 | 0.99 | 0.21 | 0.72 | 0.47 | 0.47 | 0.47 | 0.72 | 0.61 |
| Delay/Veh: | 15.7 | 25.5 | 11.3 | 44.4 | 76.8 | 28.5 | 40.9 | 30.4 | 30.4 | 36.1 | 33.6 | 24.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 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 | 25.5 | 11.3 | 44.4 | 76.8 | 28.5 | 40.9 | 30.4 | 30.4 | 36.1 | 33.6 | 24.3 |
| DesignQueue: | 5 | 47 | 6 | 10 | 19 | 4 | 20 | 31 | 2 | 13 | 52 | 18 |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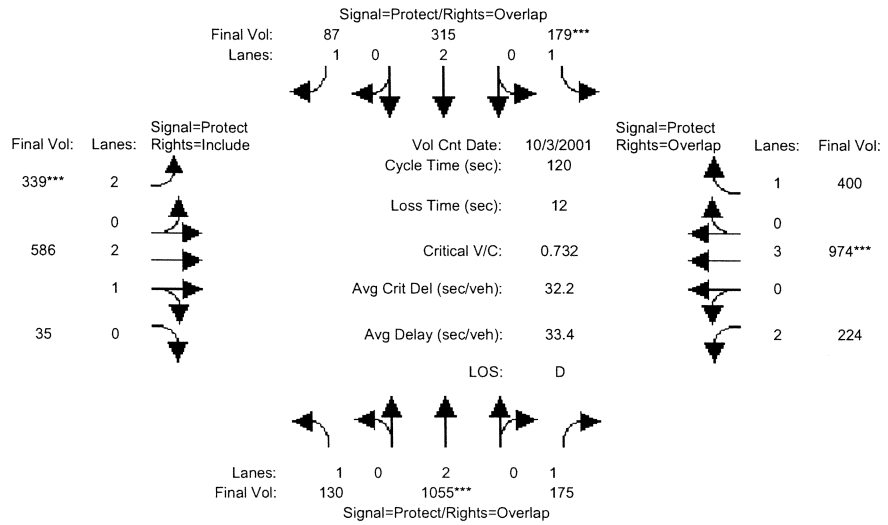
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3683: McLAUGHLIN/STORY




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 3 Oct 2001 << 7:15-8:15AM | | | | | | | | | | | | |
| Base Vol: | 130 | 1055 | 175 | 179 | 315 | 87 | 339 | 586 | 35 | 224 | 974 | 400 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 130 | 1055 | 175 | 179 | 315 | 87 | 339 | 586 | 35 | 224 | 974 | 400 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 130 | 1055 | 175 | 179 | 315 | 87 | 339 | 586 | 35 | 224 | 974 | 400 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 130 | 1055 | 175 | 179 | 315 | 87 | 339 | 586 | 35 | 224 | 974 | 400 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 130 | 1055 | 175 | 179 | 315 | 87 | 339 | 586 | 35 | 224 | 974 | 400 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 130 | 1055 | 175 | 179 | 315 | 87 | 339 | 586 | 35 | 224 | 974 | 400 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.88 | 1.04 | 1.00 | 0.88 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.82 | 0.18 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3150 | 5284 | 316 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.28 | 0.10 | 0.10 | 0.08 | 0.05 | 0.11 | 0.11 | 0.11 | 0.07 | 0.17 | 0.23 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 52.3 | 45.5 | 63.4 | 16.8 | 10.0 | 27.7 | 17.7 | 27.8 | 27.8 | 17.8 | 28.0 | 44.8 |
| Volume/Cap: | 0.17 | 0.73 | 0.19 | 0.73 | 0.99 | 0.22 | 0.73 | 0.48 | 0.48 | 0.48 | 0.73 | 0.61 |
| Delay/Veh: | 15.7 | 25.7 | 11.3 | 44.8 | 79.3 | 28.5 | 41.2 | 30.5 | 30.5 | 36.2 | 33.8 | 24.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 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 | 25.7 | 11.3 | 44.8 | 79.3 | 28.5 | 41.2 | 30.5 | 30.5 | 36.2 | 33.8 | 24.4 |
| DesignQueue: | 5 | 47 | 6 | 11 | 20 | 5 | 20 | 31 | 2 | 13 | 52 | 18 |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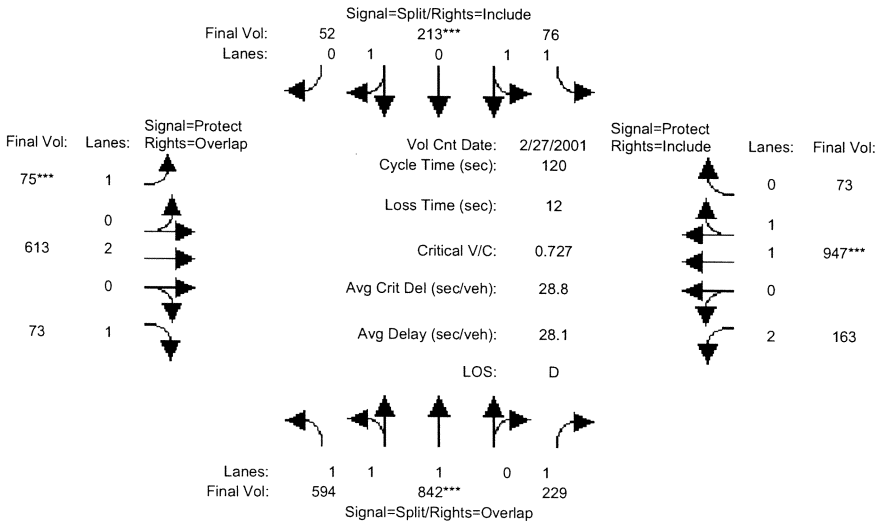
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3693: MERIDIAN/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 27 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 594 | 842 | 229 | 76 | 213 | 52 | 75 | 613 | 73 | 163 | 947 | 73 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 594 | 842 | 229 | 76 | 213 | 52 | 75 | 613 | 73 | 163 | 947 | 73 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 594 | 842 | 229 | 76 | 213 | 52 | 75 | 613 | 73 | 163 | 947 | 73 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 594 | 842 | 229 | 76 | 213 | 52 | 75 | 613 | 73 | 163 | 947 | 73 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 594 | 842 | 229 | 76 | 213 | 52 | 75 | 613 | 73 | 163 | 947 | 73 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 594 | 842 | 229 | 76 | 213 | 52 | 75 | 613 | 73 | 163 | 947 | 73 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.98 | 1.03 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.88 | 1.03 | 1.00 |
| Lanes: | 1.28 | 1.72 | 1.00 | 1.00 | 1.60 | 0.40 | 1.00 | 2.00 | 1.00 | 2.00 | 1.85 | 0.15 |
| Final Sat.: | 2253 | 3193 | 1750 | 1750 | 2973 | 726 | 1750 | 3800 | 1750 | 3150 | 3435 | 265 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.26 | 0.13 | 0.04 | 0.07 | 0.07 | 0.04 | 0.16 | 0.04 | 0.05 | 0.28 | 0.28 |
| Crit Moves: | | **** | | | **** | | **** | | | | **** | |
| Green Time: | 43.6 | 43.6 | 50.6 | 11.8 | 11.8 | 11.8 | 7.1 | 45.6 | 89.2 | 7.0 | 45.5 | 45.5 |
| Volume/Cap: | 0.73 | 0.73 | 0.31 | 0.44 | 0.73 | 0.73 | 0.73 | 0.42 | 0.06 | 0.89 | 0.73 | 0.73 |
| Delay/Veh: | 26.1 | 26.1 | 17.7 | 39.0 | 43.7 | 43.7 | 56.7 | 21.0 | 3.1 | 68.1 | 25.6 | 25.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 26.1 | 26.1 | 17.7 | 39.0 | 43.7 | 43.7 | 56.7 | 21.0 | 3.1 | 68.1 | 25.6 | 25.6 |
| DesignQueue: | 27 | 38 | 9 | 5 | 13 | 3 | 5 | 26 | 1 | 10 | 42 | 3 |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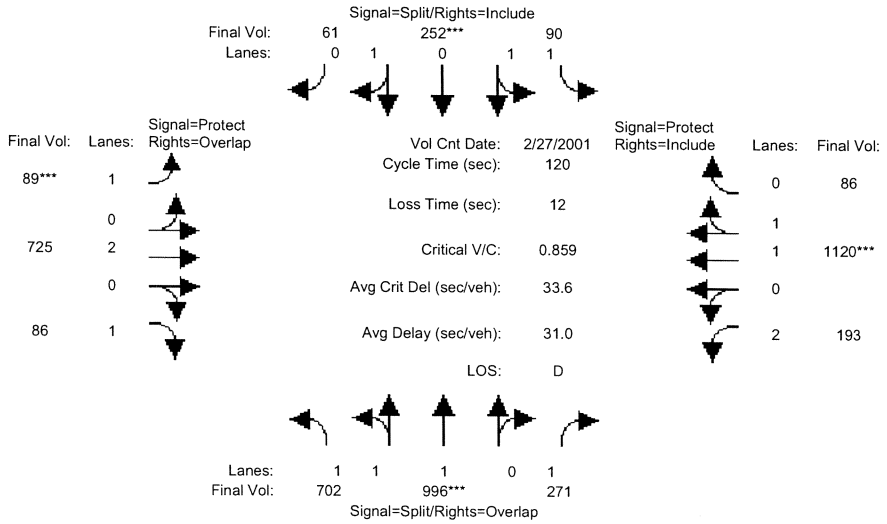
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3693: MERIDIAN/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 27 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 702 | 996 | 271 | 90 | 252 | 61 | 89 | 725 | 86 | 193 | 1120 | 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: | 702 | 996 | 271 | 90 | 252 | 61 | 89 | 725 | 86 | 193 | 1120 | 86 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 702 | 996 | 271 | 90 | 252 | 61 | 89 | 725 | 86 | 193 | 1120 | 86 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 702 | 996 | 271 | 90 | 252 | 61 | 89 | 725 | 86 | 193 | 1120 | 86 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 702 | 996 | 271 | 90 | 252 | 61 | 89 | 725 | 86 | 193 | 1120 | 86 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 702 | 996 | 271 | 90 | 252 | 61 | 89 | 725 | 86 | 193 | 1120 | 86 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.98 | 1.03 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.88 | 1.03 | 1.00 |
| Lanes: | 1.28 | 1.72 | 1.00 | 1.00 | 1.60 | 0.40 | 1.00 | 2.00 | 1.00 | 2.00 | 1.85 | 0.15 |
| Final Sat.: | 2252 | 3195 | 1750 | 1750 | 2978 | 721 | 1750 | 3800 | 1750 | 3150 | 3436 | 264 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.31 | 0.31 | 0.15 | 0.05 | 0.08 | 0.08 | 0.05 | 0.19 | 0.05 | 0.06 | 0.33 | 0.33 |
| Crit Moves: | | **** | | | **** | | **** | | | | **** | |
| Green Time: | 43.5 | 43.5 | 56.3 | 11.8 | 11.8 | 11.8 | 7.1 | 39.8 | 83.4 | 12.8 | 45.5 | 45.5 |
| Volume/Cap: | 0.86 | 0.86 | 0.33 | 0.52 | 0.86 | 0.86 | 0.86 | 0.57 | 0.07 | 0.57 | 0.86 | 0.86 |
| Delay/Veh: | 29.8 | 29.8 | 15.3 | 39.6 | 50.8 | 50.8 | 74.4 | 25.6 | 4.5 | 40.5 | 30.0 | 30.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.8 | 29.8 | 15.3 | 39.6 | 50.8 | 50.8 | 74.4 | 25.6 | 4.5 | 40.5 | 30.0 | 30.0 |
| DesignQueue: | 32 | 46 | 10 | 5 | 15 | 4 | 6 | 34 | 2 | 12 | 51 | 4 |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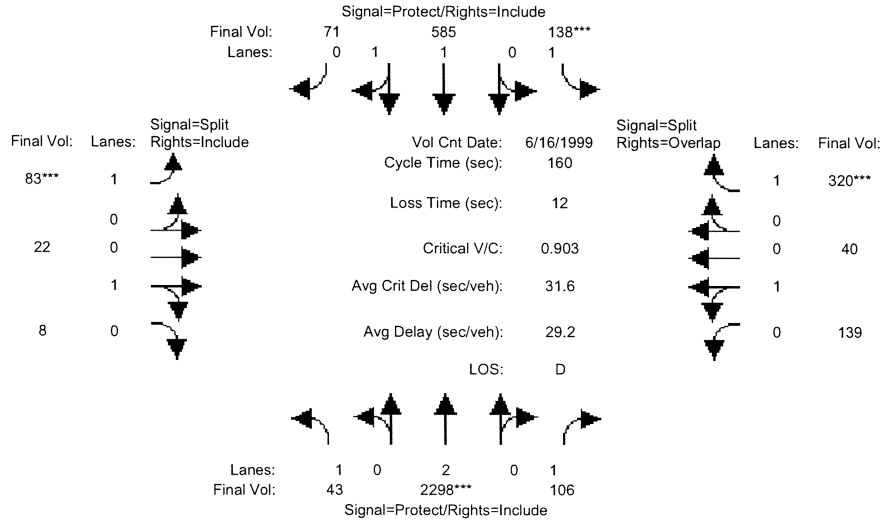
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3694: MERIDIAN/WILLOW




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 16 Jun 1999 << | | | | | | | | | | | | |
| Base Vol: | 43 | 2298 | 106 | 138 | 585 | 71 | 83 | 22 | 8 | 139 | 40 | 320 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 43 | 2298 | 106 | 138 | 585 | 71 | 83 | 22 | 8 | 139 | 40 | 320 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 43 | 2298 | 106 | 138 | 585 | 71 | 83 | 22 | 8 | 139 | 40 | 320 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1,00 |
| PHF Volume: | 43 | 2298 | 106 | 138 | 585 | 71 | 83 | 22 | 8 | 139 | 40 | 320 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 43 | 2298 | 106 | 138 | 585 | 71 | 83 | 22 | 8 | 139 | 40 | 320 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 43 | 2298 | 106 | 138 | 585 | 71 | 83 | 22 | 8 | 139 | 40 | 320 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.78 | 0.22 | 1.00 | 0.73 | 0.27 | 0.78 | 0.22 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3299 | 400 | 1750 | 1320 | 480 | 1398 | 402 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.60 | 0.06 | 0.08 | 0.18 | 0.18 | 0.05 | 0.02 | 0.02 | 0.10 | 0.10 | 0.18 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green Time: | 7.0 | 106 | 106.0 | 13.8 | 113 | 112.8 | 10.0 | 10.0 | 10.0 | 18.2 | 18.2 | 32.0 |
| Volume/Cap: | 0.56 | 0.91 | 0.09 | 0.91 | 0.25 | 0.25 | 0.76 | 0.27 | 0.27 | 0.87 | 0.87 | 0.91 |
| Delay/Veh: | 63.4 | 21.7 | 7.4 | 89.1 | 6.4 | 6.4 | 73.0 | 54.7 | 54.7 | 74.6 | 74.6 | 67.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 63.4 | 21.7 | 7.4 | 89.1 | 6.4 | 6.4 | 73.0 | 54.7 | 54.7 | 74.6 | 74.6 | 67.1 |
| DesignQueue: | 4 | 82 | 3 | 11 | 16 | 2 | 7 | 2 | 1 | 11 | 3 | 24 |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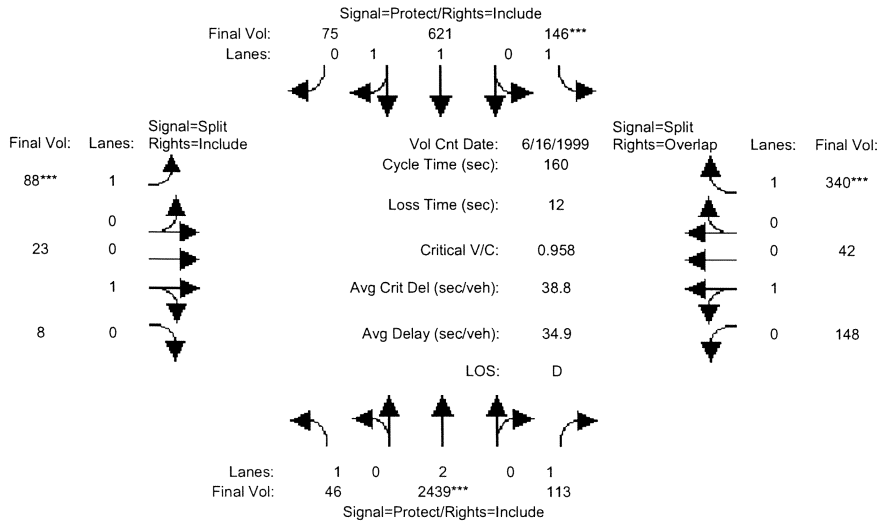
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3694: MERIDIAN/WILLOW




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 16 Jun 1999 << | | | | | | | | | | | | |
| Base Vol: | 46 | 2439 | 113 | 146 | 621 | 75 | 88 | 23 | 8 | 148 | 42 | 340 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 46 | 2439 | 113 | 146 | 621 | 75 | 88 | 23 | 8 | 148 | 42 | 340 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 46 | 2439 | 113 | 146 | 621 | 75 | 88 | 23 | 8 | 148 | 42 | 340 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 46 | 2439 | 113 | 146 | 621 | 75 | 88 | 23 | 8 | 148 | 42 | 340 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 46 | 2439 | 113 | 146 | 621 | 75 | 88 | 23 | 8 | 148 | 42 | 340 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 46 | 2439 | 113 | 146 | 621 | 75 | 88 | 23 | 8 | 148 | 42 | 340 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.78 | 0.22 | 1.00 | 0.74 | 0.26 | 0.78 | 0.22 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3301 | 399 | 1750 | 1335 | 465 | 1402 | 398 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.64 | 0.06 | 0.08 | 0.19 | 0.19 | 0.05 | 0.02 | 0.02 | 0.11 | 0.11 | 0.19 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green Time: | 7.0 | 106 | 105.9 | 13.8 | 113 | 112.7 | 10.0 | 10.0 | 10.0 | 18.3 | 18.3 | 32.1 |
| Volume/Cap: | 0.60 | 0.97 | 0.10 | 0.97 | 0.27 | 0.27 | 0.80 | 0.28 | 0.28 | 0.92 | 0.92 | 0.97 |
| Delay/Veh: | 65.5 | 28.1 | 7.4 | 102.8 | 6.6 | 6.6 | 78.6 | 54.7 | 54.7 | 83.1 | 83.1 | 77.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 65.5 | 28.1 | 7.4 | 102.8 | 6.6 | 6.6 | 78.6 | 54.7 | 54.7 | 83.1 | 83.1 | 77.8 |
| DesignQueue: | 4 | 88 | 3 | 12 | 17 | 2 | 7 | 2 | 1 | 12 | 3 | 25 |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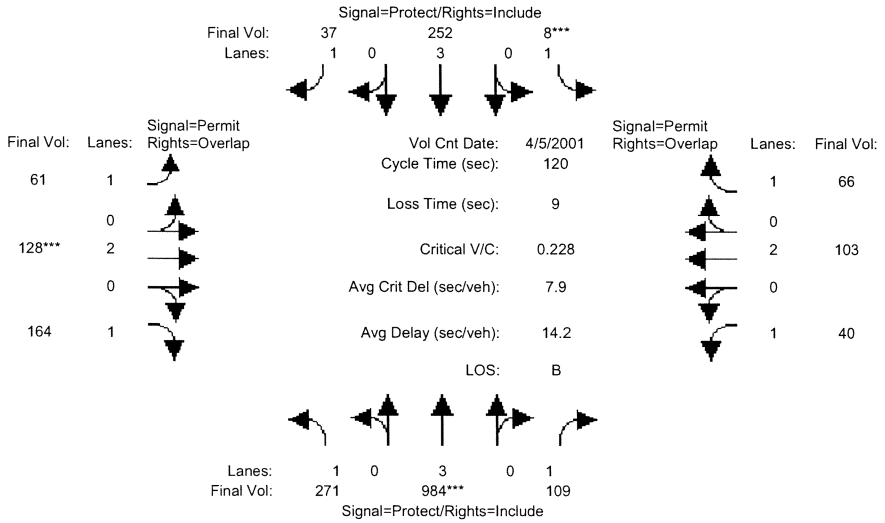
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3709: MONTGOMERY/PARK




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 5 Apr 2001 << | | | | | | | | | | | | |
| Base Vol: | 271 | 984 | 109 | 8 | 252 | 37 | 61 | 128 | 164 | 40 | 103 | 66 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 271 | 984 | 109 | 8 | 252 | 37 | 61 | 128 | 164 | 40 | 103 | 66 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 271 | 984 | 109 | 8 | 252 | 37 | 61 | 128 | 164 | 40 | 103 | 66 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 271 | 984 | 109 | 8 | 252 | 37 | 61 | 128 | 164 | 40 | 103 | 66 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 271 | 984 | 109 | 8 | 252 | 37 | 61 | 128 | 164 | 40 | 103 | 66 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 271 | 984 | 109 | 8 | 252 | 37 | 61 | 128 | 164 | 40 | 103 | 66 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.17 | 0.06 | 0.00 | 0.04 | 0.02 | 0.03 | 0.03 | 0.09 | 0.02 | 0.03 | 0.04 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green Time: | 84.0 | 87.0 | 87.0 | 7.0 | 10.0 | 10.0 | 17.0 | 17.0 | 101.0 | 17.0 | 17.0 | 24.0 |
| Volume/Cap: | 0.22 | 0.24 | 0.09 | 0.08 | 0.53 | 0.25 | 0.25 | 0.24 | 0.11 | 0.16 | 0.19 | 0.19 |
| Delay/Veh: | 4.9 | 4.2 | 3.7 | 40.6 | 41.0 | 39.3 | 34.9 | 34.8 | 1.3 | 34.4 | 34.6 | 30.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 4.9 | 4.2 | 3.7 | 40.6 | 41.0 | 39.3 | 34.9 | 34.8 | 1.3 | 34.4 | 34.6 | 30.4 |
| DesignQueue: | 6 | 19 | 2 | 1 | 16 | 2 | 4 | 7 | 2 | 2 | 6 | 4 |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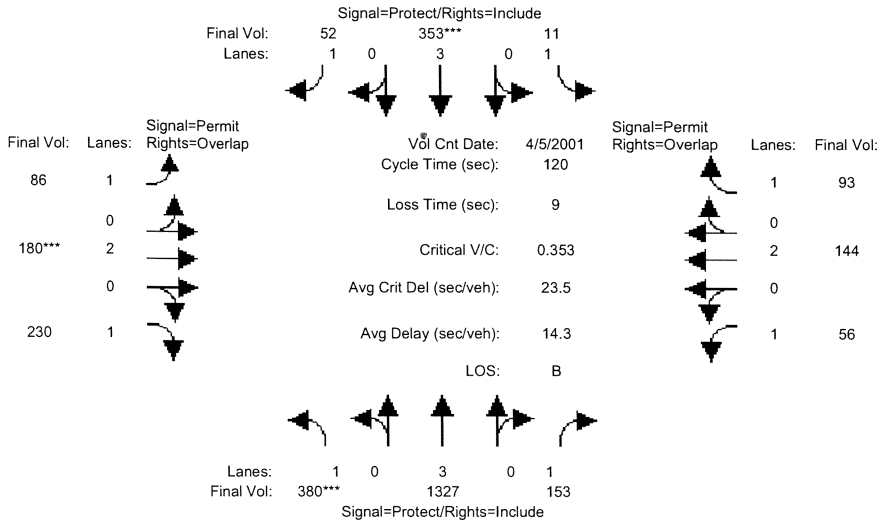
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3709: MONTGOMERY/PARK




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 5 Apr 2001 << | | | | | | | | | | | | |
| Base Vol: | 380 | 1327 | 153 | 11 | 353 | 52 | 86 | 180 | 230 | 56 | 144 | 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: | 380 | 1327 | 153 | 11 | 353 | 52 | 86 | 180 | 230 | 56 | 144 | 93 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 380 | 1327 | 153 | 11 | 353 | 52 | 86 | 180 | 230 | 56 | 144 | 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: | 380 | 1327 | 153 | 11 | 353 | 52 | 86 | 180 | 230 | 56 | 144 | 93 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 380 | 1327 | 153 | 11 | 353 | 52 | 86 | 180 | 230 | 56 | 144 | 93 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 380 | 1327 | 153 | 11 | 353 | 52 | 86 | 180 | 230 | 56 | 144 | 93 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.23 | 0.09 | 0.01 | 0.06 | 0.03 | 0.05 | 0.05 | 0.13 | 0.03 | 0.04 | 0.05 |
| Crit Moves: | **** | | | | **** | | | **** | | | | |
| Green Time: | 73.8 | 87.9 | 87.9 | 7.0 | 21.1 | 21.1 | 16.1 | 16.1 | 89.9 | 16.1 | 16.1 | 23.1 |
| Volume/Cap: | 0.35 | 0.32 | 0.12 | 0.11 | 0.35 | 0.17 | 0.37 | 0.35 | 0.18 | 0.24 | 0.28 | 0.28 |
| Delay/Veh: | 8.7 | 4.3 | 3.6 | 40.7 | 33.1 | 32.0 | 36.4 | 36.1 | 3.3 | 35.4 | 35.6 | 31.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 8.7 | 4.3 | 3.6 | 40.7 | 33.1 | 32.0 | 36.4 | 36.1 | 3.3 | 35.4 | 35.6 | 31.5 |
| DesignQueue: | 10 | 25 | 3 | 1 | 20 | 3 | 5 | 11 | 4 | 3 | 8 | 5 |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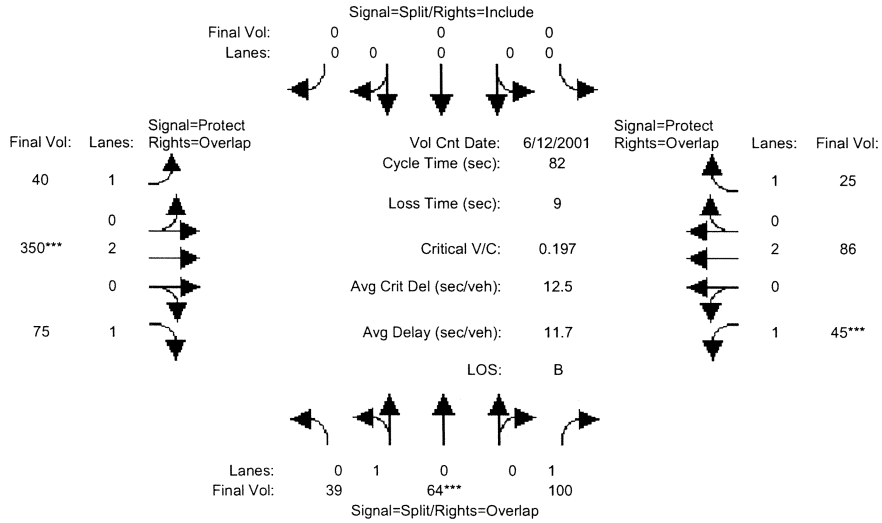
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3731: PARK/WOZ




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 12 Jun 2001 << | | | | | | | | | | | | |
| Base Vol: | 39 | 64 | 100 | 0 | 0 | 0 | 40 | 350 | 75 | 45 | 86 | 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: | 39 | 64 | 100 | 0 | 0 | 0 | 40 | 350 | 75 | 45 | 86 | 25 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 39 | 64 | 100 | 0 | 0 | 0 | 40 | 350 | 75 | 45 | 86 | 25 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 39 | 64 | 100 | 0 | 0 | 0 | 40 | 350 | 75 | 45 | 86 | 25 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 39 | 64 | 100 | 0 | 0 | 0 | 40 | 350 | 75 | 45 | 86 | 25 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 39 | 64 | 100 | 0 | 0 | 0 | 40 | 350 | 75 | 45 | 86 | 25 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.38 | 0.62 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 682 | 1118 | 1750 | 0 | 0 | 0 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.06 | 0.00 | 0.00 | 0.00 | 0.02 | 0.09 | 0.04 | 0.03 | 0.02 | 0.01 |
| Crit Moves: | | **** | | | | | | **** | | **** | | |
| Green Time: | 23.9 | 23.9 | 34.6 | 0.0 | 0.0 | 0.0 | 20.2 | 38.4 | 62.3 | 10.7 | 28.9 | 28.9 |
| Volume/Cap: | 0.20 | 0.20 | 0.14 | 0.00 | 0.00 | 0.00 | 0.09 | 0.20 | 0.06 | 0.20 | 0.06 | 0.04 |
| Delay/Veh: | 16.6 | 16.6 | 11.1 | 0.0 | 0.0 | 0.0 | 18.1 | 9.7 | 1.9 | 24.2 | 13.4 | 13.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 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 | 11.1 | 0.0 | 0.0 | 0.0 | 18.1 | 9.7 | 1.9 | 24.2 | 13.4 | 13.3 |
| DesignQueue: | 1 | 2 | 3 | 0 | 0 | 0 | 1 | 9 | 1 | 2 | 3 | 1 |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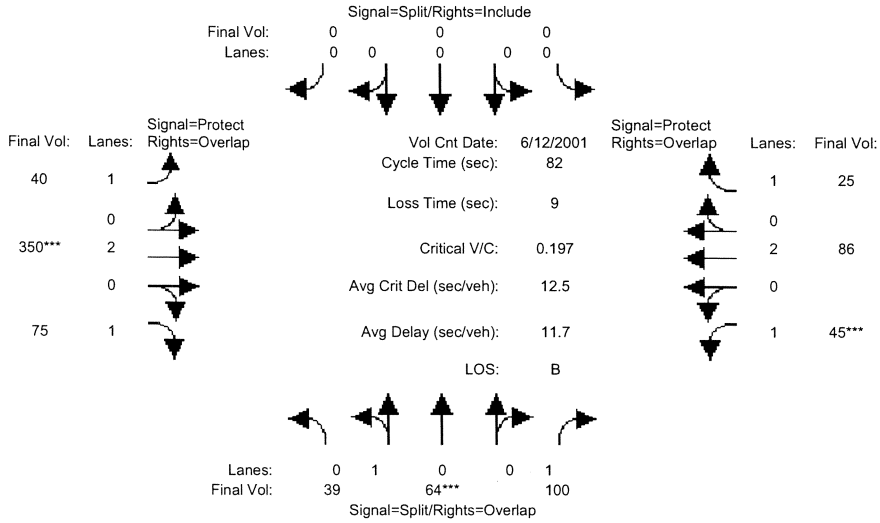
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3731: PARK/WOZ




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 12 Jun 2001 << | | | | | | | | | | | | |
| Base Vol: | 39 | 64 | 100 | 0 | 0 | 0 | 40 | 350 | 75 | 45 | 86 | 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: | 39 | 64 | 100 | 0 | 0 | 0 | 40 | 350 | 75 | 45 | 86 | 25 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 39 | 64 | 100 | 0 | 0 | 0 | 40 | 350 | 75 | 45 | 86 | 25 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 39 | 64 | 100 | 0 | 0 | 0 | 40 | 350 | 75 | 45 | 86 | 25 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 39 | 64 | 100 | 0 | 0 | 0 | 40 | 350 | 75 | 45 | 86 | 25 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 39 | 64 | 100 | 0 | 0 | 0 | 40 | 350 | 75 | 45 | 86 | 25 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.38 | 0.62 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 682 | 1118 | 1750 | 0 | 0 | 0 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.06 | 0.00 | 0.00 | 0.00 | 0.02 | 0.09 | 0.04 | 0.03 | 0.02 | 0.01 |
| Crit Moves: | | **** | | | | | | **** | | **** | | |
| Green Time: | 23.9 | 23.9 | 34.6 | 0.0 | 0.0 | 0.0 | 20.2 | 38.4 | 62.3 | 10.7 | 28.9 | 28.9 |
| Volume/Cap: | 0.20 | 0.20 | 0.14 | 0.00 | 0.00 | 0.00 | 0.09 | 0.20 | 0.06 | 0.20 | 0.06 | 0.04 |
| Delay/Veh: | 16.6 | 16.6 | 11.1 | 0.0 | 0.0 | 0.0 | 18.1 | 9.7 | 1.9 | 24.2 | 13.4 | 13.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 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 | 11.1 | 0.0 | 0.0 | 0.0 | 18.1 | 9.7 | 1.9 | 24.2 | 13.4 | 13.3 |
| DesignQueue: | 1 | 2 | 3 | 0 | 0 | 0 | 1 | 9 | 1 | 2 | 3 | 1 |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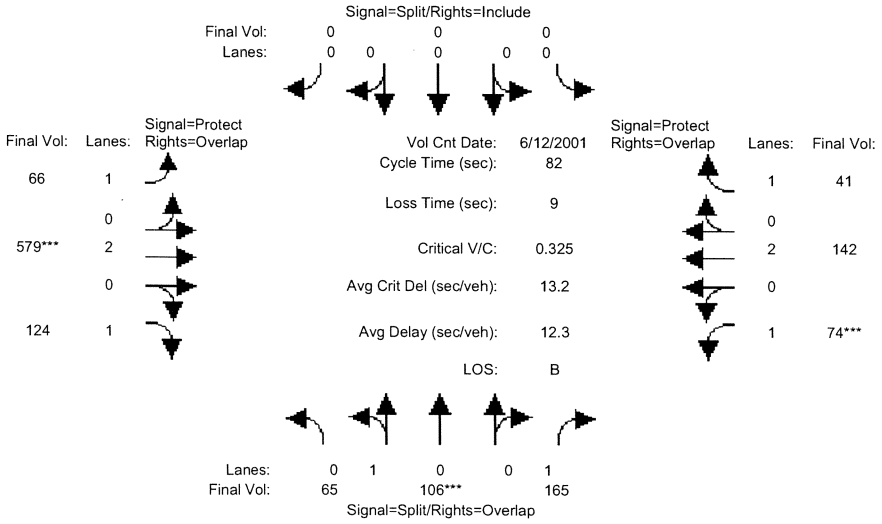
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3731: PARK/WOZ




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 12 Jun 2001 << | | | | | | | | | | | | |
| Base Vol: | 65 | 106 | 165 | 0 | 0 | 0 | 66 | 579 | 124 | 74 | 142 | 41 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 65 | 106 | 165 | 0 | 0 | 0 | 66 | 579 | 124 | 74 | 142 | 41 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 65 | 106 | 165 | 0 | 0 | 0 | 66 | 579 | 124 | 74 | 142 | 41 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 65 | 106 | 165 | 0 | 0 | 0 | 66 | 579 | 124 | 74 | 142 | 41 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 65 | 106 | 165 | 0 | 0 | 0 | 66 | 579 | 124 | 74 | 142 | 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 |
| Final Vol.: | 65 | 106 | 165 | 0 | 0 | 0 | 66 | 579 | 124 | 74 | 142 | 41 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.38 | 0.62 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 684 | 1116 | 1750 | 0 | 0 | 0 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.10 | 0.09 | 0.00 | 0.00 | 0.00 | 0.04 | 0.15 | 0.07 | 0.04 | 0.04 | 0.02 |
| Crit Moves: | | **** | | | | | | **** | | **** | | |
| Green Time: | 23.9 | 23.9 | 34.6 | 0.0 | 0.0 | 0.0 | 20.2 | 38.4 | 62.3 | 10.7 | 28.9 | 28.9 |
| Volume/Cap: | 0.33 | 0.33 | 0.22 | 0.00 | 0.00 | 0.00 | 0.15 | 0.33 | 0.09 | 0.33 | 0.11 | 0.07 |
| Delay/Veh: | 17.4 | 17.4 | 11.5 | 0.0 | 0.0 | 0.0 | 18.4 | 10.4 | 1.9 | 24.9 | 13.6 | 13.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 17.4 | 17.4 | 11.5 | 0.0 | 0.0 | 0.0 | 18.4 | 10.4 | 1.9 | 24.9 | 13.6 | 13.4 |
| DesignQueue: | 2 | 4 | 4 | 0 | 0 | 0 | 2 | 15 | 1 | 3 | 4 | 1 |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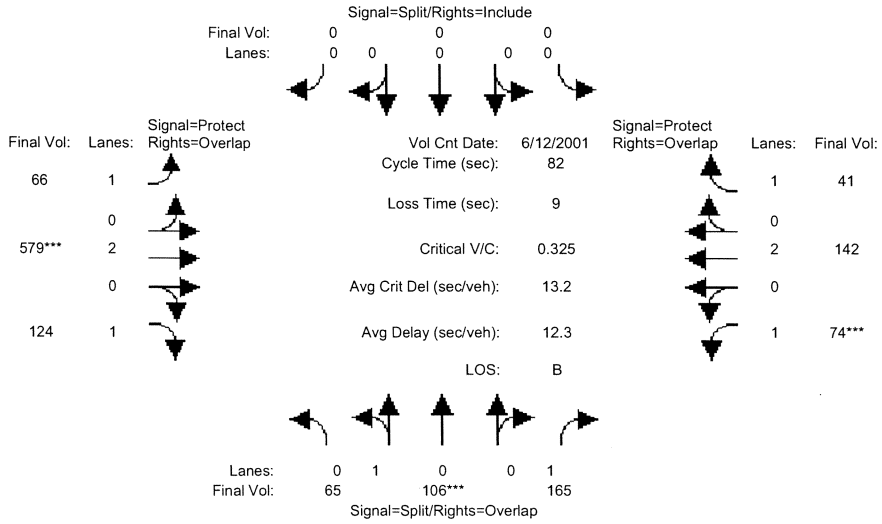
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3731: PARK/WOZ




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 12 Jun 2001 << | | | | | | | | | | | | |
| Base Vol: | 65 | 106 | 165 | 0 | 0 | 0 | 66 | 579 | 124 | 74 | 142 | 41 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 65 | 106 | 165 | 0 | 0 | 0 | 66 | 579 | 124 | 74 | 142 | 41 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 65 | 106 | 165 | 0 | 0 | 0 | 66 | 579 | 124 | 74 | 142 | 41 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 65 | 106 | 165 | 0 | 0 | 0 | 66 | 579 | 124 | 74 | 142 | 41 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 65 | 106 | 165 | 0 | 0 | 0 | 66 | 579 | 124 | 74 | 142 | 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 |
| Final Vol.: | 65 | 106 | 165 | 0 | 0 | 0 | 66 | 579 | 124 | 74 | 142 | 41 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.38 | 0.62 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 684 | 1116 | 1750 | 0 | 0 | 0 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.10 | 0.09 | 0.00 | 0.00 | 0.00 | 0.04 | 0.15 | 0.07 | 0.04 | 0.04 | 0.02 |
| Crit Moves: | | **** | | | | | | **** | | **** | | |
| Green Time: | 23.9 | 23.9 | 34.6 | 0.0 | 0.0 | 0.0 | 20.2 | 38.4 | 62.3 | 10.7 | 28.9 | 28.9 |
| Volume/Cap: | 0.33 | 0.33 | 0.22 | 0.00 | 0.00 | 0.00 | 0.15 | 0.33 | 0.09 | 0.33 | 0.11 | 0.07 |
| Delay/Veh: | 17.4 | 17.4 | 11.5 | 0.0 | 0.0 | 0.0 | 18.4 | 10.4 | 1.9 | 24.9 | 13.6 | 13.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 17.4 | 17.4 | 11.5 | 0.0 | 0.0 | 0.0 | 18.4 | 10.4 | 1.9 | 24.9 | 13.6 | 13.4 |
| DesignQueue: | 2 | 4 | 4 | 0 | 0 | 0 | 2 | 15 | 1 | 3 | 4 | 1 |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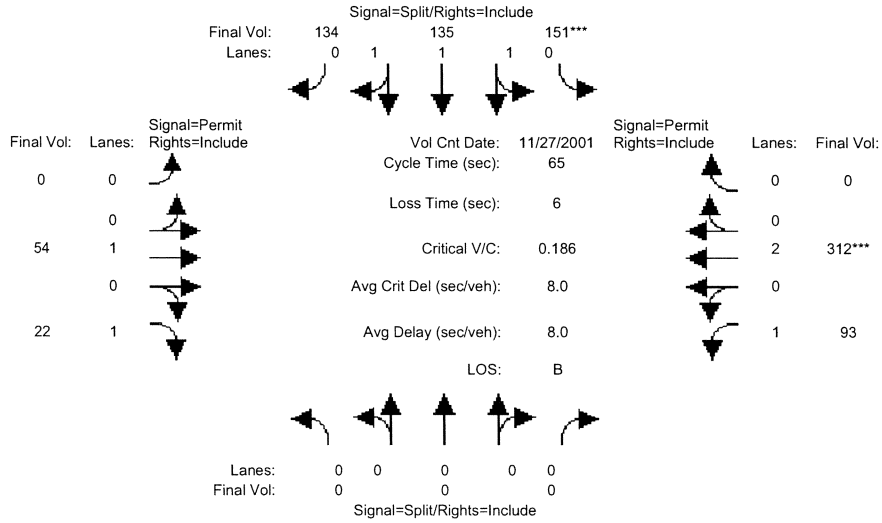
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3750: REED/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 27 Nov 2001 << 7:00-8:00AM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 151 | 135 | 134 | 0 | 54 | 22 | 93 | 312 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 151 | 135 | 134 | 0 | 54 | 22 | 93 | 312 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 151 | 135 | 134 | 0 | 54 | 22 | 93 | 312 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 151 | 135 | 134 | 0 | 54 | 22 | 93 | 312 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 151 | 135 | 134 | 0 | 54 | 22 | 93 | 312 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 151 | 135 | 134 | 0 | 54 | 22 | 93 | 312 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 1900 | 1750 | 0 | 1900 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.07 | 0.08 | 0.00 | 0.03 | 0.01 | 0.05 | 0.08 | 0.00 |
| Crit Moves: | | | | **** | | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 30.2 | 30.2 | 30.2 | 0.0 | 28.8 | 28.8 | 28.8 | 28.8 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.19 | 0.15 | 0.16 | 0.00 | 0.06 | 0.03 | 0.12 | 0.19 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 7.7 | 7.6 | 7.7 | 0.0 | 7.9 | 7.8 | 8.1 | 8.4 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 7.7 | 7.6 | 7.7 | 0.0 | 7.9 | 7.8 | 8.1 | 8.4 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 3 | 3 | 3 | 0 | 1 | 0 | 2 | 6 | 0 |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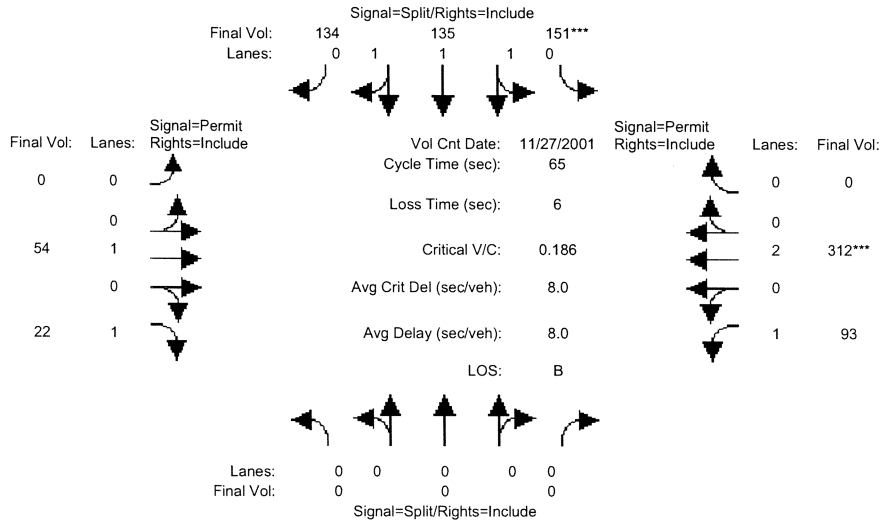
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3750: REED/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 27 Nov 2001 << 7:00-8:00AM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 151 | 135 | 134 | 0 | 54 | 22 | 93 | 312 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 151 | 135 | 134 | 0 | 54 | 22 | 93 | 312 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 151 | 135 | 134 | 0 | 54 | 22 | 93 | 312 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 151 | 135 | 134 | 0 | 54 | 22 | 93 | 312 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 151 | 135 | 134 | 0 | 54 | 22 | 93 | 312 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 151 | 135 | 134 | 0 | 54 | 22 | 93 | 312 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 1900 | 1750 | 0 | 1900 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.07 | 0.08 | 0.00 | 0.03 | 0.01 | 0.05 | 0.08 | 0.00 |
| Crit Moves: | | | | **** | | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 30.2 | 30.2 | 30.2 | 0.0 | 28.8 | 28.8 | 28.8 | 28.8 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.19 | 0.15 | 0.16 | 0.00 | 0.06 | 0.03 | 0.12 | 0.19 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 7.7 | 7.6 | 7.7 | 0.0 | 7.9 | 7.8 | 8.1 | 8.4 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 7.7 | 7.6 | 7.7 | 0.0 | 7.9 | 7.8 | 8.1 | 8.4 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 3 | 3 | 3 | 0 | 1 | 0 | 2 | 6 | 0 |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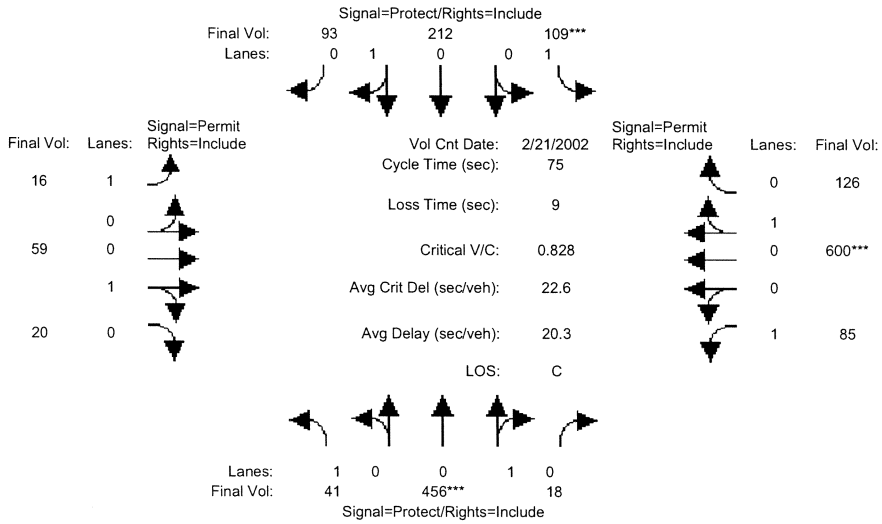
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3750: REED/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2002 << 8:00-9:00AM | | | | | | | | | | | | |
| Base Vol: | 41 | 456 | 18 | 109 | 212 | 93 | 16 | 59 | 20 | 85 | 600 | 126 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 41 | 456 | 18 | 109 | 212 | 93 | 16 | 59 | 20 | 85 | 600 | 126 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 41 | 456 | 18 | 109 | 212 | 93 | 16 | 59 | 20 | 85 | 600 | 126 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 41 | 456 | 18 | 109 | 212 | 93 | 16 | 59 | 20 | 85 | 600 | 126 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 41 | 456 | 18 | 109 | 212 | 93 | 16 | 59 | 20 | 85 | 600 | 126 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 41 | 456 | 18 | 109 | 212 | 93 | 16 | 59 | 20 | 85 | 600 | 126 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.96 | 0.04 | 1.00 | 0.70 | 0.30 | 1.00 | 0.75 | 0.25 | 1.00 | 0.83 | 0.17 |
| Final Sat.: | 1750 | 1732 | 68 | 1750 | 1251 | 549 | 1750 | 1344 | 456 | 1750 | 1488 | 312 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.26 | 0.26 | 0.06 | 0.17 | 0.17 | 0.01 | 0.04 | 0.04 | 0.05 | 0.40 | 0.40 |
| Crit Moves: | | **** | | **** | | | | | | | **** | |
| Green Time: | 7.0 | 23.3 | 23.3 | 7.0 | 23.3 | 23.3 | 35.7 | 35.7 | 35.7 | 35.7 | 35.7 | 35.7 |
| Volume/Cap: | 0.25 | 0.85 | 0.85 | 0.67 | 0.55 | 0.55 | 0.02 | 0.09 | 0.09 | 0.10 | 0.85 | 0.85 |
| Delay/Veh: | 24.2 | 26.5 | 26.5 | 31.7 | 17.2 | 17.2 | 7.9 | 8.2 | 8.2 | 8.2 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 24.2 | 26.5 | 26.5 | 31.7 | 17.2 | 17.2 | 7.9 | 8.2 | 8.2 | 8.2 | 18.7 | 18.7 |
| DesignQueue: | 2 | 14 | 1 | 4 | 6 | 3 | 0 | 1 | 0 | 2 | 15 | 3 |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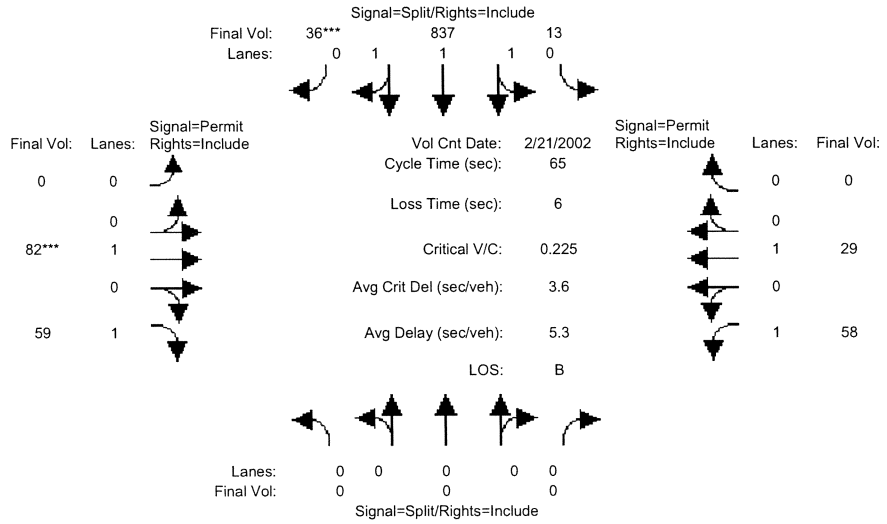
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3752: REED/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 21 Feb 2002 << 8:00-9:00AM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 13 | 837 | 36 | 0 | 82 | 59 | 58 | 29 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 13 | 837 | 36 | 0 | 82 | 59 | 58 | 29 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 13 | 837 | 36 | 0 | 82 | 59 | 58 | 29 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 13 | 837 | 36 | 0 | 82 | 59 | 58 | 29 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 13 | 837 | 36 | 0 | 82 | 59 | 58 | 29 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 13 | 837 | 36 | 0 | 82 | 59 | 58 | 29 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.04 | 2.84 | 0.12 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 81 | 5196 | 223 | 0 | 1900 | 1750 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.16 | 0.16 | 0.16 | 0.00 | 0.04 | 0.03 | 0.03 | 0.02 | 0.00 |
| Crit Moves: | | | | | | **** | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 46.5 | 46.5 | 46.5 | 0.0 | 12.5 | 12.5 | 12.5 | 12.5 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.23 | 0.23 | 0.23 | 0.00 | 0.23 | 0.18 | 0.17 | 0.08 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 2.4 | 2.4 | 2.4 | 0.0 | 16.9 | 16.7 | 16.7 | 16.4 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 2.4 | 2.4 | 2.4 | 0.0 | 16.9 | 16.7 | 16.7 | 16.4 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 2 | 2 | 2 | 1 | 0 |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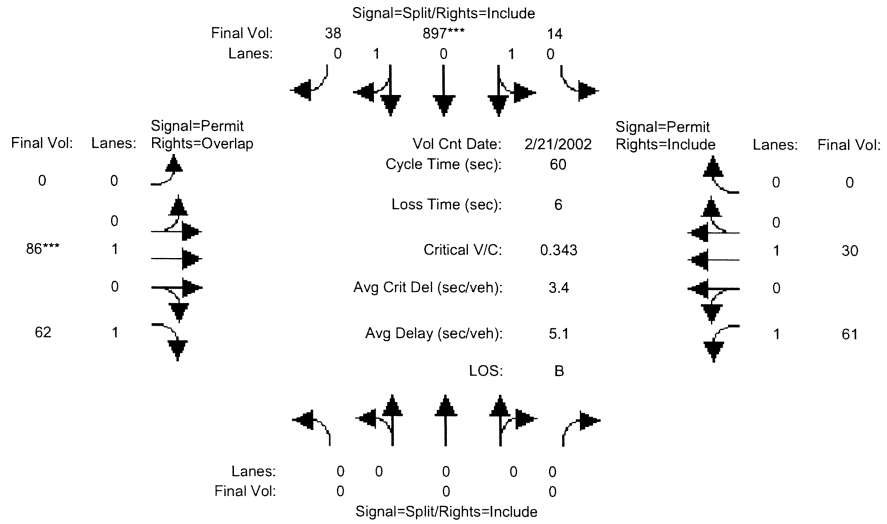
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3752: REED/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 21 Feb 2002 << 8:00-9:00AM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 14 | 897 | 38 | 0 | 86 | 62 | 61 | 30 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 14 | 897 | 38 | 0 | 86 | 62 | 61 | 30 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 14 | 897 | 38 | 0 | 86 | 62 | 61 | 30 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 14 | 897 | 38 | 0 | 86 | 62 | 61 | 30 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 14 | 897 | 38 | 0 | 86 | 62 | 61 | 30 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 14 | 897 | 38 | 0 | 86 | 62 | 61 | 30 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.03 | 1.89 | 0.08 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 53 | 3403 | 144 | 0 | 1900 | 1750 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.26 | 0.26 | 0.26 | 0.00 | 0.05 | 0.04 | 0.03 | 0.02 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 44.0 | 44.0 | 44.0 | 0.0 | 10.0 | 10.0 | 10.0 | 10.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.36 | 0.36 | 0.36 | 0.00 | 0.27 | 0.21 | 0.21 | 0.09 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 2.2 | 2.2 | 2.2 | 0.0 | 16.7 | 16.5 | 16.5 | 16.1 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 2.2 | 2.2 | 2.2 | 0.0 | 16.7 | 16.5 | 16.5 | 16.1 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 2 | 2 | 2 | 1 | 0 |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RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3753: REED/THIRD

Signal=Split/Rights=Include

| | | | | | |
|---|---|---|---|---|---|
| Final Vol: | | 0 | 0 | 0 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 |

| Final Vol: | Lanes: | Signal=Permit Rights=Include |
|---|---|---|
| 49 | 1 | |
| | 0 | |
| 146 | 1 | |
| | 0 | |
| 0 | 0 | |

| | |
|---|---|
| Vol Cnt Date: | 11/1/2001 |
| Cycle Time (sec): | 75 |
| Loss Time (sec): | 6 |
| Critical V/C: | 0.573 |
| Avg Crit Del (sec/veh): | 10.1 |
| Avg Delay (sec/veh): | 10.5 |
| LOS: | B |

| Signal=Permit Rights=Include | Lanes: | Final Vol: |
|---|---|---|
| | 1 | 385*** |
| | 0 | |
| | 2 | 371 |
| | 0 | |
| | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| Lanes: | 0 | 1 | 1 | 1 | 0 |
| Final Vol: | 49*** | | 1499 | | 142 |

Signal=Split/Rights=Include

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 1 Nov 2001 << 7:15-8:15AM | | | | | | | | | | | | |
| Base Vol: | 49 | 1499 | 142 | 0 | 0 | 0 | 49 | 146 | 0 | 0 | 371 | 385 |
| Growth Adj: | 1.00 | 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 | 1499 | 142 | 0 | 0 | 0 | 49 | 146 | 0 | 0 | 371 | 385 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 49 | 1499 | 142 | 0 | 0 | 0 | 49 | 146 | 0 | 0 | 371 | 385 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1499 | 142 | 0 | 0 | 0 | 49 | 146 | 0 | 0 | 371 | 385 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 49 | 1499 | 142 | 0 | 0 | 0 | 49 | 146 | 0 | 0 | 371 | 385 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 49 | 1499 | 142 | 0 | 0 | 0 | 49 | 146 | 0 | 0 | 371 | 385 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.09 | 2.65 | 0.26 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 159 | 4878 | 462 | 0 | 0 | 0 | 1750 | 1900 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.31 | 0.31 | 0.31 | 0.00 | 0.00 | 0.00 | 0.03 | 0.08 | 0.00 | 0.00 | 0.10 | 0.22 |
| Crit Moves: | **** | | | | | | | | | | | **** |
| Green Time: | 40.2 | 40.2 | 40.2 | 0.0 | 0.0 | 0.0 | 28.8 | 28.8 | 0.0 | 0.0 | 28.8 | 28.8 |
| Volume/Cap: | 0.57 | 0.57 | 0.57 | 0.00 | 0.00 | 0.00 | 0.07 | 0.20 | 0.00 | 0.00 | 0.25 | 0.57 |
| Delay/Veh: | 9.1 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 11.1 | 11.7 | 0.0 | 0.0 | 12.0 | 14.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 9.1 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 11.1 | 11.7 | 0.0 | 0.0 | 12.0 | 14.8 |
| DesignQueue: | 1 | 31 | 3 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 10 | 10 |


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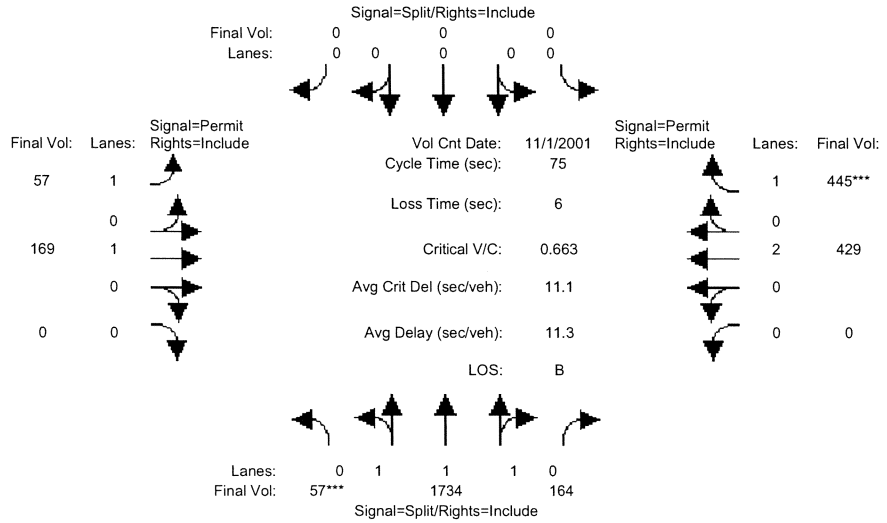
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3753: REED/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 1 Nov 2001 << 7:15-8:15AM | | | | | | | | | | | | |
| Base Vol: | 57 | 1734 | 164 | 0 | 0 | 0 | 57 | 169 | 0 | 0 | 429 | 445 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 57 | 1734 | 164 | 0 | 0 | 0 | 57 | 169 | 0 | 0 | 429 | 445 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 57 | 1734 | 164 | 0 | 0 | 0 | 57 | 169 | 0 | 0 | 429 | 445 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 57 | 1734 | 164 | 0 | 0 | 0 | 57 | 169 | 0 | 0 | 429 | 445 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 1734 | 164 | 0 | 0 | 0 | 57 | 169 | 0 | 0 | 429 | 445 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 57 | 1734 | 164 | 0 | 0 | 0 | 57 | 169 | 0 | 0 | 429 | 445 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.09 | 2.65 | 0.26 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 160 | 4878 | 461 | 0 | 0 | 0 | 1750 | 1900 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.36 | 0.36 | 0.36 | 0.00 | 0.00 | 0.00 | 0.03 | 0.09 | 0.00 | 0.00 | 0.11 | 0.25 |
| Crit Moves: | **** | | | | | | | | | | | **** |
| Green Time: | 40.2 | 40.2 | 40.2 | 0.0 | 0.0 | 0.0 | 28.8 | 28.8 | 0.0 | 0.0 | 28.8 | 28.8 |
| Volume/Cap: | 0.66 | 0.66 | 0.66 | 0.00 | 0.00 | 0.00 | 0.08 | 0.23 | 0.00 | 0.00 | 0.29 | 0.66 |
| Delay/Veh: | 9.9 | 9.9 | 9.9 | 0.0 | 0.0 | 0.0 | 11.2 | 11.9 | 0.0 | 0.0 | 12.2 | 16.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 9.9 | 9.9 | 9.9 | 0.0 | 0.0 | 0.0 | 11.2 | 11.9 | 0.0 | 0.0 | 12.2 | 16.2 |
| DesignQueue: | 1 | 37 | 3 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 11 | 12 |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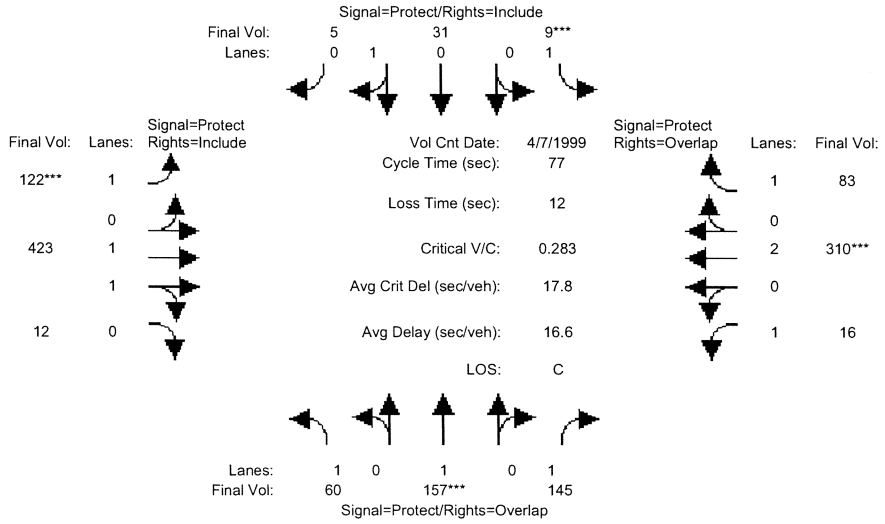
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3763: SAN CARLOS/WOZ




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 7 Apr 1999 << | | | | | | | | | | | | |
| Base Vol: | 60 | 157 | 145 | 9 | 31 | 5 | 122 | 423 | 12 | 16 | 310 | 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: | 60 | 157 | 145 | 9 | 31 | 5 | 122 | 423 | 12 | 16 | 310 | 83 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 60 | 157 | 145 | 9 | 31 | 5 | 122 | 423 | 12 | 16 | 310 | 83 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 60 | 157 | 145 | 9 | 31 | 5 | 122 | 423 | 12 | 16 | 310 | 83 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 157 | 145 | 9 | 31 | 5 | 122 | 423 | 12 | 16 | 310 | 83 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 60 | 157 | 145 | 9 | 31 | 5 | 122 | 423 | 12 | 16 | 310 | 83 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.86 | 0.14 | 1.00 | 1.94 | 0.06 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1550 | 250 | 1750 | 3598 | 102 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.08 | 0.08 | 0.01 | 0.02 | 0.02 | 0.07 | 0.12 | 0.12 | 0.01 | 0.08 | 0.05 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 11.3 | 20.5 | 35.9 | 7.0 | 16.2 | 16.2 | 17.3 | 22.1 | 22.1 | 15.4 | 20.2 | 27.2 |
| Volume/Cap: | 0.23 | 0.31 | 0.18 | 0.06 | 0.10 | 0.10 | 0.31 | 0.41 | 0.41 | 0.05 | 0.31 | 0.13 |
| Delay/Veh: | 22.1 | 17.3 | 9.1 | 24.3 | 18.6 | 18.6 | 19.1 | 17.0 | 17.0 | 18.9 | 17.4 | 12.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 22.1 | 17.3 | 9.1 | 24.3 | 18.6 | 18.6 | 19.1 | 17.0 | 17.0 | 18.9 | 17.4 | 12.8 |
| DesignQueue: | 2 | 5 | 3 | 0 | 1 | 0 | 4 | 13 | 0 | 1 | 10 | 2 |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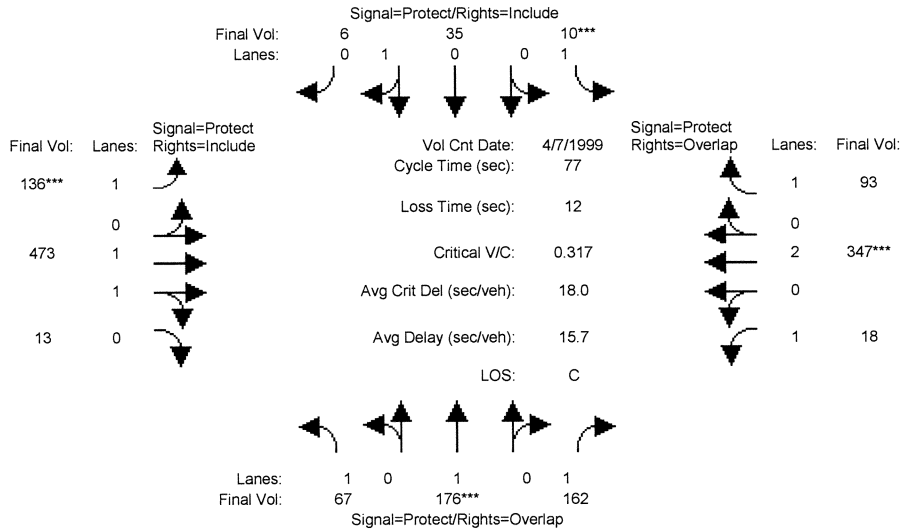
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3763: SAN CARLOS/WOZ




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 7 Apr 1999 << | | | | | | | | | | | | |
| Base Vol: | 67 | 176 | 162 | 10 | 35 | 6 | 136 | 473 | 13 | 18 | 347 | 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: | 67 | 176 | 162 | 10 | 35 | 6 | 136 | 473 | 13 | 18 | 347 | 93 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 67 | 176 | 162 | 10 | 35 | 6 | 136 | 473 | 13 | 18 | 347 | 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: | 67 | 176 | 162 | 10 | 35 | 6 | 136 | 473 | 13 | 18 | 347 | 93 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 176 | 162 | 10 | 35 | 6 | 136 | 473 | 13 | 18 | 347 | 93 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 67 | 176 | 162 | 10 | 35 | 6 | 136 | 473 | 13 | 18 | 347 | 93 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.85 | 0.15 | 1.00 | 1.95 | 0.05 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1537 | 263 | 1750 | 3601 | 99 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.09 | 0.09 | 0.01 | 0.02 | 0.02 | 0.08 | 0.13 | 0.13 | 0.01 | 0.09 | 0.05 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 11.3 | 20.5 | 27.5 | 7.0 | 16.2 | 16.2 | 17.2 | 30.5 | 30.5 | 7.0 | 20.2 | 27.2 |
| Volume/Cap: | 0.26 | 0.35 | 0.26 | 0.06 | 0.11 | 0.11 | 0.35 | 0.33 | 0.33 | 0.11 | 0.35 | 0.15 |
| Delay/Veh: | 22.3 | 17.5 | 13.4 | 24.3 | 18.7 | 18.7 | 19.3 | 12.4 | 12.4 | 24.4 | 17.6 | 12.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 22.3 | 17.5 | 13.4 | 24.3 | 18.7 | 18.7 | 19.3 | 12.4 | 12.4 | 24.4 | 17.6 | 12.9 |
| DesignQueue: | 2 | 6 | 5 | 0 | 1 | 0 | 5 | 13 | 0 | 1 | 11 | 3 |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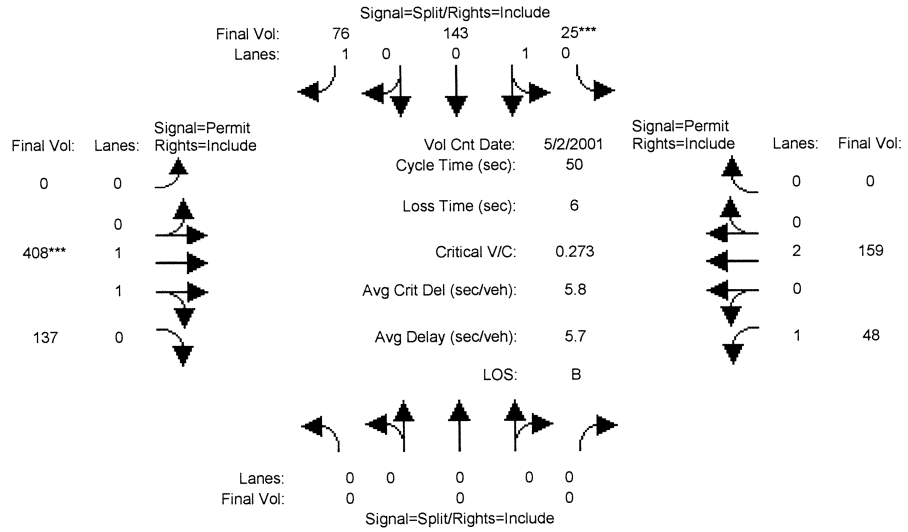
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3764: SAN CARLOS/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 2 May 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 25 | 143 | 76 | 0 | 408 | 137 | 48 | 159 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 25 | 143 | 76 | 0 | 408 | 137 | 48 | 159 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 25 | 143 | 76 | 0 | 408 | 137 | 48 | 159 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 25 | 143 | 76 | 0 | 408 | 137 | 48 | 159 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 25 | 143 | 76 | 0 | 408 | 137 | 48 | 159 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 25 | 143 | 76 | 0 | 408 | 137 | 48 | 159 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.15 | 0.85 | 1.00 | 0.00 | 1.48 | 0.52 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 268 | 1532 | 1750 | 0 | 2769 | 930 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.09 | 0.04 | 0.00 | 0.15 | 0.15 | 0.03 | 0.04 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 17.1 | 17.1 | 17.1 | 0.0 | 26.9 | 26.9 | 26.9 | 26.9 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 0.13 | 0.00 | 0.27 | 0.27 | 0.05 | 0.08 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 9.2 | 9.2 | 8.6 | 0.0 | 4.8 | 4.8 | 4.2 | 4.2 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 9.2 | 9.2 | 8.6 | 0.0 | 4.8 | 4.8 | 4.2 | 4.2 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 5 | 2 | 1 | 2 | 0 |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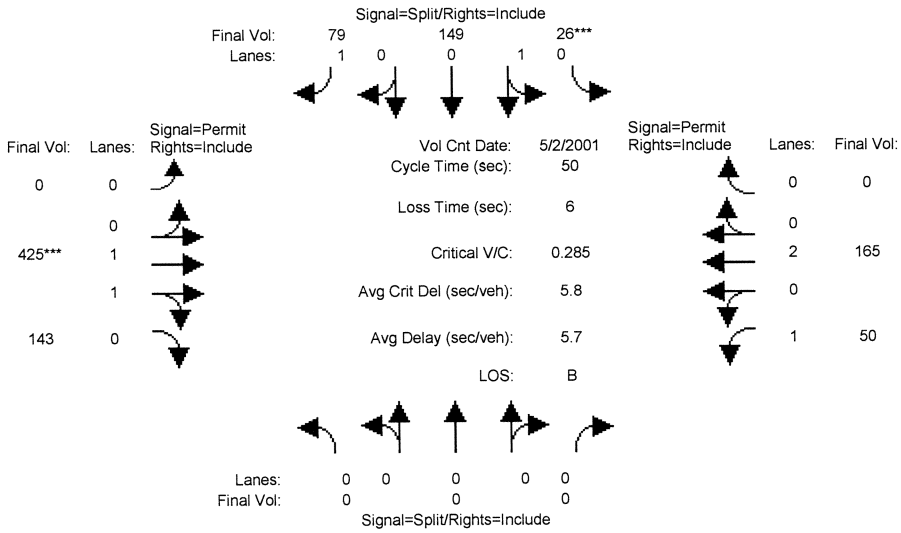
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3764: SAN CARLOS/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 2 May 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 26 | 149 | 79 | 0 | 425 | 143 | 50 | 165 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 26 | 149 | 79 | 0 | 425 | 143 | 50 | 165 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 26 | 149 | 79 | 0 | 425 | 143 | 50 | 165 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 26 | 149 | 79 | 0 | 425 | 143 | 50 | 165 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 26 | 149 | 79 | 0 | 425 | 143 | 50 | 165 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 26 | 149 | 79 | 0 | 425 | 143 | 50 | 165 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.15 | 0.85 | 1.00 | 0.00 | 1.48 | 0.52 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 267 | 1533 | 1750 | 0 | 2768 | 931 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.10 | 0.05 | 0.00 | 0.15 | 0.15 | 0.03 | 0.04 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 17.1 | 17.1 | 17.1 | 0.0 | 26.9 | 26.9 | 26.9 | 26.9 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 0.13 | 0.00 | 0.28 | 0.28 | 0.05 | 0.08 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 9.2 | 9.2 | 8.6 | 0.0 | 4.8 | 4.8 | 4.2 | 4.2 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 9.2 | 9.2 | 8.6 | 0.0 | 4.8 | 4.8 | 4.2 | 4.2 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 6 | 2 | 1 | 2 | 0 |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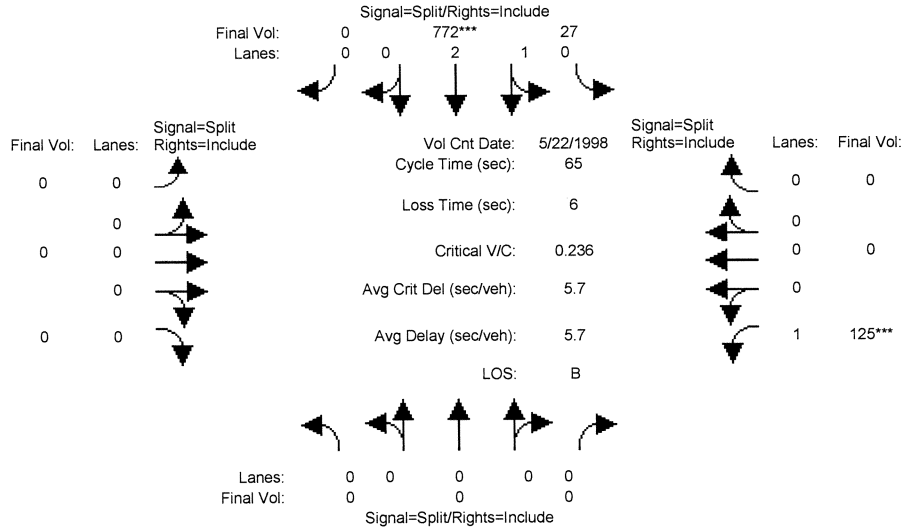
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3765: SAN CARLOS/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Volume Module: >> Count Date: 22 May 1998 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 27 | 772 | 0 | 0 | 0 | 0 | 125 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 27 | 772 | 0 | 0 | 0 | 0 | 125 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 27 | 772 | 0 | 0 | 0 | 0 | 125 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 27 | 772 | 0 | 0 | 0 | 0 | 125 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 27 | 772 | 0 | 0 | 0 | 0 | 125 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 27 | 772 | 0 | 0 | 0 | 0 | 125 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.04 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.11 | 2.89 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 189 | 5411 | 0 | 0 | 0 | 0 | 1750 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 39.3 | 39.3 | 0.0 | 0.0 | 0.0 | 0.0 | 19.7 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.24 | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 13.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 13.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |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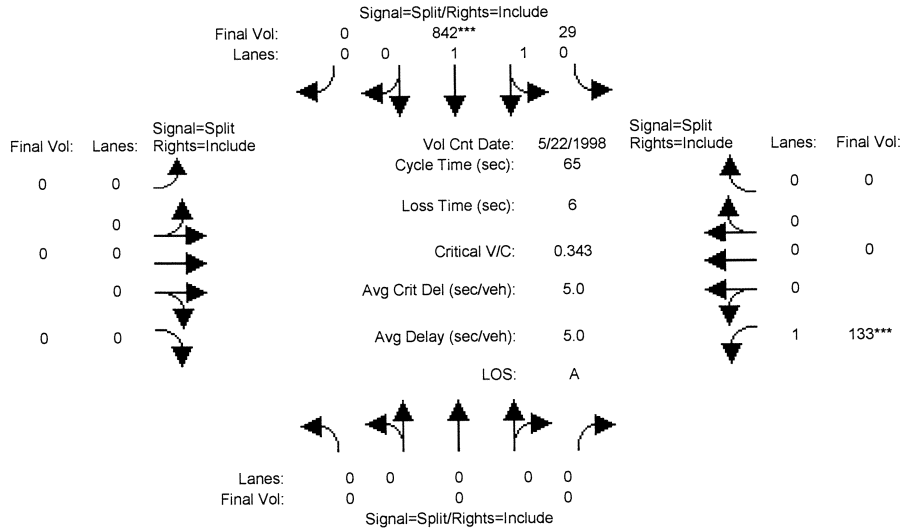
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3765: SAN CARLOS/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Volume Module: >> Count Date: 22 May 1998 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 29 | 842 | 0 | 0 | 0 | 0 | 133 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 29 | 842 | 0 | 0 | 0 | 0 | 133 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 29 | 842 | 0 | 0 | 0 | 0 | 133 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 29 | 842 | 0 | 0 | 0 | 0 | 133 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 29 | 842 | 0 | 0 | 0 | 0 | 133 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 29 | 842 | 0 | 0 | 0 | 0 | 133 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.07 | 1.93 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 123 | 3577 | 0 | 0 | 0 | 0 | 1750 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.24 | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 44.6 | 44.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14.4 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.34 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 3.2 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 16.4 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 3.2 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 16.4 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |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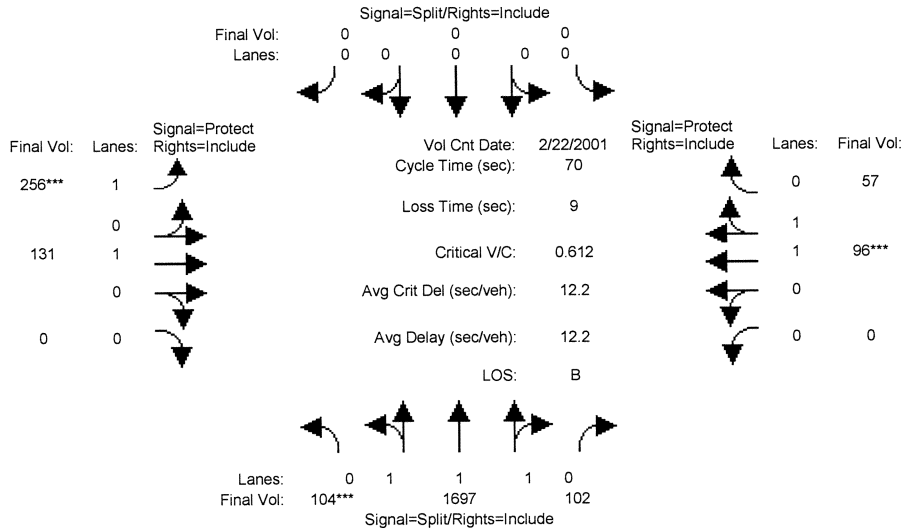
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3766: SAN CARLOS/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 22 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 104 | 1697 | 102 | 0 | 0 | 0 | 256 | 131 | 0 | 0 | 96 | 57 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 104 | 1697 | 102 | 0 | 0 | 0 | 256 | 131 | 0 | 0 | 96 | 57 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 104 | 1697 | 102 | 0 | 0 | 0 | 256 | 131 | 0 | 0 | 96 | 57 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 104 | 1697 | 102 | 0 | 0 | 0 | 256 | 131 | 0 | 0 | 96 | 57 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 104 | 1697 | 102 | 0 | 0 | 0 | 256 | 131 | 0 | 0 | 96 | 57 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 104 | 1697 | 102 | 0 | 0 | 0 | 256 | 131 | 0 | 0 | 96 | 57 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 |
| Lanes: | 0.17 | 2.67 | 0.16 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.23 | 0.77 |
| Final Sat.: | 301 | 4904 | 295 | 0 | 0 | 0 | 1750 | 1900 | 0 | 0 | 2321 | 1378 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.35 | 0.35 | 0.00 | 0.00 | 0.00 | 0.15 | 0.07 | 0.00 | 0.00 | 0.04 | 0.04 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 35.8 | 35.8 | 35.8 | 0.0 | 0.0 | 0.0 | 15.2 | 25.2 | 0.0 | 0.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.68 | 0.68 | 0.68 | 0.00 | 0.00 | 0.00 | 0.68 | 0.19 | 0.00 | 0.00 | 0.29 | 0.29 |
| Delay/Veh: | 10.1 | 10.1 | 10.1 | 0.0 | 0.0 | 0.0 | 22.4 | 11.7 | 0.0 | 0.0 | 20.5 | 20.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 10.1 | 10.1 | 10.1 | 0.0 | 0.0 | 0.0 | 22.4 | 11.7 | 0.0 | 0.0 | 20.5 | 20.5 |
| DesignQueue: | 2 | 35 | 2 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 3 | 2 |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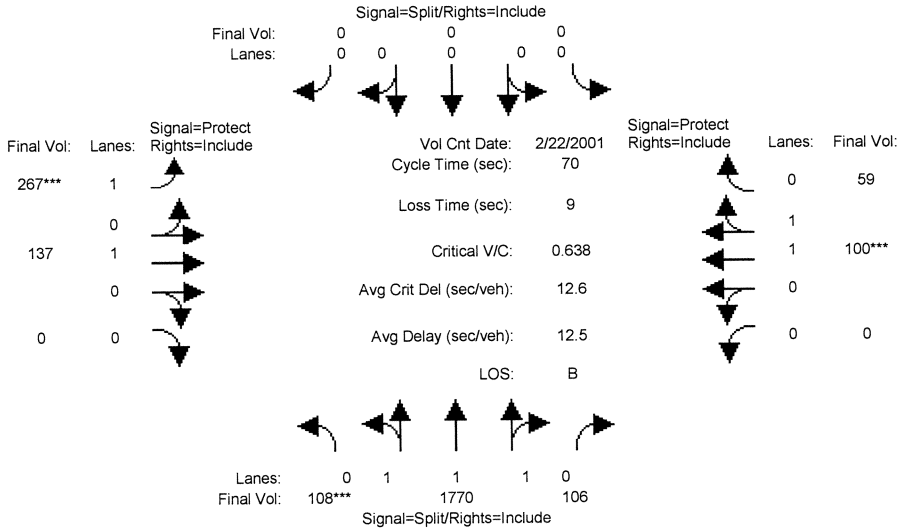
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3766: SAN CARLOS/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 22 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 108 | 1770 | 106 | 0 | 0 | 0 | 267 | 137 | 0 | 0 | 100 | 59 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 108 | 1770 | 106 | 0 | 0 | 0 | 267 | 137 | 0 | 0 | 100 | 59 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 108 | 1770 | 106 | 0 | 0 | 0 | 267 | 137 | 0 | 0 | 100 | 59 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 108 | 1770 | 106 | 0 | 0 | 0 | 267 | 137 | 0 | 0 | 100 | 59 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 108 | 1770 | 106 | 0 | 0 | 0 | 267 | 137 | 0 | 0 | 100 | 59 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 108 | 1770 | 106 | 0 | 0 | 0 | 267 | 137 | 0 | 0 | 100 | 59 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 |
| Lanes: | 0.17 | 2.67 | 0.16 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.24 | 0.76 |
| Final Sat.: | 299 | 4907 | 294 | 0 | 0 | 0 | 1750 | 1900 | 0 | 0 | 2326 | 1372 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.36 | 0.36 | 0.36 | 0.00 | 0.00 | 0.00 | 0.15 | 0.07 | 0.00 | 0.00 | 0.04 | 0.04 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 35.8 | 35.8 | 35.8 | 0.0 | 0.0 | 0.0 | 15.2 | 25.2 | 0.0 | 0.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.70 | 0.70 | 0.70 | 0.00 | 0.00 | 0.00 | 0.70 | 0.20 | 0.00 | 0.00 | 0.30 | 0.30 |
| Delay/Veh: | 10.5 | 10.5 | 10.5 | 0.0 | 0.0 | 0.0 | 23.3 | 11.8 | 0.0 | 0.0 | 20.5 | 20.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 10.5 | 10.5 | 10.5 | 0.0 | 0.0 | 0.0 | 23.3 | 11.8 | 0.0 | 0.0 | 20.5 | 20.5 |
| DesignQueue: | 2 | 37 | 2 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 3 | 2 |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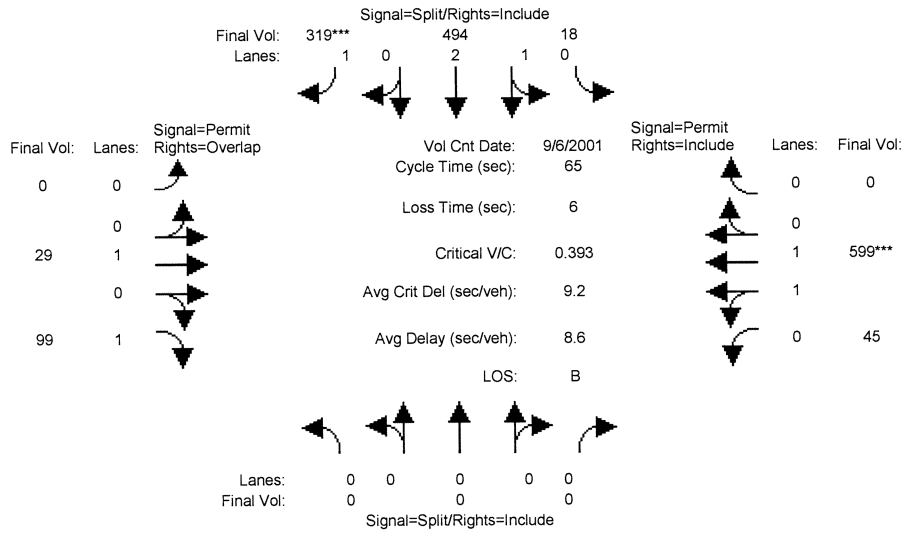
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3772: SAN FERNANDO/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 6 Sep 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 18 | 494 | 319 | 0 | 29 | 99 | 45 | 599 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 18 | 494 | 319 | 0 | 29 | 99 | 45 | 599 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 18 | 494 | 319 | 0 | 29 | 99 | 45 | 599 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 18 | 494 | 319 | 0 | 29 | 99 | 45 | 599 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 18 | 494 | 319 | 0 | 29 | 99 | 45 | 599 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 18 | 494 | 319 | 0 | 29 | 99 | 45 | 599 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.04 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.11 | 2.89 | 1.00 | 0.00 | 1.00 | 1.00 | 0.14 | 1.86 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 197 | 5403 | 1750 | 0 | 1900 | 1750 | 259 | 3441 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.09 | 0.18 | 0.00 | 0.02 | 0.06 | 0.17 | 0.17 | 0.00 |
| Crit Moves: | | | | | | **** | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 30.2 | 30.2 | 30.2 | 0.0 | 28.8 | 28.8 | 28.8 | 28.8 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.20 | 0.20 | 0.39 | 0.00 | 0.03 | 0.13 | 0.39 | 0.39 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 7.8 | 7.8 | 8.8 | 0.0 | 7.8 | 8.1 | 9.3 | 9.3 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 7.8 | 7.8 | 8.8 | 0.0 | 7.8 | 8.1 | 9.3 | 9.3 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 10 | 6 | 0 | 1 | 2 | 1 | 13 | 0 |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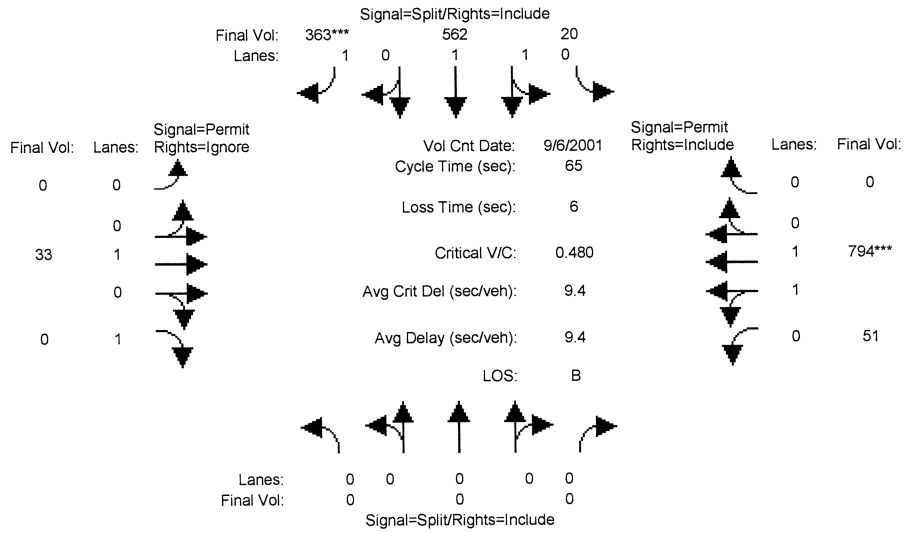
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3772: SAN FERNANDO/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 6 Sep 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 20 | 562 | 363 | 0 | 33 | 0 | 51 | 794 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 20 | 562 | 363 | 0 | 33 | 0 | 51 | 794 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 20 | 562 | 363 | 0 | 33 | 0 | 51 | 794 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 20 | 562 | 363 | 0 | 33 | 0 | 51 | 794 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 20 | 562 | 363 | 0 | 33 | 0 | 51 | 794 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 20 | 562 | 363 | 0 | 33 | 0 | 51 | 794 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.07 | 1.93 | 1.00 | 0.00 | 1.00 | 1.00 | 0.12 | 1.88 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 127 | 3573 | 1750 | 0 | 1900 | 1750 | 223 | 3477 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.16 | 0.16 | 0.21 | 0.00 | 0.02 | 0.00 | 0.23 | 0.23 | 0.00 |
| Crit Moves: | | | | | | **** | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 28.1 | 28.1 | 28.1 | 0.0 | 30.9 | 0.0 | 30.9 | 30.9 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.36 | 0.36 | 0.48 | 0.00 | 0.04 | 0.00 | 0.48 | 0.48 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 9.5 | 9.5 | 10.4 | 0.0 | 6.9 | 0.0 | 9.0 | 9.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 9.5 | 9.5 | 10.4 | 0.0 | 6.9 | 0.0 | 9.0 | 9.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 12 | 8 | 0 | 1 | 0 | 1 | 16 | 0 |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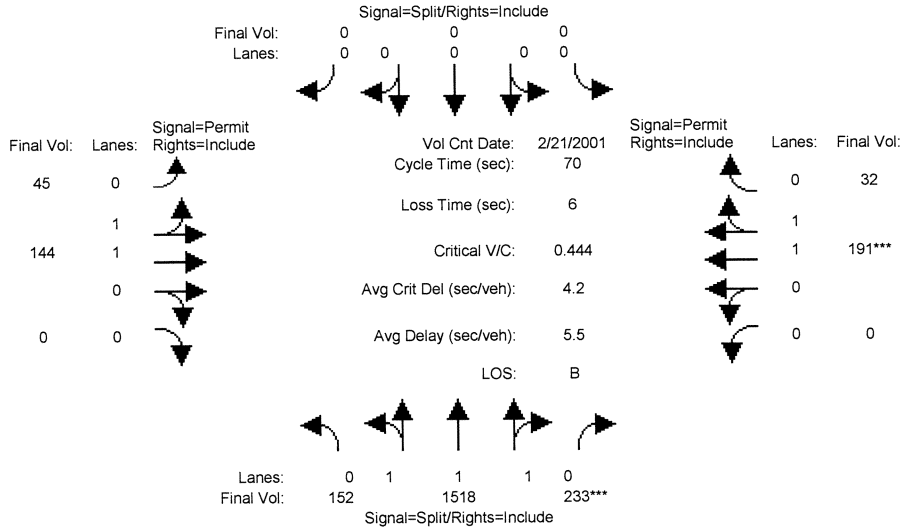
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3773: SAN FERNANDO/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 152 | 1518 | 233 | 0 | 0 | 0 | 45 | 144 | 0 | 0 | 191 | 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: | 152 | 1518 | 233 | 0 | 0 | 0 | 45 | 144 | 0 | 0 | 191 | 32 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 152 | 1518 | 233 | 0 | 0 | 0 | 45 | 144 | 0 | 0 | 191 | 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: | 152 | 1518 | 233 | 0 | 0 | 0 | 45 | 144 | 0 | 0 | 191 | 32 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 152 | 1518 | 233 | 0 | 0 | 0 | 45 | 144 | 0 | 0 | 191 | 32 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 152 | 1518 | 233 | 0 | 0 | 0 | 45 | 144 | 0 | 0 | 191 | 32 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.04 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.24 | 2.39 | 0.37 | 0.00 | 0.00 | 0.00 | 0.49 | 1.51 | 0.00 | 0.00 | 1.71 | 0.29 |
| Final Sat.: | 439 | 4387 | 673 | 0 | 0 | 0 | 881 | 2818 | 0 | 0 | 3169 | 531 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.35 | 0.35 | 0.00 | 0.00 | 0.00 | 0.05 | 0.05 | 0.00 | 0.00 | 0.06 | 0.06 |
| Crit Moves: | | | **** | | | | | | | | **** | |
| Green Time: | 54.0 | 54.0 | 54.0 | 0.0 | 0.0 | 0.0 | 10.0 | 10.0 | 0.0 | 0.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.45 | 0.45 | 0.45 | 0.00 | 0.00 | 0.00 | 0.36 | 0.36 | 0.00 | 0.00 | 0.42 | 0.42 |
| Delay/Veh: | 2.2 | 2.2 | 2.2 | 0.0 | 0.0 | 0.0 | 20.8 | 20.8 | 0.0 | 0.0 | 21.1 | 21.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 2.2 | 2.2 | 2.2 | 0.0 | 0.0 | 0.0 | 20.8 | 20.8 | 0.0 | 0.0 | 21.1 | 21.1 |
| DesignQueue: | 1 | 15 | 2 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 6 | 1 |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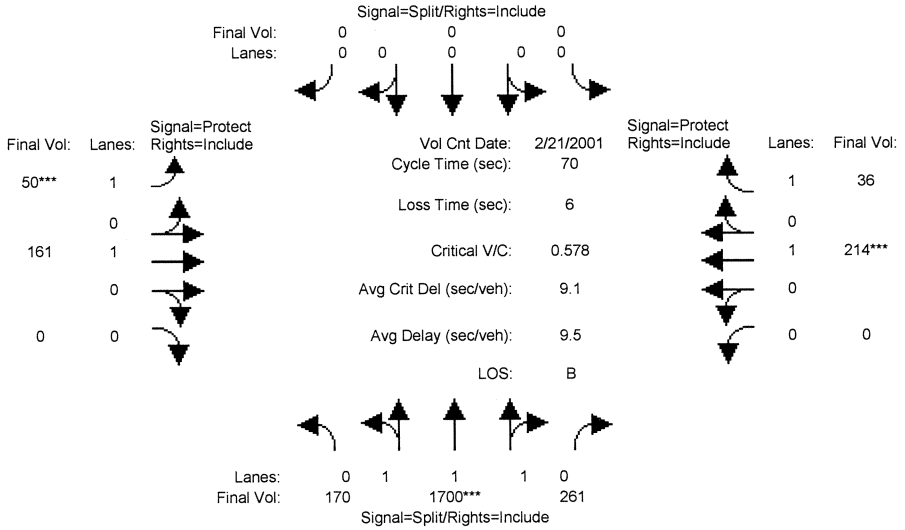
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3773: SAN FERNANDO/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 170 | 1700 | 261 | 0 | 0 | 0 | 50 | 161 | 0 | 0 | 214 | 36 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 170 | 1700 | 261 | 0 | 0 | 0 | 50 | 161 | 0 | 0 | 214 | 36 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 170 | 1700 | 261 | 0 | 0 | 0 | 50 | 161 | 0 | 0 | 214 | 36 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 170 | 1700 | 261 | 0 | 0 | 0 | 50 | 161 | 0 | 0 | 214 | 36 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 170 | 1700 | 261 | 0 | 0 | 0 | 50 | 161 | 0 | 0 | 214 | 36 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 170 | 1700 | 261 | 0 | 0 | 0 | 50 | 161 | 0 | 0 | 214 | 36 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.24 | 2.39 | 0.37 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 439 | 4387 | 674 | 0 | 0 | 0 | 1750 | 1900 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.39 | 0.39 | 0.39 | 0.00 | 0.00 | 0.00 | 0.03 | 0.08 | 0.00 | 0.00 | 0.11 | 0.02 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green Time: | 41.8 | 41.8 | 41.8 | 0.0 | 0.0 | 0.0 | 10.0 | 22.2 | 0.0 | 0.0 | 12.2 | 12.2 |
| Volume/Cap: | 0.65 | 0.65 | 0.65 | 0.00 | 0.00 | 0.00 | 0.20 | 0.27 | 0.00 | 0.00 | 0.65 | 0.12 |
| Delay/Veh: | 7.4 | 7.4 | 7.4 | 0.0 | 0.0 | 0.0 | 20.2 | 13.6 | 0.0 | 0.0 | 23.5 | 18.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 7.4 | 7.4 | 7.4 | 0.0 | 0.0 | 0.0 | 20.2 | 13.6 | 0.0 | 0.0 | 23.5 | 18.6 |
| DesignQueue: | 3 | 30 | 5 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 7 | 1 |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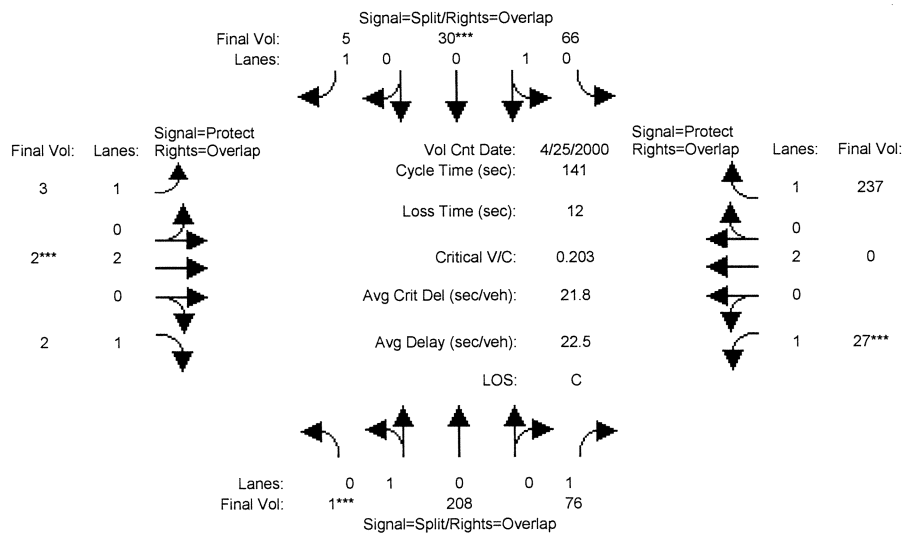
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3776: SAN PEDRO/TAYLOR




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 25 Apr 2000 << | | | | | | | | | | | | |
| Base Vol: | 1 | 208 | 76 | 66 | 30 | 5 | 3 | 2 | 2 | 27 | 0 | 237 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 208 | 76 | 66 | 30 | 5 | 3 | 2 | 2 | 27 | 0 | 237 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 1 | 208 | 76 | 66 | 30 | 5 | 3 | 2 | 2 | 27 | 0 | 237 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 208 | 76 | 66 | 30 | 5 | 3 | 2 | 2 | 27 | 0 | 237 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 208 | 76 | 66 | 30 | 5 | 3 | 2 | 2 | 27 | 0 | 237 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 1 | 208 | 76 | 66 | 30 | 5 | 3 | 2 | 2 | 27 | 0 | 237 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.01 | 0.99 | 1.00 | 0.69 | 0.31 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 9 | 1791 | 1750 | 1238 | 563 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.12 | 0.04 | 0.05 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.14 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 74.7 | 74.7 | 84.7 | 34.3 | 34.3 | 41.3 | 7.0 | 10.0 | 84.7 | 9.9 | 0.0 | 47.3 |
| Volume/Cap: | 0.22 | 0.22 | 0.07 | 0.22 | 0.22 | 0.01 | 0.03 | 0.01 | 0.00 | 0.22 | 0.00 | 0.40 |
| Delay/Veh: | 13.4 | 13.4 | 8.9 | 32.4 | 32.4 | 26.8 | 48.5 | 46.3 | 8.5 | 47.2 | 0.0 | 27.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.4 | 13.4 | 8.9 | 32.4 | 32.4 | 26.8 | 48.5 | 46.3 | 8.5 | 47.2 | 0.0 | 27.6 |
| DesignQueue: | 0 | 8 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 13 |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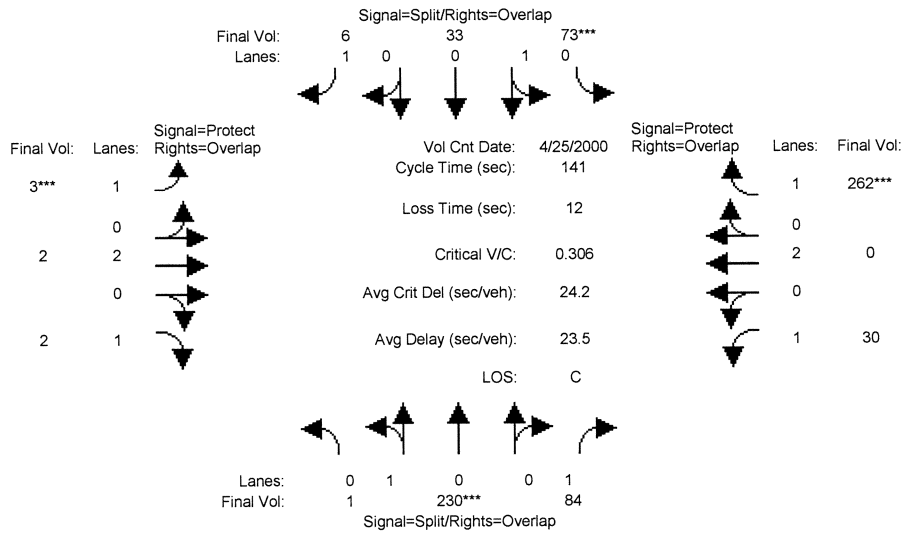
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3776: SAN PEDRO/TAYLOR




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 25 Apr 2000 << | | | | | | | | | | | | |
| Base Vol: | 1 | 230 | 84 | 73 | 33 | 6 | 3 | 2 | 2 | 30 | 0 | 262 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 230 | 84 | 73 | 33 | 6 | 3 | 2 | 2 | 30 | 0 | 262 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 1 | 230 | 84 | 73 | 33 | 6 | 3 | 2 | 2 | 30 | 0 | 262 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 230 | 84 | 73 | 33 | 6 | 3 | 2 | 2 | 30 | 0 | 262 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 230 | 84 | 73 | 33 | 6 | 3 | 2 | 2 | 30 | 0 | 262 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 1 | 230 | 84 | 73 | 33 | 6 | 3 | 2 | 2 | 30 | 0 | 262 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.01 | 0.99 | 1.00 | 0.69 | 0.31 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 8 | 1792 | 1750 | 1240 | 560 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.13 | 0.05 | 0.06 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.15 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green Time: | 46.5 | 46.5 | 71.7 | 21.3 | 21.3 | 28.3 | 7.0 | 36.0 | 82.5 | 25.2 | 0.0 | 75.5 |
| Volume/Cap: | 0.39 | 0.39 | 0.09 | 0.39 | 0.39 | 0.02 | 0.03 | 0.00 | 0.00 | 0.10 | 0.00 | 0.28 |
| Delay/Veh: | 27.9 | 27.9 | 13.6 | 41.5 | 41.5 | 34.3 | 48.5 | 29.7 | 9.2 | 36.8 | 0.0 | 13.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.9 | 27.9 | 13.6 | 41.5 | 41.5 | 34.3 | 48.5 | 29.7 | 9.2 | 36.8 | 0.0 | 13.6 |
| DesignQueue: | 0 | 12 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 10 |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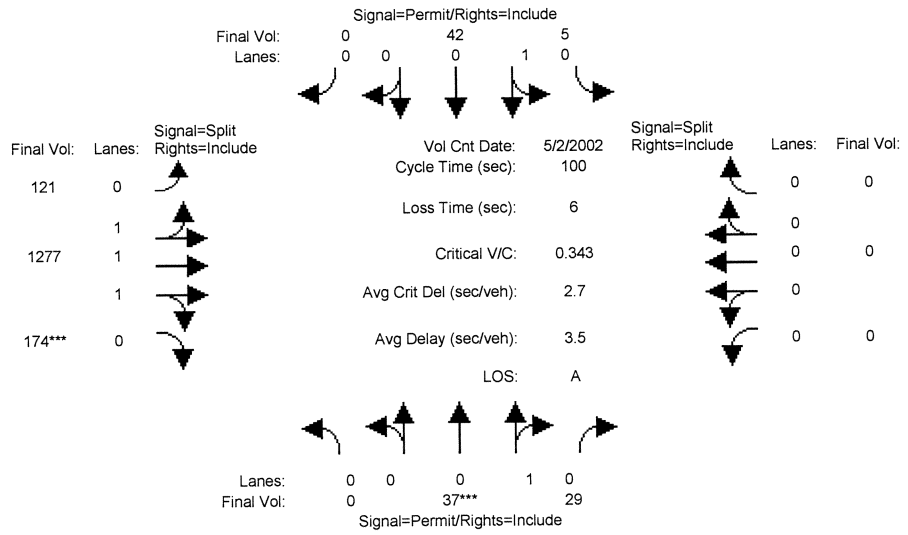
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3777: SAN PEDRO/ST. JAMES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 2 May 2002 << 7:45-8:45AM | | | | | | | | | | | | |
| Base Vol: | 0 | 37 | 29 | 5 | 42 | 0 | 121 | 1277 | 174 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 37 | 29 | 5 | 42 | 0 | 121 | 1277 | 174 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 37 | 29 | 5 | 42 | 0 | 121 | 1277 | 174 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 37 | 29 | 5 | 42 | 0 | 121 | 1277 | 174 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 37 | 29 | 5 | 42 | 0 | 121 | 1277 | 174 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 37 | 29 | 5 | 42 | 0 | 121 | 1277 | 174 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.56 | 0.44 | 0.11 | 0.89 | 0.00 | 0.23 | 2.43 | 0.34 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1009 | 791 | 191 | 1609 | 0 | 423 | 4468 | 609 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.04 | 0.04 | 0.03 | 0.03 | 0.00 | 0.29 | 0.29 | 0.29 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | | **** | | | |
| Green Time: | 0.0 | 10.7 | 10.7 | 10.7 | 10.7 | 0.0 | 83.3 | 83.3 | 83.3 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.34 | 0.34 | 0.24 | 0.24 | 0.00 | 0.34 | 0.34 | 0.34 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 31.9 | 31.9 | 31.3 | 31.3 | 0.0 | 1.5 | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 31.9 | 31.9 | 31.3 | 31.3 | 0.0 | 1.5 | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 2 | 1 | 0 | 2 | 0 | 1 | 13 | 2 | 0 | 0 | 0 |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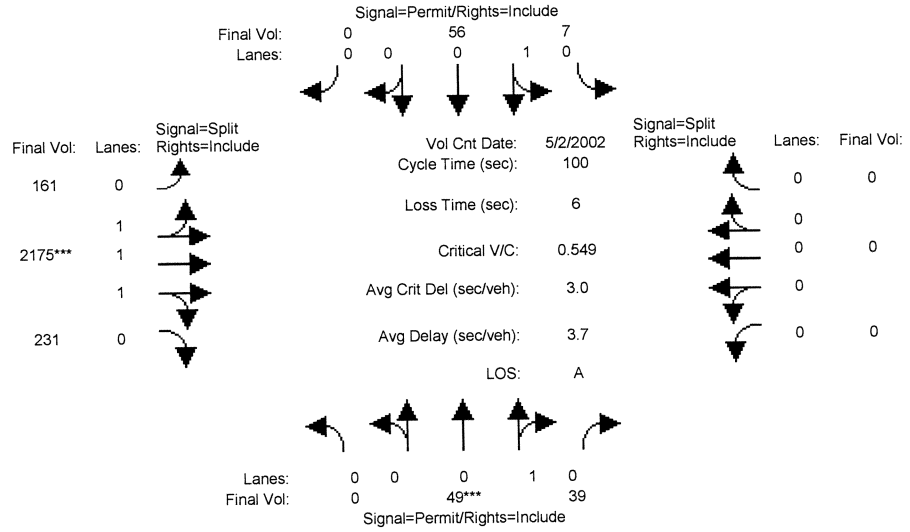
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3777: SAN PEDRO/ST. JAMES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 2 May 2002 << 7:45-8:45AM | | | | | | | | | | | | |
| Base Vol: | 0 | 49 | 39 | 7 | 56 | 0 | 161 | 2175 | 231 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 49 | 39 | 7 | 56 | 0 | 161 | 2175 | 231 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 49 | 39 | 7 | 56 | 0 | 161 | 2175 | 231 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 49 | 39 | 7 | 56 | 0 | 161 | 2175 | 231 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 49 | 39 | 7 | 56 | 0 | 161 | 2175 | 231 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 49 | 39 | 7 | 56 | 0 | 161 | 2175 | 231 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.56 | 0.44 | 0.11 | 0.89 | 0.00 | 0.19 | 2.54 | 0.27 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1002 | 798 | 200 | 1600 | 0 | 345 | 4660 | 495 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.05 | 0.05 | 0.04 | 0.04 | 0.00 | 0.47 | 0.47 | 0.47 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 0.0 | 10.0 | 10.0 | 10.0 | 10.0 | 0.0 | 84.0 | 84.0 | 84.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.49 | 0.49 | 0.35 | 0.35 | 0.00 | 0.56 | 0.56 | 0.56 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 34.1 | 34.1 | 32.4 | 32.4 | 0.0 | 1.9 | 1.9 | 1.9 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 34.1 | 34.1 | 32.4 | 32.4 | 0.0 | 1.9 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 2 | 2 | 0 | 3 | 0 | 2 | 22 | 2 | 0 | 0 | 0 |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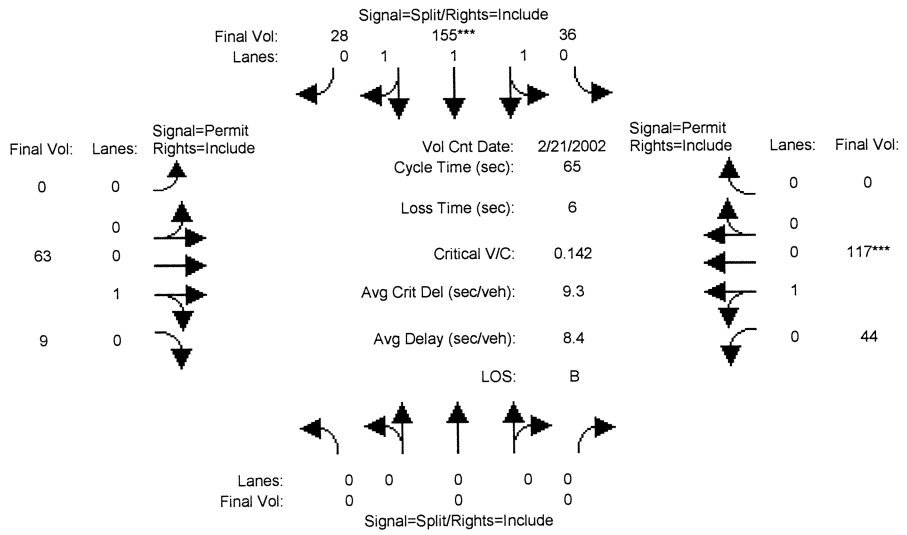
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3779: SAN SALVADOR/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 21 Feb 2002 << 8:00-9:00AM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 36 | 155 | 28 | 0 | 63 | 9 | 44 | 117 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 36 | 155 | 28 | 0 | 63 | 9 | 44 | 117 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 36 | 155 | 28 | 0 | 63 | 9 | 44 | 117 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 36 | 155 | 28 | 0 | 63 | 9 | 44 | 117 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 36 | 155 | 28 | 0 | 63 | 9 | 44 | 117 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 36 | 155 | 28 | 0 | 63 | 9 | 44 | 117 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.50 | 2.11 | 0.39 | 0.00 | 0.88 | 0.12 | 0.27 | 0.73 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 904 | 3892 | 703 | 0 | 1575 | 225 | 492 | 1308 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 | 0.04 | 0.00 | 0.04 | 0.04 | 0.09 | 0.09 | 0.00 |
| Crit Moves: | | | | | **** | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 18.2 | 18.2 | 18.2 | 0.0 | 40.8 | 40.8 | 40.8 | 40.8 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.14 | 0.14 | 0.14 | 0.00 | 0.06 | 0.06 | 0.14 | 0.14 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 13.4 | 13.4 | 13.4 | 0.0 | 3.6 | 3.6 | 3.8 | 3.8 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 13.4 | 13.4 | 13.4 | 0.0 | 3.6 | 3.6 | 3.8 | 3.8 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 1 | 0 | 1 | 2 | 0 |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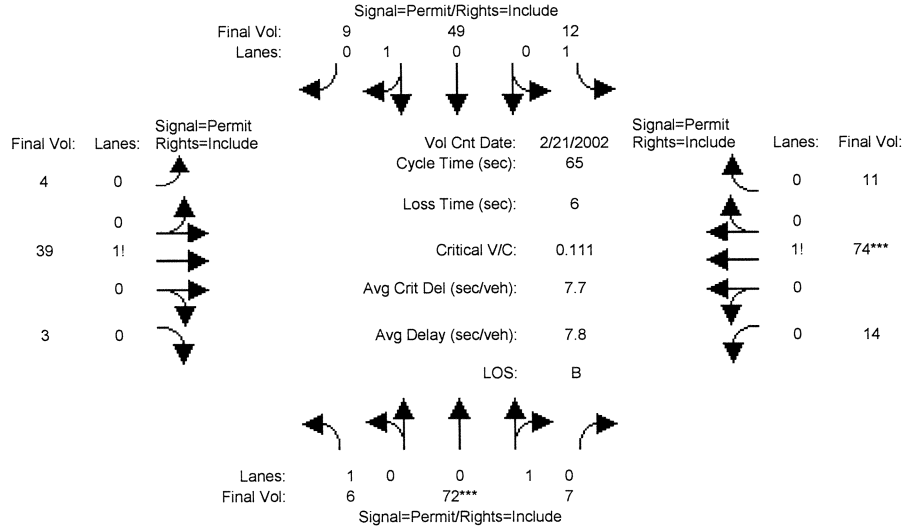
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3779: SAN SALVADOR/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2002 << 8:00-9:00AM | | | | | | | | | | | | |
| Base Vol: | 6 | 72 | 7 | 12 | 49 | 9 | 4 | 39 | 3 | 14 | 74 | 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: | 6 | 72 | 7 | 12 | 49 | 9 | 4 | 39 | 3 | 14 | 74 | 11 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 6 | 72 | 7 | 12 | 49 | 9 | 4 | 39 | 3 | 14 | 74 | 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: | 1.00 | 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 | 72 | 7 | 12 | 49 | 9 | 4 | 39 | 3 | 14 | 74 | 11 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 72 | 7 | 12 | 49 | 9 | 4 | 39 | 3 | 14 | 74 | 11 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 6 | 72 | 7 | 12 | 49 | 9 | 4 | 39 | 3 | 14 | 74 | 11 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 1.00 | 0.91 | 0.09 | 1.00 | 0.84 | 0.16 | 0.09 | 0.85 | 0.06 | 0.14 | 0.75 | 0.11 |
| Final Sat.: | 1750 | 1641 | 159 | 1750 | 1521 | 279 | 152 | 1484 | 114 | 247 | 1308 | 194 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.04 | 0.04 | 0.01 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.06 | 0.06 | 0.06 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 25.8 | 25.8 | 25.8 | 25.8 | 25.8 | 25.8 | 33.2 | 33.2 | 33.2 | 33.2 | 33.2 | 33.2 |
| Volume/Cap: | 0.01 | 0.11 | 0.11 | 0.02 | 0.08 | 0.08 | 0.05 | 0.05 | 0.05 | 0.11 | 0.11 | 0.11 |
| Delay/Veh: | 9.0 | 9.4 | 9.4 | 9.1 | 9.3 | 9.3 | 6.1 | 6.1 | 6.1 | 6.3 | 6.3 | 6.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 9.0 | 9.4 | 9.4 | 9.1 | 9.3 | 9.3 | 6.1 | 6.1 | 6.1 | 6.3 | 6.3 | 6.3 |
| DesignQueue: | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |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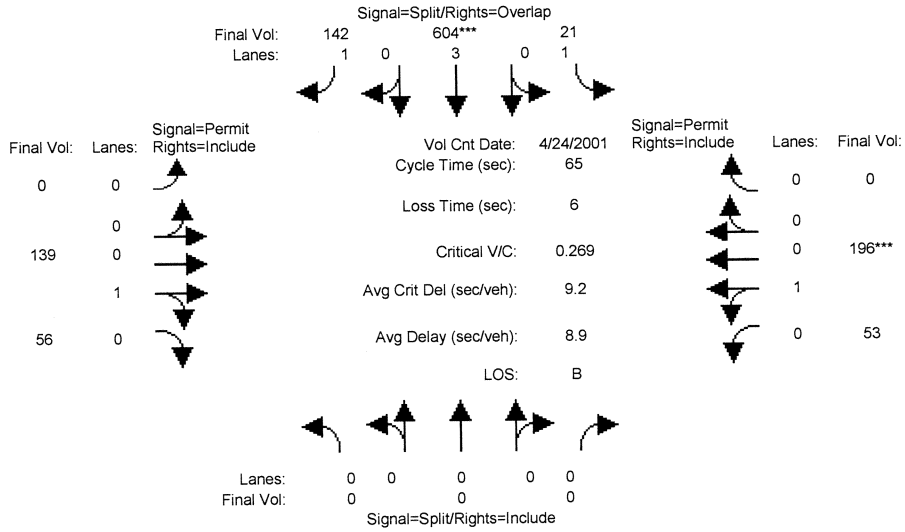
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3780: SAN SALVADOR/10TH




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 0 | | 0 | 0 | 10 | | 10 | 10 | 0 | | 10 | 10 | 10 | | 10 | 0 |
| Volume Module: >> Count Date: 24 Apr 2001 << | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 0 | 0 | 21 | | 604 | 142 | 0 | | 139 | 56 | 53 | | 196 | 0 |
| Growth Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 0 | | 0 | 0 | 21 | | 604 | 142 | 0 | | 139 | 56 | 53 | | 196 | 0 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| ATI: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 0 | | 0 | 0 | 21 | | 604 | 142 | 0 | | 139 | 56 | 53 | | 196 | 0 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 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 | 21 | | 604 | 142 | 0 | | 139 | 56 | 53 | | 196 | 0 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | | 0 | 0 | 21 | | 604 | 142 | 0 | | 139 | 56 | 53 | | 196 | 0 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 0 | | 0 | 0 | 21 | | 604 | 142 | 0 | | 139 | 56 | 53 | | 196 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.97 |
| Lanes: | 0.00 | | 0.00 | 0.00 | 1.00 | | 3.00 | 1.00 | 0.00 | | 0.71 | 0.29 | 0.21 | | 0.79 | 0.00 |
| Final Sat.: | 0 | | 0 | 0 | 1750 | | 5700 | 1750 | 0 | | 1283 | 517 | 383 | | 1417 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.00 | 0.00 | 0.01 | | 0.11 | 0.08 | 0.00 | | 0.11 | 0.11 | 0.14 | | 0.14 | 0.00 |
| Crit Moves: | | | | | | | **** | | | | | | | | **** | |
| Green Time: | 0.0 | | 0.0 | 0.0 | 25.6 | | 25.6 | 25.6 | 0.0 | | 33.4 | 33.4 | 33.4 | | 33.4 | 0.0 |
| Volume/Cap: | 0.00 | | 0.00 | 0.00 | 0.03 | | 0.27 | 0.21 | 0.00 | | 0.21 | 0.21 | 0.27 | | 0.27 | 0.00 |
| Delay/Veh: | 0.0 | | 0.0 | 0.0 | 9.2 | | 10.2 | 9.9 | 0.0 | | 6.6 | 6.6 | 6.8 | | 6.8 | 0.0 |
| Delay Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | | 0.0 | 0.0 | 9.2 | | 10.2 | 9.9 | 0.0 | | 6.6 | 6.6 | 6.8 | | 6.8 | 0.0 |
| DesignQueue: | 0 | | 0 | 0 | 0 | | 14 | 3 | 0 | | 3 | 1 | 1 | | 4 | 0 |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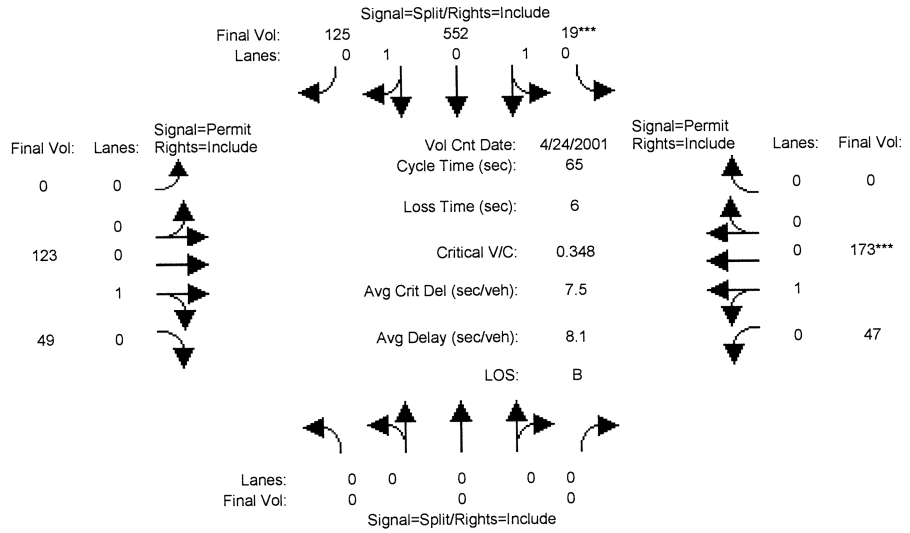
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3780: SAN SALVADOR/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 24 Apr 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 19 | 552 | 125 | 0 | 123 | 49 | 47 | 173 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 19 | 552 | 125 | 0 | 123 | 49 | 47 | 173 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 19 | 552 | 125 | 0 | 123 | 49 | 47 | 173 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 19 | 552 | 125 | 0 | 123 | 49 | 47 | 173 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 19 | 552 | 125 | 0 | 123 | 49 | 47 | 173 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 19 | 552 | 125 | 0 | 123 | 49 | 47 | 173 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.05 | 1.59 | 0.36 | 0.00 | 0.72 | 0.28 | 0.21 | 0.79 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 98 | 2855 | 647 | 0 | 1287 | 513 | 385 | 1415 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.19 | 0.19 | 0.19 | 0.00 | 0.10 | 0.10 | 0.12 | 0.12 | 0.00 |
| Crit Moves: | | | | **** | | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 36.1 | 36.1 | 36.1 | 0.0 | 22.9 | 22.9 | 22.9 | 22.9 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.35 | 0.35 | 0.35 | 0.00 | 0.27 | 0.27 | 0.35 | 0.35 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 6.1 | 6.1 | 6.1 | 0.0 | 11.5 | 11.5 | 12.0 | 12.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 6.1 | 6.1 | 6.1 | 0.0 | 11.5 | 11.5 | 12.0 | 12.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 3 | 1 | 1 | 4 | 0 |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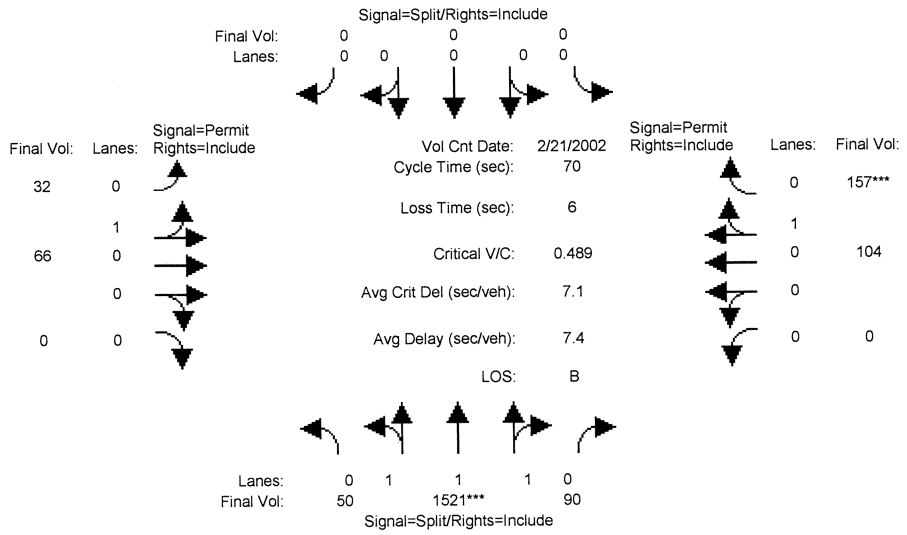
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3781: SAN SALVADOR/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2002 << 7:45-8:45AM | | | | | | | | | | | | |
| Base Vol: | 50 | 1521 | 90 | 0 | 0 | 0 | 32 | 66 | 0 | 0 | 104 | 157 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 50 | 1521 | 90 | 0 | 0 | 0 | 32 | 66 | 0 | 0 | 104 | 157 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 50 | 1521 | 90 | 0 | 0 | 0 | 32 | 66 | 0 | 0 | 104 | 157 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 50 | 1521 | 90 | 0 | 0 | 0 | 32 | 66 | 0 | 0 | 104 | 157 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 50 | 1521 | 90 | 0 | 0 | 0 | 32 | 66 | 0 | 0 | 104 | 157 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 50 | 1521 | 90 | 0 | 0 | 0 | 32 | 66 | 0 | 0 | 104 | 157 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.09 | 2.74 | 0.17 | 0.00 | 0.00 | 0.00 | 0.33 | 0.67 | 0.00 | 0.00 | 0.40 | 0.60 |
| Final Sat.: | 166 | 5036 | 298 | 0 | 0 | 0 | 588 | 1212 | 0 | 0 | 717 | 1083 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.30 | 0.30 | 0.00 | 0.00 | 0.00 | 0.05 | 0.05 | 0.00 | 0.00 | 0.14 | 0.15 |
| Crit Moves: | | **** | | | | | | | | | | **** |
| Green Time: | 43.2 | 43.2 | 43.2 | 0.0 | 0.0 | 0.0 | 20.8 | 20.8 | 0.0 | 0.0 | 20.8 | 20.8 |
| Volume/Cap: | 0.49 | 0.49 | 0.49 | 0.00 | 0.00 | 0.00 | 0.18 | 0.18 | 0.00 | 0.00 | 0.49 | 0.49 |
| Delay/Veh: | 5.7 | 5.7 | 5.7 | 0.0 | 0.0 | 0.0 | 13.9 | 13.9 | 0.0 | 0.0 | 16.0 | 16.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 5.7 | 5.7 | 5.7 | 0.0 | 0.0 | 0.0 | 13.9 | 13.9 | 0.0 | 0.0 | 16.0 | 16.0 |
| DesignQueue: | 1 | 25 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 4 |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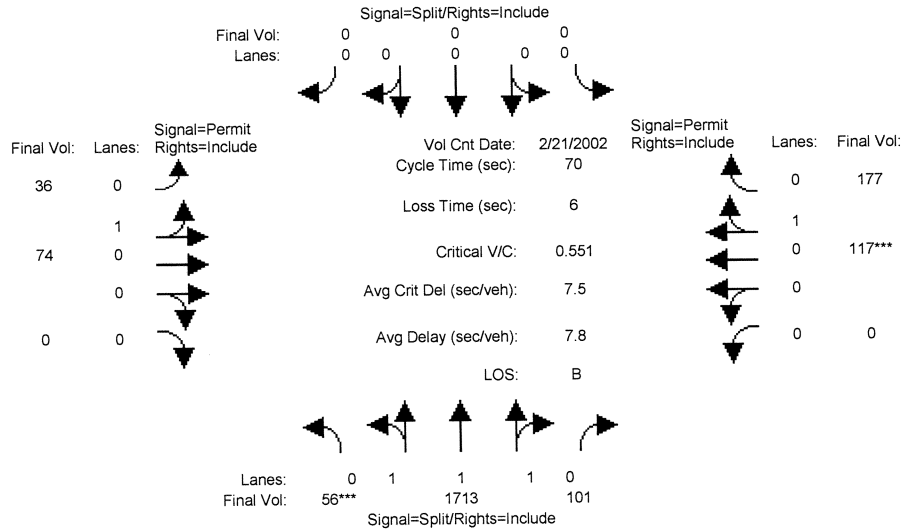
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3781: SAN SALVADOR/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2002 << 7:45-8:45AM | | | | | | | | | | | | |
| Base Vol: | 56 | 1713 | 101 | 0 | 0 | 0 | 36 | 74 | 0 | 0 | 117 | 177 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 56 | 1713 | 101 | 0 | 0 | 0 | 36 | 74 | 0 | 0 | 117 | 177 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 56 | 1713 | 101 | 0 | 0 | 0 | 36 | 74 | 0 | 0 | 117 | 177 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 56 | 1713 | 101 | 0 | 0 | 0 | 36 | 74 | 0 | 0 | 117 | 177 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 56 | 1713 | 101 | 0 | 0 | 0 | 36 | 74 | 0 | 0 | 117 | 177 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 56 | 1713 | 101 | 0 | 0 | 0 | 36 | 74 | 0 | 0 | 117 | 177 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.09 | 2.74 | 0.17 | 0.00 | 0.00 | 0.00 | 0.33 | 0.67 | 0.00 | 0.00 | 0.40 | 0.60 |
| Final Sat.: | 165 | 5038 | 297 | 0 | 0 | 0 | 589 | 1211 | 0 | 0 | 716 | 1084 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.34 | 0.34 | 0.00 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.00 | 0.16 | 0.16 |
| Crit Moves: | **** | | | | | | | | | | **** | |
| Green Time: | 43.2 | 43.2 | 43.2 | 0.0 | 0.0 | 0.0 | 20.8 | 20.8 | 0.0 | 0.0 | 20.8 | 20.8 |
| Volume/Cap: | 0.55 | 0.55 | 0.55 | 0.00 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.00 | 0.55 | 0.55 |
| Delay/Veh: | 6.0 | 6.0 | 6.0 | 0.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 0.0 | 16.7 | 16.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 6.0 | 6.0 | 6.0 | 0.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 0.0 | 16.7 | 16.7 |
| DesignQueue: | 1 | 28 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 5 |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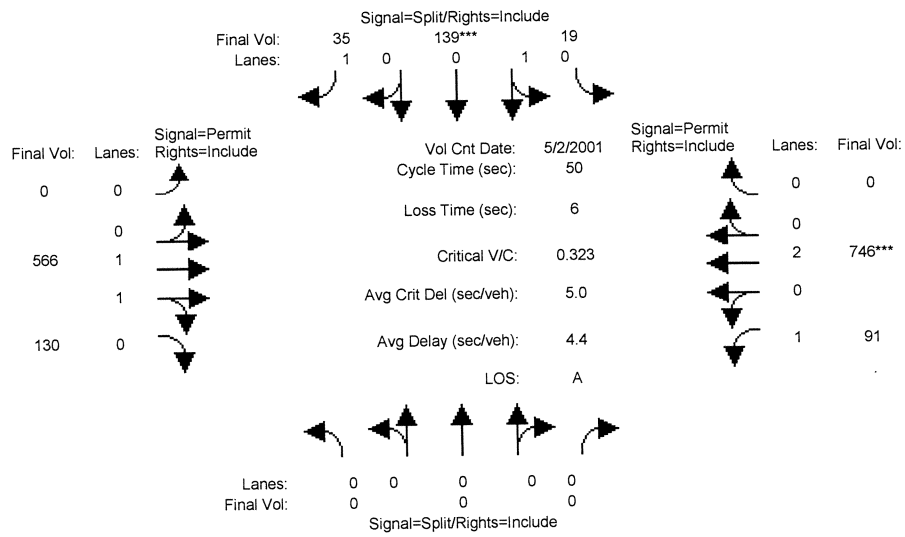
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3782: SANTA CLARA/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 2 May 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 19 | 139 | 35 | 0 | 566 | 130 | 91 | 746 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 19 | 139 | 35 | 0 | 566 | 130 | 91 | 746 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 19 | 139 | 35 | 0 | 566 | 130 | 91 | 746 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 19 | 139 | 35 | 0 | 566 | 130 | 91 | 746 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 19 | 139 | 35 | 0 | 566 | 130 | 91 | 746 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 19 | 139 | 35 | 0 | 566 | 130 | 91 | 746 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.12 | 0.88 | 1.00 | 0.00 | 1.62 | 0.38 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 216 | 1584 | 1750 | 0 | 3008 | 691 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.09 | 0.02 | 0.00 | 0.19 | 0.19 | 0.05 | 0.20 | 0.00 |
| Crit Moves: | | | | | **** | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 13.6 | 13.6 | 13.6 | 0.0 | 30.4 | 30.4 | 30.4 | 30.4 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.32 | 0.32 | 0.07 | 0.00 | 0.31 | 0.31 | 0.09 | 0.32 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 11.2 | 11.2 | 10.3 | 0.0 | 3.6 | 3.6 | 3.1 | 3.7 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 11.2 | 11.2 | 10.3 | 0.0 | 3.6 | 3.6 | 3.1 | 3.7 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 6 | 1 | 1 | 9 | 0 |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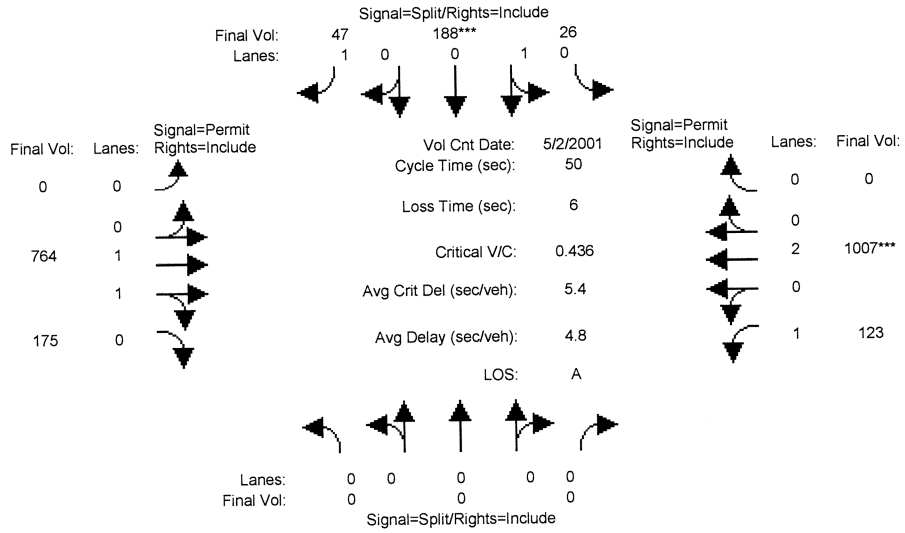
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3782: SANTA CLARA/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 2 May 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 26 | 188 | 47 | 0 | 764 | 175 | 123 | 1007 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 26 | 188 | 47 | 0 | 764 | 175 | 123 | 1007 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 26 | 188 | 47 | 0 | 764 | 175 | 123 | 1007 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 26 | 188 | 47 | 0 | 764 | 175 | 123 | 1007 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 26 | 188 | 47 | 0 | 764 | 175 | 123 | 1007 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 26 | 188 | 47 | 0 | 764 | 175 | 123 | 1007 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.12 | 0.88 | 1.00 | 0.00 | 1.62 | 0.38 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 219 | 1581 | 1750 | 0 | 3010 | 689 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.12 | 0.03 | 0.00 | 0.25 | 0.25 | 0.07 | 0.26 | 0.00 |
| Crit Moves: | | | | | **** | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 13.6 | 13.6 | 13.6 | 0.0 | 30.4 | 30.4 | 30.4 | 30.4 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.44 | 0.44 | 0.10 | 0.00 | 0.42 | 0.42 | 0.12 | 0.44 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 11.8 | 11.8 | 10.3 | 0.0 | 4.0 | 4.0 | 3.2 | 4.1 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 11.8 | 11.8 | 10.3 | 0.0 | 4.0 | 4.0 | 3.2 | 4.1 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 9 | 2 | 1 | 12 | 0 |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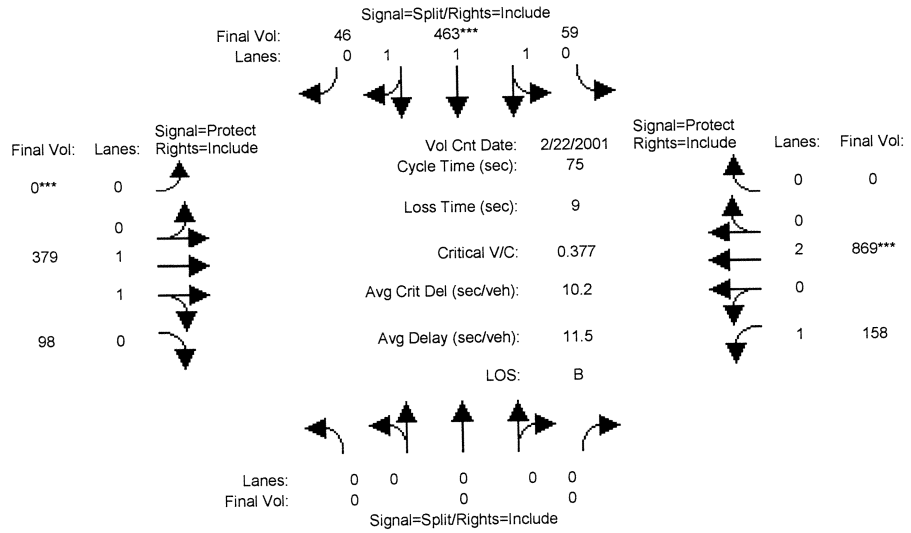
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3785: SANTA CLARA/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 22 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 59 | 463 | 46 | 0 | 379 | 98 | 158 | 869 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 59 | 463 | 46 | 0 | 379 | 98 | 158 | 869 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 59 | 463 | 46 | 0 | 379 | 98 | 158 | 869 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 59 | 463 | 46 | 0 | 379 | 98 | 158 | 869 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 59 | 463 | 46 | 0 | 379 | 98 | 158 | 869 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 59 | 463 | 46 | 0 | 379 | 98 | 158 | 869 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.32 | 2.43 | 0.25 | 0.00 | 1.58 | 0.42 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 571 | 4483 | 445 | 0 | 2939 | 760 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.10 | 0.10 | 0.00 | 0.13 | 0.13 | 0.09 | 0.23 | 0.00 |
| Crit Moves: | | | | | **** | | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 20.5 | 20.5 | 20.5 | 0.0 | 26.7 | 26.7 | 18.7 | 45.5 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.38 | 0.38 | 0.38 | 0.00 | 0.36 | 0.36 | 0.36 | 0.38 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 16.8 | 16.8 | 16.8 | 0.0 | 13.6 | 13.6 | 17.9 | 5.8 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 16.8 | 16.8 | 16.8 | 0.0 | 13.6 | 13.6 | 17.9 | 5.8 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 2 | 14 | 1 | 0 | 11 | 3 | 5 | 15 | 0 |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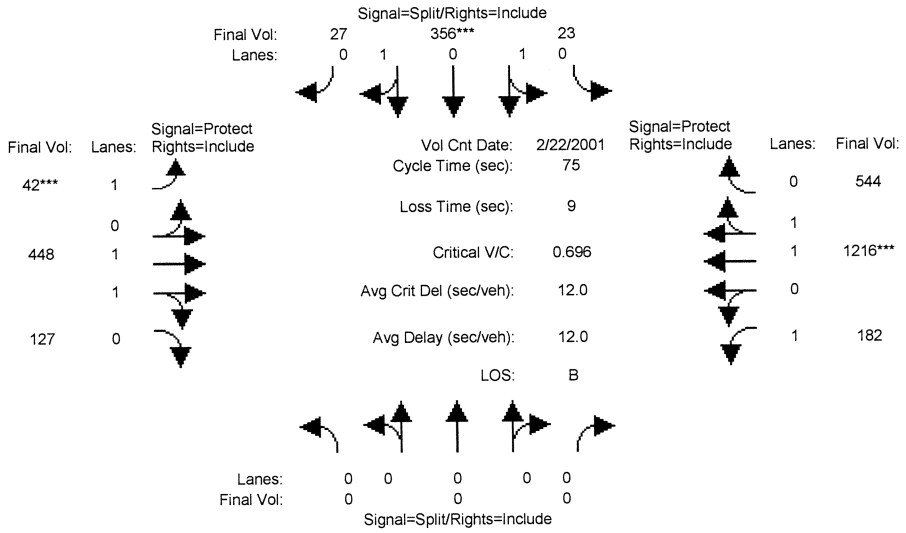
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3785: SANTA CLARA/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 22 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 23 | 356 | 27 | 42 | 448 | 127 | 182 | 1216 | 544 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 23 | 356 | 27 | 42 | 448 | 127 | 182 | 1216 | 544 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 23 | 356 | 27 | 42 | 448 | 127 | 182 | 1216 | 544 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 23 | 356 | 27 | 42 | 448 | 127 | 182 | 1216 | 544 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 23 | 356 | 27 | 42 | 448 | 127 | 182 | 1216 | 544 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 23 | 356 | 27 | 42 | 448 | 127 | 182 | 1216 | 544 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.04 | 1.00 | 0.97 | 1.04 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.11 | 1.76 | 0.13 | 1.00 | 1.55 | 0.45 | 1.00 | 1.36 | 0.64 |
| Final Sat.: | 0 | 0 | 0 | 204 | 3157 | 239 | 1750 | 2882 | 817 | 1750 | 2556 | 1143 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.11 | 0.11 | 0.11 | 0.02 | 0.16 | 0.16 | 0.10 | 0.48 | 0.48 |
| Crit Moves: | | | | | **** | | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 11.3 | 11.3 | 11.3 | 7.0 | 32.8 | 32.8 | 21.9 | 47.7 | 47.7 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.75 | 0.75 | 0.75 | 0.26 | 0.36 | 0.36 | 0.36 | 0.75 | 0.75 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 27.1 | 27.1 | 27.1 | 24.2 | 10.8 | 10.8 | 16.1 | 8.2 | 8.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 27.1 | 27.1 | 27.1 | 24.2 | 10.8 | 10.8 | 16.1 | 8.2 | 8.2 |
| DesignQueue: | 0 | 0 | 0 | 1 | 13 | 1 | 2 | 11 | 3 | 6 | 21 | 9 |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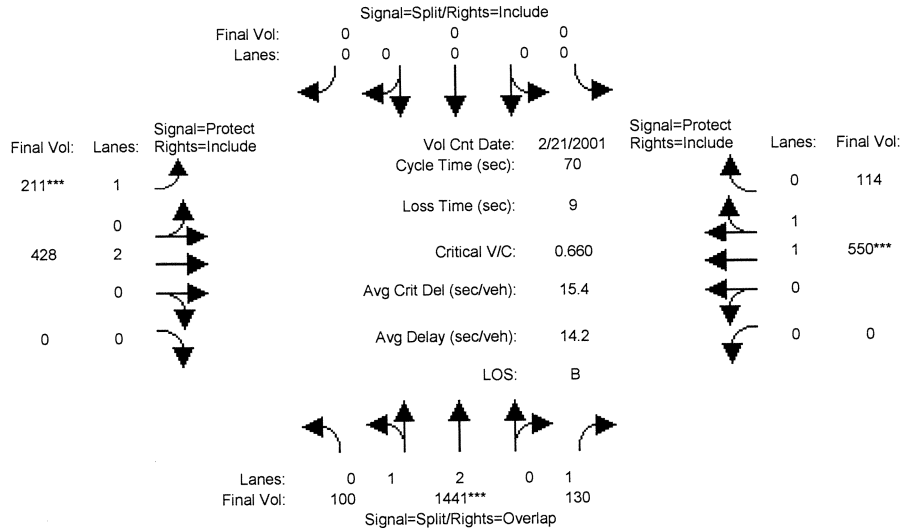
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3786: SANTA CLARA/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 100 | 1441 | 130 | 0 | 0 | 0 | 211 | 428 | 0 | 0 | 550 | 114 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 100 | 1441 | 130 | 0 | 0 | 0 | 211 | 428 | 0 | 0 | 550 | 114 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 100 | 1441 | 130 | 0 | 0 | 0 | 211 | 428 | 0 | 0 | 550 | 114 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 100 | 1441 | 130 | 0 | 0 | 0 | 211 | 428 | 0 | 0 | 550 | 114 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 100 | 1441 | 130 | 0 | 0 | 0 | 211 | 428 | 0 | 0 | 550 | 114 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 100 | 1441 | 130 | 0 | 0 | 0 | 211 | 428 | 0 | 0 | 550 | 114 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.04 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.20 | 2.80 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.65 | 0.35 |
| Final Sat.: | 363 | 5236 | 1750 | 0 | 0 | 0 | 1750 | 3800 | 0 | 0 | 3064 | 635 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.28 | 0.07 | 0.00 | 0.00 | 0.00 | 0.12 | 0.11 | 0.00 | 0.00 | 0.18 | 0.18 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green Time: | 29.2 | 29.2 | 29.2 | 0.0 | 0.0 | 0.0 | 12.8 | 31.8 | 0.0 | 0.0 | 19.0 | 19.0 |
| Volume/Cap: | 0.66 | 0.66 | 0.18 | 0.00 | 0.00 | 0.00 | 0.66 | 0.25 | 0.00 | 0.00 | 0.66 | 0.66 |
| Delay/Veh: | 13.0 | 13.0 | 9.8 | 0.0 | 0.0 | 0.0 | 23.6 | 8.9 | 0.0 | 0.0 | 18.3 | 18.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.0 | 13.0 | 9.8 | 0.0 | 0.0 | 0.0 | 23.6 | 8.9 | 0.0 | 0.0 | 18.3 | 18.3 |
| DesignQueue: | 2 | 35 | 3 | 0 | 0 | 0 | 7 | 9 | 0 | 0 | 16 | 3 |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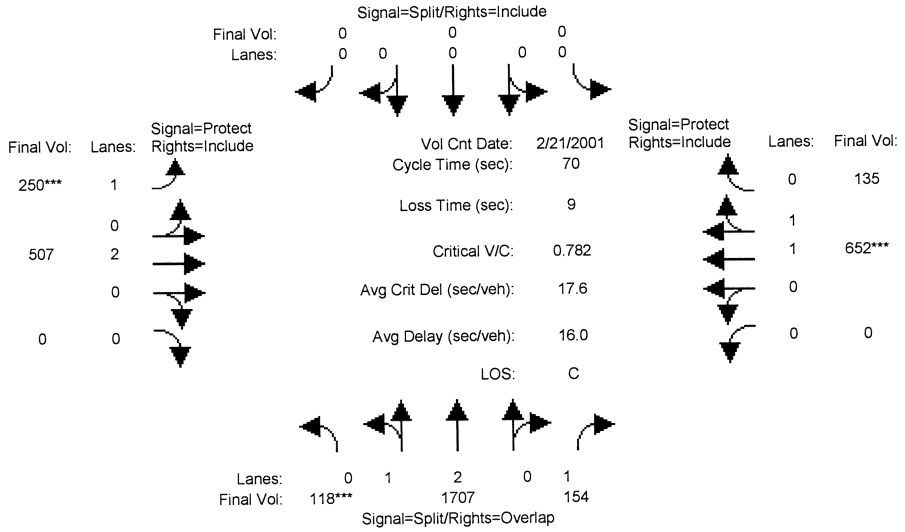
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3786: SANTA CLARA/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 118 | 1707 | 154 | 0 | 0 | 0 | 250 | 507 | 0 | 0 | 652 | 135 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 118 | 1707 | 154 | 0 | 0 | 0 | 250 | 507 | 0 | 0 | 652 | 135 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 118 | 1707 | 154 | 0 | 0 | 0 | 250 | 507 | 0 | 0 | 652 | 135 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 118 | 1707 | 154 | 0 | 0 | 0 | 250 | 507 | 0 | 0 | 652 | 135 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 118 | 1707 | 154 | 0 | 0 | 0 | 250 | 507 | 0 | 0 | 652 | 135 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 118 | 1707 | 154 | 0 | 0 | 0 | 250 | 507 | 0 | 0 | 652 | 135 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.04 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.20 | 2.80 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.65 | 0.35 |
| Final Sat.: | 362 | 5237 | 1750 | 0 | 0 | 0 | 1750 | 3800 | 0 | 0 | 3065 | 635 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.33 | 0.33 | 0.09 | 0.00 | 0.00 | 0.00 | 0.14 | 0.13 | 0.00 | 0.00 | 0.21 | 0.21 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 29.2 | 29.2 | 29.2 | 0.0 | 0.0 | 0.0 | 12.8 | 31.8 | 0.0 | 0.0 | 19.0 | 19.0 |
| Volume/Cap: | 0.78 | 0.78 | 0.21 | 0.00 | 0.00 | 0.00 | 0.78 | 0.29 | 0.00 | 0.00 | 0.78 | 0.78 |
| Delay/Veh: | 14.7 | 14.7 | 9.9 | 0.0 | 0.0 | 0.0 | 28.8 | 9.2 | 0.0 | 0.0 | 20.7 | 20.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 14.7 | 14.7 | 9.9 | 0.0 | 0.0 | 0.0 | 28.8 | 9.2 | 0.0 | 0.0 | 20.7 | 20.7 |
| DesignQueue: | 3 | 42 | 4 | 0 | 0 | 0 | 8 | 11 | 0 | 0 | 20 | 4 |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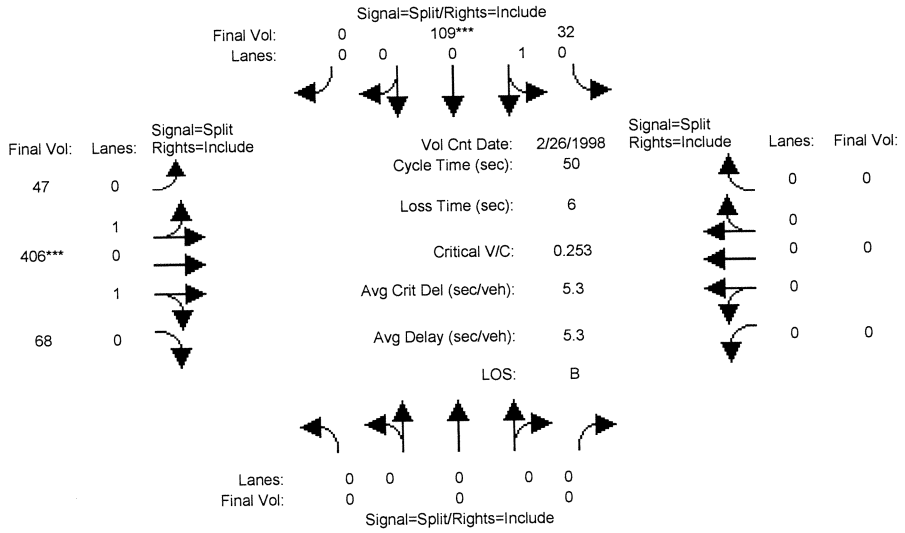
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3794: SECOND/ST. JAMES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 26 Feb 1998 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 32 | 109 | 0 | 47 | 406 | 68 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 32 | 109 | 0 | 47 | 406 | 68 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 32 | 109 | 0 | 47 | 406 | 68 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 32 | 109 | 0 | 47 | 406 | 68 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 32 | 109 | 0 | 47 | 406 | 68 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 32 | 109 | 0 | 47 | 406 | 68 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.23 | 0.77 | 0.00 | 0.18 | 1.56 | 0.26 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 409 | 1391 | 0 | 325 | 2805 | 470 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.00 | 0.14 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 15.5 | 15.5 | 0.0 | 28.5 | 28.5 | 28.5 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 | 0.00 | 0.25 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 9.9 | 9.9 | 0.0 | 4.1 | 4.1 | 4.1 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 9.9 | 9.9 | 0.0 | 4.1 | 4.1 | 4.1 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 5 | 1 | 0 | 0 | 0 |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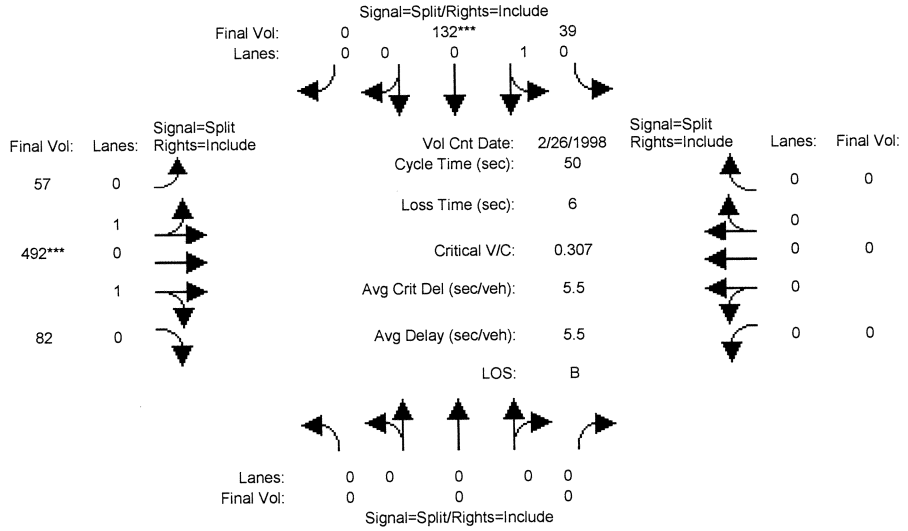
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3794: SECOND/ST. JAMES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 26 Feb 1998 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 39 | 132 | 0 | 57 | 492 | 82 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 39 | 132 | 0 | 57 | 492 | 82 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 39 | 132 | 0 | 57 | 492 | 82 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 39 | 132 | 0 | 57 | 492 | 82 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 39 | 132 | 0 | 57 | 492 | 82 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 39 | 132 | 0 | 57 | 492 | 82 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.23 | 0.77 | 0.00 | 0.18 | 1.56 | 0.26 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 411 | 1389 | 0 | 325 | 2807 | 468 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.10 | 0.00 | 0.18 | 0.18 | 0.18 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 15.5 | 15.5 | 0.0 | 28.5 | 28.5 | 28.5 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.31 | 0.31 | 0.00 | 0.31 | 0.31 | 0.31 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 10.1 | 10.1 | 0.0 | 4.3 | 4.3 | 4.3 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 10.1 | 10.1 | 0.0 | 4.3 | 4.3 | 4.3 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 6 | 1 | 0 | 0 | 0 |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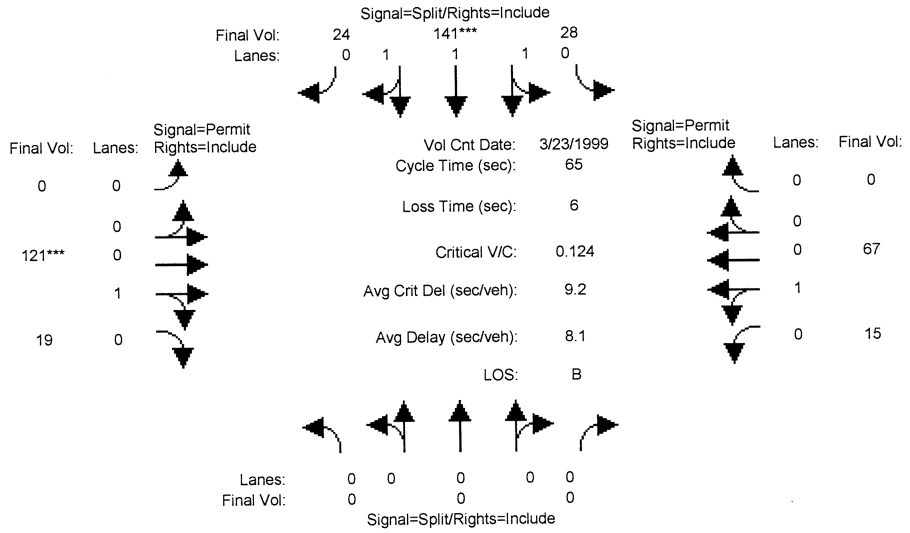
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3796: SECOND/VIRGINIA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 23 Mar 1999 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 28 | 141 | 24 | 0 | 121 | 19 | 15 | 67 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 28 | 141 | 24 | 0 | 121 | 19 | 15 | 67 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 28 | 141 | 24 | 0 | 121 | 19 | 15 | 67 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 28 | 141 | 24 | 0 | 121 | 19 | 15 | 67 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 28 | 141 | 24 | 0 | 121 | 19 | 15 | 67 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 28 | 141 | 24 | 0 | 121 | 19 | 15 | 67 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.44 | 2.18 | 0.38 | 0.00 | 0.86 | 0.14 | 0.18 | 0.82 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 798 | 4018 | 684 | 0 | 1556 | 244 | 329 | 1471 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 | 0.04 | 0.00 | 0.08 | 0.08 | 0.05 | 0.05 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 18.3 | 18.3 | 18.3 | 0.0 | 40.7 | 40.7 | 40.7 | 40.7 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.12 | 0.12 | 0.12 | 0.00 | 0.12 | 0.12 | 0.07 | 0.07 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 13.2 | 13.2 | 13.2 | 0.0 | 3.8 | 3.8 | 3.6 | 3.6 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 13.2 | 13.2 | 13.2 | 0.0 | 3.8 | 3.8 | 3.6 | 3.6 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 2 | 0 | 0 | 1 | 0 |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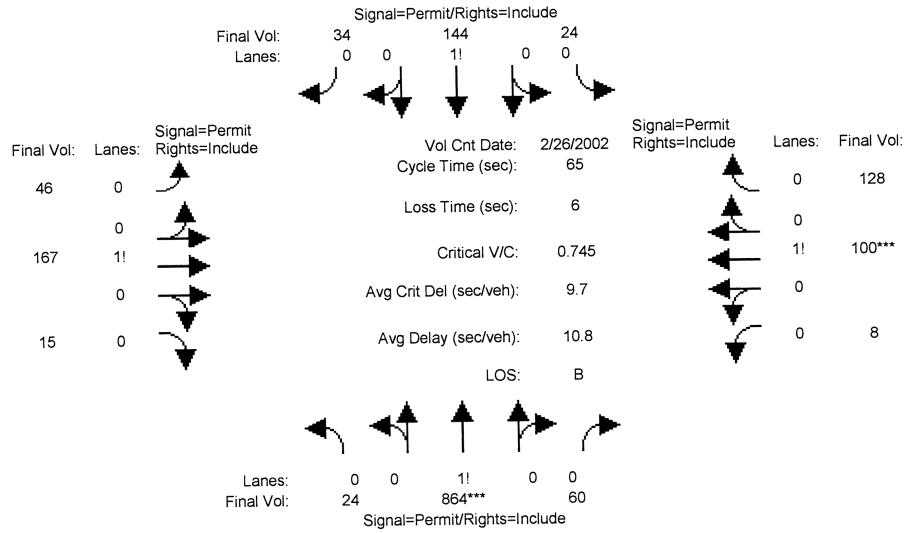
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3796: SECOND/VIRGINIA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 26 Feb 2002 << 8:00-9:00AM | | | | | | | | | | | | |
| Base Vol: | 24 | 864 | 60 | 24 | 144 | 34 | 46 | 167 | 15 | 8 | 100 | 128 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 24 | 864 | 60 | 24 | 144 | 34 | 46 | 167 | 15 | 8 | 100 | 128 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 24 | 864 | 60 | 24 | 144 | 34 | 46 | 167 | 15 | 8 | 100 | 128 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 24 | 864 | 60 | 24 | 144 | 34 | 46 | 167 | 15 | 8 | 100 | 128 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 24 | 864 | 60 | 24 | 144 | 34 | 46 | 167 | 15 | 8 | 100 | 128 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 24 | 864 | 60 | 24 | 144 | 34 | 46 | 167 | 15 | 8 | 100 | 128 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.03 | 0.91 | 0.06 | 0.12 | 0.71 | 0.17 | 0.20 | 0.73 | 0.07 | 0.03 | 0.42 | 0.55 |
| Final Sat.: | 44 | 1595 | 111 | 208 | 1248 | 295 | 353 | 1282 | 115 | 59 | 742 | 949 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.54 | 0.54 | 0.54 | 0.12 | 0.12 | 0.12 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 47.2 | 47.2 | 47.2 | 47.2 | 47.2 | 47.2 | 11.8 | 11.8 | 11.8 | 11.8 | 11.8 | 11.8 |
| Volume/Cap: | 0.75 | 0.75 | 0.75 | 0.16 | 0.16 | 0.16 | 0.72 | 0.72 | 0.72 | 0.75 | 0.75 | 0.75 |
| Delay/Veh: | 5.7 | 5.7 | 5.7 | 2.1 | 2.1 | 2.1 | 24.3 | 24.3 | 24.3 | 25.5 | 25.5 | 25.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 5.7 | 5.7 | 5.7 | 2.1 | 2.1 | 2.1 | 24.3 | 24.3 | 24.3 | 25.5 | 25.5 | 25.5 |
| DesignQueue: | 0 | 10 | 1 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 3 | 4 |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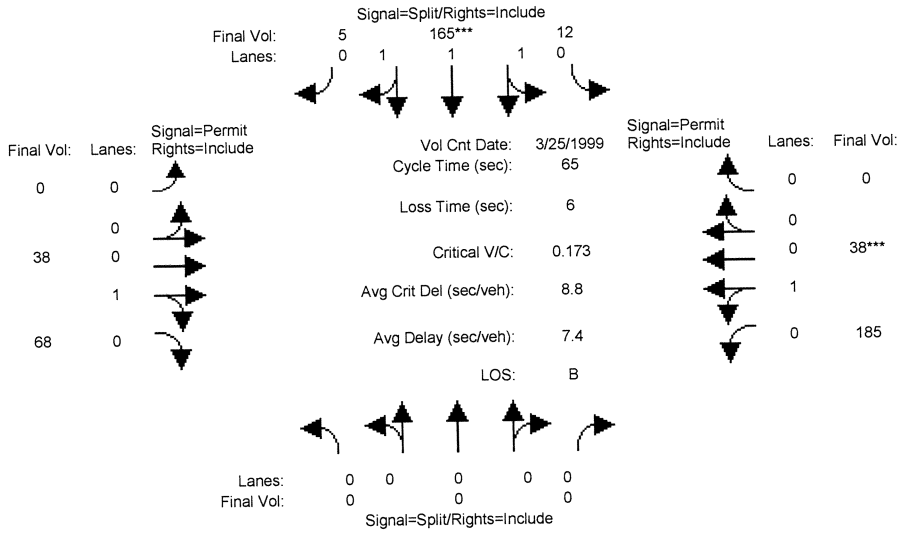
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3797: SECOND/WILLIAM




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 25 Mar 1999 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 12 | 165 | 5 | 0 | 38 | 68 | 185 | 38 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 12 | 165 | 5 | 0 | 38 | 68 | 185 | 38 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 12 | 165 | 5 | 0 | 38 | 68 | 185 | 38 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 12 | 165 | 5 | 0 | 38 | 68 | 185 | 38 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 12 | 165 | 5 | 0 | 38 | 68 | 185 | 38 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 12 | 165 | 5 | 0 | 38 | 68 | 185 | 38 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.20 | 2.72 | 0.08 | 0.00 | 0.36 | 0.64 | 0.83 | 0.17 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 363 | 4986 | 151 | 0 | 645 | 1155 | 1493 | 307 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.03 | 0.03 | 0.03 | 0.00 | 0.06 | 0.06 | 0.12 | 0.12 | 0.00 |
| Crit Moves: | | | | | **** | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 12.4 | 12.4 | 12.4 | 0.0 | 46.6 | 46.6 | 46.6 | 46.6 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.17 | 0.17 | 0.17 | 0.00 | 0.08 | 0.08 | 0.17 | 0.17 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 16.7 | 16.7 | 16.7 | 0.0 | 2.1 | 2.1 | 2.3 | 2.3 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 16.7 | 16.7 | 16.7 | 0.0 | 2.1 | 2.1 | 2.3 | 2.3 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 2 | 0 | 0 |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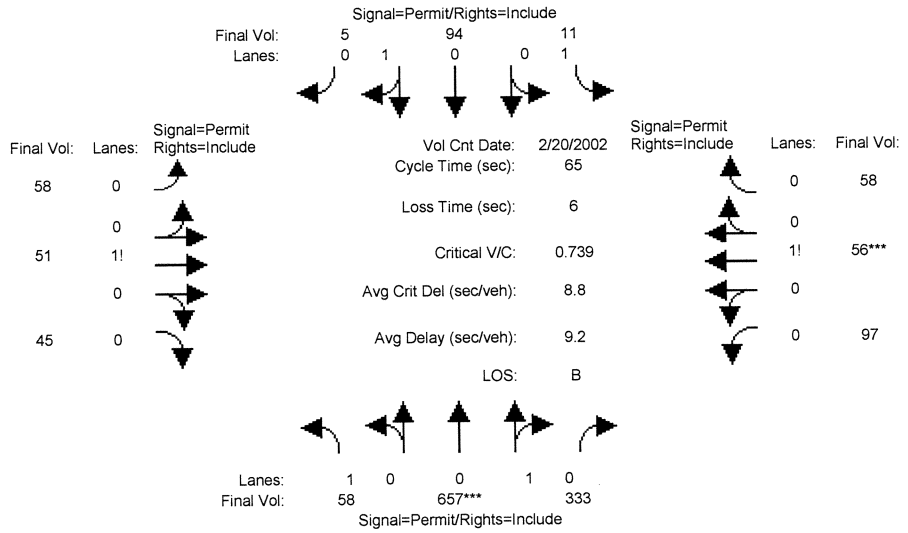
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3797: SECOND/WILLIAM




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 20 Feb 2002 << 8:00-9:00AM | | | | | | | | | | | | |
| Base Vol: | 58 | 657 | 333 | 11 | 94 | 5 | 58 | 51 | 45 | 97 | 56 | 58 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 58 | 657 | 333 | 11 | 94 | 5 | 58 | 51 | 45 | 97 | 56 | 58 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 58 | 657 | 333 | 11 | 94 | 5 | 58 | 51 | 45 | 97 | 56 | 58 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 58 | 657 | 333 | 11 | 94 | 5 | 58 | 51 | 45 | 97 | 56 | 58 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 58 | 657 | 333 | 11 | 94 | 5 | 58 | 51 | 45 | 97 | 56 | 58 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 58 | 657 | 333 | 11 | 94 | 5 | 58 | 51 | 45 | 97 | 56 | 58 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 1.00 | 0.66 | 0.34 | 1.00 | 0.95 | 0.05 | 0.38 | 0.33 | 0.29 | 0.46 | 0.27 | 0.27 |
| Final Sat.: | 1750 | 1195 | 605 | 1750 | 1709 | 91 | 659 | 580 | 511 | 805 | 464 | 481 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.55 | 0.55 | 0.01 | 0.05 | 0.06 | 0.09 | 0.09 | 0.09 | 0.12 | 0.12 | 0.12 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 48.4 | 48.4 | 48.4 | 48.4 | 48.4 | 48.4 | 10.6 | 10.6 | 10.6 | 10.6 | 10.6 | 10.6 |
| Volume/Cap: | 0.04 | 0.74 | 0.74 | 0.01 | 0.07 | 0.07 | 0.54 | 0.54 | 0.54 | 0.74 | 0.74 | 0.74 |
| Delay/Veh: | 1.7 | 5.1 | 5.1 | 1.6 | 1.7 | 1.7 | 20.6 | 20.6 | 20.6 | 26.3 | 26.3 | 26.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 1.7 | 5.1 | 5.1 | 1.6 | 1.7 | 1.7 | 20.6 | 20.6 | 20.6 | 26.3 | 26.3 | 26.3 |
| DesignQueue: | 1 | 7 | 4 | 0 | 1 | 0 | 2 | 2 | 1 | 3 | 2 | 2 |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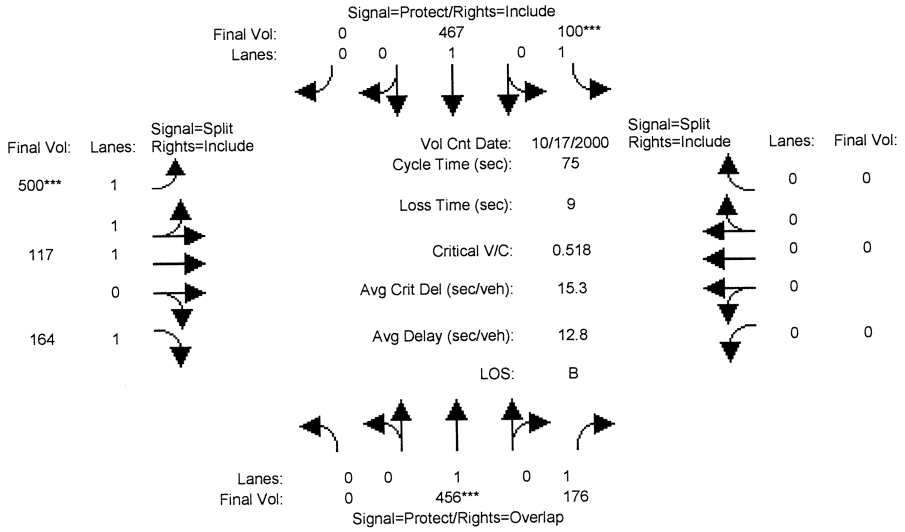
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3804: SEVENTH/VIRGINIA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 17 Oct 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 456 | 176 | 100 | 467 | 0 | 500 | 117 | 164 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 456 | 176 | 100 | 467 | 0 | 500 | 117 | 164 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 456 | 176 | 100 | 467 | 0 | 500 | 117 | 164 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 456 | 176 | 100 | 467 | 0 | 500 | 117 | 164 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 456 | 176 | 100 | 467 | 0 | 500 | 117 | 164 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 456 | 176 | 100 | 467 | 0 | 500 | 117 | 164 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1900 | 1750 | 1750 | 1900 | 0 | 3150 | 1900 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.24 | 0.10 | 0.06 | 0.25 | 0.00 | 0.16 | 0.06 | 0.09 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 34.7 | 34.7 | 8.3 | 43.0 | 0.0 | 23.0 | 23.0 | 23.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.52 | 0.22 | 0.52 | 0.43 | 0.00 | 0.52 | 0.20 | 0.31 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 11.3 | 9.1 | 25.9 | 7.0 | 0.0 | 16.6 | 14.6 | 15.2 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 11.3 | 9.1 | 25.9 | 7.0 | 0.0 | 16.6 | 14.6 | 15.2 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 11 | 4 | 4 | 9 | 0 | 15 | 3 | 5 | 0 | 0 | 0 |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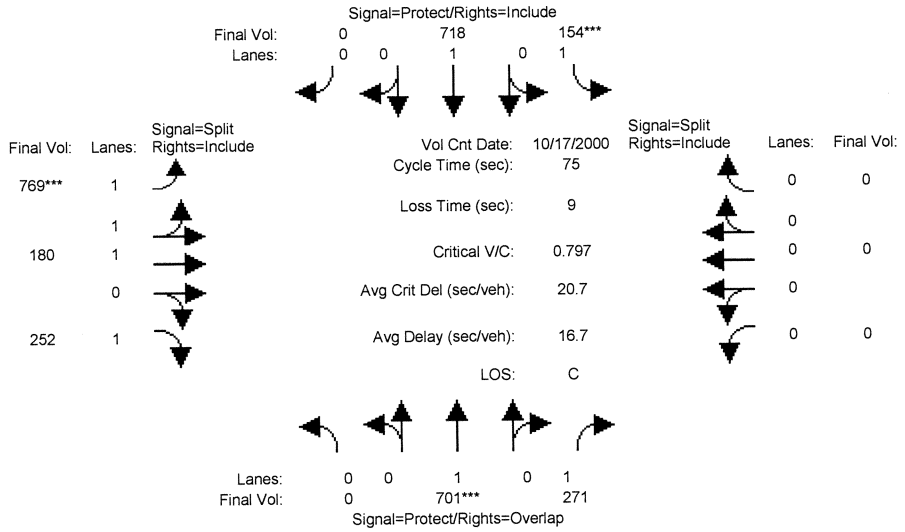
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3804: SEVENTH/VIRGINIA




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 0 | | 10 | 10 | 7 | | 10 | 0 | 10 | | 10 | 10 | 0 | | 0 | 0 |
| Volume Module: >> Count Date: 17 Oct 2000 << | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 701 | 271 | 154 | | 718 | 0 | 769 | | 180 | 252 | 0 | | 0 | 0 |
| Growth Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 0 | | 701 | 271 | 154 | | 718 | 0 | 769 | | 180 | 252 | 0 | | 0 | 0 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| PasserByVol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 0 | | 701 | 271 | 154 | | 718 | 0 | 769 | | 180 | 252 | 0 | | 0 | 0 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 0 | | 701 | 271 | 154 | | 718 | 0 | 769 | | 180 | 252 | 0 | | 0 | 0 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | | 701 | 271 | 154 | | 718 | 0 | 769 | | 180 | 252 | 0 | | 0 | 0 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 0 | | 701 | 271 | 154 | | 718 | 0 | 769 | | 180 | 252 | 0 | | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.88 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 |
| Lanes: | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 2.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 0.00 |
| Final Sat.: | 0 | | 1900 | 1750 | 1750 | | 1900 | 0 | 3150 | | 1900 | 1750 | 0 | | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.37 | 0.15 | 0.09 | | 0.38 | 0.00 | 0.24 | | 0.09 | 0.14 | 0.00 | | 0.00 | 0.00 |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | | | |
| Green Time: | 0.0 | | 34.7 | 34.7 | 8.3 | | 43.0 | 0.0 | 23.0 | | 23.0 | 23.0 | 0.0 | | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | | 0.80 | 0.33 | 0.80 | | 0.66 | 0.00 | 0.80 | | 0.31 | 0.47 | 0.00 | | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | | 16.6 | 9.8 | 38.4 | | 9.4 | 0.0 | 20.9 | | 15.2 | 16.5 | 0.0 | | 0.0 | 0.0 |
| Delay Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | | 16.6 | 9.8 | 38.4 | | 9.4 | 0.0 | 20.9 | | 15.2 | 16.5 | 0.0 | | 0.0 | 0.0 |
| DesignQueue: | 0 | | 17 | 6 | 6 | | 14 | 0 | 23 | | 5 | 8 | 0 | | 0 | 0 |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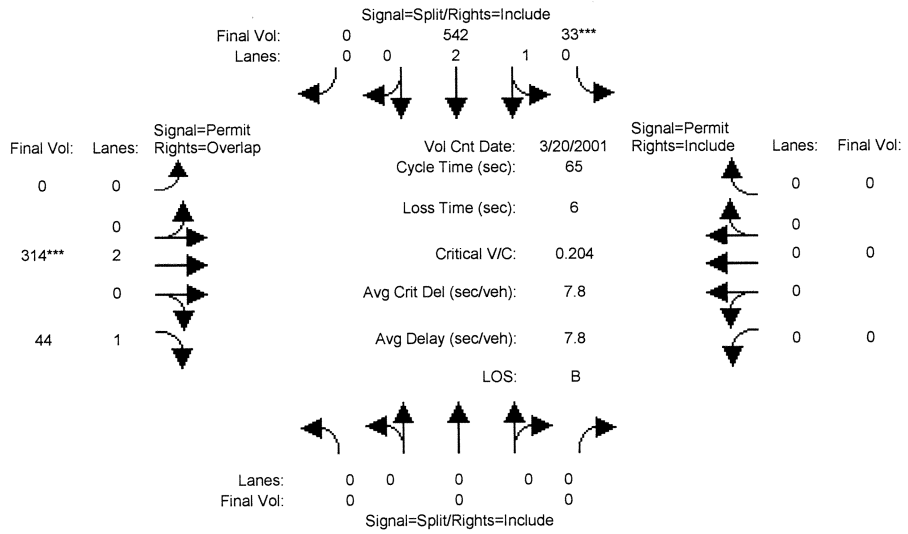
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3810: ST. JAMES/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 20 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 33 | 542 | 0 | 0 | 314 | 44 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 33 | 542 | 0 | 0 | 314 | 44 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 33 | 542 | 0 | 0 | 314 | 44 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 33 | 542 | 0 | 0 | 314 | 44 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 33 | 542 | 0 | 0 | 314 | 44 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 33 | 542 | 0 | 0 | 314 | 44 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.04 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.18 | 2.82 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 321 | 5278 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.00 | 0.08 | 0.03 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 32.7 | 32.7 | 0.0 | 0.0 | 26.3 | 26.3 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.00 | 0.20 | 0.06 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 6.8 | 6.8 | 0.0 | 0.0 | 9.6 | 9.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 6.8 | 6.8 | 0.0 | 0.0 | 9.6 | 9.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 7 | 1 | 0 | 0 | 0 |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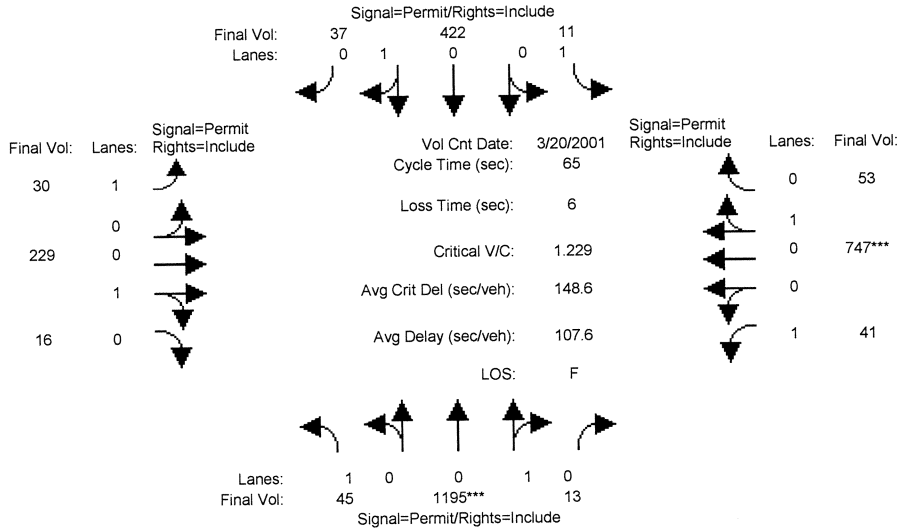
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3810: ST. JAMES/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 20 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 45 | 1195 | 13 | 11 | 422 | 37 | 30 | 229 | 16 | 41 | 747 | 53 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 45 | 1195 | 13 | 11 | 422 | 37 | 30 | 229 | 16 | 41 | 747 | 53 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 45 | 1195 | 13 | 11 | 422 | 37 | 30 | 229 | 16 | 41 | 747 | 53 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 45 | 1195 | 13 | 11 | 422 | 37 | 30 | 229 | 16 | 41 | 747 | 53 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 45 | 1195 | 13 | 11 | 422 | 37 | 30 | 229 | 16 | 41 | 747 | 53 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 45 | 1195 | 13 | 11 | 422 | 37 | 30 | 229 | 16 | 41 | 747 | 53 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.99 | 0.01 | 1.00 | 0.92 | 0.08 | 1.00 | 0.93 | 0.07 | 1.00 | 0.93 | 0.07 |
| Final Sat.: | 1750 | 1781 | 19 | 1750 | 1655 | 145 | 1750 | 1682 | 118 | 1750 | 1681 | 119 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.67 | 0.67 | 0.01 | 0.26 | 0.25 | 0.02 | 0.14 | 0.14 | 0.02 | 0.44 | 0.44 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 35.5 | 35.5 | 35.5 | 35.5 | 35.5 | 35.5 | 23.5 | 23.5 | 23.5 | 23.5 | 23.5 | 23.5 |
| Volume/Cap: | 0.05 | 1.23 | 1.23 | 0.01 | 0.47 | 0.47 | 0.05 | 0.38 | 0.38 | 0.06 | 1.23 | 1.23 |
| Delay/Veh: | 5.2 | 146 | 145.6 | 5.1 | 7.1 | 7.1 | 10.2 | 11.8 | 11.8 | 10.3 | 153 | 153.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 5.2 | 146 | 145.6 | 5.1 | 7.1 | 7.1 | 10.2 | 11.8 | 11.8 | 10.3 | 153 | 153.1 |
| DesignQueue: | 1 | 24 | 0 | 0 | 7 | 1 | 1 | 5 | 0 | 1 | 19 | 1 |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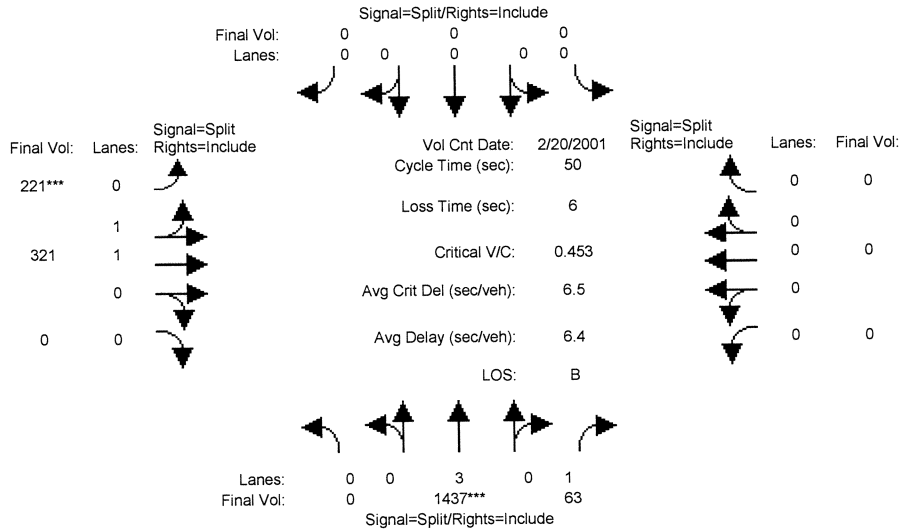
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3811: ST. JAMES/THIRD




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 0 | | 10 | 10 | 0 | | 0 | 0 | 10 | | 10 | 0 | 0 | | 0 | 0 |
| Volume Module: >> Count Date: 20 Feb 2001 << | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1437 | | 63 | 0 | | 0 | 0 | 221 | | 321 | 0 | 0 | | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 0 | 1437 | | 63 | 0 | | 0 | 0 | 221 | | 321 | 0 | 0 | | 0 | 0 |
| Added Vol: | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| ATI: | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 0 | 1437 | | 63 | 0 | | 0 | 0 | 221 | | 321 | 0 | 0 | | 0 | 0 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 0 | 1437 | | 63 | 0 | | 0 | 0 | 221 | | 321 | 0 | 0 | | 0 | 0 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | 1437 | | 63 | 0 | | 0 | 0 | 221 | | 321 | 0 | 0 | | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 0 | 1437 | | 63 | 0 | | 0 | 0 | 221 | | 321 | 0 | 0 | | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | | 0.97 | 0.97 | | 1.06 | 0.97 | 1.00 | | 1.05 | 0.97 | 0.97 | | 1.06 | 0.97 |
| Lanes: | 0.00 | 3.00 | | 1.00 | 0.00 | | 0.00 | 0.00 | 0.84 | | 1.16 | 0.00 | 0.00 | | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | | 1750 | 0 | | 0 | 0 | 1508 | | 2190 | 0 | 0 | | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | | 0.04 | 0.00 | | 0.00 | 0.00 | 0.15 | | 0.15 | 0.00 | 0.00 | | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green Time: | 0.0 | 27.8 | | 27.8 | 0.0 | | 0.0 | 0.0 | 16.2 | | 16.2 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.45 | | 0.06 | 0.00 | | 0.00 | 0.00 | 0.45 | | 0.45 | 0.00 | 0.00 | | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 5.1 | | 3.9 | 0.0 | | 0.0 | 0.0 | 10.4 | | 10.4 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 5.1 | | 3.9 | 0.0 | | 0.0 | 0.0 | 10.4 | | 10.4 | 0.0 | 0.0 | | 0.0 | 0.0 |
| DesignQueue: | 0 | 19 | | 1 | 0 | | 0 | 0 | 4 | | 6 | 0 | 0 | | 0 | 0 |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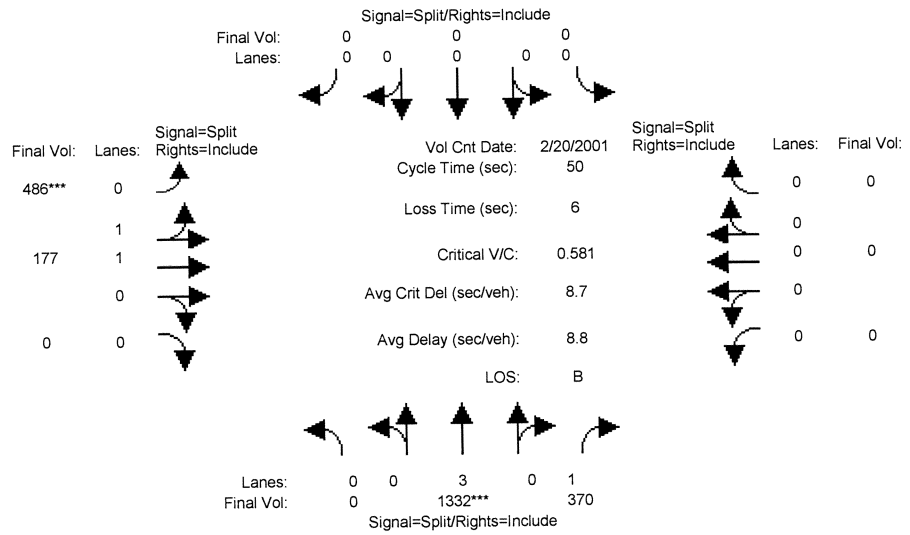
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3811: ST. JAMES/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 20 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 1332 | 370 | 0 | 0 | 0 | 486 | 177 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1332 | 370 | 0 | 0 | 0 | 486 | 177 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1332 | 370 | 0 | 0 | 0 | 486 | 177 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1332 | 370 | 0 | 0 | 0 | 486 | 177 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1332 | 370 | 0 | 0 | 0 | 486 | 177 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 1332 | 370 | 0 | 0 | 0 | 486 | 177 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 0 | 0 | 1750 | 1900 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.23 | 0.21 | 0.00 | 0.00 | 0.00 | 0.28 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green Time: | 0.0 | 20.1 | 20.1 | 0.0 | 0.0 | 0.0 | 23.9 | 23.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.58 | 0.53 | 0.00 | 0.00 | 0.00 | 0.58 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 9.1 | 9.2 | 0.0 | 0.0 | 0.0 | 7.7 | 5.7 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 9.1 | 9.2 | 0.0 | 0.0 | 0.0 | 7.7 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 24 | 6 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 0 |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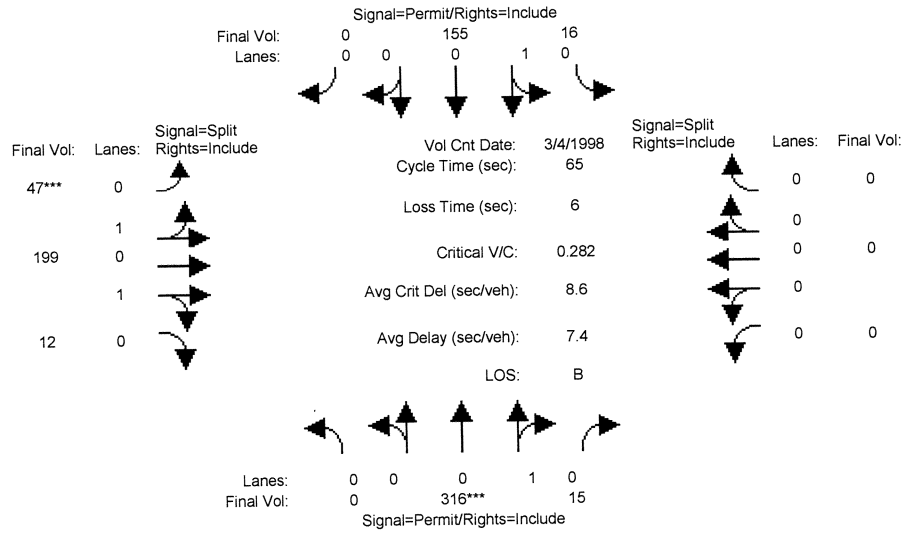
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3812: ST. JAMES/13TH




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 0 | | 10 | 10 | 10 | | 10 | 0 | 10 | | 10 | 10 | 0 | | 0 | 0 |
| Volume Module: >> Count Date: 4 Mar 1998 << | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 316 | 15 | 16 | | 155 | 0 | 47 | | 199 | 12 | 0 | | 0 | 0 |
| Growth Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 0 | | 316 | 15 | 16 | | 155 | 0 | 47 | | 199 | 12 | 0 | | 0 | 0 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| ATI: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 0 | | 316 | 15 | 16 | | 155 | 0 | 47 | | 199 | 12 | 0 | | 0 | 0 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 0 | | 316 | 15 | 16 | | 155 | 0 | 47 | | 199 | 12 | 0 | | 0 | 0 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | | 316 | 15 | 16 | | 155 | 0 | 47 | | 199 | 12 | 0 | | 0 | 0 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 0 | | 316 | 15 | 16 | | 155 | 0 | 47 | | 199 | 12 | 0 | | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.97 | 1.00 | | 1.00 | 1.00 | 0.97 | | 1.06 | 0.97 |
| Lanes: | 0.00 | | 0.95 | 0.05 | 0.09 | | 0.91 | 0.00 | 0.36 | | 1.55 | 0.09 | 0.00 | | 0.00 | 0.00 |
| Final Sat.: | 0 | | 1718 | 82 | 168 | | 1632 | 0 | 656 | | 2777 | 167 | 0 | | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.18 | 0.18 | 0.10 | | 0.09 | 0.00 | 0.07 | | 0.07 | 0.07 | 0.00 | | 0.00 | 0.00 |
| Crit Moves: | | | **** | | | | | | **** | | | | | | | |
| Green Time: | 0.0 | | 42.5 | 42.5 | 42.5 | | 42.5 | 0.0 | 16.5 | | 16.5 | 16.5 | 0.0 | | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | | 0.28 | 0.28 | 0.15 | | 0.15 | 0.00 | 0.28 | | 0.28 | 0.28 | 0.00 | | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | | 3.7 | 3.7 | 3.3 | | 3.3 | 0.0 | 14.8 | | 14.8 | 14.8 | 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 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | | 3.7 | 3.7 | 3.3 | | 3.3 | 0.0 | 14.8 | | 14.8 | 14.8 | 0.0 | | 0.0 | 0.0 |
| DesignQueue: | 0 | | 4 | 0 | 0 | | 2 | 0 | 1 | | 5 | 0 | 0 | | 0 | 0 |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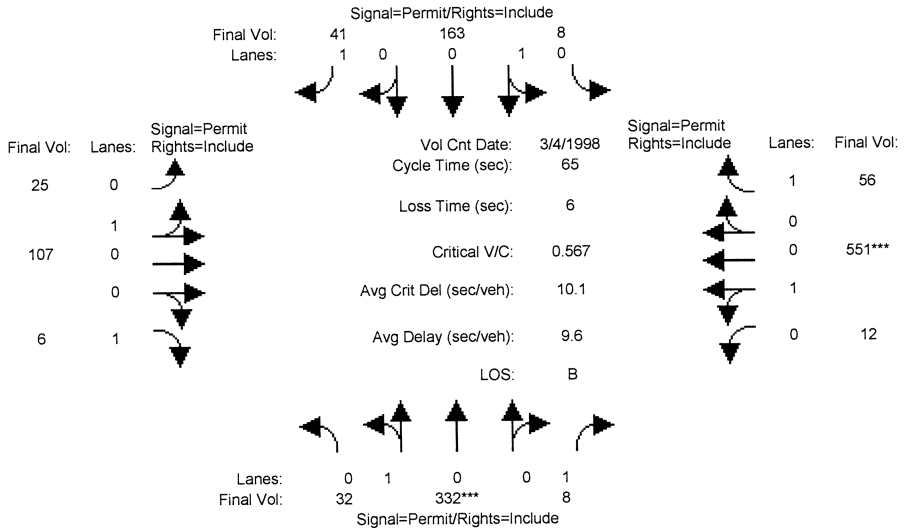
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3812: ST. JAMES/13TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 4 Mar 1998 << | | | | | | | | | | | | |
| Base Vol: | 32 | 332 | 8 | 8 | 163 | 41 | 25 | 107 | 6 | 12 | 551 | 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: | 32 | 332 | 8 | 8 | 163 | 41 | 25 | 107 | 6 | 12 | 551 | 56 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 32 | 332 | 8 | 8 | 163 | 41 | 25 | 107 | 6 | 12 | 551 | 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: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 32 | 332 | 8 | 8 | 163 | 41 | 25 | 107 | 6 | 12 | 551 | 56 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 32 | 332 | 8 | 8 | 163 | 41 | 25 | 107 | 6 | 12 | 551 | 56 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 32 | 332 | 8 | 8 | 163 | 41 | 25 | 107 | 6 | 12 | 551 | 56 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.09 | 0.91 | 1.00 | 0.05 | 0.95 | 1.00 | 0.19 | 0.81 | 1.00 | 0.02 | 0.98 | 1.00 |
| Final Sat.: | 158 | 1642 | 1750 | 84 | 1716 | 1750 | 341 | 1459 | 1750 | 38 | 1762 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.20 | 0.00 | 0.09 | 0.10 | 0.02 | 0.07 | 0.07 | 0.00 | 0.31 | 0.31 | 0.03 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 23.2 | 23.2 | 23.2 | 23.2 | 23.2 | 23.2 | 35.8 | 35.8 | 35.8 | 35.8 | 35.8 | 35.8 |
| Volume/Cap: | 0.57 | 0.57 | 0.01 | 0.27 | 0.27 | 0.07 | 0.13 | 0.13 | 0.01 | 0.57 | 0.57 | 0.06 |
| Delay/Veh: | 13.7 | 13.7 | 10.3 | 11.4 | 11.4 | 10.5 | 5.4 | 5.4 | 5.0 | 7.8 | 7.8 | 5.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.7 | 13.7 | 10.3 | 11.4 | 11.4 | 10.5 | 5.4 | 5.4 | 5.0 | 7.8 | 7.8 | 5.1 |
| DesignQueue: | 1 | 8 | 0 | 0 | 4 | 1 | 0 | 2 | 0 | 0 | 10 | 1 |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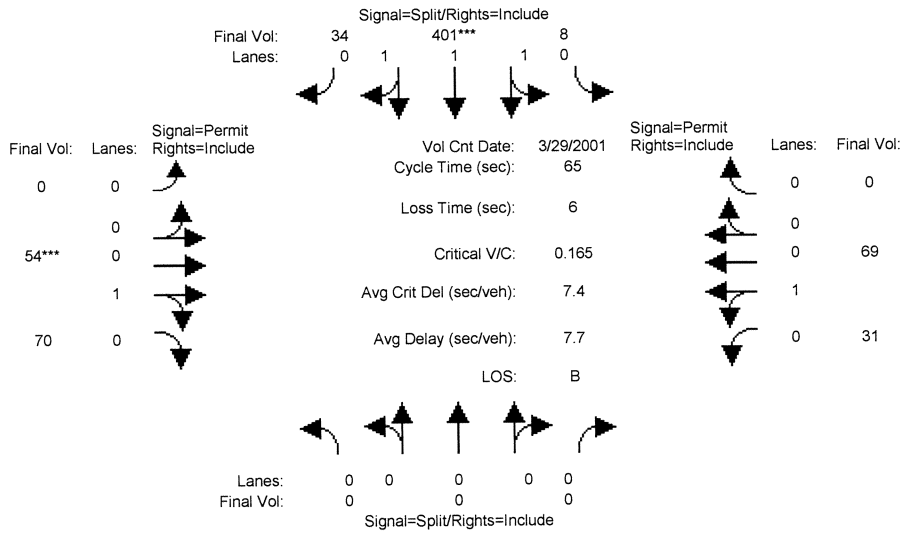
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3813: ST. JOHN/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 29 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 8 | 401 | 34 | 0 | 54 | 70 | 31 | 69 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 8 | 401 | 34 | 0 | 54 | 70 | 31 | 69 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 8 | 401 | 34 | 0 | 54 | 70 | 31 | 69 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 8 | 401 | 34 | 0 | 54 | 70 | 31 | 69 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 8 | 401 | 34 | 0 | 54 | 70 | 31 | 69 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 8 | 401 | 34 | 0 | 54 | 70 | 31 | 69 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.06 | 2.71 | 0.23 | 0.00 | 0.44 | 0.56 | 0.31 | 0.69 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 99 | 4978 | 422 | 0 | 784 | 1016 | 558 | 1242 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.08 | 0.00 | 0.07 | 0.07 | 0.06 | 0.06 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 31.8 | 31.8 | 31.8 | 0.0 | 27.2 | 27.2 | 27.2 | 27.2 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.16 | 0.16 | 0.16 | 0.00 | 0.16 | 0.16 | 0.13 | 0.13 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 7.0 | 7.0 | 7.0 | 0.0 | 9.0 | 9.0 | 8.9 | 8.9 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 7.0 | 7.0 | 7.0 | 0.0 | 9.0 | 9.0 | 8.9 | 8.9 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |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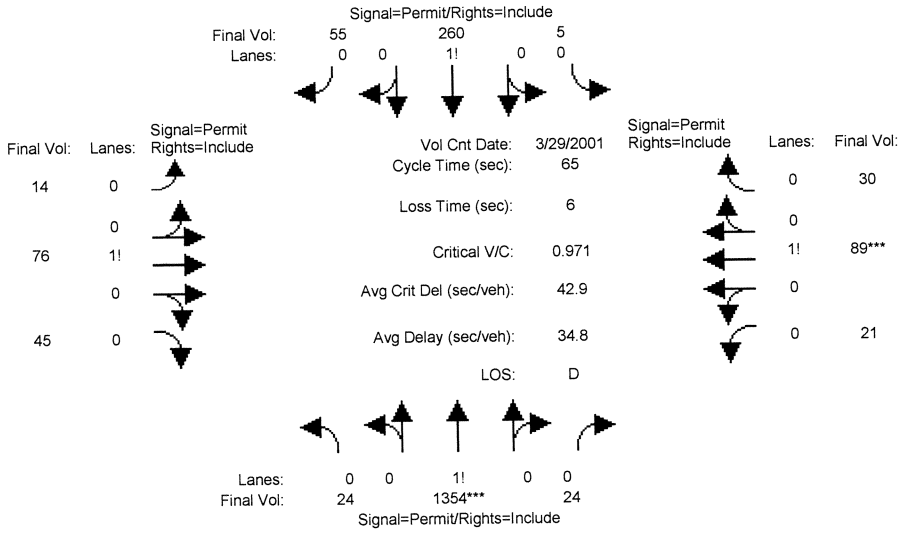
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3813: ST. JOHN/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 29 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 24 | 1354 | 24 | 5 | 260 | 55 | 14 | 76 | 45 | 21 | 89 | 30 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 24 | 1354 | 24 | 5 | 260 | 55 | 14 | 76 | 45 | 21 | 89 | 30 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 24 | 1354 | 24 | 5 | 260 | 55 | 14 | 76 | 45 | 21 | 89 | 30 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 24 | 1354 | 24 | 5 | 260 | 55 | 14 | 76 | 45 | 21 | 89 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 24 | 1354 | 24 | 5 | 260 | 55 | 14 | 76 | 45 | 21 | 89 | 30 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 24 | 1354 | 24 | 5 | 260 | 55 | 14 | 76 | 45 | 21 | 89 | 30 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.02 | 0.96 | 0.02 | 0.02 | 0.81 | 0.17 | 0.10 | 0.57 | 0.33 | 0.15 | 0.64 | 0.21 |
| Final Sat.: | 30 | 1690 | 30 | 27 | 1422 | 301 | 181 | 985 | 583 | 262 | 1112 | 375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.80 | 0.80 | 0.80 | 0.18 | 0.18 | 0.18 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 49.0 | 49.0 | 49.0 | 49.0 | 49.0 | 49.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 1.06 | 1.06 | 1.06 | 0.24 | 0.24 | 0.24 | 0.50 | 0.50 | 0.50 | 0.52 | 0.52 | 0.52 |
| Delay/Veh: | 45.1 | 45.1 | 45.1 | 1.9 | 1.9 | 1.9 | 20.4 | 20.4 | 20.4 | 20.7 | 20.7 | 20.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.1 | 45.1 | 45.1 | 1.9 | 1.9 | 1.9 | 20.4 | 20.4 | 20.4 | 20.7 | 20.7 | 20.7 |
| DesignQueue: | 0 | 15 | 0 | 0 | 2 | 1 | 0 | 2 | 1 | 1 | 3 | 1 |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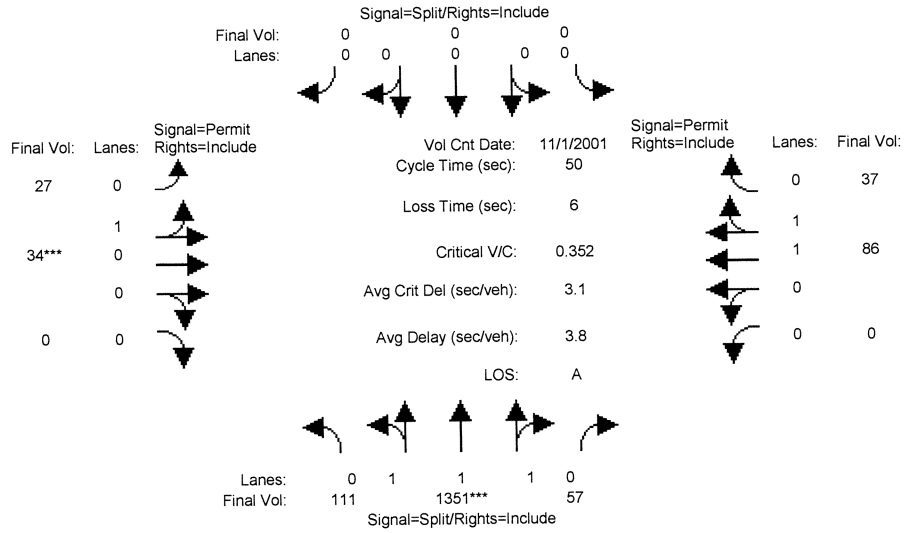
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3814: ST. JOHN/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 1 Nov 2001 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 111 | 1351 | 57 | 0 | 0 | 0 | 27 | 34 | 0 | 0 | 86 | 37 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 111 | 1351 | 57 | 0 | 0 | 0 | 27 | 34 | 0 | 0 | 86 | 37 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 111 | 1351 | 57 | 0 | 0 | 0 | 27 | 34 | 0 | 0 | 86 | 37 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 111 | 1351 | 57 | 0 | 0 | 0 | 27 | 34 | 0 | 0 | 86 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 111 | 1351 | 57 | 0 | 0 | 0 | 27 | 34 | 0 | 0 | 86 | 37 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 111 | 1351 | 57 | 0 | 0 | 0 | 27 | 34 | 0 | 0 | 86 | 37 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.04 | 1.00 |
| Lanes: | 0.22 | 2.67 | 0.11 | 0.00 | 0.00 | 0.00 | 0.44 | 0.56 | 0.00 | 0.00 | 1.38 | 0.62 |
| Final Sat.: | 402 | 4892 | 206 | 0 | 0 | 0 | 797 | 1003 | 0 | 0 | 2586 | 1113 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.28 | 0.28 | 0.00 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 34.0 | 34.0 | 34.0 | 0.0 | 0.0 | 0.0 | 10.0 | 10.0 | 0.0 | 0.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.41 | 0.41 | 0.41 | 0.00 | 0.00 | 0.00 | 0.17 | 0.17 | 0.00 | 0.00 | 0.17 | 0.17 |
| Delay/Veh: | 2.7 | 2.7 | 2.7 | 0.0 | 0.0 | 0.0 | 12.6 | 12.6 | 0.0 | 0.0 | 12.6 | 12.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 2.7 | 2.7 | 2.7 | 0.0 | 0.0 | 0.0 | 12.6 | 12.6 | 0.0 | 0.0 | 12.6 | 12.6 |
| DesignQueue: | 1 | 13 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 |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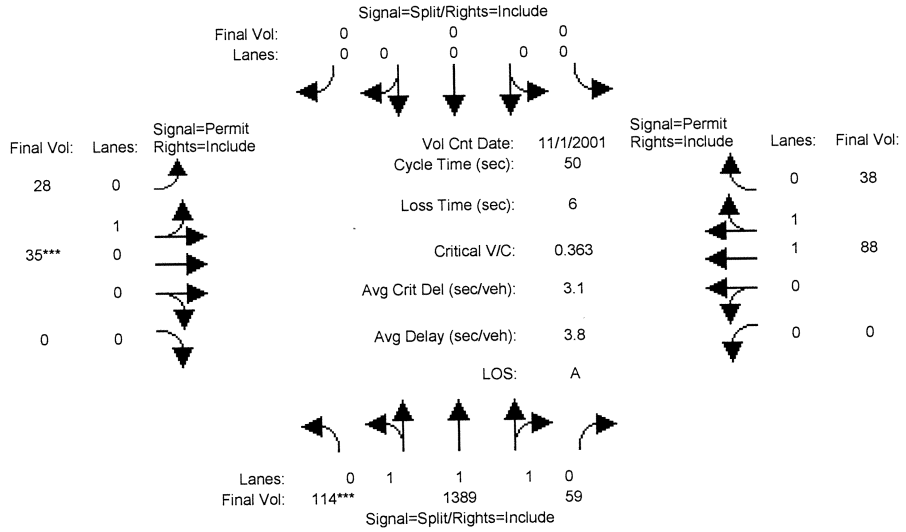
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3814: ST. JOHN/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 1 Nov 2001 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 114 | 1389 | 59 | 0 | 0 | 0 | 28 | 35 | 0 | 0 | 88 | 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: | 114 | 1389 | 59 | 0 | 0 | 0 | 28 | 35 | 0 | 0 | 88 | 38 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 114 | 1389 | 59 | 0 | 0 | 0 | 28 | 35 | 0 | 0 | 88 | 38 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 114 | 1389 | 59 | 0 | 0 | 0 | 28 | 35 | 0 | 0 | 88 | 38 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 114 | 1389 | 59 | 0 | 0 | 0 | 28 | 35 | 0 | 0 | 88 | 38 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 114 | 1389 | 59 | 0 | 0 | 0 | 28 | 35 | 0 | 0 | 88 | 38 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.04 | 1.00 |
| Lanes: | 0.22 | 2.66 | 0.12 | 0.00 | 0.00 | 0.00 | 0.44 | 0.56 | 0.00 | 0.00 | 1.38 | 0.62 |
| Final Sat.: | 401 | 4891 | 208 | 0 | 0 | 0 | 800 | 1000 | 0 | 0 | 2583 | 1116 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.28 | 0.28 | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 | 0.00 | 0.00 | 0.03 | 0.03 |
| Crit Moves: | **** | | | | | | | **** | | | | |
| Green Time: | 34.0 | 34.0 | 34.0 | 0.0 | 0.0 | 0.0 | 10.0 | 10.0 | 0.0 | 0.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.42 | 0.42 | 0.42 | 0.00 | 0.00 | 0.00 | 0.18 | 0.18 | 0.00 | 0.00 | 0.17 | 0.17 |
| Delay/Veh: | 2.8 | 2.8 | 2.8 | 0.0 | 0.0 | 0.0 | 12.6 | 12.6 | 0.0 | 0.0 | 12.6 | 12.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 2.8 | 2.8 | 2.8 | 0.0 | 0.0 | 0.0 | 12.6 | 12.6 | 0.0 | 0.0 | 12.6 | 12.6 |
| DesignQueue: | 1 | 13 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 |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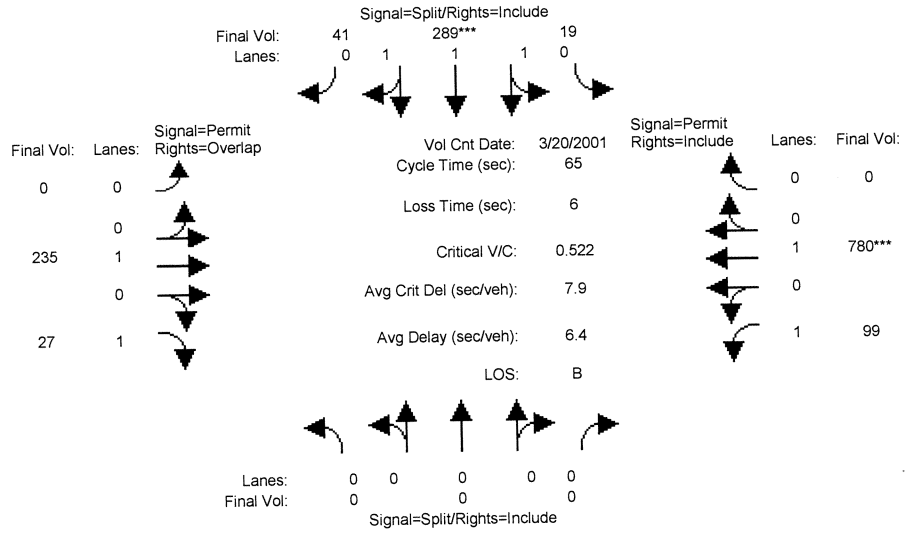
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3822: TAYLOR/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 20 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 19 | 289 | 41 | 0 | 235 | 27 | 99 | 780 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 19 | 289 | 41 | 0 | 235 | 27 | 99 | 780 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 19 | 289 | 41 | 0 | 235 | 27 | 99 | 780 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 19 | 289 | 41 | 0 | 235 | 27 | 99 | 780 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 19 | 289 | 41 | 0 | 235 | 27 | 99 | 780 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 19 | 289 | 41 | 0 | 235 | 27 | 99 | 780 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.17 | 2.47 | 0.36 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 299 | 4554 | 646 | 0 | 1900 | 1750 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.06 | 0.06 | 0.06 | 0.00 | 0.12 | 0.02 | 0.06 | 0.41 | 0.00 |
| Crit Moves: | | | | | **** | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 10.0 | 10.0 | 10.0 | 0.0 | 49.0 | 49.0 | 49.0 | 49.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.41 | 0.41 | 0.41 | 0.00 | 0.16 | 0.02 | 0.08 | 0.54 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 19.1 | 19.1 | 19.1 | 0.0 | 1.7 | 1.5 | 1.6 | 2.9 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 19.1 | 19.1 | 19.1 | 0.0 | 1.7 | 1.5 | 1.6 | 2.9 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 9 | 1 | 0 | 2 | 0 | 1 | 8 | 0 |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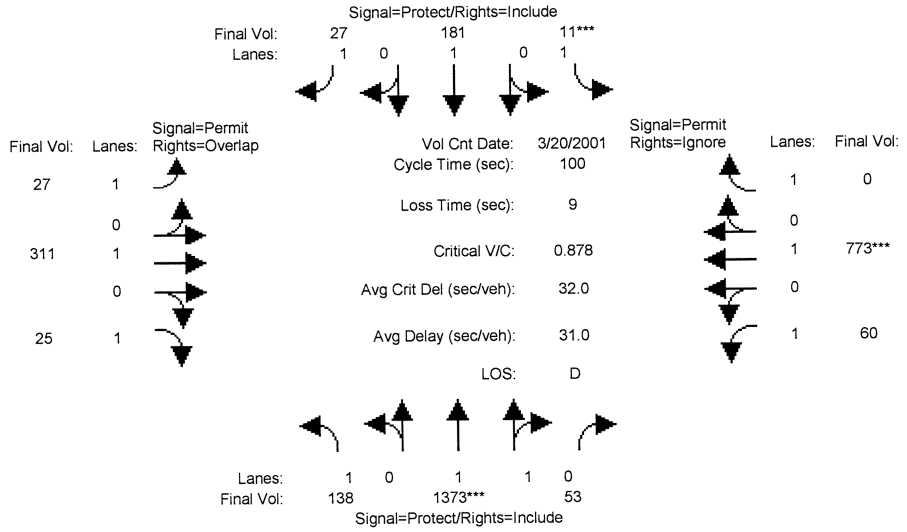
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3822: TAYLOR/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 20 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 138 | 1373 | 53 | 11 | 181 | 27 | 27 | 311 | 25 | 60 | 773 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 138 | 1373 | 53 | 11 | 181 | 27 | 27 | 311 | 25 | 60 | 773 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 138 | 1373 | 53 | 11 | 181 | 27 | 27 | 311 | 25 | 60 | 773 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 138 | 1373 | 53 | 11 | 181 | 27 | 27 | 311 | 25 | 60 | 773 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 138 | 1373 | 53 | 11 | 181 | 27 | 27 | 311 | 25 | 60 | 773 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Vol.: | 138 | 1373 | 53 | 11 | 181 | 27 | 27 | 311 | 25 | 60 | 773 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.92 | 0.08 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3562 | 138 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.39 | 0.39 | 0.01 | 0.10 | 0.02 | 0.02 | 0.16 | 0.01 | 0.03 | 0.41 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | | | **** | |
| Green Time: | 37.9 | 40.9 | 40.9 | 7.0 | 10.0 | 10.0 | 43.1 | 43.1 | 81.0 | 43.1 | 43.1 | 0.0 |
| Volume/Cap: | 0.21 | 0.94 | 0.94 | 0.09 | 0.95 | 0.15 | 0.04 | 0.38 | 0.02 | 0.08 | 0.94 | 0.00 |
| Delay/Veh: | 16.0 | 30.6 | 30.6 | 33.1 | 71.7 | 31.3 | 12.5 | 14.8 | 1.4 | 12.7 | 34.6 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 16.0 | 30.6 | 30.6 | 33.1 | 71.7 | 31.3 | 12.5 | 14.8 | 1.4 | 12.7 | 34.6 | 0.0 |
| DesignQueue: | 5 | 50 | 2 | 1 | 9 | 1 | 1 | 10 | 0 | 2 | 27 | 0 |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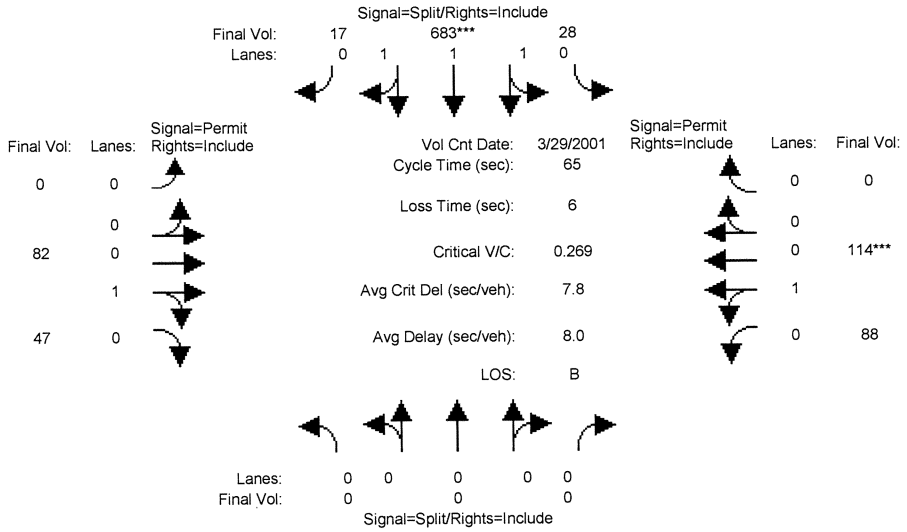
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3825: 10TH/WILLIAM




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 29 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 28 | 683 | 17 | 0 | 82 | 47 | 88 | 114 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 28 | 683 | 17 | 0 | 82 | 47 | 88 | 114 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 28 | 683 | 17 | 0 | 82 | 47 | 88 | 114 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 28 | 683 | 17 | 0 | 82 | 47 | 88 | 114 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 28 | 683 | 17 | 0 | 82 | 47 | 88 | 114 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 28 | 683 | 17 | 0 | 82 | 47 | 88 | 114 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.12 | 2.81 | 0.07 | 0.00 | 0.64 | 0.36 | 0.44 | 0.56 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 212 | 5160 | 128 | 0 | 1144 | 656 | 784 | 1016 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.13 | 0.13 | 0.13 | 0.00 | 0.07 | 0.07 | 0.11 | 0.11 | 0.00 |
| Crit Moves: | | | | | **** | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 31.9 | 31.9 | 31.9 | 0.0 | 27.1 | 27.1 | 27.1 | 27.1 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 0.27 | 0.00 | 0.17 | 0.17 | 0.27 | 0.27 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 7.4 | 7.4 | 7.4 | 0.0 | 9.1 | 9.1 | 9.5 | 9.5 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 7.4 | 7.4 | 7.4 | 0.0 | 9.1 | 9.1 | 9.5 | 9.5 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 2 | 1 | 2 | 2 | 0 |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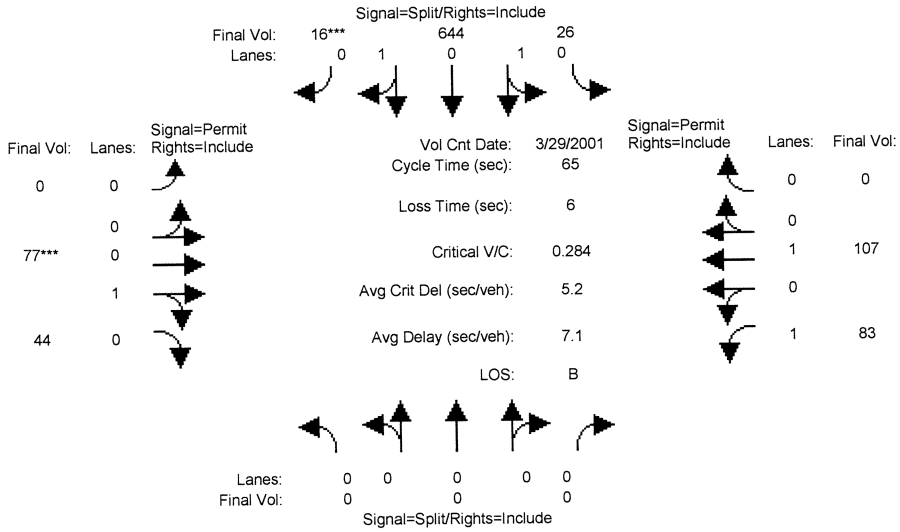
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3825: 10TH/WILLIAM




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 29 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 26 | 644 | 16 | 0 | 77 | 44 | 83 | 107 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 26 | 644 | 16 | 0 | 77 | 44 | 83 | 107 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 26 | 644 | 16 | 0 | 77 | 44 | 83 | 107 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 26 | 644 | 16 | 0 | 77 | 44 | 83 | 107 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 26 | 644 | 16 | 0 | 77 | 44 | 83 | 107 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 26 | 644 | 16 | 0 | 77 | 44 | 83 | 107 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.07 | 1.88 | 0.05 | 0.00 | 0.64 | 0.36 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 136 | 3380 | 84 | 0 | 1145 | 655 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.19 | 0.19 | 0.19 | 0.00 | 0.07 | 0.07 | 0.05 | 0.06 | 0.00 |
| Crit Moves: | | | | | | **** | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 43.6 | 43.6 | 43.6 | 0.0 | 15.4 | 15.4 | 15.4 | 15.4 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 0.28 | 0.00 | 0.28 | 0.28 | 0.20 | 0.24 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 3.3 | 3.3 | 3.3 | 0.0 | 15.5 | 15.5 | 15.1 | 15.3 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 3.3 | 3.3 | 3.3 | 0.0 | 15.5 | 15.5 | 15.1 | 15.3 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 2 | 1 | 2 | 3 | 0 |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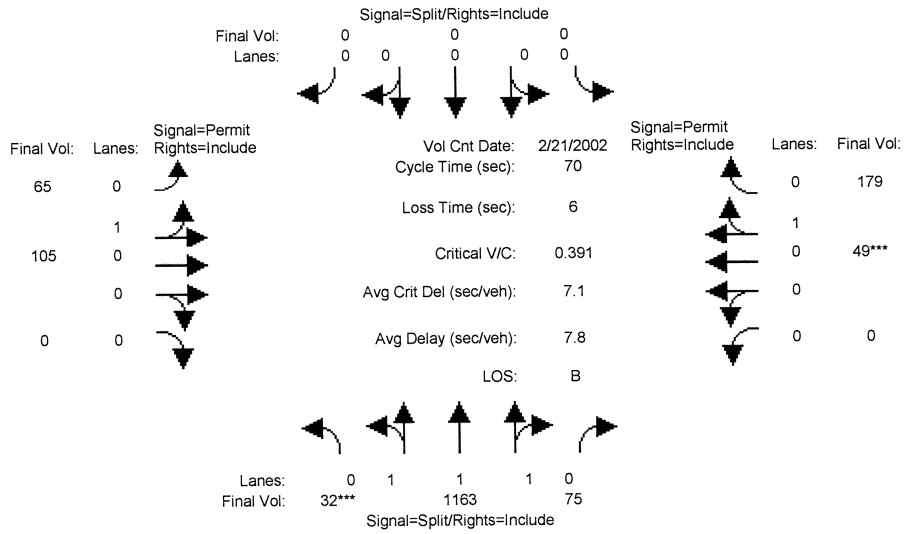
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3826: THIRD/VIRGINIA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2002 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 32 | 1163 | 75 | 0 | 0 | 0 | 65 | 105 | 0 | 0 | 49 | 179 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 1163 | 75 | 0 | 0 | 0 | 65 | 105 | 0 | 0 | 49 | 179 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 32 | 1163 | 75 | 0 | 0 | 0 | 65 | 105 | 0 | 0 | 49 | 179 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 32 | 1163 | 75 | 0 | 0 | 0 | 65 | 105 | 0 | 0 | 49 | 179 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 32 | 1163 | 75 | 0 | 0 | 0 | 65 | 105 | 0 | 0 | 49 | 179 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 32 | 1163 | 75 | 0 | 0 | 0 | 65 | 105 | 0 | 0 | 49 | 179 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.08 | 2.74 | 0.18 | 0.00 | 0.00 | 0.00 | 0.38 | 0.62 | 0.00 | 0.00 | 0.21 | 0.79 |
| Final Sat.: | 139 | 5036 | 325 | 0 | 0 | 0 | 688 | 1112 | 0 | 0 | 387 | 1413 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 | 0.09 | 0.09 | 0.00 | 0.00 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | | | | | | | **** | |
| Green Time: | 41.3 | 41.3 | 41.3 | 0.0 | 0.0 | 0.0 | 22.7 | 22.7 | 0.0 | 0.0 | 22.7 | 22.7 |
| Volume/Cap: | 0.39 | 0.39 | 0.39 | 0.00 | 0.00 | 0.00 | 0.29 | 0.29 | 0.00 | 0.00 | 0.39 | 0.39 |
| Delay/Veh: | 5.8 | 5.8 | 5.8 | 0.0 | 0.0 | 0.0 | 13.5 | 13.5 | 0.0 | 0.0 | 14.2 | 14.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 5.8 | 5.8 | 5.8 | 0.0 | 0.0 | 0.0 | 13.5 | 13.5 | 0.0 | 0.0 | 14.2 | 14.2 |
| DesignQueue: | 1 | 20 | 1 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 1 | 5 |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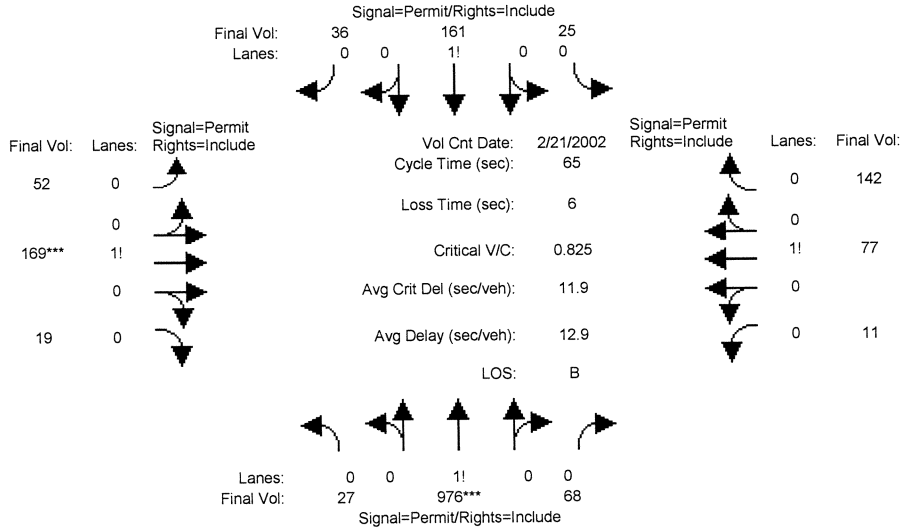
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3826: THIRD/VIRGINIA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2002 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 27 | 976 | 68 | 25 | 161 | 36 | 52 | 169 | 19 | 11 | 77 | 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: | 27 | 976 | 68 | 25 | 161 | 36 | 52 | 169 | 19 | 11 | 77 | 142 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 27 | 976 | 68 | 25 | 161 | 36 | 52 | 169 | 19 | 11 | 77 | 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: | 27 | 976 | 68 | 25 | 161 | 36 | 52 | 169 | 19 | 11 | 77 | 142 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 27 | 976 | 68 | 25 | 161 | 36 | 52 | 169 | 19 | 11 | 77 | 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 |
| Final Vol.: | 27 | 976 | 68 | 25 | 161 | 36 | 52 | 169 | 19 | 11 | 77 | 142 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.03 | 0.91 | 0.06 | 0.11 | 0.73 | 0.16 | 0.22 | 0.70 | 0.08 | 0.05 | 0.33 | 0.62 |
| Final Sat.: | 44 | 1595 | 111 | 197 | 1269 | 284 | 379 | 1232 | 139 | 84 | 586 | 1080 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.61 | 0.61 | 0.61 | 0.13 | 0.13 | 0.13 | 0.14 | 0.14 | 0.14 | 0.13 | 0.13 | 0.13 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 48.2 | 48.2 | 48.2 | 48.2 | 48.2 | 48.2 | 10.8 | 10.8 | 10.8 | 10.8 | 10.8 | 10.8 |
| Volume/Cap: | 0.83 | 0.83 | 0.83 | 0.17 | 0.17 | 0.17 | 0.83 | 0.83 | 0.83 | 0.79 | 0.79 | 0.79 |
| Delay/Veh: | 7.4 | 7.4 | 7.4 | 1.9 | 1.9 | 1.9 | 31.8 | 31.8 | 31.8 | 29.1 | 29.1 | 29.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 7.4 | 7.4 | 7.4 | 1.9 | 1.9 | 1.9 | 31.8 | 31.8 | 31.8 | 29.1 | 29.1 | 29.1 |
| DesignQueue: | 0 | 11 | 1 | 0 | 2 | 0 | 2 | 5 | 1 | 0 | 2 | 4 |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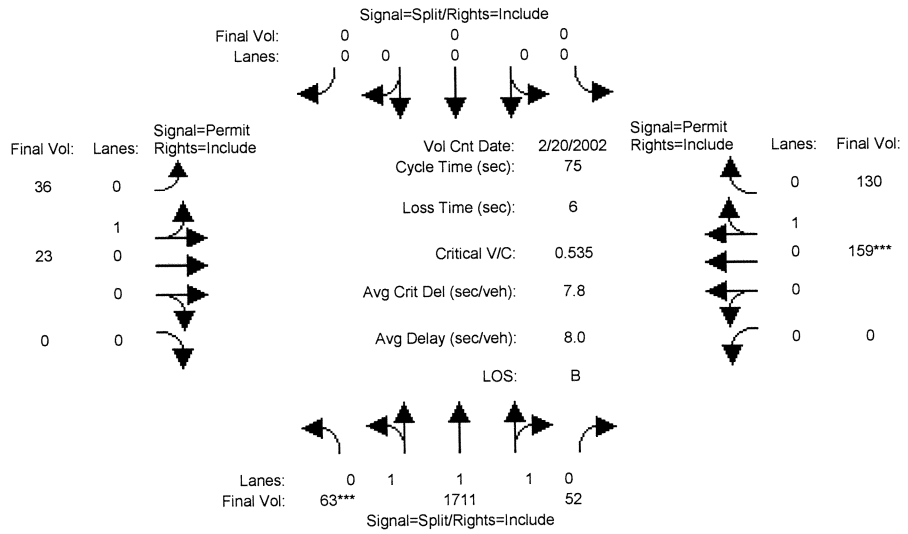
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3827: THIRD/WILLIAM




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 20 Feb 2002 << 7:45-8:45AM | | | | | | | | | | | | |
| Base Vol: | 63 | 1711 | 52 | 0 | 0 | 0 | 36 | 23 | 0 | 0 | 159 | 130 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 63 | 1711 | 52 | 0 | 0 | 0 | 36 | 23 | 0 | 0 | 159 | 130 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 63 | 1711 | 52 | 0 | 0 | 0 | 36 | 23 | 0 | 0 | 159 | 130 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 63 | 1711 | 52 | 0 | 0 | 0 | 36 | 23 | 0 | 0 | 159 | 130 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 63 | 1711 | 52 | 0 | 0 | 0 | 36 | 23 | 0 | 0 | 159 | 130 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 63 | 1711 | 52 | 0 | 0 | 0 | 36 | 23 | 0 | 0 | 159 | 130 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.10 | 2.81 | 0.09 | 0.00 | 0.00 | 0.00 | 0.61 | 0.39 | 0.00 | 0.00 | 0.55 | 0.45 |
| Final Sat.: | 190 | 5153 | 157 | 0 | 0 | 0 | 1098 | 702 | 0 | 0 | 990 | 810 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.33 | 0.33 | 0.33 | 0.00 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.00 | 0.16 | 0.16 |
| Crit Moves: | **** | | | | | | | | | | **** | |
| Green Time: | 46.5 | 46.5 | 46.5 | 0.0 | 0.0 | 0.0 | 22.5 | 22.5 | 0.0 | 0.0 | 22.5 | 22.5 |
| Volume/Cap: | 0.54 | 0.54 | 0.54 | 0.00 | 0.00 | 0.00 | 0.11 | 0.11 | 0.00 | 0.00 | 0.54 | 0.54 |
| Delay/Veh: | 6.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 14.4 | 14.4 | 0.0 | 0.0 | 17.5 | 17.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 6.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 14.4 | 14.4 | 0.0 | 0.0 | 17.5 | 17.5 |
| DesignQueue: | 1 | 30 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 4 |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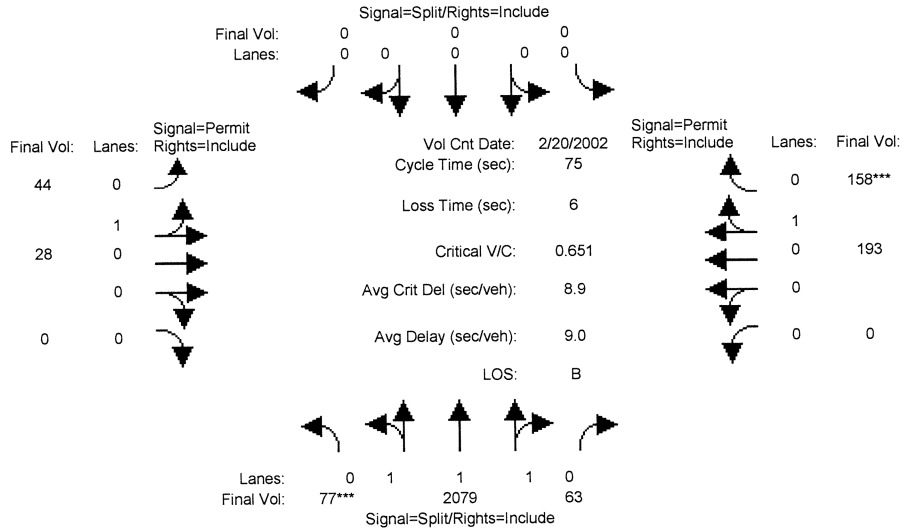
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3827: THIRD/WILLIAM




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 20 Feb 2002 << 7:45-8:45AM | | | | | | | | | | | | |
| Base Vol: | 77 | 2079 | 63 | 0 | 0 | 0 | 44 | 28 | 0 | 0 | 193 | 158 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 77 | 2079 | 63 | 0 | 0 | 0 | 44 | 28 | 0 | 0 | 193 | 158 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 77 | 2079 | 63 | 0 | 0 | 0 | 44 | 28 | 0 | 0 | 193 | 158 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 77 | 2079 | 63 | 0 | 0 | 0 | 44 | 28 | 0 | 0 | 193 | 158 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 77 | 2079 | 63 | 0 | 0 | 0 | 44 | 28 | 0 | 0 | 193 | 158 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 77 | 2079 | 63 | 0 | 0 | 0 | 44 | 28 | 0 | 0 | 193 | 158 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.10 | 2.81 | 0.09 | 0.00 | 0.00 | 0.00 | 0.61 | 0.39 | 0.00 | 0.00 | 0.55 | 0.45 |
| Final Sat.: | 191 | 5153 | 156 | 0 | 0 | 0 | 1100 | 700 | 0 | 0 | 990 | 810 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.40 | 0.40 | 0.40 | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 | 0.00 | 0.00 | 0.19 | 0.20 |
| Crit Moves: | **** | | | | | | | | | | | **** |
| Green Time: | 46.5 | 46.5 | 46.5 | 0.0 | 0.0 | 0.0 | 22.5 | 22.5 | 0.0 | 0.0 | 22.5 | 22.5 |
| Volume/Cap: | 0.65 | 0.65 | 0.65 | 0.00 | 0.00 | 0.00 | 0.13 | 0.13 | 0.00 | 0.00 | 0.65 | 0.65 |
| Delay/Veh: | 7.2 | 7.2 | 7.2 | 0.0 | 0.0 | 0.0 | 14.6 | 14.6 | 0.0 | 0.0 | 19.3 | 19.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 7.2 | 7.2 | 7.2 | 0.0 | 0.0 | 0.0 | 14.6 | 14.6 | 0.0 | 0.0 | 19.3 | 19.3 |
| DesignQueue: | 1 | 37 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 6 | 5 |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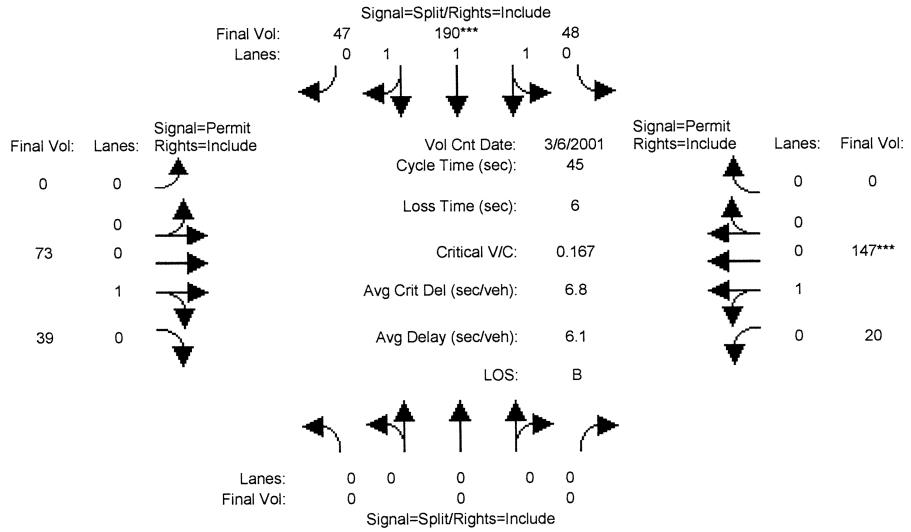
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3834: VINE/VIRGINIA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 6 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 48 | 190 | 47 | 0 | 73 | 39 | 20 | 147 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 48 | 190 | 47 | 0 | 73 | 39 | 20 | 147 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 48 | 190 | 47 | 0 | 73 | 39 | 20 | 147 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 48 | 190 | 47 | 0 | 73 | 39 | 20 | 147 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 48 | 190 | 47 | 0 | 73 | 39 | 20 | 147 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 48 | 190 | 47 | 0 | 73 | 39 | 20 | 147 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.51 | 1.99 | 0.50 | 0.00 | 0.65 | 0.35 | 0.12 | 0.88 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 926 | 3666 | 907 | 0 | 1173 | 627 | 216 | 1584 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.05 | 0.05 | 0.05 | 0.00 | 0.06 | 0.06 | 0.09 | 0.09 | 0.00 |
| Crit Moves: | | | | | **** | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 14.0 | 14.0 | 14.0 | 0.0 | 25.0 | 25.0 | 25.0 | 25.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.17 | 0.17 | 0.17 | 0.00 | 0.11 | 0.11 | 0.17 | 0.17 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 8.6 | 8.6 | 8.6 | 0.0 | 3.6 | 3.6 | 3.7 | 3.7 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 8.6 | 8.6 | 8.6 | 0.0 | 3.6 | 3.6 | 3.7 | 3.7 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 2 | 0 |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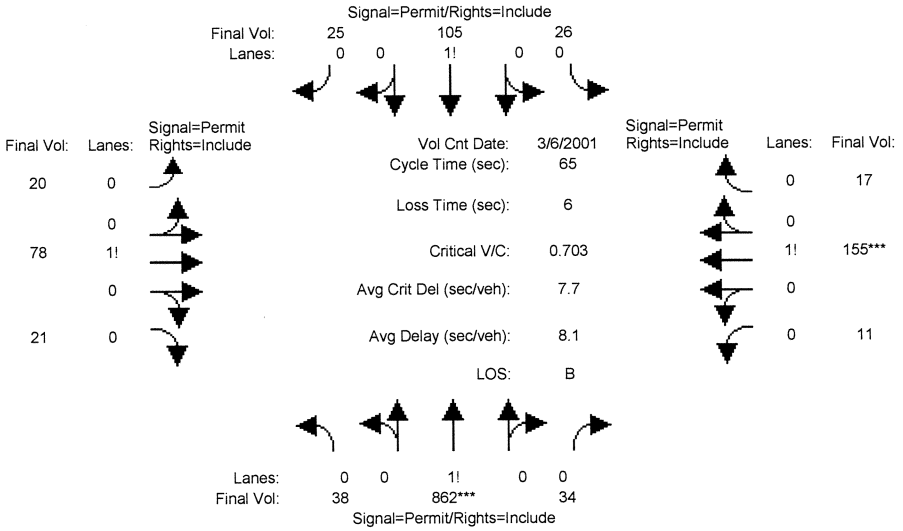
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3834: VINE/VIRGINIA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 6 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 38 | 862 | 34 | 26 | 105 | 25 | 20 | 78 | 21 | 11 | 155 | 17 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 38 | 862 | 34 | 26 | 105 | 25 | 20 | 78 | 21 | 11 | 155 | 17 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 38 | 862 | 34 | 26 | 105 | 25 | 20 | 78 | 21 | 11 | 155 | 17 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 38 | 862 | 34 | 26 | 105 | 25 | 20 | 78 | 21 | 11 | 155 | 17 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 38 | 862 | 34 | 26 | 105 | 25 | 20 | 78 | 21 | 11 | 155 | 17 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 38 | 862 | 34 | 26 | 105 | 25 | 20 | 78 | 21 | 11 | 155 | 17 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.04 | 0.92 | 0.04 | 0.17 | 0.67 | 0.16 | 0.17 | 0.65 | 0.18 | 0.06 | 0.85 | 0.09 |
| Final Sat.: | 71 | 1615 | 64 | 292 | 1178 | 280 | 294 | 1147 | 309 | 105 | 1482 | 163 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.53 | 0.53 | 0.53 | 0.09 | 0.09 | 0.09 | 0.07 | 0.07 | 0.07 | 0.10 | 0.10 | 0.10 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 49.0 | 49.0 | 49.0 | 49.0 | 49.0 | 49.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.71 | 0.71 | 0.71 | 0.12 | 0.12 | 0.12 | 0.44 | 0.44 | 0.44 | 0.68 | 0.68 | 0.68 |
| Delay/Veh: | 4.5 | 4.5 | 4.5 | 1.6 | 1.6 | 1.6 | 19.8 | 19.8 | 19.8 | 24.4 | 24.4 | 24.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 4.5 | 4.5 | 4.5 | 1.6 | 1.6 | 1.6 | 19.8 | 19.8 | 19.8 | 24.4 | 24.4 | 24.4 |
| DesignQueue: | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 5 | 1 |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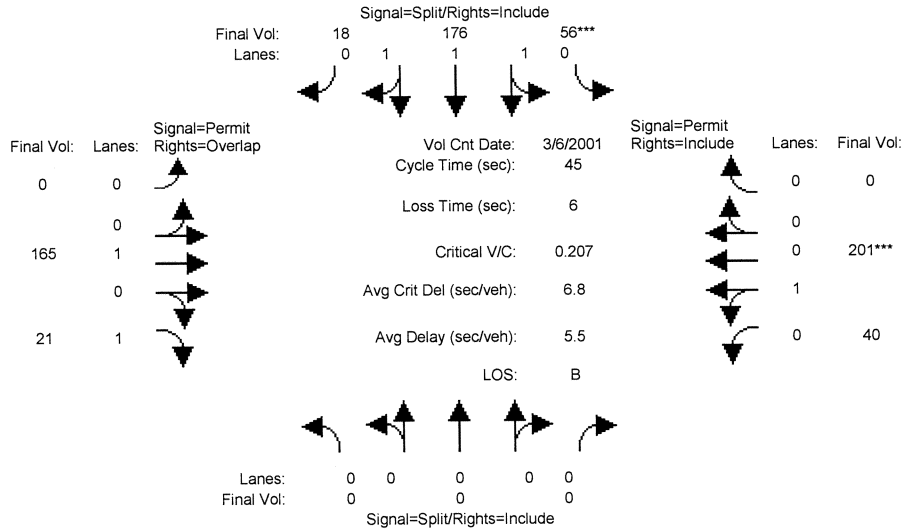
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3835: VINE/WILLOW




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 6 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 56 | 176 | 18 | 0 | 165 | 21 | 40 | 201 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 56 | 176 | 18 | 0 | 165 | 21 | 40 | 201 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 56 | 176 | 18 | 0 | 165 | 21 | 40 | 201 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 56 | 176 | 18 | 0 | 165 | 21 | 40 | 201 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 56 | 176 | 18 | 0 | 165 | 21 | 40 | 201 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 56 | 176 | 18 | 0 | 165 | 21 | 40 | 201 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.68 | 2.10 | 0.22 | 0.00 | 1.00 | 1.00 | 0.17 | 0.83 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1232 | 3871 | 396 | 0 | 1900 | 1750 | 299 | 1501 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.05 | 0.05 | 0.05 | 0.00 | 0.09 | 0.01 | 0.13 | 0.13 | 0.00 |
| Crit Moves: | | | | **** | | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 10.0 | 10.0 | 10.0 | 0.0 | 29.0 | 29.0 | 29.0 | 29.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.20 | 0.20 | 0.20 | 0.00 | 0.13 | 0.02 | 0.21 | 0.21 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 10.8 | 10.8 | 10.8 | 0.0 | 2.4 | 2.2 | 2.5 | 2.5 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 10.8 | 10.8 | 10.8 | 0.0 | 2.4 | 2.2 | 2.5 | 2.5 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |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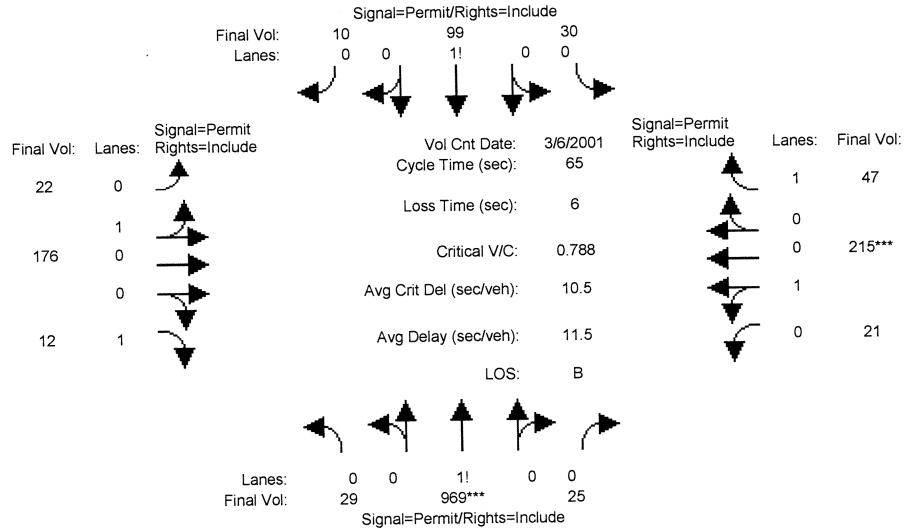
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3835: VINE/WILLOW




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 6 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 29 | 969 | 25 | 30 | 99 | 10 | 22 | 176 | 12 | 21 | 215 | 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: | 29 | 969 | 25 | 30 | 99 | 10 | 22 | 176 | 12 | 21 | 215 | 47 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 29 | 969 | 25 | 30 | 99 | 10 | 22 | 176 | 12 | 21 | 215 | 47 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 29 | 969 | 25 | 30 | 99 | 10 | 22 | 176 | 12 | 21 | 215 | 47 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 969 | 25 | 30 | 99 | 10 | 22 | 176 | 12 | 21 | 215 | 47 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 29 | 969 | 25 | 30 | 99 | 10 | 22 | 176 | 12 | 21 | 215 | 47 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.03 | 0.95 | 0.02 | 0.22 | 0.71 | 0.07 | 0.11 | 0.89 | 1.00 | 0.09 | 0.91 | 1.00 |
| Final Sat.: | 50 | 1658 | 43 | 378 | 1246 | 126 | 200 | 1600 | 1750 | 160 | 1640 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.58 | 0.58 | 0.58 | 0.08 | 0.08 | 0.08 | 0.11 | 0.11 | 0.01 | 0.13 | 0.13 | 0.03 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 48.2 | 48.2 | 48.2 | 48.2 | 48.2 | 48.2 | 10.8 | 10.8 | 10.8 | 10.8 | 10.8 | 10.8 |
| Volume/Cap: | 0.79 | 0.79 | 0.79 | 0.11 | 0.11 | 0.11 | 0.66 | 0.66 | 0.04 | 0.79 | 0.79 | 0.16 |
| Delay/Veh: | 6.3 | 6.3 | 6.3 | 1.8 | 1.8 | 1.8 | 23.0 | 23.0 | 17.3 | 28.7 | 28.7 | 17.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 6.3 | 6.3 | 6.3 | 1.8 | 1.8 | 1.8 | 23.0 | 23.0 | 17.3 | 28.7 | 28.7 | 17.7 |
| DesignQueue: | 0 | 11 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 1 | 7 | 1 |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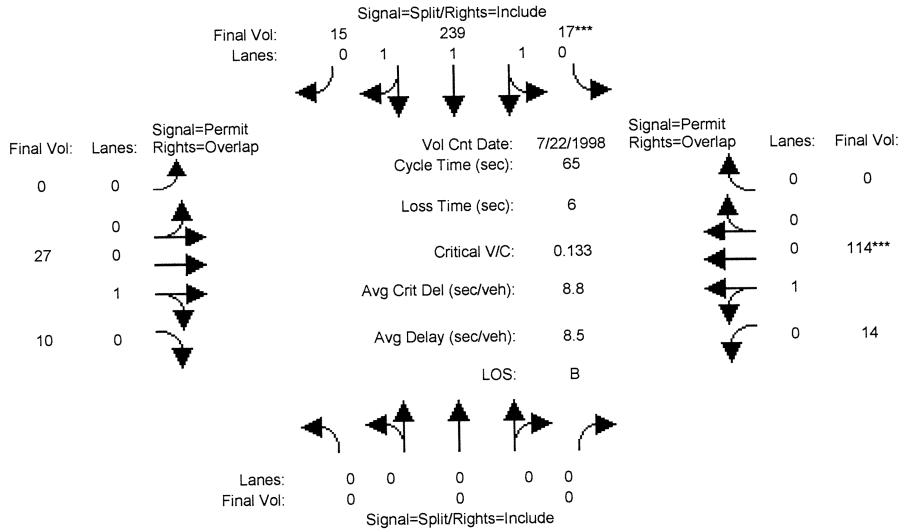
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3862: JACKSON/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 22 Jul 1998 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 17 | 239 | 15 | 0 | 27 | 10 | 14 | 114 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 17 | 239 | 15 | 0 | 27 | 10 | 14 | 114 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 17 | 239 | 15 | 0 | 27 | 10 | 14 | 114 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 17 | 239 | 15 | 0 | 27 | 10 | 14 | 114 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 17 | 239 | 15 | 0 | 27 | 10 | 14 | 114 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 17 | 239 | 15 | 0 | 27 | 10 | 14 | 114 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.19 | 2.64 | 0.17 | 0.00 | 0.73 | 0.27 | 0.11 | 0.89 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 345 | 4850 | 304 | 0 | 1314 | 486 | 197 | 1603 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.05 | 0.05 | 0.05 | 0.00 | 0.02 | 0.02 | 0.07 | 0.07 | 0.00 |
| Crit Moves: | | | | **** | | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 24.1 | 24.1 | 24.1 | 0.0 | 34.9 | 34.9 | 34.9 | 34.9 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.13 | 0.13 | 0.13 | 0.00 | 0.04 | 0.04 | 0.13 | 0.13 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 10.3 | 10.3 | 10.3 | 0.0 | 5.4 | 5.4 | 5.7 | 5.7 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 10.3 | 10.3 | 10.3 | 0.0 | 5.4 | 5.4 | 5.7 | 5.7 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |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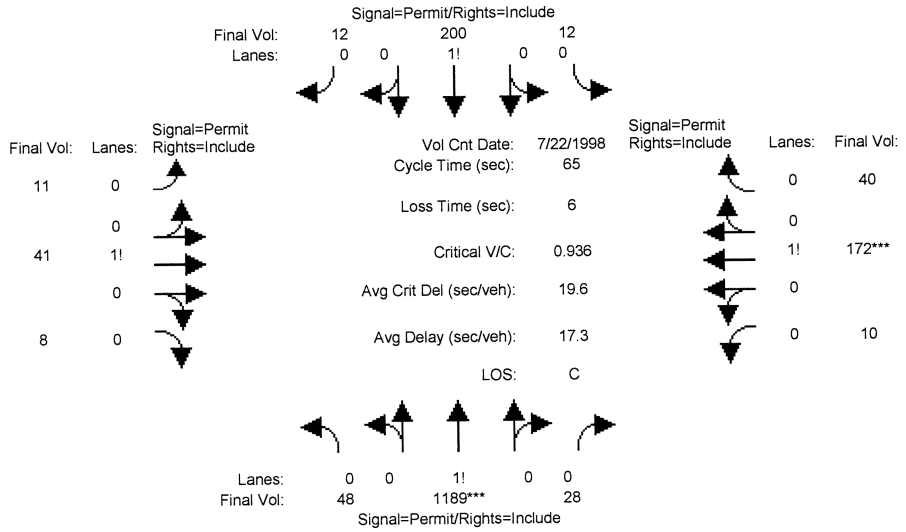
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3862: JACKSON/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 22 Jul 1998 << | | | | | | | | | | | | |
| Base Vol: | 48 | 1189 | 28 | 12 | 200 | 12 | 11 | 41 | 8 | 10 | 172 | 40 |
| Growth Adj: | 1.00 | 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 | 1189 | 28 | 12 | 200 | 12 | 11 | 41 | 8 | 10 | 172 | 40 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 48 | 1189 | 28 | 12 | 200 | 12 | 11 | 41 | 8 | 10 | 172 | 40 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1189 | 28 | 12 | 200 | 12 | 11 | 41 | 8 | 10 | 172 | 40 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 48 | 1189 | 28 | 12 | 200 | 12 | 11 | 41 | 8 | 10 | 172 | 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 |
| Final Vol.: | 48 | 1189 | 28 | 12 | 200 | 12 | 11 | 41 | 8 | 10 | 172 | 40 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.04 | 0.94 | 0.02 | 0.05 | 0.90 | 0.05 | 0.18 | 0.69 | 0.13 | 0.05 | 0.77 | 0.18 |
| Final Sat.: | 66 | 1645 | 39 | 94 | 1562 | 94 | 321 | 1196 | 233 | 79 | 1356 | 315 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.72 | 0.72 | 0.72 | 0.13 | 0.13 | 0.13 | 0.03 | 0.03 | 0.03 | 0.13 | 0.13 | 0.13 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 49.0 | 49.0 | 49.0 | 49.0 | 49.0 | 49.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.96 | 0.96 | 0.96 | 0.17 | 0.17 | 0.17 | 0.22 | 0.22 | 0.22 | 0.82 | 0.82 | 0.82 |
| Delay/Veh: | 17.2 | 17.2 | 17.2 | 1.7 | 1.7 | 1.7 | 18.4 | 18.4 | 18.4 | 32.8 | 32.8 | 32.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 17.2 | 17.2 | 17.2 | 1.7 | 1.7 | 1.7 | 18.4 | 18.4 | 18.4 | 32.8 | 32.8 | 32.8 |
| DesignQueue: | 1 | 13 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 5 | 1 |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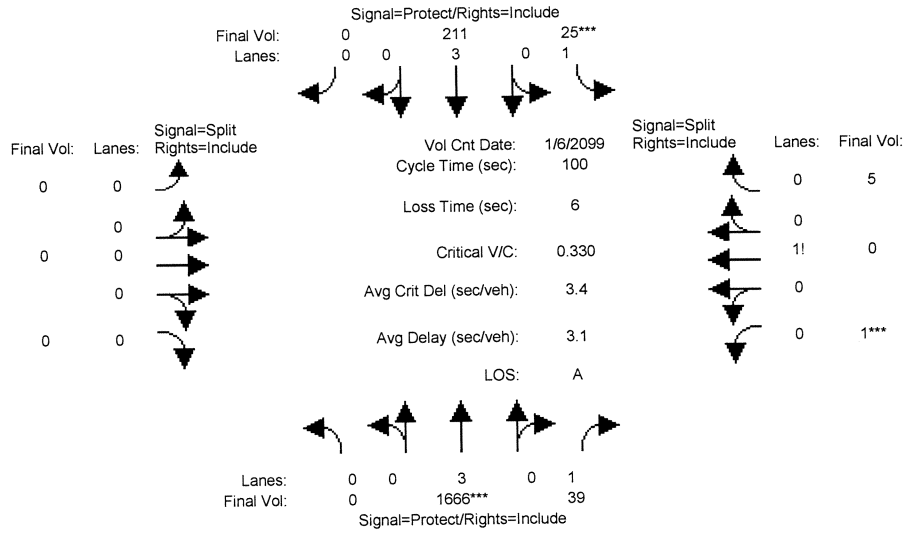
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3863: ALMADEN BLVD/CONVENTION CENTER




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 10 |
| Volume Module: >> Count Date: 6 Jan 2099 << | | | | | | | | | | | | |
| Base Vol: | 0 | 1666 | 39 | 25 | 211 | 0 | 0 | 0 | 0 | 1 | 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 | 1666 | 39 | 25 | 211 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1666 | 39 | 25 | 211 | 0 | 0 | 0 | 0 | 1 | 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 | 1666 | 39 | 25 | 211 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1666 | 39 | 25 | 211 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 1666 | 39 | 25 | 211 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.83 |
| Final Sat.: | 0 | 5700 | 1750 | 1750 | 5700 | 0 | 0 | 0 | 0 | 292 | 0 | 1458 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.02 | 0.01 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 77.0 | 77.0 | 7.0 | 84.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 10.0 |
| Volume/Cap: | 0.00 | 0.38 | 0.03 | 0.20 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.03 |
| Delay/Veh: | 0.0 | 2.9 | 2.1 | 33.5 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.9 | 0.0 | 30.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 2.9 | 2.1 | 33.5 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.9 | 0.0 | 30.9 |
| DesignQueue: | 0 | 23 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |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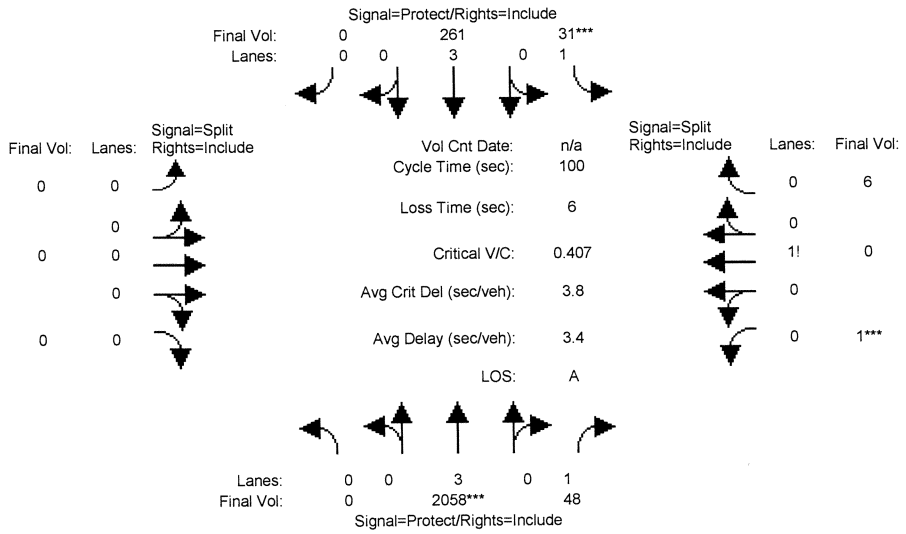
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3863: ALMADEN BLVD/CONVENTION CENTER




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 0 | 0 | 0 | 10 | 10 | 10 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 2058 | 48 | 31 | 261 | 0 | 0 | 0 | 0 | 1 | 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 | 2058 | 48 | 31 | 261 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2058 | 48 | 31 | 261 | 0 | 0 | 0 | 0 | 1 | 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 | 2058 | 48 | 31 | 261 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2058 | 48 | 31 | 261 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 2058 | 48 | 31 | 261 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.86 |
| Final Sat.: | 0 | 5700 | 1750 | 1750 | 5700 | 0 | 0 | 0 | 0 | 250 | 0 | 1500 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.03 | 0.02 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 77.0 | 77.0 | 7.0 | 84.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 10.0 |
| Volume/Cap: | 0.00 | 0.47 | 0.04 | 0.25 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.04 |
| Delay/Veh: | 0.0 | 3.2 | 2.1 | 33.7 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.9 | 0.0 | 30.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 3.2 | 2.1 | 33.7 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.9 | 0.0 | 30.9 |
| DesignQueue: | 0 | 29 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |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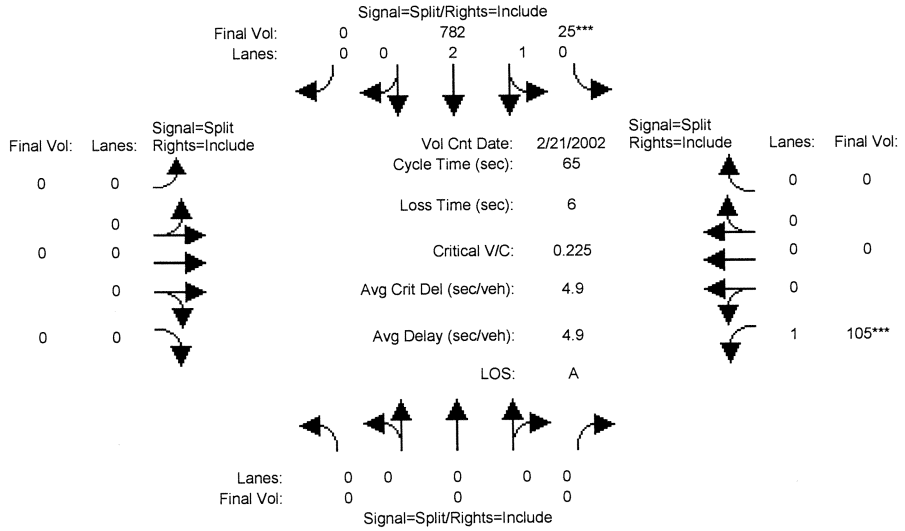
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3954: SAN ANTONIO/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Volume Module: >> Count Date: 21 Feb 2002 << 8:00-9:00AM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 25 | 782 | 0 | 0 | 0 | 0 | 105 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 25 | 782 | 0 | 0 | 0 | 0 | 105 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 25 | 782 | 0 | 0 | 0 | 0 | 105 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 25 | 782 | 0 | 0 | 0 | 0 | 105 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 25 | 782 | 0 | 0 | 0 | 0 | 105 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 25 | 782 | 0 | 0 | 0 | 0 | 105 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.04 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.10 | 2.90 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 173 | 5426 | 0 | 0 | 0 | 0 | 1750 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 |
| Crit Moves: | | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 41.7 | 41.7 | 0.0 | 0.0 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.22 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 3.7 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 14.2 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 3.7 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 14.2 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |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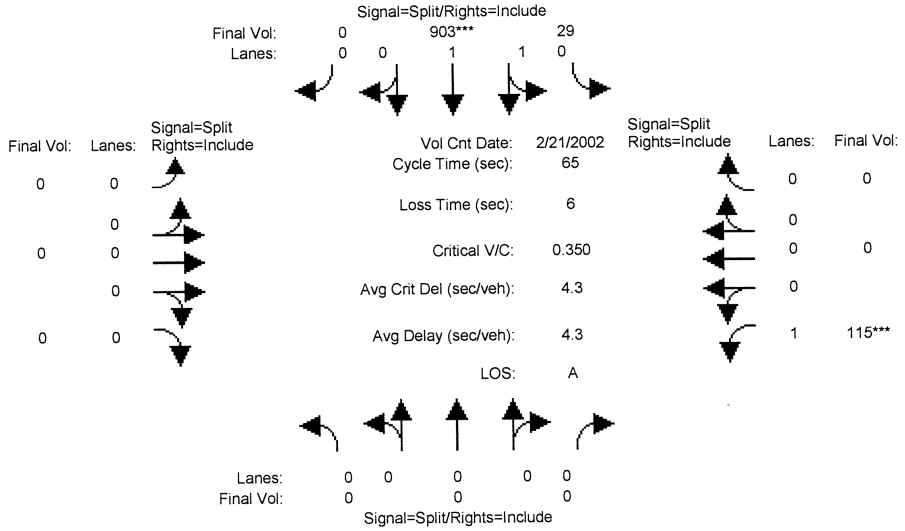
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3954: SAN ANTONIO/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Volume Module: >> Count Date: 21 Feb 2002 << 8:00-9:00AM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 29 | 903 | 0 | 0 | 0 | 0 | 115 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 29 | 903 | 0 | 0 | 0 | 0 | 115 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 29 | 903 | 0 | 0 | 0 | 0 | 115 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 29 | 903 | 0 | 0 | 0 | 0 | 115 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 29 | 903 | 0 | 0 | 0 | 0 | 115 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 29 | 903 | 0 | 0 | 0 | 0 | 115 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.06 | 1.94 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 115 | 3585 | 0 | 0 | 0 | 0 | 1750 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 46.8 | 46.8 | 0.0 | 0.0 | 0.0 | 0.0 | 12.2 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.35 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 17.7 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 17.7 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |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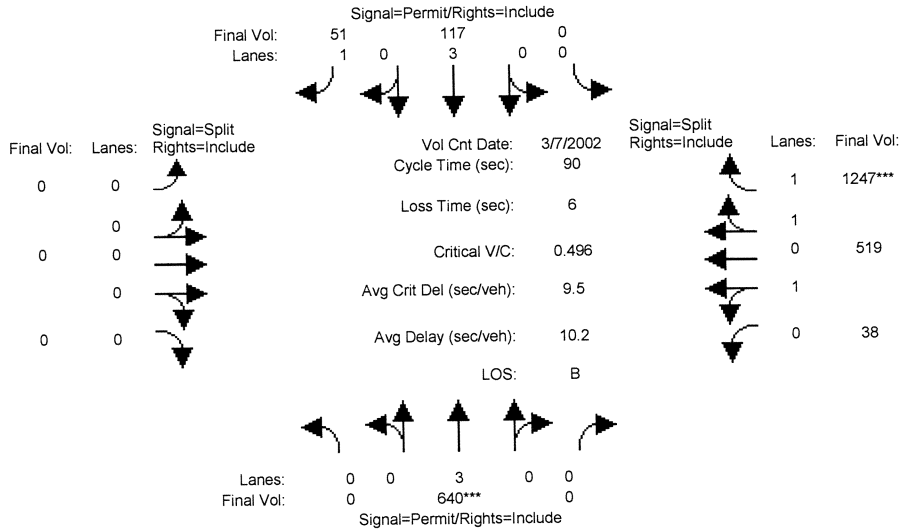
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3957: 280/ALMADEN




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 0 | | 10 | 0 | 0 | | 10 | 10 | 0 | | 0 | 0 | 10 | | 10 | 10 |
| Volume Module: >> Count Date: 7 Mar 2002 << 7:45-8:45AM | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 640 | 0 | 0 | | 117 | 51 | 0 | | 0 | 0 | 38 | | 519 | 1247 |
| Growth Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 0 | | 640 | 0 | 0 | | 117 | 51 | 0 | | 0 | 0 | 38 | | 519 | 1247 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| ATI: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 0 | | 640 | 0 | 0 | | 117 | 51 | 0 | | 0 | 0 | 38 | | 519 | 1247 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 0 | | 640 | 0 | 0 | | 117 | 51 | 0 | | 0 | 0 | 38 | | 519 | 1247 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | | 640 | 0 | 0 | | 117 | 51 | 0 | | 0 | 0 | 38 | | 519 | 1247 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 0 | | 640 | 0 | 0 | | 117 | 51 | 0 | | 0 | 0 | 38 | | 519 | 1247 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 1.00 | | 1.00 | 0.99 |
| Lanes: | 0.00 | | 3.00 | 0.00 | 0.00 | | 3.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.07 | | 0.93 | 2.00 |
| Final Sat.: | 0 | | 5700 | 0 | 0 | | 5700 | 1750 | 0 | | 0 | 0 | 123 | | 1677 | 3552 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.11 | 0.00 | 0.00 | | 0.02 | 0.03 | 0.00 | | 0.00 | 0.00 | 0.31 | | 0.31 | 0.35 |
| Crit Moves: | | | **** | | | | | | | | | | | | | **** |
| Green Time: | 0.0 | | 20.4 | 0.0 | 0.0 | | 20.4 | 20.4 | 0.0 | | 0.0 | 0.0 | 63.6 | | 63.6 | 63.6 |
| Volume/Cap: | 0.00 | | 0.50 | 0.00 | 0.00 | | 0.09 | 0.13 | 0.00 | | 0.00 | 0.00 | 0.44 | | 0.44 | 0.50 |
| Delay/Veh: | 0.0 | | 23.3 | 0.0 | 0.0 | | 20.9 | 21.1 | 0.0 | | 0.0 | 0.0 | 4.3 | | 4.3 | 4.6 |
| 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 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | | 23.3 | 0.0 | 0.0 | | 20.9 | 21.1 | 0.0 | | 0.0 | 0.0 | 4.3 | | 4.3 | 4.6 |
| DesignQueue: | 0 | | 26 | 0 | 0 | | 5 | 2 | 0 | | 0 | 0 | 1 | | 8 | 20 |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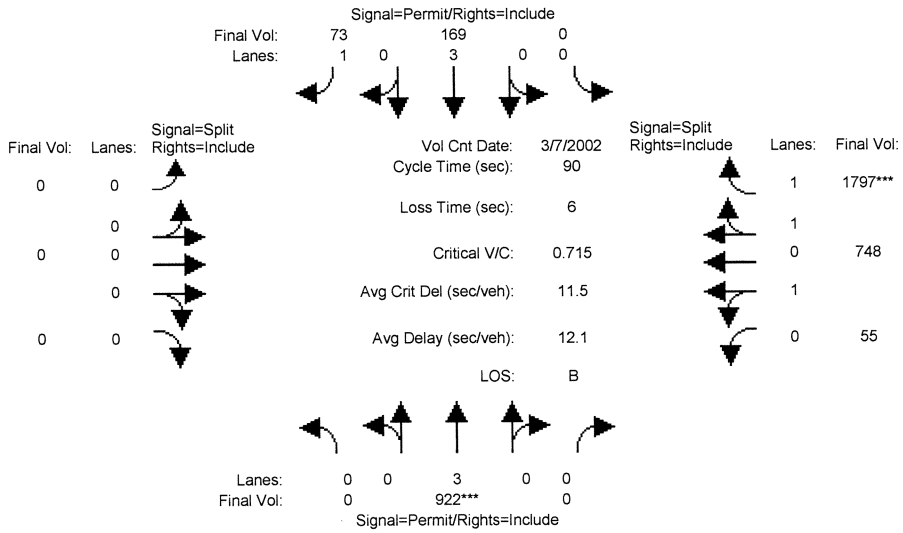
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3957: 280/ALMADEN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 7 Mar 2002 << 7:45-8:45AM | | | | | | | | | | | | |
| Base Vol: | 0 | 922 | 0 | 0 | 169 | 73 | 0 | 0 | 0 | 55 | 748 | 1797 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 922 | 0 | 0 | 169 | 73 | 0 | 0 | 0 | 55 | 748 | 1797 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 922 | 0 | 0 | 169 | 73 | 0 | 0 | 0 | 55 | 748 | 1797 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 922 | 0 | 0 | 169 | 73 | 0 | 0 | 0 | 55 | 748 | 1797 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 922 | 0 | 0 | 169 | 73 | 0 | 0 | 0 | 55 | 748 | 1797 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 922 | 0 | 0 | 169 | 73 | 0 | 0 | 0 | 55 | 748 | 1797 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.99 |
| Lanes: | 0.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.93 | 2.00 |
| Final Sat.: | 0 | 5700 | 0 | 0 | 5700 | 1750 | 0 | 0 | 0 | 123 | 1677 | 3552 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.16 | 0.00 | 0.00 | 0.03 | 0.04 | 0.00 | 0.00 | 0.00 | 0.45 | 0.45 | 0.51 |
| Crit Moves: | | **** | | | | | | | | | | **** |
| Green Time: | 0.0 | 20.3 | 0.0 | 0.0 | 20.3 | 20.3 | 0.0 | 0.0 | 0.0 | 63.7 | 63.7 | 63.7 |
| Volume/Cap: | 0.00 | 0.72 | 0.00 | 0.00 | 0.13 | 0.18 | 0.00 | 0.00 | 0.00 | 0.63 | 0.63 | 0.72 |
| Delay/Veh: | 0.0 | 25.8 | 0.0 | 0.0 | 21.1 | 21.4 | 0.0 | 0.0 | 0.0 | 5.5 | 5.5 | 6.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 25.8 | 0.0 | 0.0 | 21.1 | 21.4 | 0.0 | 0.0 | 0.0 | 5.5 | 5.5 | 6.4 |
| DesignQueue: | 0 | 37 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 1 | 12 | 30 |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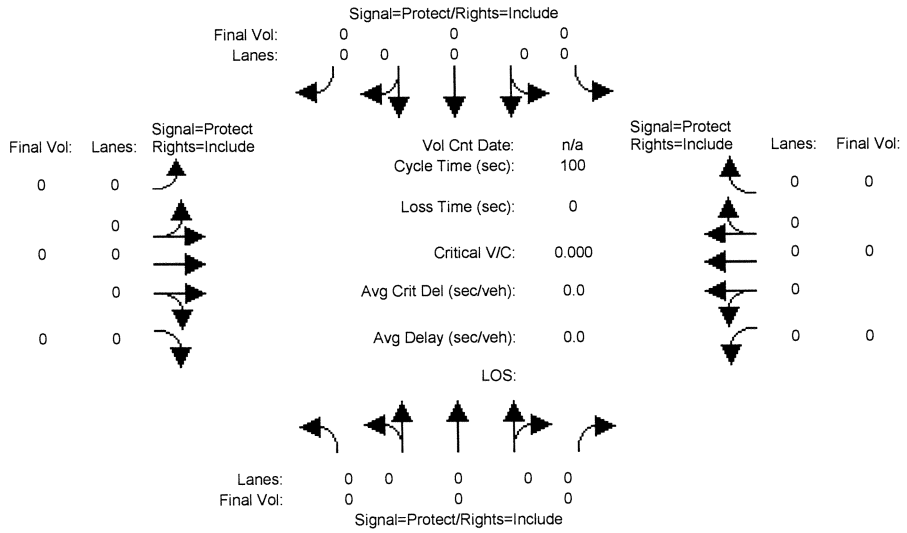
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3985: DELMAS/SAN FERNANDO (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| MLF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |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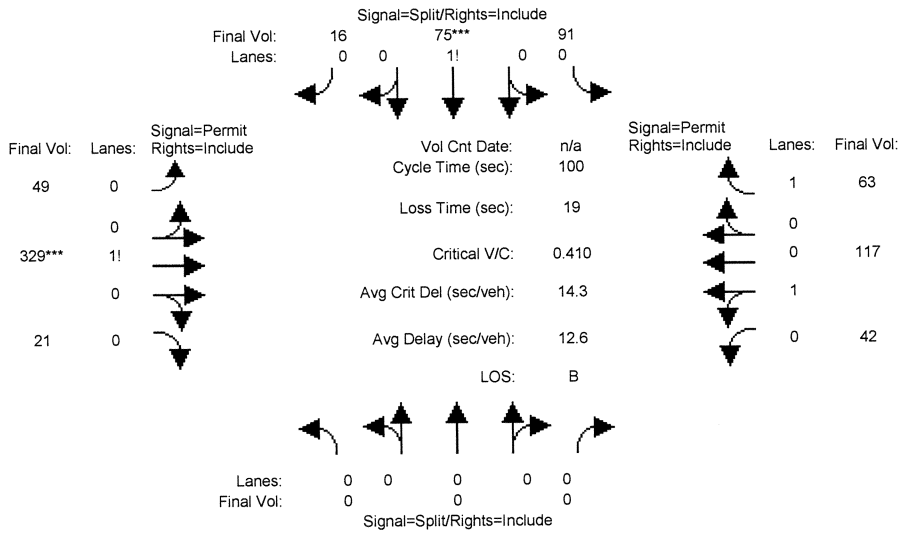
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3985: DELMAS/SAN FERNANDO (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 91 | 75 | 16 | 49 | 329 | 21 | 42 | 117 | 63 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 91 | 75 | 16 | 49 | 329 | 21 | 42 | 117 | 63 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 91 | 75 | 16 | 49 | 329 | 21 | 42 | 117 | 63 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 91 | 75 | 16 | 49 | 329 | 21 | 42 | 117 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 91 | 75 | 16 | 49 | 329 | 21 | 42 | 117 | 63 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 91 | 75 | 16 | 49 | 329 | 21 | 42 | 117 | 63 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.50 | 0.41 | 0.09 | 0.12 | 0.83 | 0.05 | 0.26 | 0.74 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 875 | 721 | 154 | 215 | 1443 | 92 | 475 | 1325 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.10 | 0.10 | 0.23 | 0.23 | 0.23 | 0.09 | 0.09 | 0.04 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 25.4 | 25.4 | 25.4 | 55.6 | 55.6 | 55.6 | 55.6 | 55.6 | 55.6 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.16 | 0.16 | 0.06 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 24.0 | 24.0 | 24.0 | 9.9 | 9.9 | 9.9 | 8.2 | 8.2 | 7.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 24.0 | 24.0 | 24.0 | 9.9 | 9.9 | 9.9 | 8.2 | 8.2 | 7.8 |
| DesignQueue: | 0 | 0 | 0 | 4 | 3 | 1 | 1 | 9 | 1 | 1 | 3 | 2 |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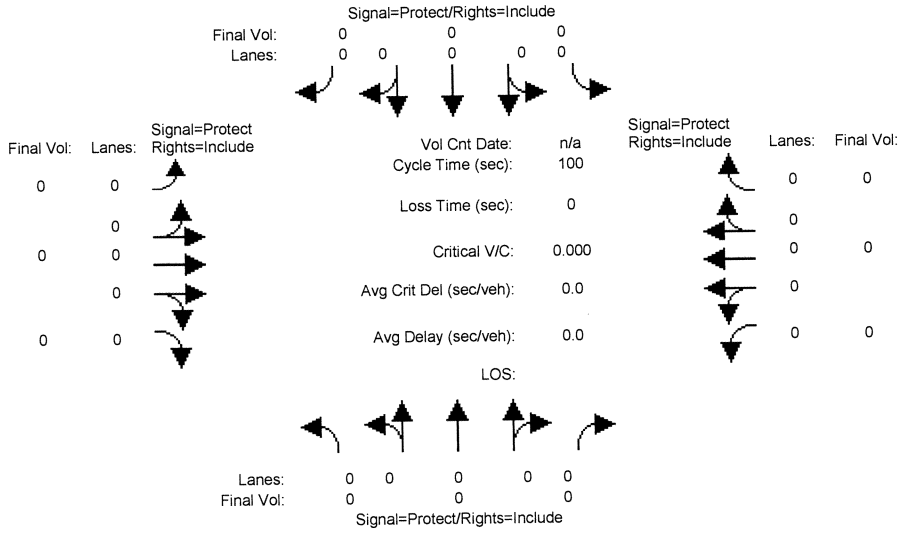
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3988: EMPIRE/FOURTH (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| MLF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |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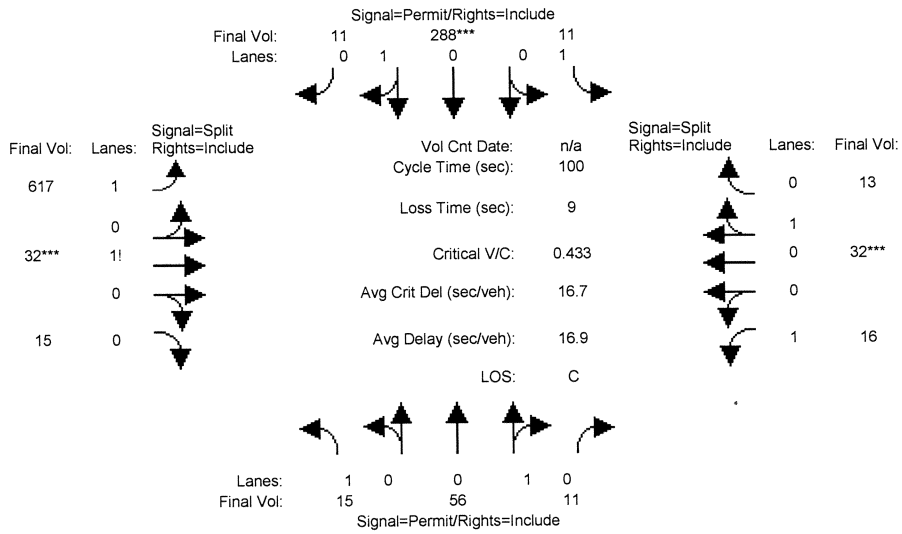
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3988: EMPIRE/FOURTH (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 15 | 56 | 11 | 11 | 288 | 11 | 617 | 32 | 15 | 16 | 32 | 13 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 15 | 56 | 11 | 11 | 288 | 11 | 617 | 32 | 15 | 16 | 32 | 13 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 15 | 56 | 11 | 11 | 288 | 11 | 617 | 32 | 15 | 16 | 32 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 15 | 56 | 11 | 11 | 288 | 11 | 617 | 32 | 15 | 16 | 32 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 56 | 11 | 11 | 288 | 11 | 617 | 32 | 15 | 16 | 32 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 15 | 56 | 11 | 11 | 288 | 11 | 617 | 32 | 15 | 16 | 32 | 13 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.84 | 0.16 | 1.00 | 0.96 | 0.04 | 1.87 | 0.09 | 0.04 | 1.00 | 0.71 | 0.29 |
| Final Sat.: | 1750 | 1504 | 296 | 1750 | 1734 | 66 | 3269 | 158 | 74 | 1750 | 1280 | 520 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.04 | 0.04 | 0.01 | 0.17 | 0.17 | 0.19 | 0.20 | 0.20 | 0.01 | 0.03 | 0.03 |
| Crit Moves: | | | | | **** | | | **** | | | **** | |
| Green Time: | 36.4 | 36.4 | 36.4 | 36.4 | 36.4 | 36.4 | 44.6 | 44.6 | 44.6 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.02 | 0.10 | 0.10 | 0.02 | 0.46 | 0.46 | 0.42 | 0.46 | 0.46 | 0.09 | 0.25 | 0.25 |
| Delay/Veh: | 15.5 | 15.9 | 15.9 | 15.4 | 18.8 | 18.8 | 14.5 | 14.8 | 14.8 | 31.1 | 31.7 | 31.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 15.5 | 15.9 | 15.9 | 15.4 | 18.8 | 18.8 | 14.5 | 14.8 | 14.8 | 31.1 | 31.7 | 31.7 |
| DesignQueue: | 1 | 2 | 0 | 0 | 11 | 0 | 20 | 1 | 0 | 1 | 2 | 1 |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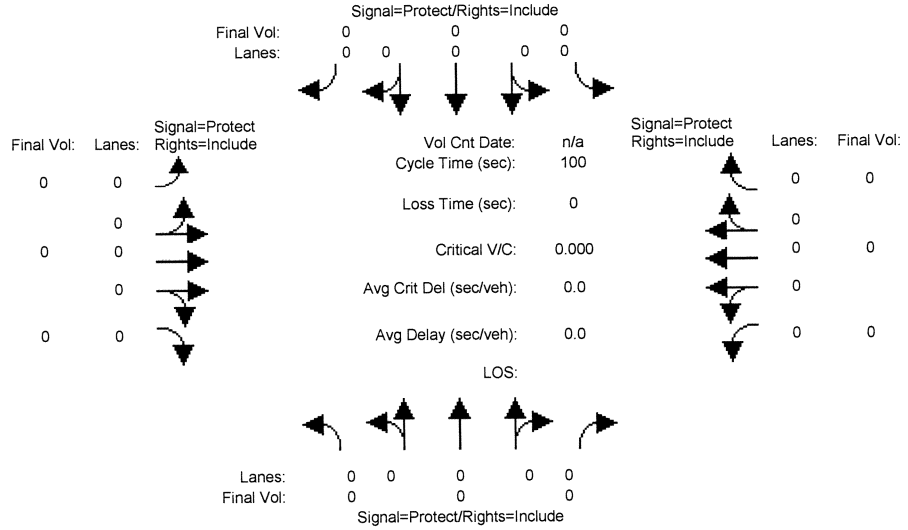
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3989: EMPIRE/THIRD (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| MLF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |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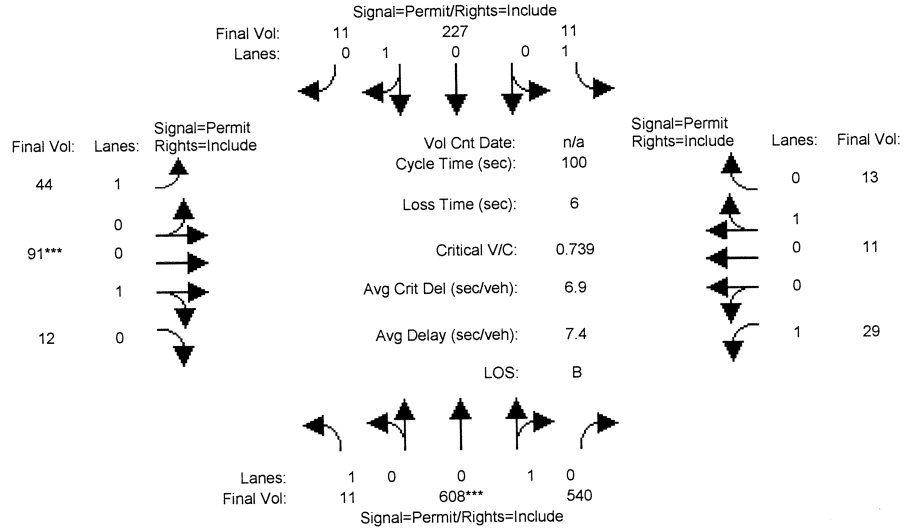
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3989: EMPIRE/THIRD (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 11 | 608 | 540 | 11 | 227 | 11 | 44 | 91 | 12 | 29 | 11 | 13 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 11 | 608 | 540 | 11 | 227 | 11 | 44 | 91 | 12 | 29 | 11 | 13 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 11 | 608 | 540 | 11 | 227 | 11 | 44 | 91 | 12 | 29 | 11 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 11 | 608 | 540 | 11 | 227 | 11 | 44 | 91 | 12 | 29 | 11 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 11 | 608 | 540 | 11 | 227 | 11 | 44 | 91 | 12 | 29 | 11 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 11 | 608 | 540 | 11 | 227 | 11 | 44 | 91 | 12 | 29 | 11 | 13 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.53 | 0.47 | 1.00 | 0.95 | 0.05 | 1.00 | 0.88 | 0.12 | 1.00 | 0.46 | 0.54 |
| Final Sat.: | 1750 | 953 | 847 | 1750 | 1717 | 83 | 1750 | 1590 | 210 | 1750 | 825 | 975 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.64 | 0.64 | 0.01 | 0.13 | 0.13 | 0.03 | 0.06 | 0.06 | 0.02 | 0.01 | 0.01 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.01 | 0.76 | 0.76 | 0.01 | 0.16 | 0.16 | 0.25 | 0.57 | 0.57 | 0.17 | 0.13 | 0.13 |
| Delay/Veh: | 1.0 | 4.3 | 4.3 | 1.0 | 1.1 | 1.1 | 31.7 | 35.8 | 35.8 | 31.3 | 31.2 | 31.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 1.0 | 4.3 | 4.3 | 1.0 | 1.1 | 1.1 | 31.7 | 35.8 | 35.8 | 31.3 | 31.2 | 31.2 |
| DesignQueue: | 0 | 6 | 6 | 0 | 2 | 0 | 2 | 5 | 1 | 1 | 1 | 1 |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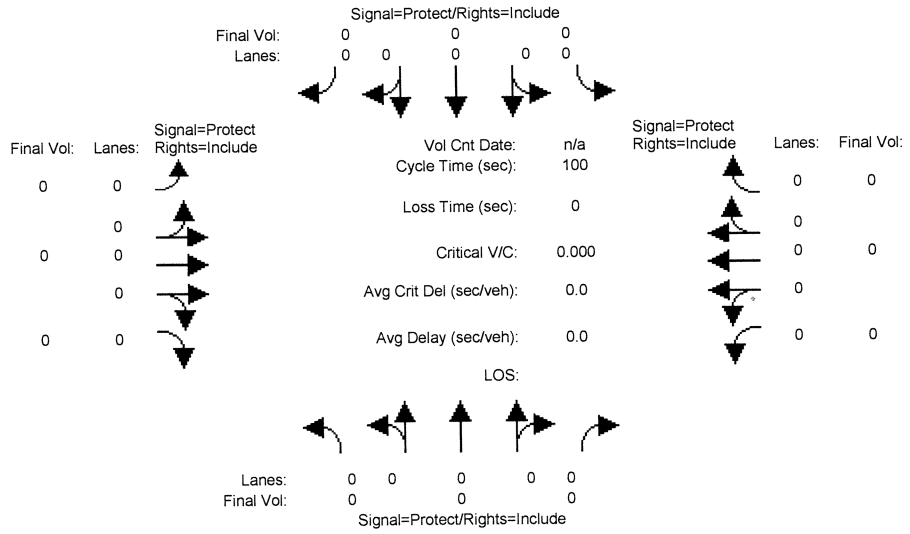
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #3992: FIFTH/JULIAN (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| MLF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |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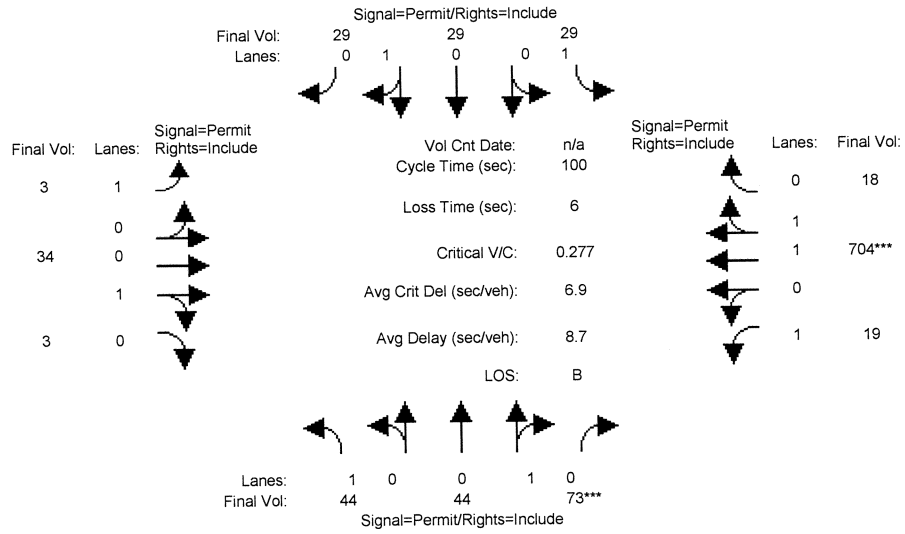
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #3992: FIFTH/JULIAN (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 44 | 44 | 73 | 29 | 29 | 29 | 3 | 34 | 3 | 19 | 704 | 18 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 44 | 44 | 73 | 29 | 29 | 29 | 3 | 34 | 3 | 19 | 704 | 18 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 44 | 44 | 73 | 29 | 29 | 29 | 3 | 34 | 3 | 19 | 704 | 18 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 44 | 44 | 73 | 29 | 29 | 29 | 3 | 34 | 3 | 19 | 704 | 18 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 44 | 44 | 73 | 29 | 29 | 29 | 3 | 34 | 3 | 19 | 704 | 18 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 44 | 44 | 73 | 29 | 29 | 29 | 3 | 34 | 3 | 19 | 704 | 18 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 0.38 | 0.62 | 1.00 | 0.50 | 0.50 | 1.00 | 0.92 | 0.08 | 1.00 | 1.95 | 0.05 |
| Final Sat.: | 1750 | 677 | 1123 | 1750 | 900 | 900 | 1750 | 1654 | 146 | 1750 | 3608 | 92 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.06 | 0.07 | 0.02 | 0.03 | 0.03 | 0.00 | 0.02 | 0.02 | 0.01 | 0.20 | 0.20 |
| Crit Moves: | | | **** | | | | | | | | **** | |
| Green Time: | 23.5 | 23.5 | 23.5 | 23.5 | 23.5 | 23.5 | 70.5 | 70.5 | 70.5 | 70.5 | 70.5 | 70.5 |
| Volume/Cap: | 0.11 | 0.28 | 0.28 | 0.07 | 0.14 | 0.14 | 0.00 | 0.03 | 0.03 | 0.02 | 0.28 | 0.28 |
| Delay/Veh: | 22.8 | 23.9 | 23.9 | 22.6 | 23.0 | 23.0 | 3.3 | 3.4 | 3.4 | 3.3 | 4.1 | 4.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 22.8 | 23.9 | 23.9 | 22.6 | 23.0 | 23.0 | 3.3 | 3.4 | 3.4 | 3.3 | 4.1 | 4.1 |
| DesignQueue: | 2 | 2 | 3 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 12 | 0 |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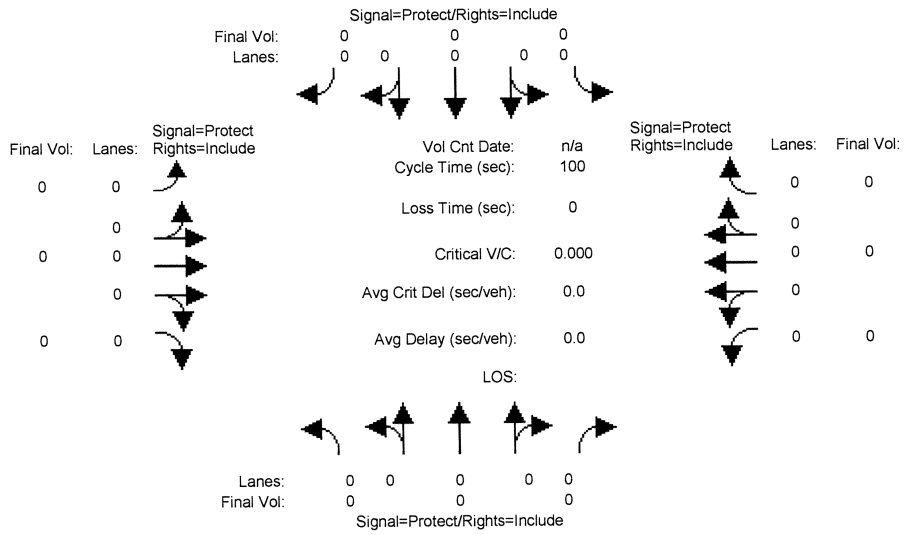
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #4000: GOODYEAR/VINE (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| MLF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |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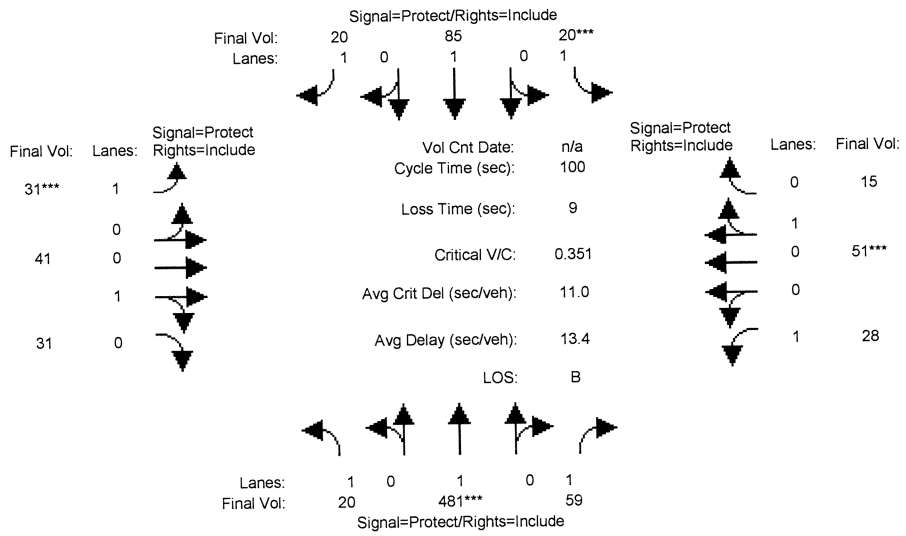
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #4000: GOODYEAR/VINE (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 20 | 481 | 59 | 20 | 85 | 20 | 31 | 41 | 31 | 28 | 51 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 481 | 59 | 20 | 85 | 20 | 31 | 41 | 31 | 28 | 51 | 15 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 20 | 481 | 59 | 20 | 85 | 20 | 31 | 41 | 31 | 28 | 51 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 481 | 59 | 20 | 85 | 20 | 31 | 41 | 31 | 28 | 51 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 481 | 59 | 20 | 85 | 20 | 31 | 41 | 31 | 28 | 51 | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 20 | 481 | 59 | 20 | 85 | 20 | 31 | 41 | 31 | 28 | 51 | 15 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.57 | 0.43 | 1.00 | 0.77 | 0.23 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 1025 | 775 | 1750 | 1391 | 409 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.25 | 0.03 | 0.01 | 0.04 | 0.01 | 0.02 | 0.04 | 0.04 | 0.02 | 0.04 | 0.04 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 30.5 | 67.0 | 67.0 | 7.0 | 43.5 | 43.5 | 7.0 | 10.0 | 10.0 | 7.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.04 | 0.38 | 0.05 | 0.16 | 0.10 | 0.03 | 0.25 | 0.40 | 0.40 | 0.23 | 0.37 | 0.37 |
| Delay/Veh: | 18.6 | 5.6 | 4.3 | 33.3 | 12.7 | 12.3 | 33.7 | 32.9 | 32.9 | 33.6 | 32.5 | 32.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 18.6 | 5.6 | 4.3 | 33.3 | 12.7 | 12.3 | 33.7 | 32.9 | 32.9 | 33.6 | 32.5 | 32.5 |
| DesignQueue: | 1 | 9 | 1 | 1 | 3 | 1 | 2 | 2 | 2 | 1 | 3 | 1 |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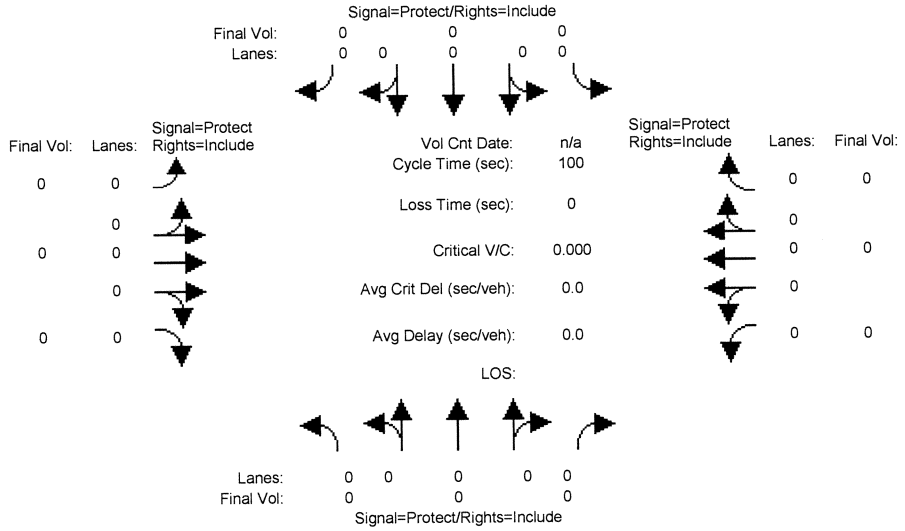
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #4004: JULIAN/19TH (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| MLF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |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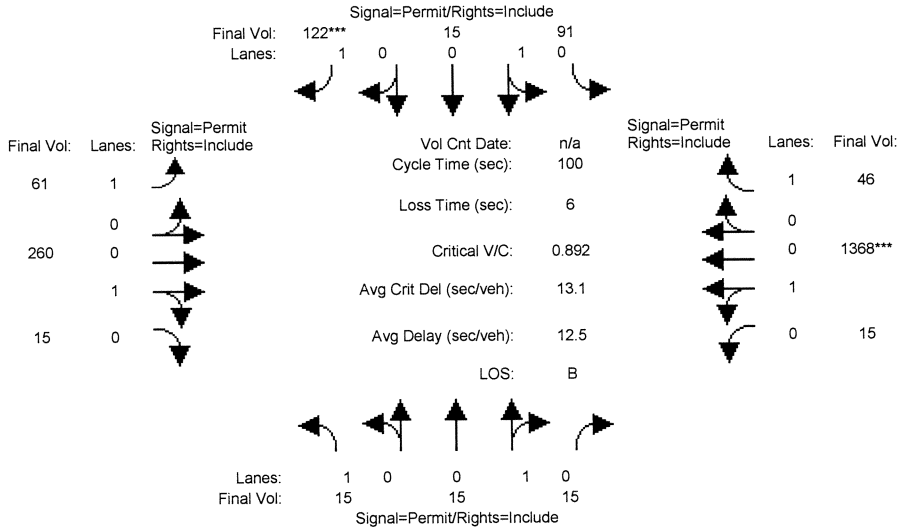
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #4004: JULIAN/19TH (FUT)




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 10 | | 10 | 10 | 10 | | 10 | 10 | 10 | | 10 | 10 | 10 | | 10 | 10 |
| **Volume Module:** | | | | | | | | | | | | | | | | |
| Base Vol: | 15 | | 15 | 15 | 91 | | 15 | 122 | 61 | | 260 | 15 | 15 | | 1368 | 46 |
| Growth Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 15 | | 15 | 15 | 91 | | 15 | 122 | 61 | | 260 | 15 | 15 | | 1368 | 46 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| PasserByVol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 15 | | 15 | 15 | 91 | | 15 | 122 | 61 | | 260 | 15 | 15 | | 1368 | 46 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 15 | | 15 | 15 | 91 | | 15 | 122 | 61 | | 260 | 15 | 15 | | 1368 | 46 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 15 | | 15 | 15 | 91 | | 15 | 122 | 61 | | 260 | 15 | 15 | | 1368 | 46 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 15 | | 15 | 15 | 91 | | 15 | 122 | 61 | | 260 | 15 | 15 | | 1368 | 46 |
| **Saturation Flow Module:** | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.97 | 0.97 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.97 |
| Lanes: | 1.00 | | 0.50 | 0.50 | 0.86 | | 0.14 | 1.00 | 1.00 | | 0.95 | 0.05 | 0.01 | | 0.99 | 1.00 |
| Final Sat.: | 1750 | | 900 | 900 | 1545 | | 255 | 1750 | 1750 | | 1702 | 98 | 20 | | 1780 | 1750 |
| **Capacity Analysis Module:** | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | | 0.02 | 0.02 | 0.06 | | 0.06 | 0.07 | 0.03 | | 0.15 | 0.15 | 0.77 | | 0.77 | 0.03 |
| Crit Moves: | | | | | | | | **** | | | | | | | **** | |
| Green Time: | 10.0 | | 10.0 | 10.0 | 10.0 | | 10.0 | 10.0 | 84.0 | | 84.0 | 84.0 | 84.0 | | 84.0 | 84.0 |
| Volume/Cap: | 0.09 | | 0.17 | 0.17 | 0.59 | | 0.59 | 0.70 | 0.04 | | 0.18 | 0.18 | 0.91 | | 0.91 | 0.03 |
| Delay/Veh: | 31.1 | | 31.3 | 31.3 | 36.3 | | 36.3 | 40.8 | 1.0 | | 1.2 | 1.2 | 10.7 | | 10.7 | 1.0 |
| Delay Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 31.1 | | 31.3 | 31.3 | 36.3 | | 36.3 | 40.8 | 1.0 | | 1.2 | 1.2 | 10.7 | | 10.7 | 1.0 |
| DesignQueue: | 1 | | 1 | 1 | 5 | | 1 | 6 | 1 | | 2 | 0 | 0 | | 15 | 0 |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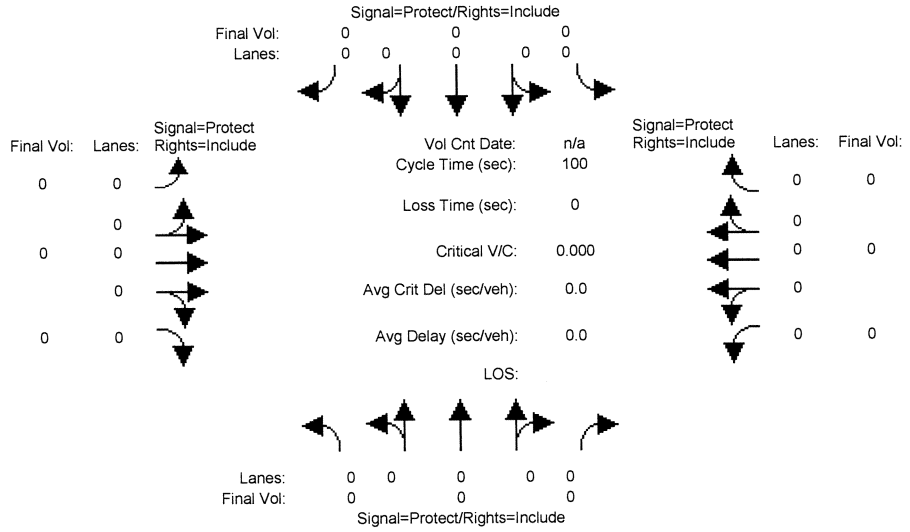
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

## Intersection #4012: MARTHA/THIRD (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| MLF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |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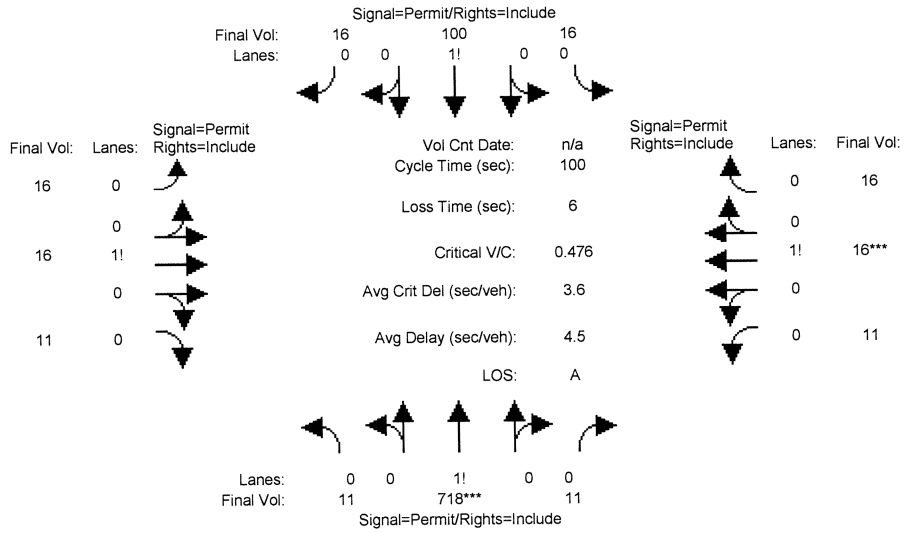
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

## Intersection #4012: MARTHA/THIRD (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 11 | 718 | 11 | 16 | 100 | 16 | 16 | 16 | 11 | 11 | 16 | 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: | 11 | 718 | 11 | 16 | 100 | 16 | 16 | 16 | 11 | 11 | 16 | 16 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 11 | 718 | 11 | 16 | 100 | 16 | 16 | 16 | 11 | 11 | 16 | 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: | 11 | 718 | 11 | 16 | 100 | 16 | 16 | 16 | 11 | 11 | 16 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 11 | 718 | 11 | 16 | 100 | 16 | 16 | 16 | 11 | 11 | 16 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 11 | 718 | 11 | 16 | 100 | 16 | 16 | 16 | 11 | 11 | 16 | 16 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.01 | 0.98 | 0.01 | 0.12 | 0.76 | 0.12 | 0.37 | 0.37 | 0.26 | 0.26 | 0.37 | 0.37 |
| Final Sat.: | 26 | 1698 | 26 | 212 | 1326 | 212 | 651 | 651 | 448 | 448 | 651 | 651 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.42 | 0.42 | 0.42 | 0.08 | 0.08 | 0.08 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.50 | 0.50 | 0.50 | 0.09 | 0.09 | 0.09 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 |
| Delay/Veh: | 1.9 | 1.9 | 1.9 | 1.1 | 1.1 | 1.1 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 1.9 | 1.9 | 1.9 | 1.1 | 1.1 | 1.1 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 |
| DesignQueue: | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |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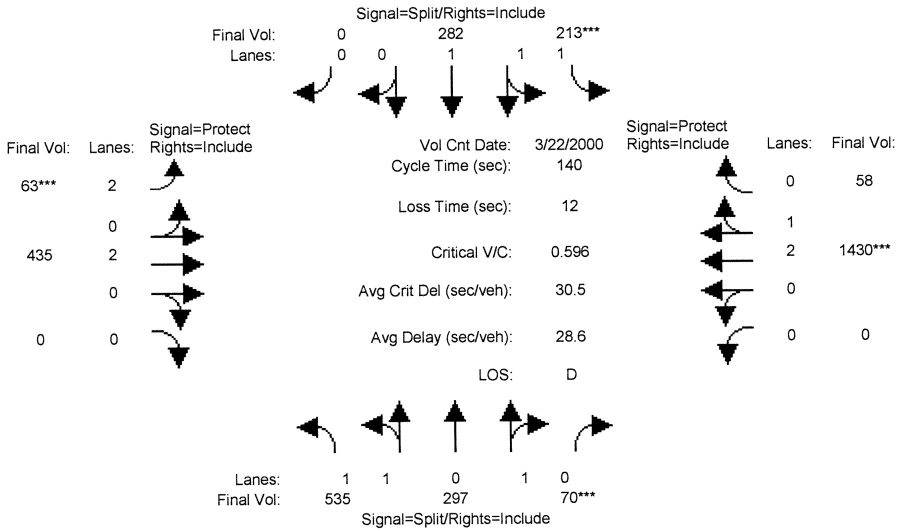
# PM Peak Hour

## Intersection Level of Service Calculations

RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3013: 87/JULIAN (E) *




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 22 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 535 | 297 | 70 | 213 | 282 | 0 | 63 | 435 | 0 | 0 | 1430 | 58 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 535 | 297 | 70 | 213 | 282 | 0 | 63 | 435 | 0 | 0 | 1430 | 58 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 535 | 297 | 70 | 213 | 282 | 0 | 63 | 435 | 0 | 0 | 1430 | 58 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 535 | 297 | 70 | 213 | 282 | 0 | 63 | 435 | 0 | 0 | 1430 | 58 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 535 | 297 | 70 | 213 | 282 | 0 | 63 | 435 | 0 | 0 | 1430 | 58 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 535 | 297 | 70 | 213 | 282 | 0 | 63 | 435 | 0 | 0 | 1430 | 58 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.98 | 1.00 | 1.00 | 0.98 | 1.03 | 0.97 | 0.88 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 |
| Lanes: | 1.79 | 0.98 | 0.23 | 1.33 | 1.67 | 0.00 | 2.00 | 2.00 | 0.00 | 0.00 | 2.88 | 0.12 |
| Final Sat.: | 3173 | 1761 | 415 | 2343 | 3103 | 0 | 3150 | 3800 | 0 | 0 | 5381 | 218 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.17 | 0.17 | 0.09 | 0.09 | 0.00 | 0.02 | 0.11 | 0.00 | 0.00 | 0.27 | 0.27 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green Time: | 38.8 | 38.8 | 38.8 | 20.9 | 20.9 | 0.0 | 7.0 | 68.2 | 0.0 | 0.0 | 61.2 | 61.2 |
| Volume/Cap: | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.00 | 0.40 | 0.23 | 0.00 | 0.00 | 0.61 | 0.61 |
| Delay/Veh: | 33.9 | 33.9 | 33.9 | 43.3 | 43.3 | 0.0 | 49.9 | 15.8 | 0.0 | 0.0 | 23.3 | 23.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 33.9 | 33.9 | 33.9 | 43.3 | 43.3 | 0.0 | 49.9 | 15.8 | 0.0 | 0.0 | 23.3 | 23.3 |
| DesignQueue: | 31 | 17 | 4 | 14 | 19 | 0 | 5 | 18 | 0 | 0 | 67 | 3 |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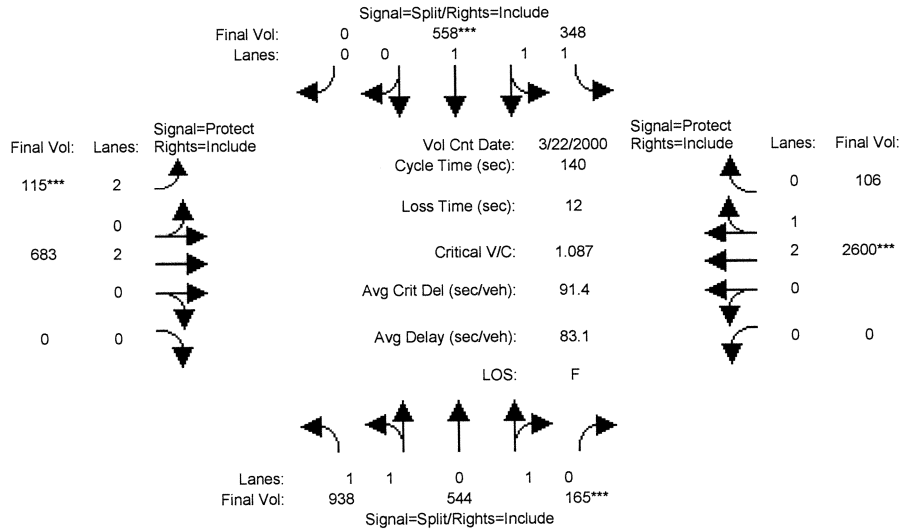
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3013: 87/JULIAN (E) *




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 22 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 938 | 544 | 165 | 348 | 558 | 0 | 115 | 683 | 0 | 0 | 2600 | 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: | 938 | 544 | 165 | 348 | 558 | 0 | 115 | 683 | 0 | 0 | 2600 | 106 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 938 | 544 | 165 | 348 | 558 | 0 | 115 | 683 | 0 | 0 | 2600 | 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: | 938 | 544 | 165 | 348 | 558 | 0 | 115 | 683 | 0 | 0 | 2600 | 106 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 938 | 544 | 165 | 348 | 558 | 0 | 115 | 683 | 0 | 0 | 2600 | 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 |
| Final Vol.: | 938 | 544 | 165 | 348 | 558 | 0 | 115 | 683 | 0 | 0 | 2600 | 106 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.98 | 1.00 | 1.00 | 0.98 | 1.03 | 0.97 | 0.88 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 |
| Lanes: | 1.72 | 0.98 | 0.30 | 1.19 | 1.81 | 0.00 | 2.00 | 2.00 | 0.00 | 0.00 | 2.88 | 0.12 |
| Final Sat.: | 3047 | 1767 | 536 | 2092 | 3354 | 0 | 3150 | 3800 | 0 | 0 | 5380 | 219 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.31 | 0.31 | 0.31 | 0.17 | 0.17 | 0.00 | 0.04 | 0.18 | 0.00 | 0.00 | 0.48 | 0.48 |
| Crit Moves: | | | **** | | **** | | **** | | | | **** | |
| Green Time: | 38.9 | 38.9 | 38.9 | 21.0 | 21.0 | 0.0 | 7.0 | 68.1 | 0.0 | 0.0 | 61.1 | 61.1 |
| Volume/Cap: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 0.00 | 0.73 | 0.37 | 0.00 | 0.00 | 1.11 | 1.11 |
| Delay/Veh: | 95.5 | 95.5 | 95.5 | 107.7 | 108 | 0.0 | 60.3 | 17.2 | 0.0 | 0.0 | 84.8 | 84.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 95.5 | 95.5 | 95.5 | 107.7 | 108 | 0.0 | 60.3 | 17.2 | 0.0 | 0.0 | 84.8 | 84.8 |
| DesignQueue: | 57 | 33 | 10 | 24 | 39 | 0 | 9 | 29 | 0 | 0 | 130 | 5 |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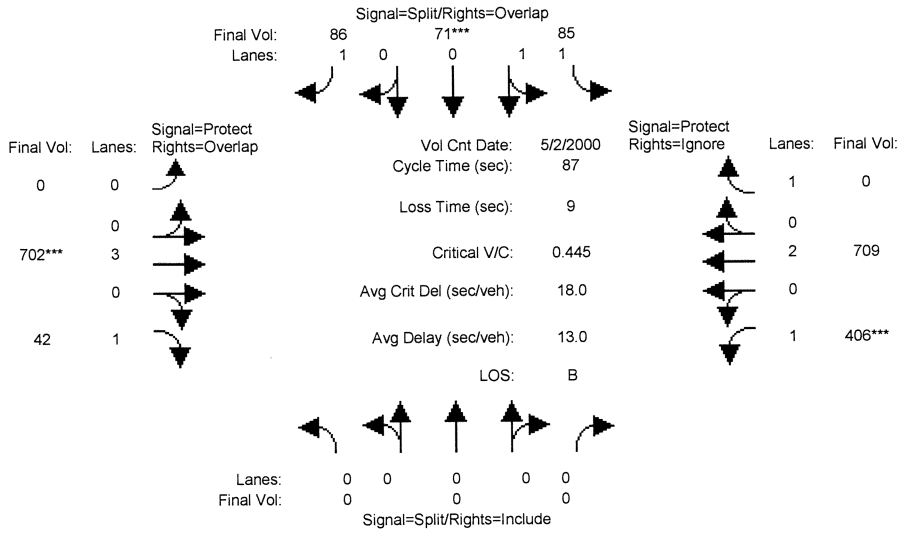
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3014: 87/JULIAN (W)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 2 May 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 85 | 71 | 86 | 0 | 702 | 42 | 406 | 709 | 1116 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 85 | 71 | 86 | 0 | 702 | 42 | 406 | 709 | 1116 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 85 | 71 | 86 | 0 | 702 | 42 | 406 | 709 | 1116 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 85 | 71 | 86 | 0 | 702 | 42 | 406 | 709 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 85 | 71 | 86 | 0 | 702 | 42 | 406 | 709 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Vol.: | 0 | 0 | 0 | 85 | 71 | 86 | 0 | 702 | 42 | 406 | 709 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.10 | 0.90 | 1.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1934 | 1615 | 1750 | 0 | 5700 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 | 0.05 | 0.00 | 0.12 | 0.02 | 0.23 | 0.19 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 10.0 | 10.0 | 10.0 | 0.0 | 23.6 | 23.6 | 44.4 | 68.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.38 | 0.38 | 0.43 | 0.00 | 0.45 | 0.09 | 0.45 | 0.24 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 27.4 | 27.4 | 28.2 | 0.0 | 20.2 | 18.0 | 10.6 | 1.9 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 27.4 | 27.4 | 28.2 | 0.0 | 20.2 | 18.0 | 10.6 | 1.9 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 4 | 3 | 4 | 0 | 26 | 1 | 10 | 8 | 0 |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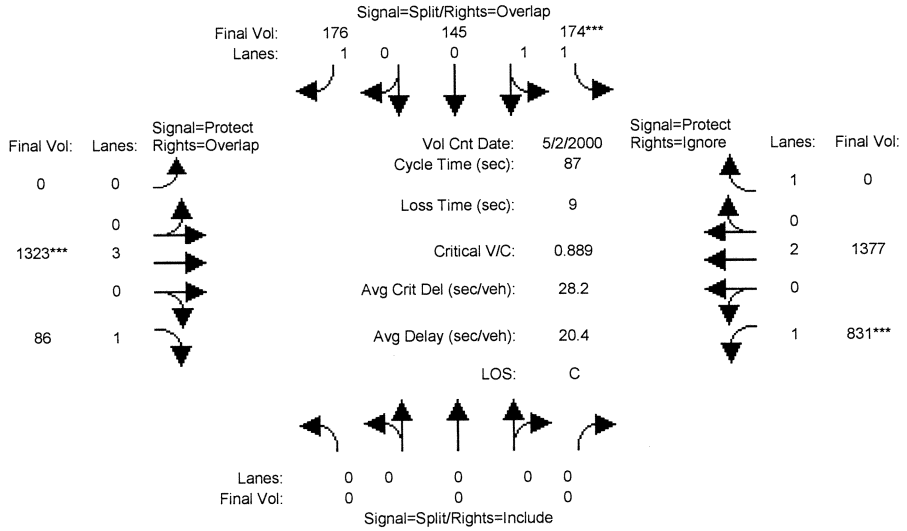
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3014: 87/JULIAN (W)




| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Min. Green: | 0 | | 0 | | 0 | | 10 | | 10 | | 10 | | 0 | | 10 | | 10 | | 7 | | 10 | | 10 | |
| Volume Module: >> Count Date: 2 May 2000 << | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 0 | | 0 | | 174 | | 145 | | 176 | | 0 | | 1323 | | 86 | | 831 | | 1377 | | 0 | |
| Growth Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 0 | | 0 | | 0 | | 174 | | 145 | | 176 | | 0 | | 1323 | | 86 | | 831 | | 1377 | | 0 | |
| Added Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| PasserByVol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 0 | | 0 | | 0 | | 174 | | 145 | | 176 | | 0 | | 1323 | | 86 | | 831 | | 1377 | | 0 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 0.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 0.00 | |
| PHF Volume: | 0 | | 0 | | 0 | | 174 | | 145 | | 176 | | 0 | | 1323 | | 86 | | 831 | | 1377 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 0 | | 0 | | 174 | | 145 | | 176 | | 0 | | 1323 | | 86 | | 831 | | 1377 | | 0 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 0.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 0.00 | |
| Final Vol.: | 0 | | 0 | | 0 | | 174 | | 145 | | 176 | | 0 | | 1323 | | 86 | | 831 | | 1377 | | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | |
| Adjustment: | 0.97 | | 1.06 | | 0.97 | | 0.97 | | 1.00 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | |
| Lanes: | 0.00 | | 0.00 | | 0.00 | | 1.10 | | 0.90 | | 1.00 | | 0.00 | | 3.00 | | 1.00 | | 1.00 | | 2.00 | | 1.00 | |
| Final Sat.: | 0 | | 0 | | 0 | | 1936 | | 1613 | | 1750 | | 0 | | 5700 | | 1750 | | 1750 | | 3800 | | 1750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.00 | | 0.00 | | 0.09 | | 0.09 | | 0.10 | | 0.00 | | 0.23 | | 0.05 | | 0.47 | | 0.36 | | 0.00 | |
| Crit Moves: | | | | | | | **** | | | | | | | | **** | | | | **** | | | | | |
| Green Time: | 0.0 | | 0.0 | | 0.0 | | 10.0 | | 10.0 | | 10.0 | | 0.0 | | 22.3 | | 22.3 | | 45.7 | | 68.0 | | 0.0 | |
| Volume/Cap: | 0.00 | | 0.00 | | 0.00 | | 0.78 | | 0.78 | | 0.87 | | 0.00 | | 0.90 | | 0.19 | | 0.90 | | 0.46 | | 0.00 | |
| Delay/Veh: | 0.0 | | 0.0 | | 0.0 | | 35.0 | | 35.0 | | 50.9 | | 0.0 | | 29.8 | | 19.2 | | 23.0 | | 2.6 | | 0.0 | |
| Delay Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| ProgAdjFctr: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 0.0 | | 0.0 | | 0.0 | | 35.0 | | 35.0 | | 50.9 | | 0.0 | | 29.8 | | 19.2 | | 23.0 | | 2.6 | | 0.0 | |
| DesignQueue: | 0 | | 0 | | 0 | | 8 | | 6 | | 8 | | 0 | | 51 | | 3 | | 22 | | 16 | | 0 | |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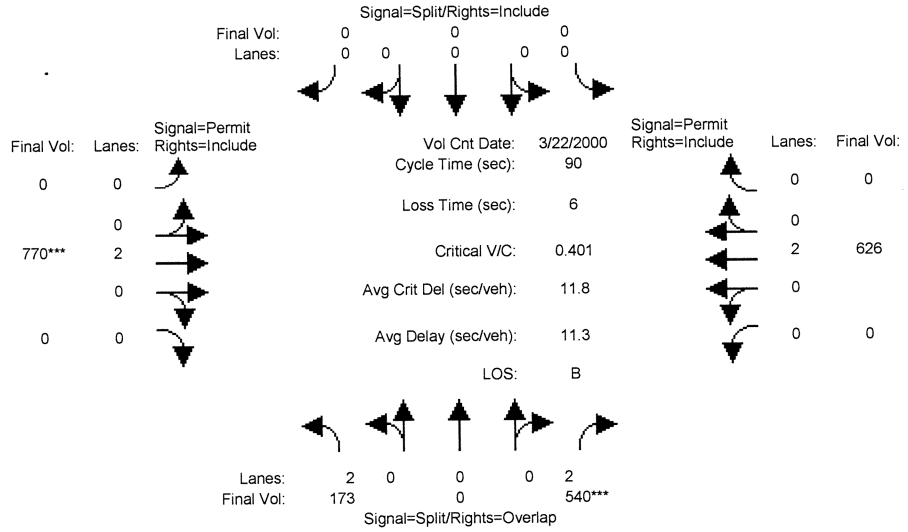
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3015: 87/SANTA CLARA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Volume Module: >> Count Date: 22 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 173 | 0 | 540 | 0 | 0 | 0 | 0 | 770 | 0 | 0 | 626 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 173 | 0 | 540 | 0 | 0 | 0 | 0 | 770 | 0 | 0 | 626 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 173 | 0 | 540 | 0 | 0 | 0 | 0 | 770 | 0 | 0 | 626 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 173 | 0 | 540 | 0 | 0 | 0 | 0 | 770 | 0 | 0 | 626 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 173 | 0 | 540 | 0 | 0 | 0 | 0 | 770 | 0 | 0 | 626 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 173 | 0 | 540 | 0 | 0 | 0 | 0 | 770 | 0 | 0 | 626 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.88 | 1.06 | 0.88 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 |
| Final Sat.: | 3150 | 0 | 3150 | 0 | 0 | 0 | 0 | 3800 | 0 | 0 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.16 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | | | |
| Green Time: | 38.5 | 0.0 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | 45.5 | 0.0 | 0.0 | 45.5 | 0.0 |
| Volume/Cap: | 0.13 | 0.00 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.40 | 0.00 | 0.00 | 0.33 | 0.00 |
| Delay/Veh: | 11.9 | 0.0 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 10.6 | 0.0 | 0.0 | 10.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 11.9 | 0.0 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 10.6 | 0.0 | 0.0 | 10.0 | 0.0 |
| DesignQueue: | 5 | 0 | 16 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 16 | 0 |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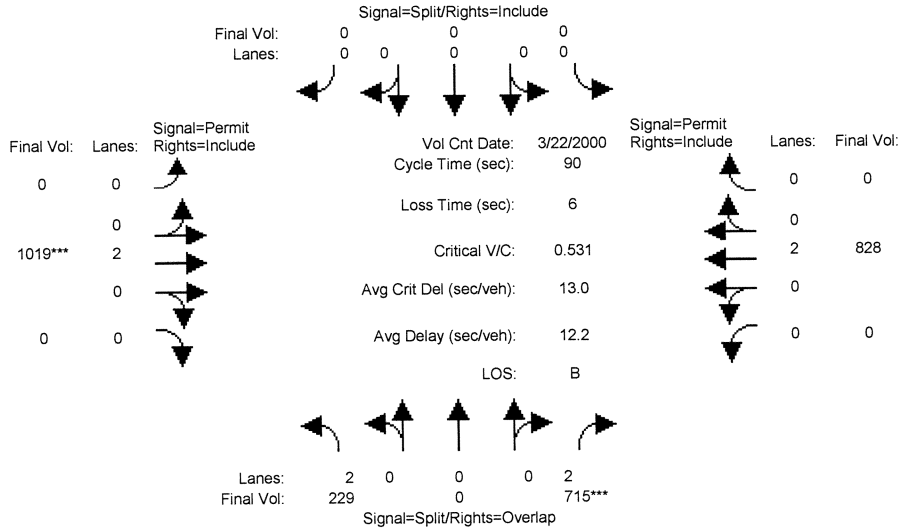
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3015: 87/SANTA CLARA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Volume Module: >> Count Date: 22 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 229 | 0 | 715 | 0 | 0 | 0 | 0 | 1019 | 0 | 0 | 828 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 229 | 0 | 715 | 0 | 0 | 0 | 0 | 1019 | 0 | 0 | 828 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 229 | 0 | 715 | 0 | 0 | 0 | 0 | 1019 | 0 | 0 | 828 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 229 | 0 | 715 | 0 | 0 | 0 | 0 | 1019 | 0 | 0 | 828 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 229 | 0 | 715 | 0 | 0 | 0 | 0 | 1019 | 0 | 0 | 828 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 229 | 0 | 715 | 0 | 0 | 0 | 0 | 1019 | 0 | 0 | 828 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.88 | 1.06 | 0.88 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 |
| Final Sat.: | 3150 | 0 | 3150 | 0 | 0 | 0 | 0 | 3800 | 0 | 0 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.00 | 0.22 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | | | |
| Green Time: | 38.5 | 0.0 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | 45.5 | 0.0 | 0.0 | 45.5 | 0.0 |
| Volume/Cap: | 0.17 | 0.00 | 0.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.00 | 0.00 | 0.43 | 0.00 |
| Delay/Veh: | 12.1 | 0.0 | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11.7 | 0.0 | 0.0 | 10.8 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 12.1 | 0.0 | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11.7 | 0.0 | 0.0 | 10.8 | 0.0 |
| DesignQueue: | 7 | 0 | 22 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 22 | 0 |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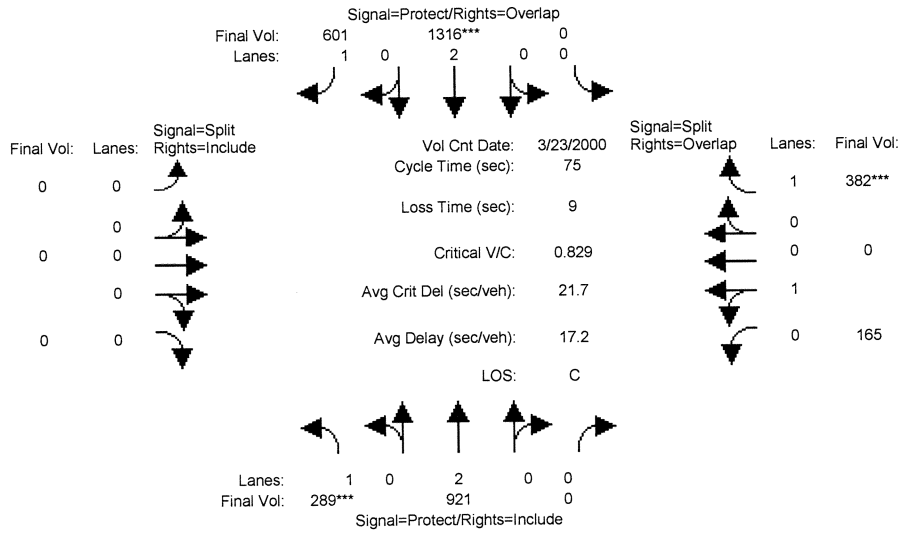
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3021: 101/OAKLAND (N)




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Min. Green: | 7 | 10 | | 0 | 0 | 10 | | 10 | 0 | 0 | | 0 | 10 | 10 | | 10 |
| Volume Module: >> Count Date: 23 Mar 2000 << | | | | | | | | | | | | | | | | |
| Base Vol: | 289 | 921 | | 0 | 0 | 1316 | | 601 | 0 | 0 | | 0 | 165 | 0 | | 382 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Initial Bse: | 289 | 921 | | 0 | 0 | 1316 | | 601 | 0 | 0 | | 0 | 165 | 0 | | 382 |
| Added Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| ATI: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Initial Fut: | 289 | 921 | | 0 | 0 | 1316 | | 601 | 0 | 0 | | 0 | 165 | 0 | | 382 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Volume: | 289 | 921 | | 0 | 0 | 1316 | | 601 | 0 | 0 | | 0 | 165 | 0 | | 382 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 289 | 921 | | 0 | 0 | 1316 | | 601 | 0 | 0 | | 0 | 165 | 0 | | 382 |
| PCE Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| MLF Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Final Vol.: | 289 | 921 | | 0 | 0 | 1316 | | 601 | 0 | 0 | | 0 | 165 | 0 | | 382 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 |
| Adjustment: | 0.97 | 1.06 | | 0.97 | 0.97 | 1.06 | | 0.97 | 0.97 | 1.06 | | 0.97 | 1.00 | 1.00 | | 0.97 |
| Lanes: | 1.00 | 2.00 | | 0.00 | 0.00 | 2.00 | | 1.00 | 0.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 |
| Final Sat.: | 1750 | 3800 | | 0 | 0 | 3800 | | 1750 | 0 | 0 | | 0 | 1800 | 0 | | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.24 | | 0.00 | 0.00 | 0.35 | | 0.34 | 0.00 | 0.00 | | 0.00 | 0.09 | 0.00 | | 0.22 |
| Crit Moves: | **** | | | | | **** | | | | | | | | | | **** |
| Green Time: | 14.9 | 46.3 | | 0.0 | 0.0 | 31.3 | | 31.3 | 0.0 | 0.0 | | 0.0 | 19.7 | 0.0 | | 19.7 |
| Volume/Cap: | 0.83 | 0.39 | | 0.00 | 0.00 | 0.83 | | 0.82 | 0.00 | 0.00 | | 0.00 | 0.35 | 0.00 | | 0.83 |
| Delay/Veh: | 32.4 | 5.6 | | 0.0 | 0.0 | 17.5 | | 20.0 | 0.0 | 0.0 | | 0.0 | 17.2 | 0.0 | | 28.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| AdjDel/Veh: | 32.4 | 5.6 | | 0.0 | 0.0 | 17.5 | | 20.0 | 0.0 | 0.0 | | 0.0 | 17.2 | 0.0 | | 28.1 |
| DesignQueue: | 10 | 16 | | 0 | 0 | 35 | | 16 | 0 | 0 | | 0 | 5 | 0 | | 12 |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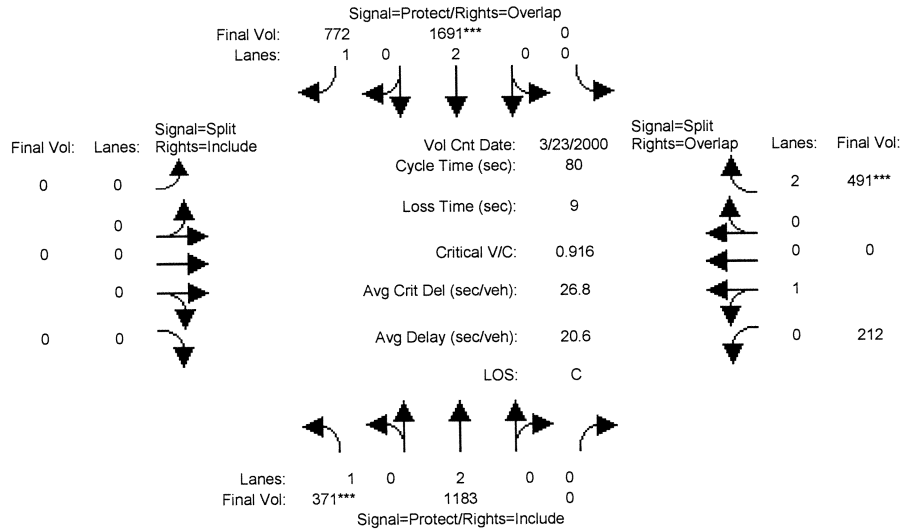
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3021: 101/OAKLAND (N)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 23 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 371 | 1183 | 0 | 0 | 1691 | 772 | 0 | 0 | 0 | 212 | 0 | 491 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 371 | 1183 | 0 | 0 | 1691 | 772 | 0 | 0 | 0 | 212 | 0 | 491 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 371 | 1183 | 0 | 0 | 1691 | 772 | 0 | 0 | 0 | 212 | 0 | 491 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 371 | 1183 | 0 | 0 | 1691 | 772 | 0 | 0 | 0 | 212 | 0 | 491 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 371 | 1183 | 0 | 0 | 1691 | 772 | 0 | 0 | 0 | 212 | 0 | 491 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 371 | 1183 | 0 | 0 | 1691 | 772 | 0 | 0 | 0 | 212 | 0 | 491 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.88 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 2.00 |
| Final Sat.: | 1750 | 3800 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 1800 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.31 | 0.00 | 0.00 | 0.44 | 0.44 | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.16 |
| Crit Moves: | **** | | | | **** | | | | | | | **** |
| Green Time: | 18.5 | 57.4 | 0.0 | 0.0 | 38.9 | 38.9 | 0.0 | 0.0 | 0.0 | 13.6 | 0.0 | 13.6 |
| Volume/Cap: | 0.92 | 0.43 | 0.00 | 0.00 | 0.92 | 0.91 | 0.00 | 0.00 | 0.00 | 0.69 | 0.00 | 0.92 |
| Delay/Veh: | 40.8 | 3.6 | 0.0 | 0.0 | 20.1 | 24.1 | 0.0 | 0.0 | 0.0 | 28.2 | 0.0 | 39.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.8 | 3.6 | 0.0 | 0.0 | 20.1 | 24.1 | 0.0 | 0.0 | 0.0 | 28.2 | 0.0 | 39.5 |
| DesignQueue: | 13 | 16 | 0 | 0 | 44 | 20 | 0 | 0 | 0 | 8 | 0 | 19 |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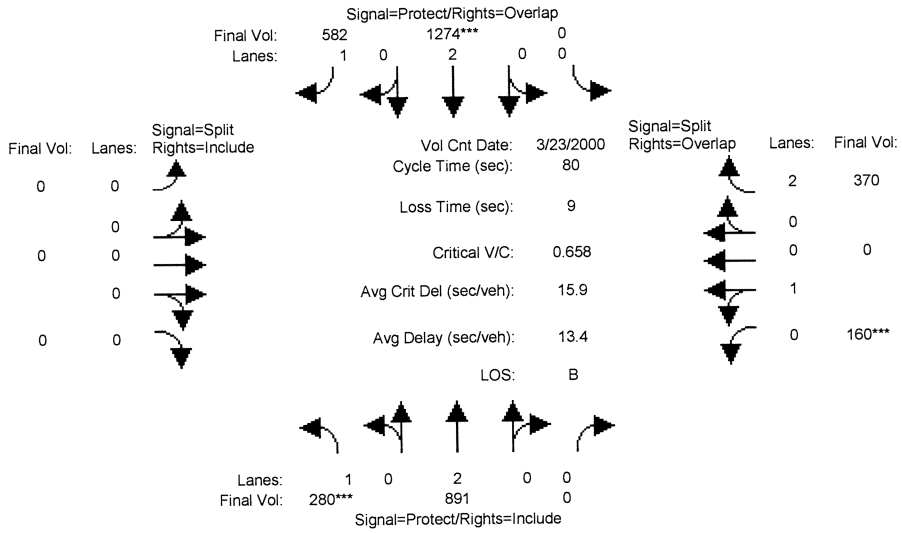
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Mitigated PM

## Intersection #3021: 101/OAKLAND (N)




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 7 | | 10 | 0 | 0 | | 10 | 10 | 0 | | 0 | 0 | 10 | | 10 | 10 |
| Volume Module: >> Count Date: 23 Mar 2000 << | | | | | | | | | | | | | | | | |
| Base Vol: | 280 | | 891 | 0 | 0 | | 1274 | 582 | 0 | | 0 | 0 | 160 | | 0 | 370 |
| Growth Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 280 | | 891 | 0 | 0 | | 1274 | 582 | 0 | | 0 | 0 | 160 | | 0 | 370 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| PasserByVol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 280 | | 891 | 0 | 0 | | 1274 | 582 | 0 | | 0 | 0 | 160 | | 0 | 370 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 280 | | 891 | 0 | 0 | | 1274 | 582 | 0 | | 0 | 0 | 160 | | 0 | 370 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 280 | | 891 | 0 | 0 | | 1274 | 582 | 0 | | 0 | 0 | 160 | | 0 | 370 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 280 | | 891 | 0 | 0 | | 1274 | 582 | 0 | | 0 | 0 | 160 | | 0 | 370 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 1.00 | | 1.00 | 0.88 |
| Lanes: | 1.00 | | 2.00 | 0.00 | 0.00 | | 2.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 1.00 | | 0.00 | 2.00 |
| Final Sat.: | 1750 | | 3800 | 0 | 0 | | 3800 | 1750 | 0 | | 0 | 0 | 1800 | | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | | 0.23 | 0.00 | 0.00 | | 0.34 | 0.33 | 0.00 | | 0.00 | 0.00 | 0.09 | | 0.00 | 0.12 |
| Crit Moves: | **** | | | | | | **** | | | | | | **** | | | |
| Green Time: | 18.5 | | 57.4 | 0.0 | 0.0 | | 38.8 | 38.8 | 0.0 | | 0.0 | 0.0 | 13.6 | | 0.0 | 13.6 |
| Volume/Cap: | 0.69 | | 0.33 | 0.00 | 0.00 | | 0.69 | 0.68 | 0.00 | | 0.00 | 0.00 | 0.52 | | 0.00 | 0.69 |
| Delay/Veh: | 24.8 | | 3.2 | 0.0 | 0.0 | | 12.9 | 13.7 | 0.0 | | 0.0 | 0.0 | 24.3 | | 0.0 | 26.3 |
| 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 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 24.8 | | 3.2 | 0.0 | 0.0 | | 12.9 | 13.7 | 0.0 | | 0.0 | 0.0 | 24.3 | | 0.0 | 26.3 |
| DesignQueue: | 10 | | 12 | 0 | 0 | | 32 | 14 | 0 | | 0 | 0 | 6 | | 0 | 14 |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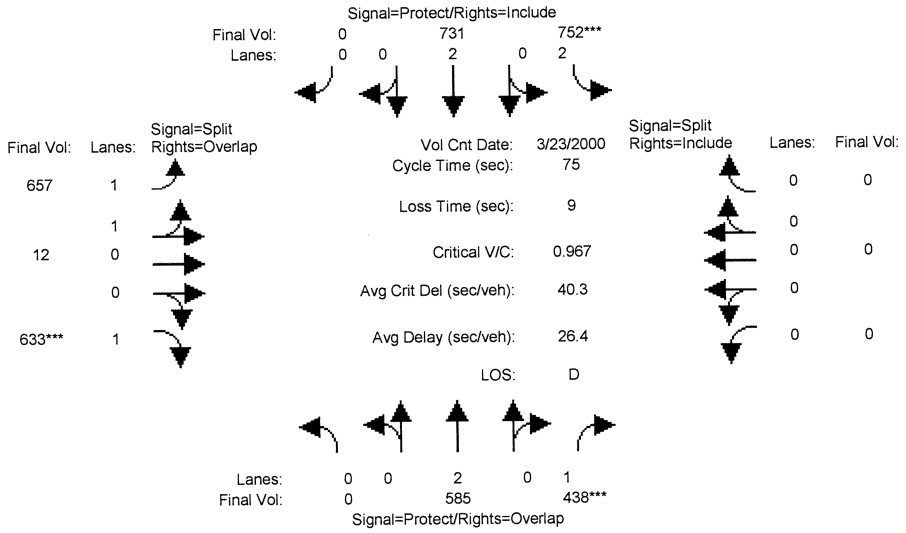
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3022: 101/OAKLAND (S)




| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Min. Green: | 0 | | 10 | | 10 | | 7 | | 10 | | 0 | | 10 | | 10 | | 10 | | 0 | | 0 | | 0 | |
| Volume Module: >> Count Date: 23 Mar 2000 << | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 585 | | 438 | | 752 | | 731 | | 0 | | 657 | | 12 | | 633 | | 0 | | 0 | | 0 | |
| Growth Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 0 | | 585 | | 438 | | 752 | | 731 | | 0 | | 657 | | 12 | | 633 | | 0 | | 0 | | 0 | |
| Added Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| ATI: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 0 | | 585 | | 438 | | 752 | | 731 | | 0 | | 657 | | 12 | | 633 | | 0 | | 0 | | 0 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 0 | | 585 | | 438 | | 752 | | 731 | | 0 | | 657 | | 12 | | 633 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 585 | | 438 | | 752 | | 731 | | 0 | | 657 | | 12 | | 633 | | 0 | | 0 | | 0 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Final Vol.: | 0 | | 585 | | 438 | | 752 | | 731 | | 0 | | 657 | | 12 | | 633 | | 0 | | 0 | | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | |
| Adjustment: | 0.97 | | 1.06 | | 0.97 | | 0.88 | | 1.06 | | 0.97 | | 0.99 | | 1.00 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | |
| Lanes: | 0.00 | | 2.00 | | 1.00 | | 2.00 | | 2.00 | | 0.00 | | 1.96 | | 0.04 | | 1.00 | | 0.00 | | 0.00 | | 0.00 | |
| Final Sat.: | 0 | | 3800 | | 1750 | | 3150 | | 3800 | | 0 | | 3486 | | 64 | | 1750 | | 0 | | 0 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.15 | | 0.25 | | 0.24 | | 0.19 | | 0.00 | | 0.19 | | 0.19 | | 0.36 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | | | | | **** | | **** | | | | | | | | | | **** | | | | | | | |
| Green Time: | 0.0 | | 19.4 | | 19.4 | | 18.5 | | 37.9 | | 0.0 | | 28.1 | | 28.1 | | 28.1 | | 0.0 | | 0.0 | | 0.0 | |
| Volume/Cap: | 0.00 | | 0.59 | | 0.97 | | 0.97 | | 0.38 | | 0.00 | | 0.50 | | 0.50 | | 0.97 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | | 19.2 | | 45.9 | | 39.3 | | 8.7 | | 0.0 | | 14.0 | | 14.0 | | 37.5 | | 0.0 | | 0.0 | | 0.0 | |
| Delay Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| ProgAdjFctr: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 0.0 | | 19.2 | | 45.9 | | 39.3 | | 8.7 | | 0.0 | | 14.0 | | 14.0 | | 37.5 | | 0.0 | | 0.0 | | 0.0 | |
| DesignQueue: | 0 | | 19 | | 14 | | 25 | | 16 | | 0 | | 18 | | 0 | | 18 | | 0 | | 0 | | 0 | |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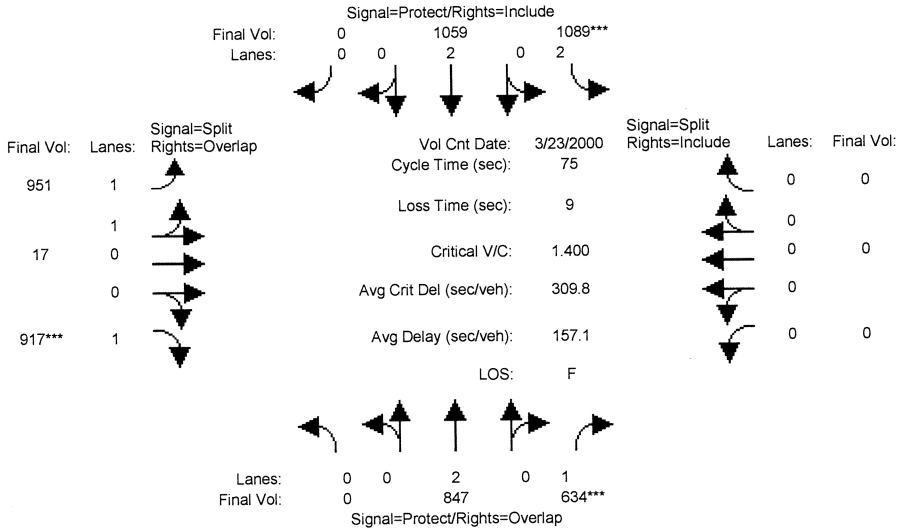
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3022: 101/OAKLAND (S)




| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Min. Green: | 0 | | 10 | | 10 | | 7 | | 10 | | 0 | | 10 | | 10 | | 10 | | 0 | | 0 | | 0 | |
| Volume Module: >> Count Date: 23 Mar 2000 << | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 847 | | 634 | | 1089 | | 1059 | | 0 | | 951 | | 17 | | 917 | | 0 | | 0 | | 0 | |
| Growth Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 0 | | 847 | | 634 | | 1089 | | 1059 | | 0 | | 951 | | 17 | | 917 | | 0 | | 0 | | 0 | |
| Added Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| PasserByVol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 0 | | 847 | | 634 | | 1089 | | 1059 | | 0 | | 951 | | 17 | | 917 | | 0 | | 0 | | 0 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 0 | | 847 | | 634 | | 1089 | | 1059 | | 0 | | 951 | | 17 | | 917 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 847 | | 634 | | 1089 | | 1059 | | 0 | | 951 | | 17 | | 917 | | 0 | | 0 | | 0 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Final Vol.: | 0 | | 847 | | 634 | | 1089 | | 1059 | | 0 | | 951 | | 17 | | 917 | | 0 | | 0 | | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | |
| Adjustment: | 0.97 | | 1.06 | | 0.97 | | 0.88 | | 1.06 | | 0.97 | | 0.99 | | 1.00 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | |
| Lanes: | 0.00 | | 2.00 | | 1.00 | | 2.00 | | 2.00 | | 0.00 | | 1.97 | | 0.03 | | 1.00 | | 0.00 | | 0.00 | | 0.00 | |
| Final Sat.: | 0 | | 3800 | | 1750 | | 3150 | | 3800 | | 0 | | 3488 | | 62 | | 1750 | | 0 | | 0 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.22 | | 0.36 | | 0.35 | | 0.28 | | 0.00 | | 0.27 | | 0.27 | | 0.52 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | | | | | **** | | **** | | | | | | | | | | **** | | | | | | | |
| Green Time: | 0.0 | | 19.4 | | 19.4 | | 18.5 | | 37.9 | | 0.0 | | 28.1 | | 28.1 | | 28.1 | | 0.0 | | 0.0 | | 0.0 | |
| Volume/Cap: | 0.00 | | 0.86 | | 1.40 | | 1.40 | | 0.55 | | 0.00 | | 0.73 | | 0.73 | | 1.40 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | | 25.8 | | 315.4 | | 307.7 | | 9.9 | | 0.0 | | 16.8 | | 16.8 | | 308.5 | | 0.0 | | 0.0 | | 0.0 | |
| Delay Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| ProgAdjFctr: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 0.0 | | 25.8 | | 315.4 | | 307.7 | | 9.9 | | 0.0 | | 16.8 | | 16.8 | | 308.5 | | 0.0 | | 0.0 | | 0.0 | |
| DesignQueue: | 0 | | 28 | | 21 | | 37 | | 24 | | 0 | | 27 | | 0 | | 27 | | 0 | | 0 | | 0 | |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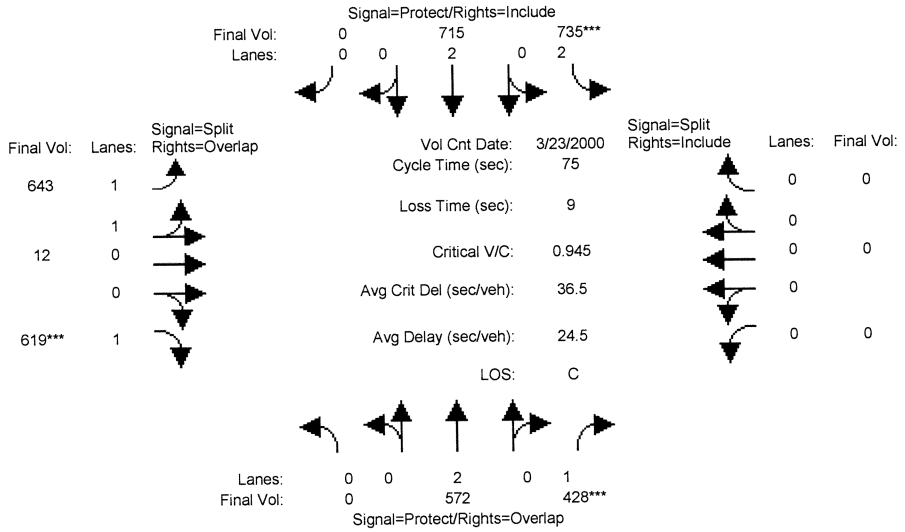
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Mitigated PM

## Intersection #3022: 101/OAKLAND (S)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 23 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 572 | 428 | 735 | 715 | 0 | 643 | 12 | 619 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 572 | 428 | 735 | 715 | 0 | 643 | 12 | 619 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 572 | 428 | 735 | 715 | 0 | 643 | 12 | 619 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 572 | 428 | 735 | 715 | 0 | 643 | 12 | 619 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 572 | 428 | 735 | 715 | 0 | 643 | 12 | 619 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 572 | 428 | 735 | 715 | 0 | 643 | 12 | 619 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 | 0.99 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | 1.96 | 0.04 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 3150 | 3800 | 0 | 3485 | 65 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.15 | 0.24 | 0.23 | 0.19 | 0.00 | 0.18 | 0.18 | 0.35 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | **** | **** | | | | | **** | | | |
| Green Time: | 0.0 | 19.4 | 19.4 | 18.5 | 37.9 | 0.0 | 28.1 | 28.1 | 28.1 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.58 | 0.95 | 0.95 | 0.37 | 0.00 | 0.49 | 0.49 | 0.95 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 19.1 | 41.7 | 35.7 | 8.6 | 0.0 | 13.9 | 13.9 | 33.7 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 19.1 | 41.7 | 35.7 | 8.6 | 0.0 | 13.9 | 13.9 | 33.7 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 18 | 14 | 24 | 15 | 0 | 18 | 0 | 18 | 0 | 0 | 0 |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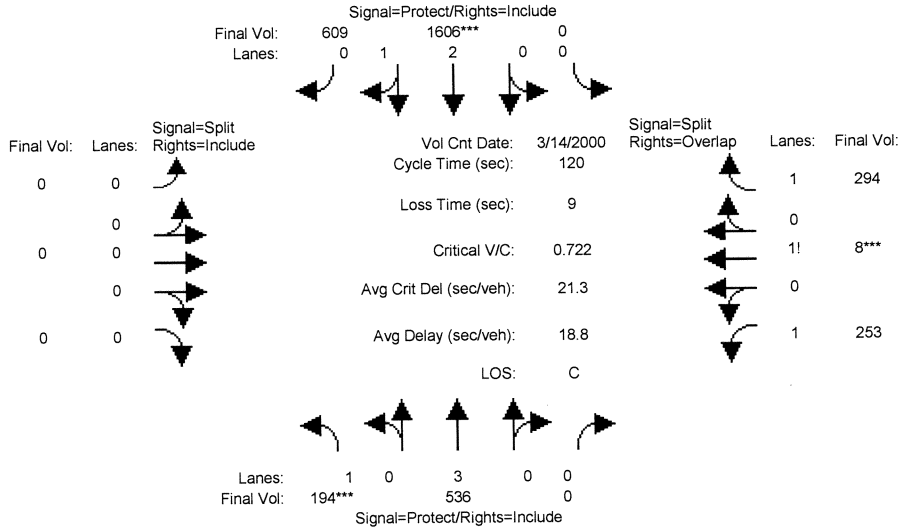
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3032: 280/BIRD (N)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 14 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 194 | 536 | 0 | 0 | 1606 | 609 | 0 | 0 | 0 | 253 | 8 | 294 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 194 | 536 | 0 | 0 | 1606 | 609 | 0 | 0 | 0 | 253 | 8 | 294 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 194 | 536 | 0 | 0 | 1606 | 609 | 0 | 0 | 0 | 253 | 8 | 294 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 194 | 536 | 0 | 0 | 1606 | 609 | 0 | 0 | 0 | 253 | 8 | 294 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 194 | 536 | 0 | 0 | 1606 | 609 | 0 | 0 | 0 | 253 | 8 | 294 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 194 | 536 | 0 | 0 | 1606 | 609 | 0 | 0 | 0 | 253 | 8 | 294 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.05 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 2.15 | 0.85 | 0.00 | 0.00 | 0.00 | 1.45 | 0.03 | 1.52 |
| Final Sat.: | 1750 | 5700 | 0 | 0 | 4058 | 1539 | 0 | 0 | 0 | 2536 | 50 | 2664 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.09 | 0.00 | 0.00 | 0.40 | 0.40 | 0.00 | 0.00 | 0.00 | 0.10 | 0.16 | 0.11 |
| Crit Moves: | **** | | | | **** | | | | | | **** | |
| Green Time: | 18.4 | 84.2 | 0.0 | 0.0 | 65.8 | 65.8 | 0.0 | 0.0 | 0.0 | 26.8 | 26.8 | 26.8 |
| Volume/Cap: | 0.72 | 0.13 | 0.00 | 0.00 | 0.72 | 0.72 | 0.00 | 0.00 | 0.00 | 0.45 | 0.72 | 0.50 |
| Delay/Veh: | 42.9 | 4.5 | 0.0 | 0.0 | 16.0 | 16.0 | 0.0 | 0.0 | 0.0 | 30.8 | 35.1 | 31.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.9 | 4.5 | 0.0 | 0.0 | 16.0 | 16.0 | 0.0 | 0.0 | 0.0 | 30.8 | 35.1 | 31.2 |
| DesignQueue: | 11 | 11 | 0 | 0 | 54 | 20 | 0 | 0 | 0 | 13 | 0 | 16 |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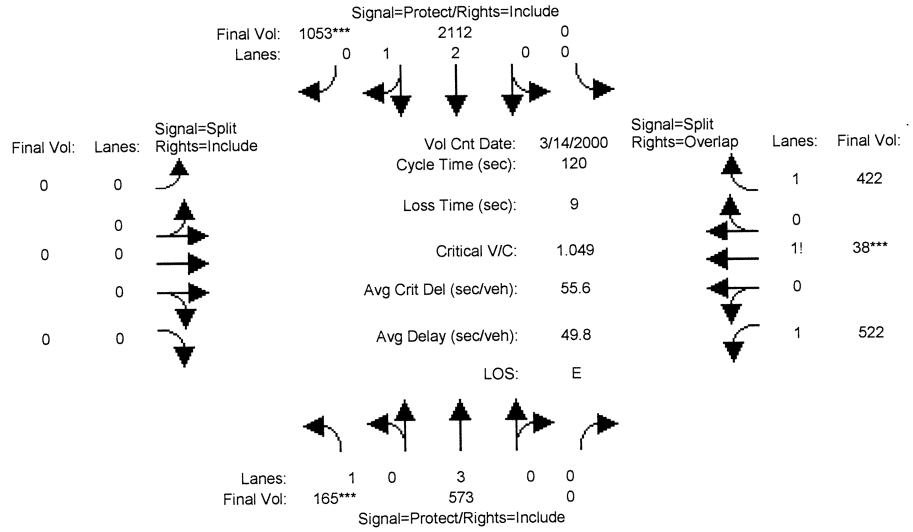
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3032: 280/BIRD (N)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 14 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 165 | 573 | 0 | 0 | 2112 | 1053 | 0 | 0 | 0 | 522 | 38 | 422 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 165 | 573 | 0 | 0 | 2112 | 1053 | 0 | 0 | 0 | 522 | 38 | 422 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 165 | 573 | 0 | 0 | 2112 | 1053 | 0 | 0 | 0 | 522 | 38 | 422 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 165 | 573 | 0 | 0 | 2112 | 1053 | 0 | 0 | 0 | 522 | 38 | 422 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 165 | 573 | 0 | 0 | 2112 | 1053 | 0 | 0 | 0 | 522 | 38 | 422 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 165 | 573 | 0 | 0 | 2112 | 1053 | 0 | 0 | 0 | 522 | 38 | 422 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.52 | 0.07 | 1.41 |
| Final Sat.: | 1750 | 5700 | 0 | 0 | 3800 | 1800 | 0 | 0 | 0 | 2646 | 130 | 2474 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.10 | 0.00 | 0.00 | 0.56 | 0.59 | 0.00 | 0.00 | 0.00 | 0.20 | 0.29 | 0.17 |
| Crit Moves: | **** | | | | | **** | | | | | **** | |
| Green Time: | 10.8 | 77.7 | 0.0 | 0.0 | 66.9 | 66.9 | 0.0 | 0.0 | 0.0 | 33.3 | 33.3 | 33.3 |
| Volume/Cap: | 1.05 | 0.16 | 0.00 | 0.00 | 1.00 | 1.05 | 0.00 | 0.00 | 0.00 | 0.71 | 1.05 | 0.61 |
| Delay/Veh: | 114.1 | 6.3 | 0.0 | 0.0 | 31.8 | 48.0 | 0.0 | 0.0 | 0.0 | 30.8 | 70.2 | 29.2 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 114.1 | 6.3 | 0.0 | 0.0 | 31.8 | 48.0 | 0.0 | 0.0 | 0.0 | 30.8 | 70.2 | 29.2 |
| DesignQueue: | 10 | 14 | 0 | 0 | 73 | 36 | 0 | 0 | 0 | 26 | 2 | 21 |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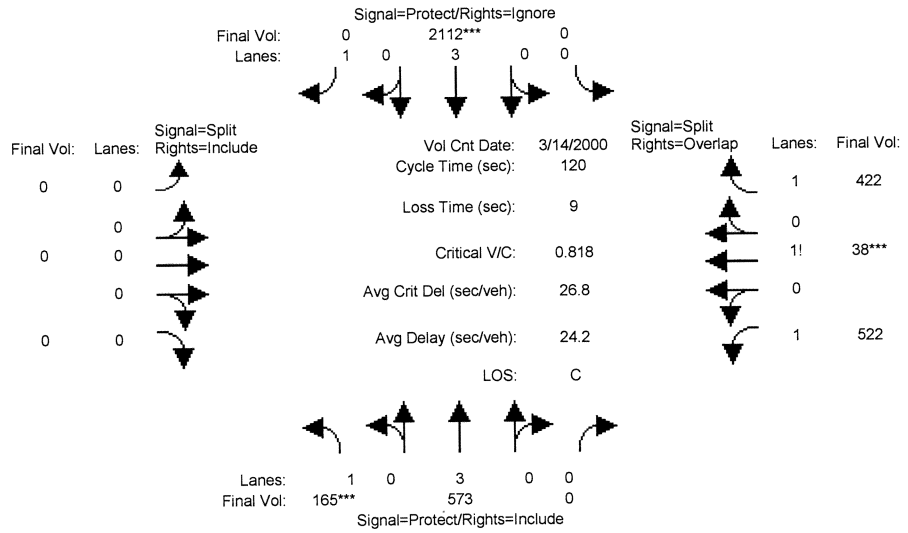
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Mitigated PM

## Intersection #3032: 280/BIRD (N)




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 7 | | 10 | 0 | 0 | | 10 | 10 | 0 | | 0 | 0 | 10 | | 10 | 10 |
| **Volume Module: >> Count Date: 14 Mar 2000 <<** | | | | | | | | | | | | | | | | |
| Base Vol: | 165 | | 573 | 0 | 0 | | 2112 | 1053 | 0 | | 0 | 0 | 522 | | 38 | 422 |
| Growth Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 165 | | 573 | 0 | 0 | | 2112 | 1053 | 0 | | 0 | 0 | 522 | | 38 | 422 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| PasserByVol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 165 | | 573 | 0 | 0 | | 2112 | 1053 | 0 | | 0 | 0 | 522 | | 38 | 422 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 165 | | 573 | 0 | 0 | | 2112 | 0 | 0 | | 0 | 0 | 522 | | 38 | 422 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 165 | | 573 | 0 | 0 | | 2112 | 0 | 0 | | 0 | 0 | 522 | | 38 | 422 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 165 | | 573 | 0 | 0 | | 2112 | 0 | 0 | | 0 | 0 | 522 | | 38 | 422 |
| **Saturation Flow Module:** | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 0.97 | 0.97 |
| Lanes: | 1.00 | | 3.00 | 0.00 | 0.00 | | 3.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 1.52 | | 0.07 | 1.41 |
| Final Sat.: | 1750 | | 5700 | 0 | 0 | | 5700 | 1750 | 0 | | 0 | 0 | 2646 | | 130 | 2474 |
| **Capacity Analysis Module:** | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | | 0.10 | 0.00 | 0.00 | | 0.37 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.20 | | 0.29 | 0.17 |
| Crit Moves: | **** | | | | | | **** | | | | | | | | **** | |
| Green Time: | 13.8 | | 68.2 | 0.0 | 0.0 | | 54.4 | 0.0 | 0.0 | | 0.0 | 0.0 | 42.8 | | 42.8 | 42.8 |
| Volume/Cap: | 0.82 | | 0.18 | 0.00 | 0.00 | | 0.82 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.55 | | 0.82 | 0.48 |
| Delay/Veh: | 54.5 | | 9.4 | 0.0 | 0.0 | | 23.2 | 0.0 | 0.0 | | 0.0 | 0.0 | 23.8 | | 29.9 | 22.9 |
| 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 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 54.5 | | 9.4 | 0.0 | 0.0 | | 23.2 | 0.0 | 0.0 | | 0.0 | 0.0 | 23.8 | | 29.9 | 22.9 |
| DesignQueue: | 10 | | 17 | 0 | 0 | | 85 | 0 | 0 | | 0 | 0 | 24 | | 2 | 19 |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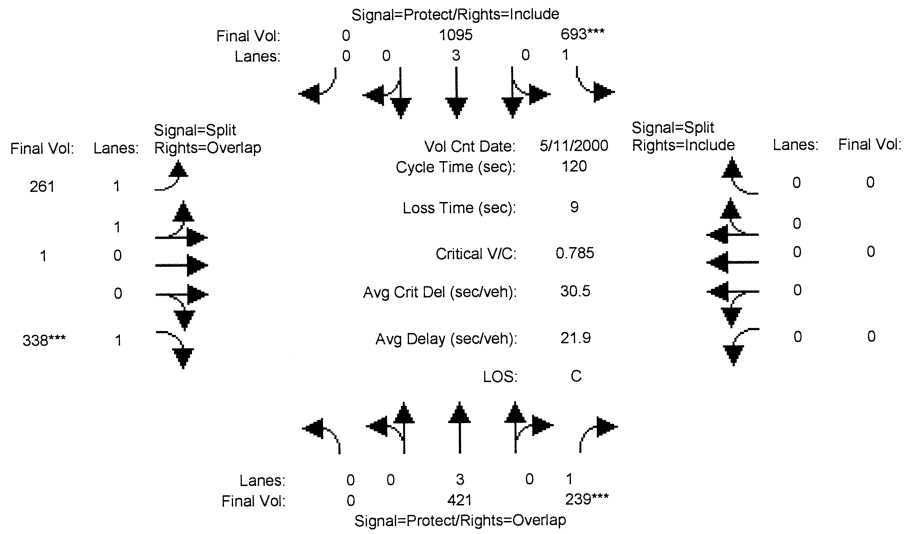
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3033: 280/BIRD (S)




| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Min. Green: | 0 | | 10 | | 10 | | 7 | | 10 | | 0 | | 10 | | 10 | | 10 | | 0 | | 0 | | 0 | |
| Volume Module: >> Count Date: 11 May 2000 << | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 421 | | 239 | | 693 | | 1095 | | 0 | | 261 | | 1 | | 338 | | 0 | | 0 | | 0 | |
| Growth Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 0 | | 421 | | 239 | | 693 | | 1095 | | 0 | | 261 | | 1 | | 338 | | 0 | | 0 | | 0 | |
| Added Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| ATI: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 0 | | 421 | | 239 | | 693 | | 1095 | | 0 | | 261 | | 1 | | 338 | | 0 | | 0 | | 0 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 0 | | 421 | | 239 | | 693 | | 1095 | | 0 | | 261 | | 1 | | 338 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 421 | | 239 | | 693 | | 1095 | | 0 | | 261 | | 1 | | 338 | | 0 | | 0 | | 0 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Final Vol.: | 0 | | 421 | | 239 | | 693 | | 1095 | | 0 | | 261 | | 1 | | 338 | | 0 | | 0 | | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | |
| Adjustment: | 0.97 | | 1.06 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | | 0.99 | | 1.00 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | |
| Lanes: | 0.00 | | 3.00 | | 1.00 | | 1.00 | | 3.00 | | 0.00 | | 1.99 | | 0.01 | | 1.00 | | 0.00 | | 0.00 | | 0.00 | |
| Final Sat.: | 0 | | 5700 | | 1750 | | 1750 | | 5700 | | 0 | | 3536 | | 14 | | 1750 | | 0 | | 0 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.07 | | 0.14 | | 0.40 | | 0.19 | | 0.00 | | 0.07 | | 0.07 | | 0.19 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | | | | | **** | | **** | | | | | | | | | | **** | | | | | | | |
| Green Time: | 0.0 | | 20.9 | | 20.9 | | 60.6 | | 81.5 | | 0.0 | | 29.5 | | 29.5 | | 29.5 | | 0.0 | | 0.0 | | 0.0 | |
| Volume/Cap: | 0.00 | | 0.42 | | 0.78 | | 0.78 | | 0.28 | | 0.00 | | 0.30 | | 0.30 | | 0.78 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | | 33.8 | | 44.6 | | 21.8 | | 5.8 | | 0.0 | | 28.0 | | 28.0 | | 38.4 | | 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 | |
| ProgAdjFctr: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 0.0 | | 33.8 | | 44.6 | | 21.8 | | 5.8 | | 0.0 | | 28.0 | | 28.0 | | 38.4 | | 0.0 | | 0.0 | | 0.0 | |
| DesignQueue: | 0 | | 24 | | 14 | | 25 | | 25 | | 0 | | 13 | | 0 | | 18 | | 0 | | 0 | | 0 | |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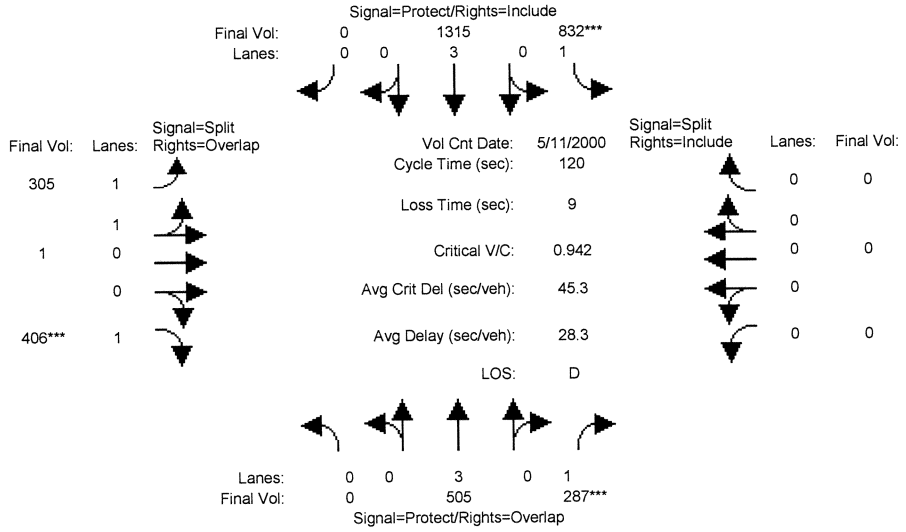
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3033: 280/BIRD (S)




| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Min. Green: | 0 | | 10 | | 10 | | 7 | | 10 | | 0 | | 10 | | 10 | | 10 | | 0 | | 0 | | 0 | |
| Volume Module: >> Count Date: 11 May 2000 << | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 505 | | 287 | | 832 | | 1315 | | 0 | | 305 | | 1 | | 406 | | 0 | | 0 | | 0 | |
| Growth Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 0 | | 505 | | 287 | | 832 | | 1315 | | 0 | | 305 | | 1 | | 406 | | 0 | | 0 | | 0 | |
| Added Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| PasserByVol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 0 | | 505 | | 287 | | 832 | | 1315 | | 0 | | 305 | | 1 | | 406 | | 0 | | 0 | | 0 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 0 | | 505 | | 287 | | 832 | | 1315 | | 0 | | 305 | | 1 | | 406 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 505 | | 287 | | 832 | | 1315 | | 0 | | 305 | | 1 | | 406 | | 0 | | 0 | | 0 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Final Vol.: | 0 | | 505 | | 287 | | 832 | | 1315 | | 0 | | 305 | | 1 | | 406 | | 0 | | 0 | | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | |
| Adjustment: | 0.97 | | 1.06 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | | 0.99 | | 1.00 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | |
| Lanes: | 0.00 | | 3.00 | | 1.00 | | 1.00 | | 3.00 | | 0.00 | | 1.99 | | 0.01 | | 1.00 | | 0.00 | | 0.00 | | 0.00 | |
| Final Sat.: | 0 | | 5700 | | 1750 | | 1750 | | 5700 | | 0 | | 3538 | | 12 | | 1750 | | 0 | | 0 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.09 | | 0.16 | | 0.48 | | 0.23 | | 0.00 | | 0.09 | | 0.09 | | 0.23 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | | | | | **** | | **** | | | | | | | | | | **** | | | | | | | |
| Green Time: | 0.0 | | 20.9 | | 20.9 | | 60.6 | | 81.4 | | 0.0 | | 29.6 | | 29.6 | | 29.6 | | 0.0 | | 0.0 | | 0.0 | |
| Volume/Cap: | 0.00 | | 0.51 | | 0.94 | | 0.94 | | 0.34 | | 0.00 | | 0.35 | | 0.35 | | 0.94 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | | 34.5 | | 63.6 | | 34.4 | | 6.1 | | 0.0 | | 28.5 | | 28.5 | | 54.9 | | 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 | |
| ProgAdjFctr: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 0.0 | | 34.5 | | 63.6 | | 34.4 | | 6.1 | | 0.0 | | 28.5 | | 28.5 | | 54.9 | | 0.0 | | 0.0 | | 0.0 | |
| DesignQueue: | 0 | | 28 | | 16 | | 31 | | 30 | | 0 | | 16 | | 0 | | 22 | | 0 | | 0 | | 0 | |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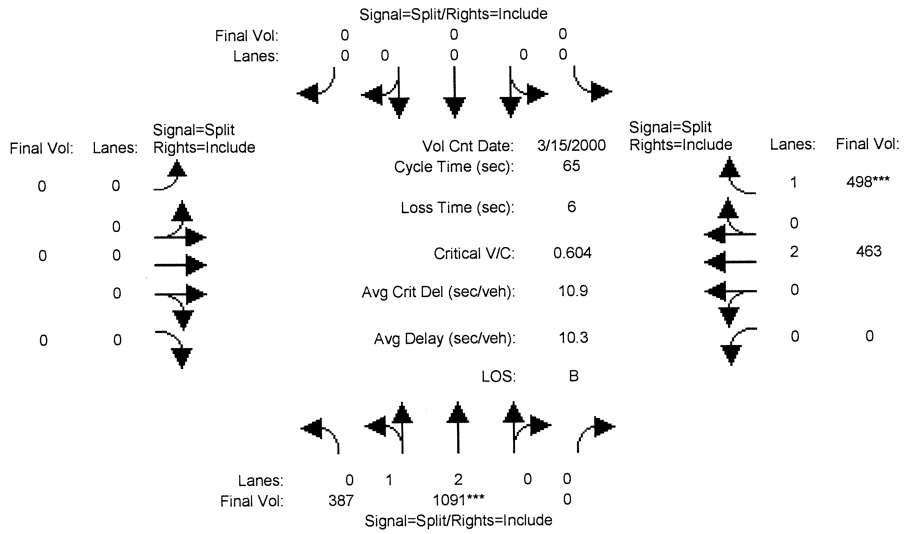
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3034: 280/11TH (N)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 15 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 387 | 1091 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 463 | 498 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 387 | 1091 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 463 | 498 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 387 | 1091 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 463 | 498 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 387 | 1091 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 463 | 498 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 387 | 1091 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 463 | 498 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 387 | 1091 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 463 | 498 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.05 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.81 | 2.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 1466 | 4132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | 0.28 |
| Crit Moves: | | **** | | | | | | | | | | **** |
| Green Time: | 28.4 | 28.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.6 | 30.6 |
| Volume/Cap: | 0.60 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.60 |
| Delay/Veh: | 11.0 | 11.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.9 | 10.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 11.0 | 11.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.9 | 10.6 |
| DesignQueue: | 8 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 10 |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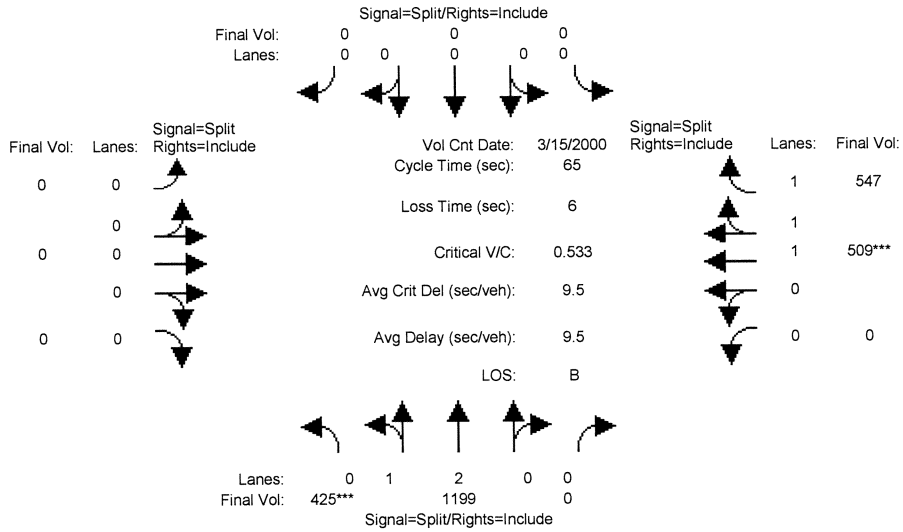
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3034: 280/11TH (N)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 15 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 425 | 1199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 509 | 547 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 425 | 1199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 509 | 547 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 425 | 1199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 509 | 547 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 425 | 1199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 509 | 547 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 425 | 1199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 509 | 547 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 425 | 1199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 509 | 547 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.05 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 0.98 |
| Lanes: | 0.81 | 2.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.40 | 1.60 |
| Final Sat.: | 1465 | 4133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2625 | 2821 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.19 |
| Crit Moves: | **** | | | | | | | | | | **** | |
| Green Time: | 35.4 | 35.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.6 | 23.6 |
| Volume/Cap: | 0.53 | 0.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.53 |
| Delay/Veh: | 7.4 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.6 | 12.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 7.4 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.6 | 12.6 |
| DesignQueue: | 8 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 13 |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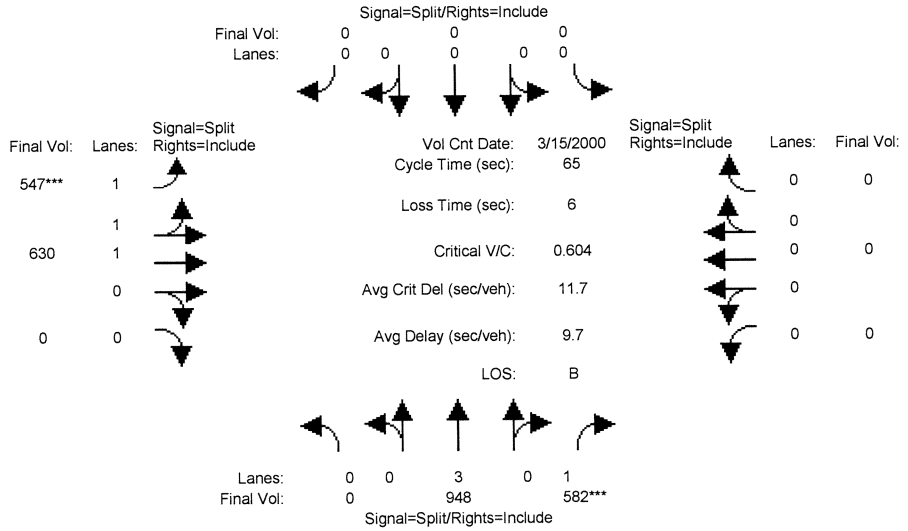
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3035: 280/11TH (S)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 15 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 948 | 582 | 0 | 0 | 0 | 547 | 630 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 948 | 582 | 0 | 0 | 0 | 547 | 630 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 948 | 582 | 0 | 0 | 0 | 547 | 630 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 948 | 582 | 0 | 0 | 0 | 547 | 630 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 948 | 582 | 0 | 0 | 0 | 547 | 630 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 948 | 582 | 0 | 0 | 0 | 547 | 630 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.98 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.43 | 1.57 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 0 | 0 | 2531 | 2915 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.33 | 0.00 | 0.00 | 0.00 | 0.22 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | **** | | | | **** | | | | | |
| Green Time: | 0.0 | 35.8 | 35.8 | 0.0 | 0.0 | 0.0 | 23.2 | 23.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.30 | 0.60 | 0.00 | 0.00 | 0.00 | 0.60 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 6.0 | 8.3 | 0.0 | 0.0 | 0.0 | 13.4 | 13.4 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 6.0 | 8.3 | 0.0 | 0.0 | 0.0 | 13.4 | 13.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 16 | 10 | 0 | 0 | 0 | 13 | 15 | 0 | 0 | 0 | 0 |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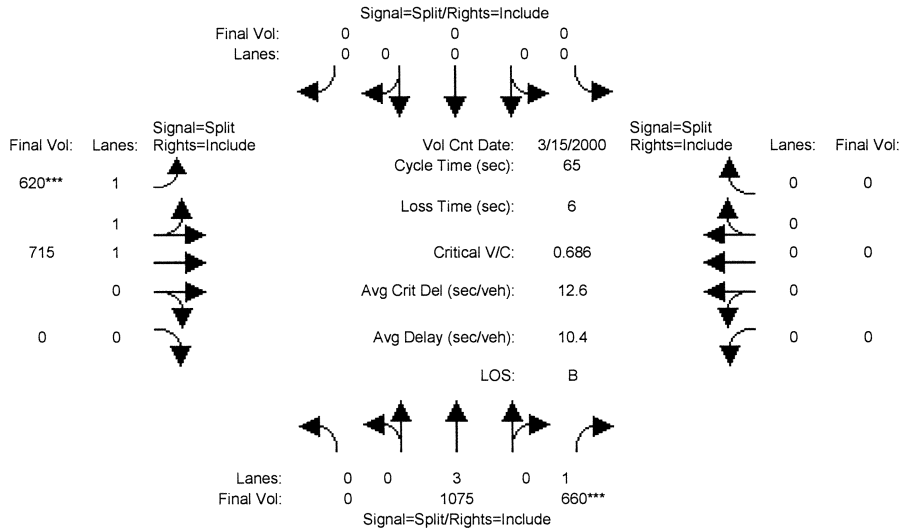
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3035: 280/11TH (S)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 15 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 1075 | 660 | 0 | 0 | 0 | 620 | 715 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1075 | 660 | 0 | 0 | 0 | 620 | 715 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1075 | 660 | 0 | 0 | 0 | 620 | 715 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1075 | 660 | 0 | 0 | 0 | 620 | 715 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1075 | 660 | 0 | 0 | 0 | 620 | 715 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 1075 | 660 | 0 | 0 | 0 | 620 | 715 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.98 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.43 | 1.57 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 0 | 0 | 2529 | 2917 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.38 | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | **** | | | | **** | | | | | |
| Green Time: | 0.0 | 35.8 | 35.8 | 0.0 | 0.0 | 0.0 | 23.2 | 23.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.34 | 0.69 | 0.00 | 0.00 | 0.00 | 0.69 | 0.69 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 6.2 | 9.5 | 0.0 | 0.0 | 0.0 | 14.2 | 14.2 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 6.2 | 9.5 | 0.0 | 0.0 | 0.0 | 14.2 | 14.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 18 | 12 | 0 | 0 | 0 | 15 | 18 | 0 | 0 | 0 | 0 |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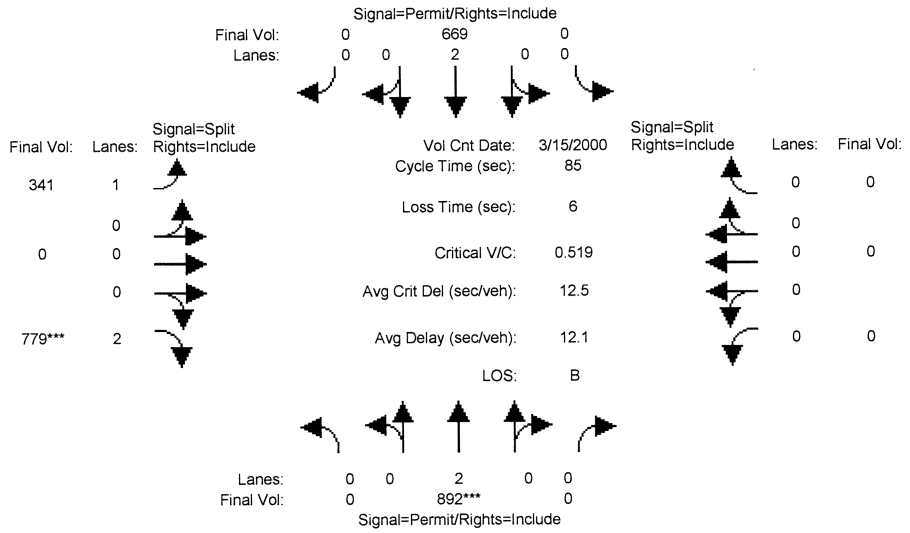
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3036: 280/MCLAUGHLIN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 0 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 15 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 892 | 0 | 0 | 669 | 0 | 341 | 0 | 779 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 892 | 0 | 0 | 669 | 0 | 341 | 0 | 779 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 892 | 0 | 0 | 669 | 0 | 341 | 0 | 779 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 892 | 0 | 0 | 669 | 0 | 341 | 0 | 779 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 892 | 0 | 0 | 669 | 0 | 341 | 0 | 779 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 892 | 0 | 0 | 669 | 0 | 341 | 0 | 779 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.88 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 0 | 0 | 3800 | 0 | 1750 | 0 | 3150 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.23 | 0.00 | 0.00 | 0.18 | 0.00 | 0.19 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | | **** | | | |
| Green Time: | 0.0 | 38.5 | 0.0 | 0.0 | 38.5 | 0.0 | 40.5 | 0.0 | 40.5 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.52 | 0.00 | 0.00 | 0.39 | 0.00 | 0.41 | 0.00 | 0.52 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 12.9 | 0.0 | 0.0 | 11.8 | 0.0 | 11.2 | 0.0 | 12.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 12.9 | 0.0 | 0.0 | 11.8 | 0.0 | 11.2 | 0.0 | 12.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 25 | 0 | 0 | 18 | 0 | 9 | 0 | 20 | 0 | 0 | 0 |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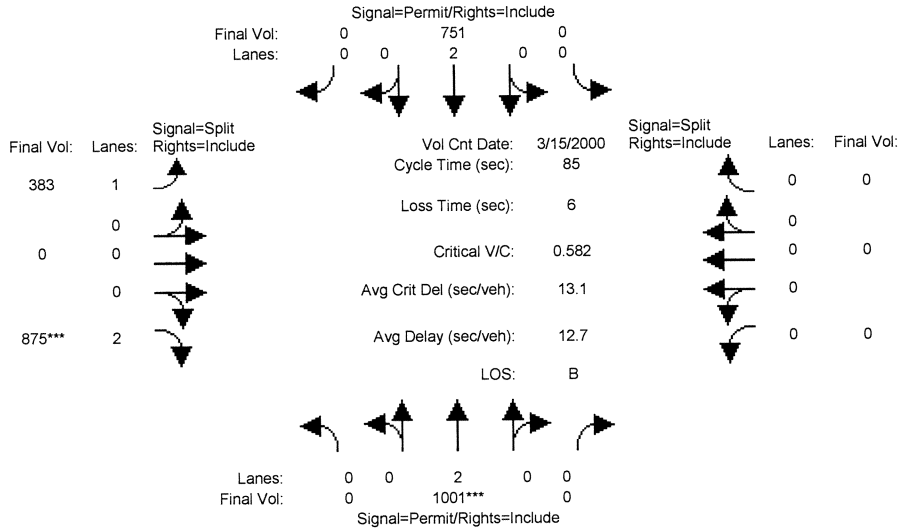
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3036: 280/MCLAUGHLIN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 0 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 15 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 1001 | 0 | 0 | 751 | 0 | 383 | 0 | 875 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1001 | 0 | 0 | 751 | 0 | 383 | 0 | 875 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1001 | 0 | 0 | 751 | 0 | 383 | 0 | 875 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1001 | 0 | 0 | 751 | 0 | 383 | 0 | 875 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1001 | 0 | 0 | 751 | 0 | 383 | 0 | 875 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 1001 | 0 | 0 | 751 | 0 | 383 | 0 | 875 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.88 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 0 | 0 | 3800 | 0 | 1750 | 0 | 3150 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.26 | 0.00 | 0.00 | 0.20 | 0.00 | 0.22 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | | **** | | | |
| Green Time: | 0.0 | 38.5 | 0.0 | 0.0 | 38.5 | 0.0 | 40.5 | 0.0 | 40.5 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.58 | 0.00 | 0.00 | 0.44 | 0.00 | 0.46 | 0.00 | 0.58 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 13.5 | 0.0 | 0.0 | 12.2 | 0.0 | 11.6 | 0.0 | 12.7 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 13.5 | 0.0 | 0.0 | 12.2 | 0.0 | 11.6 | 0.0 | 12.7 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 28 | 0 | 0 | 20 | 0 | 10 | 0 | 23 | 0 | 0 | 0 |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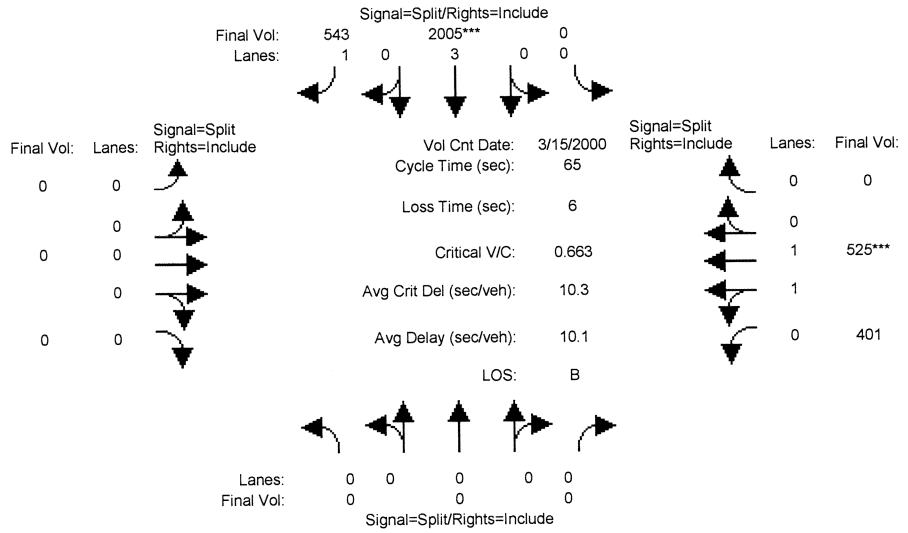
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3040: 280/10TH (N)




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 0 | 0 | 0 | | 0 | 10 | 10 | | 0 | 0 | 0 | | 10 | 10 | 0 | |
| Volume Module: >> Count Date: 15 Mar 2000 << | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 0 | 2005 | 543 | | 0 | 0 | 0 | | 401 | 525 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 0 | 2005 | 543 | | 0 | 0 | 0 | | 401 | 525 | 0 | |
| Added Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| ATI: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Initial Fut: | 0 | 0 | 0 | | 0 | 2005 | 543 | | 0 | 0 | 0 | | 401 | 525 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 0 | 0 | | 0 | 2005 | 543 | | 0 | 0 | 0 | | 401 | 525 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 0 | 2005 | 543 | | 0 | 0 | 0 | | 401 | 525 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Vol.: | 0 | 0 | 0 | | 0 | 2005 | 543 | | 0 | 0 | 0 | | 401 | 525 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | |
| Adjustment: | 0.97 | 1.06 | 0.97 | | 0.97 | 1.06 | 0.97 | | 0.97 | 1.06 | 0.97 | | 1.00 | 1.05 | 0.97 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.89 | 1.11 | 0.00 | |
| Final Sat.: | 0 | 0 | 0 | | 0 | 5700 | 1750 | | 0 | 0 | 0 | | 1601 | 2097 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.35 | 0.31 | | 0.00 | 0.00 | 0.00 | | 0.25 | 0.25 | 0.00 | |
| Crit Moves: | | | | | | **** | | | | | | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | | 0.0 | 34.5 | 34.5 | | 0.0 | 0.0 | 0.0 | | 24.5 | 24.5 | 0.0 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.66 | 0.59 | | 0.00 | 0.00 | 0.00 | | 0.66 | 0.66 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 8.8 | 8.6 | | 0.0 | 0.0 | 0.0 | | 13.6 | 13.6 | 0.0 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 8.8 | 8.6 | | 0.0 | 0.0 | 0.0 | | 13.6 | 13.6 | 0.0 | |
| DesignQueue: | 0 | 0 | 0 | | 0 | 37 | 10 | | 0 | 0 | 0 | | 10 | 13 | 0 | |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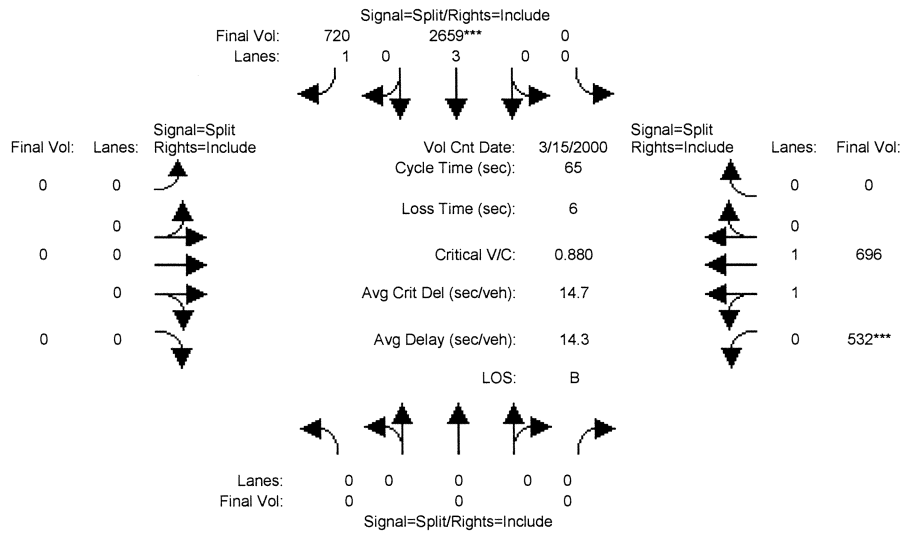
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3040: 280/10TH (N)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 15 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 2659 | 720 | 0 | 0 | 0 | 532 | 696 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 2659 | 720 | 0 | 0 | 0 | 532 | 696 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 2659 | 720 | 0 | 0 | 0 | 532 | 696 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 2659 | 720 | 0 | 0 | 0 | 532 | 696 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 2659 | 720 | 0 | 0 | 0 | 532 | 696 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 2659 | 720 | 0 | 0 | 0 | 532 | 696 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.05 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.89 | 1.11 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 5700 | 1750 | 0 | 0 | 0 | 1602 | 2096 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.41 | 0.00 | 0.00 | 0.00 | 0.33 | 0.33 | 0.00 |
| Crit Moves: | | | | | **** | | | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 34.5 | 34.5 | 0.0 | 0.0 | 0.0 | 24.5 | 24.5 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.88 | 0.78 | 0.00 | 0.00 | 0.00 | 0.88 | 0.88 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 12.6 | 12.2 | 0.0 | 0.0 | 0.0 | 19.2 | 19.2 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 12.6 | 12.2 | 0.0 | 0.0 | 0.0 | 19.2 | 19.2 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 51 | 14 | 0 | 0 | 0 | 13 | 17 | 0 |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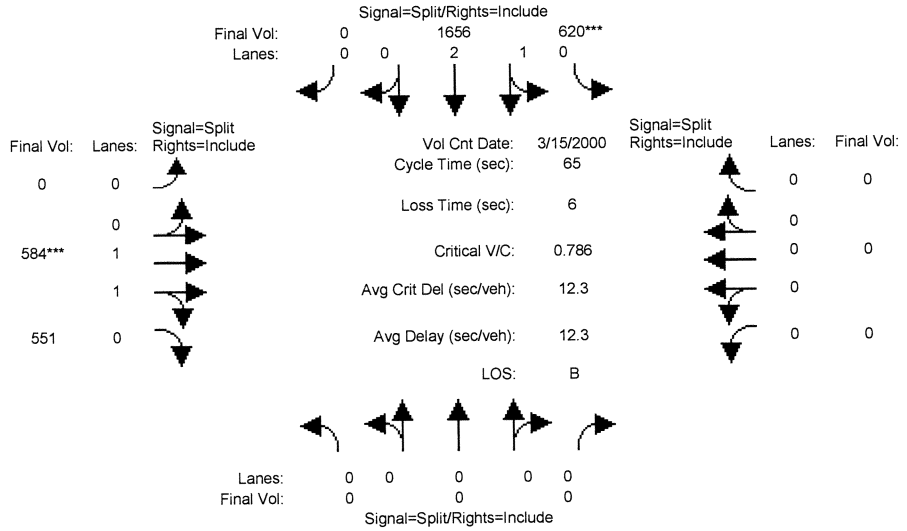
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3041: 280/10TH (S)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 15 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 620 | 1656 | 0 | 0 | 584 | 551 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 620 | 1656 | 0 | 0 | 584 | 551 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 620 | 1656 | 0 | 0 | 584 | 551 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 620 | 1656 | 0 | 0 | 584 | 551 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 620 | 1656 | 0 | 0 | 584 | 551 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 620 | 1656 | 0 | 0 | 584 | 551 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.05 | 0.97 | 0.97 | 1.05 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.85 | 2.15 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1525 | 4073 | 0 | 0 | 1902 | 1795 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.41 | 0.41 | 0.00 | 0.00 | 0.31 | 0.31 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 33.6 | 33.6 | 0.0 | 0.0 | 25.4 | 25.4 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.79 | 0.79 | 0.00 | 0.00 | 0.79 | 0.79 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 10.8 | 10.8 | 0.0 | 0.0 | 15.3 | 15.3 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 10.8 | 10.8 | 0.0 | 0.0 | 15.3 | 15.3 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 12 | 32 | 0 | 0 | 14 | 13 | 0 | 0 | 0 |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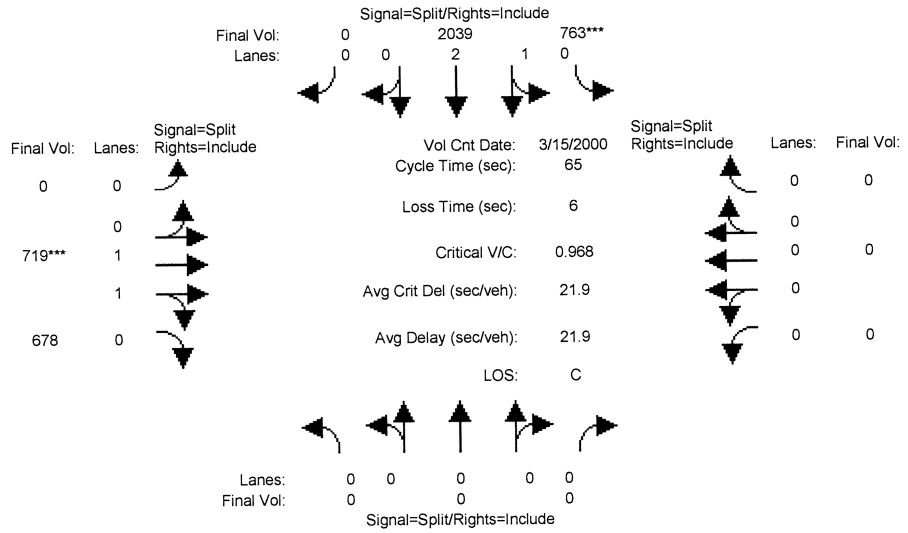
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3041: 280/10TH (S)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 15 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 763 | 2039 | 0 | 0 | 719 | 678 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 763 | 2039 | 0 | 0 | 719 | 678 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 763 | 2039 | 0 | 0 | 719 | 678 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 763 | 2039 | 0 | 0 | 719 | 678 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 763 | 2039 | 0 | 0 | 719 | 678 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 763 | 2039 | 0 | 0 | 719 | 678 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.05 | 0.97 | 0.97 | 1.05 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.85 | 2.15 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1524 | 4073 | 0 | 0 | 1903 | 1794 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.50 | 0.50 | 0.00 | 0.00 | 0.38 | 0.38 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 33.6 | 33.6 | 0.0 | 0.0 | 25.4 | 25.4 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.97 | 0.97 | 0.00 | 0.00 | 0.97 | 0.97 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 19.3 | 19.3 | 0.0 | 0.0 | 27.1 | 27.1 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 19.3 | 19.3 | 0.0 | 0.0 | 27.1 | 27.1 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 15 | 41 | 0 | 0 | 18 | 16 | 0 | 0 | 0 |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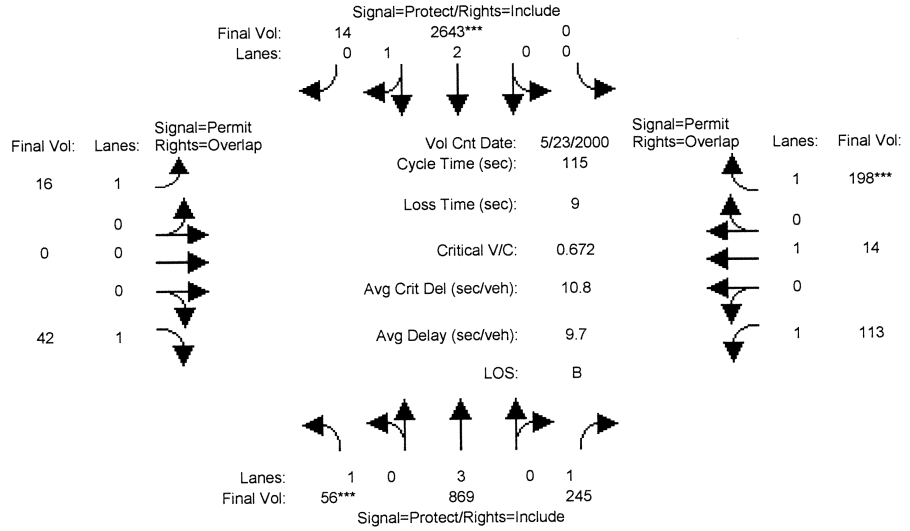
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3052: 880/COLEMAN (N)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 23 May 2000 << | | | | | | | | | | | | |
| Base Vol: | 56 | 869 | 245 | 0 | 2643 | 14 | 16 | 0 | 42 | 113 | 14 | 198 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 56 | 869 | 245 | 0 | 2643 | 14 | 16 | 0 | 42 | 113 | 14 | 198 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 56 | 869 | 245 | 0 | 2643 | 14 | 16 | 0 | 42 | 113 | 14 | 198 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 56 | 869 | 245 | 0 | 2643 | 14 | 16 | 0 | 42 | 113 | 14 | 198 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 56 | 869 | 245 | 0 | 2643 | 14 | 16 | 0 | 42 | 113 | 14 | 198 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 56 | 869 | 245 | 0 | 2643 | 14 | 16 | 0 | 42 | 113 | 14 | 198 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 3.00 | 1.00 | 0.00 | 2.98 | 0.02 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 5700 | 1750 | 0 | 5570 | 30 | 1750 | 0 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.15 | 0.14 | 0.00 | 0.47 | 0.47 | 0.01 | 0.00 | 0.02 | 0.06 | 0.01 | 0.11 |
| Crit Moves: | **** | | | | **** | | | | | | | **** |
| Green Time: | 7.0 | 86.9 | 86.9 | 0.0 | 79.9 | 79.9 | 19.1 | 0.0 | 26.1 | 19.1 | 19.1 | 19.1 |
| Volume/Cap: | 0.53 | 0.20 | 0.19 | 0.00 | 0.68 | 0.68 | 0.06 | 0.00 | 0.11 | 0.39 | 0.04 | 0.68 |
| Delay/Veh: | 43.5 | 3.1 | 3.0 | 0.0 | 8.1 | 8.1 | 30.7 | 0.0 | 26.8 | 33.0 | 30.6 | 38.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.5 | 3.1 | 3.0 | 0.0 | 8.1 | 8.1 | 30.7 | 0.0 | 26.8 | 33.0 | 30.6 | 38.7 |
| DesignQueue: | 3 | 14 | 4 | 0 | 59 | 0 | 1 | 0 | 2 | 6 | 1 | 11 |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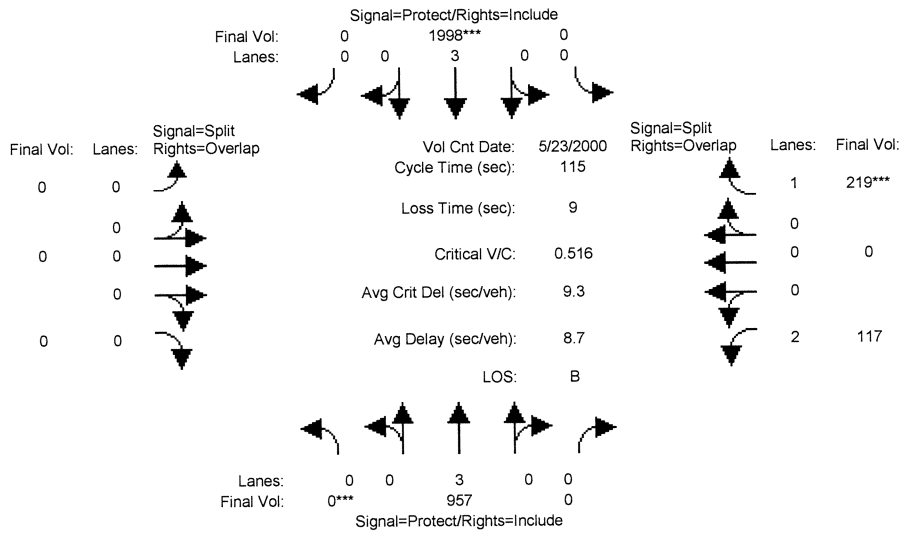
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3052: 880/COLEMAN (N)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 10 |
| Volume Module: >> Count Date: 23 May 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 957 | 0 | 0 | 1998 | 0 | 0 | 0 | 0 | 117 | 0 | 219 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 957 | 0 | 0 | 1998 | 0 | 0 | 0 | 0 | 117 | 0 | 219 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 957 | 0 | 0 | 1998 | 0 | 0 | 0 | 0 | 117 | 0 | 219 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 957 | 0 | 0 | 1998 | 0 | 0 | 0 | 0 | 117 | 0 | 219 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 957 | 0 | 0 | 1998 | 0 | 0 | 0 | 0 | 117 | 0 | 219 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 957 | 0 | 0 | 1998 | 0 | 0 | 0 | 0 | 117 | 0 | 219 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 |
| Lanes: | 0.00 | 3.00 | 0.00 | 0.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5700 | 0 | 0 | 5700 | 0 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | | | **** |
| Green Time: | 0.0 | 78.1 | 0.0 | 0.0 | 78.1 | 0.0 | 0.0 | 0.0 | 0.0 | 27.9 | 0.0 | 27.9 |
| Volume/Cap: | 0.00 | 0.25 | 0.00 | 0.00 | 0.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.52 |
| Delay/Veh: | 0.0 | 5.4 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.1 | 0.0 | 29.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 5.4 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.1 | 0.0 | 29.6 |
| DesignQueue: | 0 | 21 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 6 | 0 | 11 |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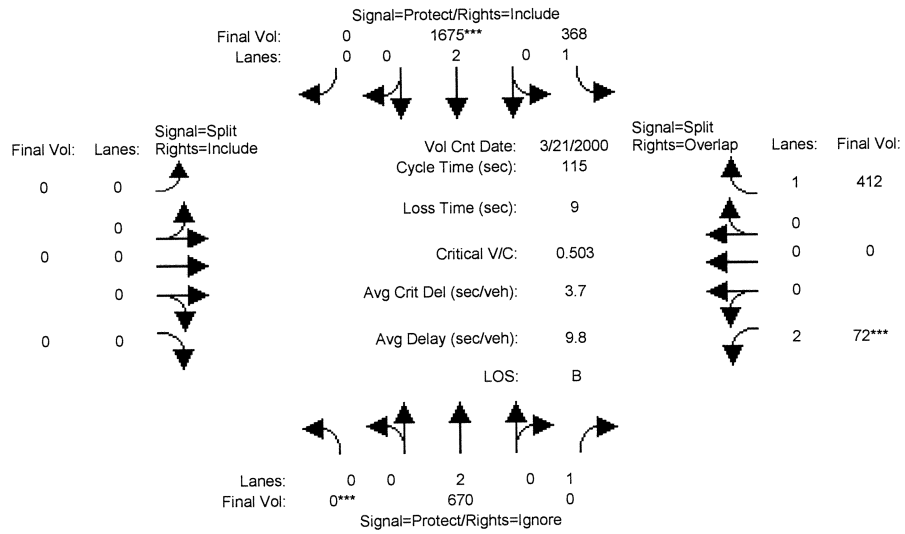
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3053: 880/COLEMAN (S)




| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Min. Green: | 0 | | 10 | | 10 | | 7 | | 10 | | 0 | | 0 | | 0 | | 0 | | 10 | | 0 | | 10 | |
| Volume Module: >> Count Date: 21 Mar 2000 << | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 670 | | 228 | | 368 | | 1675 | | 0 | | 0 | | 0 | | 0 | | 72 | | 0 | | 412 | |
| Growth Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 0 | | 670 | | 228 | | 368 | | 1675 | | 0 | | 0 | | 0 | | 0 | | 72 | | 0 | | 412 | |
| Added Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| ATI: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 0 | | 670 | | 228 | | 368 | | 1675 | | 0 | | 0 | | 0 | | 0 | | 72 | | 0 | | 412 | |
| User Adj: | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 0 | | 670 | | 0 | | 368 | | 1675 | | 0 | | 0 | | 0 | | 0 | | 72 | | 0 | | 412 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 670 | | 0 | | 368 | | 1675 | | 0 | | 0 | | 0 | | 0 | | 72 | | 0 | | 412 | |
| PCE Adj: | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Final Vol.: | 0 | | 670 | | 0 | | 368 | | 1675 | | 0 | | 0 | | 0 | | 0 | | 72 | | 0 | | 412 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | |
| Adjustment: | 0.97 | | 1.06 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | | 0.88 | | 1.06 | | 0.97 | |
| Lanes: | 0.00 | | 2.00 | | 1.00 | | 1.00 | | 2.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 2.00 | | 0.00 | | 1.00 | |
| Final Sat.: | 0 | | 3800 | | 1750 | | 1750 | | 3800 | | 0 | | 0 | | 0 | | 0 | | 3150 | | 0 | | 1750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.18 | | 0.00 | | 0.21 | | 0.44 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.02 | | 0.00 | | 0.24 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | | | | | **** | | | | | |
| Green Time: | 0.0 | | 43.8 | | 0.0 | | 52.2 | | 96.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 10.0 | | 0.0 | | 62.2 | |
| Volume/Cap: | 0.00 | | 0.46 | | 0.00 | | 0.46 | | 0.53 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.26 | | 0.00 | | 0.44 | |
| Delay/Veh: | 0.0 | | 20.5 | | 0.0 | | 16.8 | | 2.3 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 37.4 | | 0.0 | | 12.3 | |
| 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 | |
| ProgAdjFctr: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 0.0 | | 20.5 | | 0.0 | | 16.8 | | 2.3 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 37.4 | | 0.0 | | 12.3 | |
| DesignQueue: | 0 | | 28 | | 0 | | 14 | | 20 | | 0 | | 0 | | 0 | | 0 | | 4 | | 0 | | 13 | |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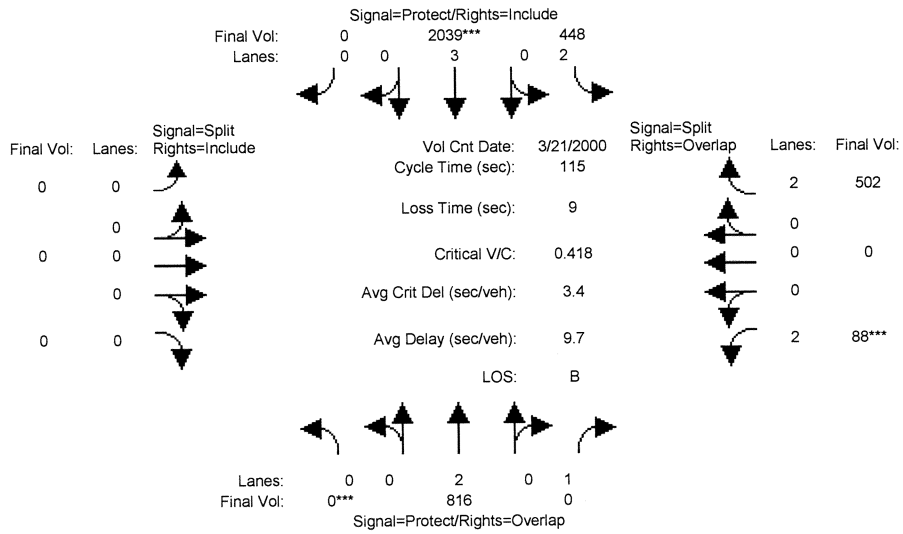
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3053: 880/COLEMAN (S)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 10 |
| Volume Module: >> Count Date: 21 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 816 | 0 | 448 | 2039 | 0 | 0 | 0 | 0 | 88 | 0 | 502 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 816 | 0 | 448 | 2039 | 0 | 0 | 0 | 0 | 88 | 0 | 502 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 816 | 0 | 448 | 2039 | 0 | 0 | 0 | 0 | 88 | 0 | 502 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 816 | 0 | 448 | 2039 | 0 | 0 | 0 | 0 | 88 | 0 | 502 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 816 | 0 | 448 | 2039 | 0 | 0 | 0 | 0 | 88 | 0 | 502 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 816 | 0 | 448 | 2039 | 0 | 0 | 0 | 0 | 88 | 0 | 502 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.88 |
| Lanes: | 0.00 | 2.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 3800 | 1750 | 3150 | 5700 | 0 | 0 | 0 | 0 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.21 | 0.00 | 0.14 | 0.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.16 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green Time: | 0.0 | 57.8 | 0.0 | 38.2 | 96.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 48.2 |
| Volume/Cap: | 0.00 | 0.43 | 0.00 | 0.43 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.38 |
| Delay/Veh: | 0.0 | 13.9 | 0.0 | 22.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 37.7 | 0.0 | 17.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 13.9 | 0.0 | 22.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 37.7 | 0.0 | 17.6 |
| DesignQueue: | 0 | 28 | 0 | 20 | 24 | 0 | 0 | 0 | 0 | 5 | 0 | 19 |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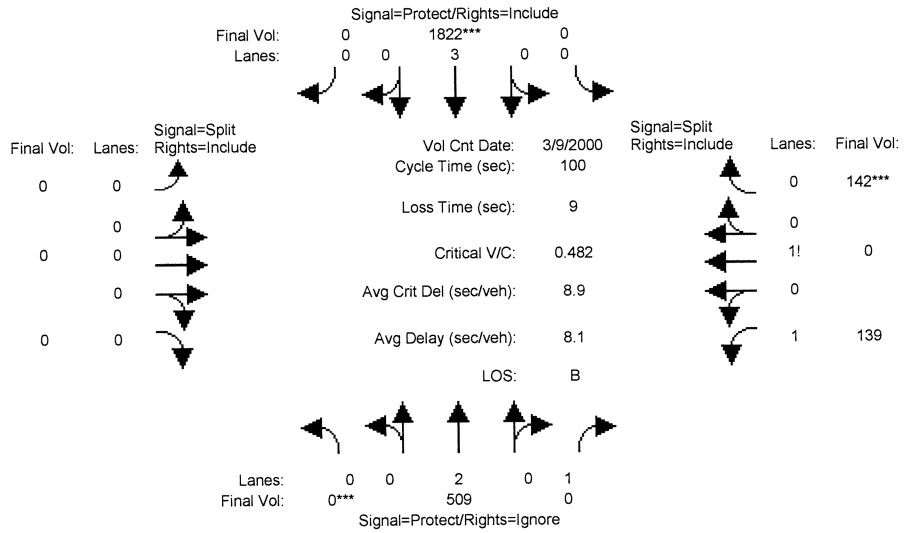
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3054: 880/FIRST (N)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 10 |
| Volume Module: >> Count Date: 9 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 509 | 293 | 0 | 1822 | 0 | 0 | 0 | 0 | 139 | 0 | 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: | 0 | 509 | 293 | 0 | 1822 | 0 | 0 | 0 | 0 | 139 | 0 | 142 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 509 | 293 | 0 | 1822 | 0 | 0 | 0 | 0 | 139 | 0 | 142 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 509 | 0 | 0 | 1822 | 0 | 0 | 0 | 0 | 139 | 0 | 142 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 509 | 0 | 0 | 1822 | 0 | 0 | 0 | 0 | 139 | 0 | 142 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 509 | 0 | 0 | 1822 | 0 | 0 | 0 | 0 | 139 | 0 | 142 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.33 | 0.00 | 0.67 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5700 | 0 | 0 | 0 | 0 | 2336 | 0 | 1197 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.13 | 0.00 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.12 |
| Crit Moves: | **** | | | | **** | | | | | | | **** |
| Green Time: | 0.0 | 66.4 | 0.0 | 0.0 | 66.4 | 0.0 | 0.0 | 0.0 | 0.0 | 24.6 | 0.0 | 24.6 |
| Volume/Cap: | 0.00 | 0.20 | 0.00 | 0.00 | 0.48 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.48 |
| Delay/Veh: | 0.0 | 5.0 | 0.0 | 0.0 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 23.0 | 0.0 | 25.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 5.0 | 0.0 | 0.0 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 23.0 | 0.0 | 25.0 |
| DesignQueue: | 0 | 10 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 6 | 0 | 6 |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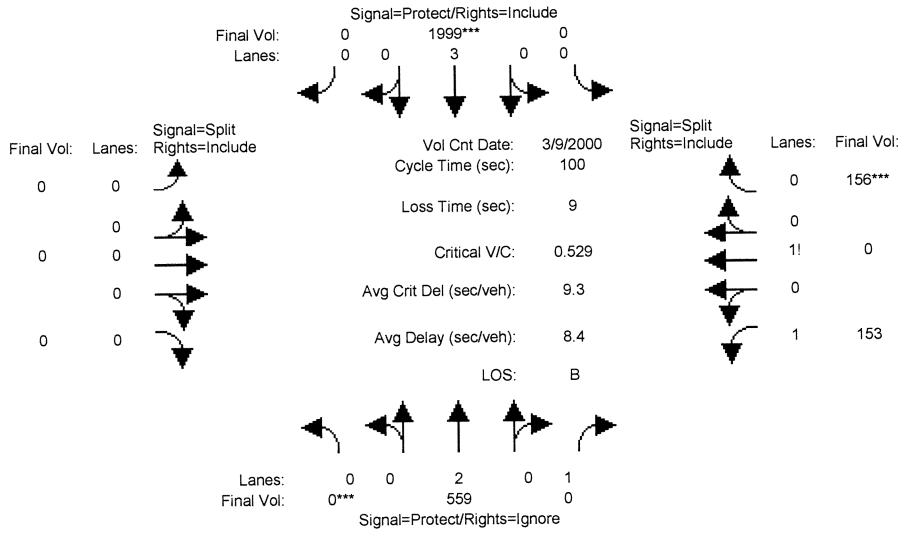
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3054: 880/FIRST (N)




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 0 | | 10 | 10 | 0 | | 10 | 0 | 0 | | 0 | 0 | 10 | | 0 | 10 |
| Volume Module: >> Count Date: 9 Mar 2000 << | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 559 | 0 | 0 | | 1999 | 0 | 0 | | 0 | 0 | 153 | | 0 | 156 |
| Growth Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 0 | | 559 | 0 | 0 | | 1999 | 0 | 0 | | 0 | 0 | 153 | | 0 | 156 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| PasserByVol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 0 | | 559 | 0 | 0 | | 1999 | 0 | 0 | | 0 | 0 | 153 | | 0 | 156 |
| User Adj: | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 0 | | 559 | 0 | 0 | | 1999 | 0 | 0 | | 0 | 0 | 153 | | 0 | 156 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | | 559 | 0 | 0 | | 1999 | 0 | 0 | | 0 | 0 | 153 | | 0 | 156 |
| PCE Adj: | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 0 | | 559 | 0 | 0 | | 1999 | 0 | 0 | | 0 | 0 | 153 | | 0 | 156 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.00 | 1.00 |
| Lanes: | 0.00 | | 2.00 | 1.00 | 0.00 | | 3.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 1.34 | | 0.00 | 0.66 |
| Final Sat.: | 0 | | 3800 | 1750 | 0 | | 5700 | 0 | 0 | | 0 | 0 | 2337 | | 0 | 1196 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.15 | 0.00 | 0.00 | | 0.35 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.07 | | 0.00 | 0.13 |
| Crit Moves: | **** | | | | | | **** | | | | | | | | | **** |
| Green Time: | 0.0 | | 66.3 | 0.0 | 0.0 | | 66.3 | 0.0 | 0.0 | | 0.0 | 0.0 | 24.7 | | 0.0 | 24.7 |
| Volume/Cap: | 0.00 | | 0.22 | 0.00 | 0.00 | | 0.53 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.27 | | 0.00 | 0.53 |
| Delay/Veh: | 0.0 | | 5.1 | 0.0 | 0.0 | | 6.7 | 0.0 | 0.0 | | 0.0 | 0.0 | 23.1 | | 0.0 | 25.5 |
| 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 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | | 5.1 | 0.0 | 0.0 | | 6.7 | 0.0 | 0.0 | | 0.0 | 0.0 | 23.1 | | 0.0 | 25.5 |
| DesignQueue: | 0 | | 11 | 0 | 0 | | 41 | 0 | 0 | | 0 | 0 | 7 | | 0 | 7 |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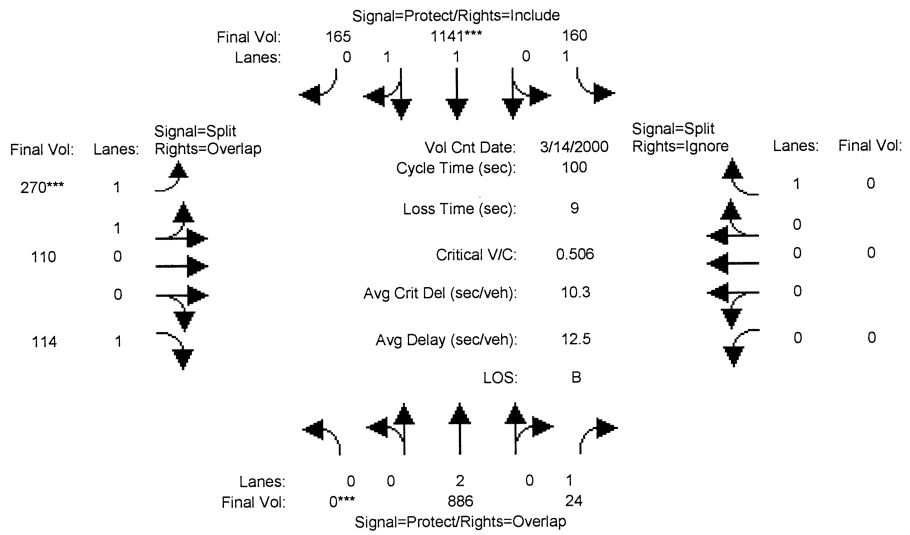
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3055: 880/FIRST (S)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 10 |
| Volume Module: >> Count Date: 14 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 886 | 24 | 160 | 1141 | 165 | 270 | 110 | 114 | 0 | 0 | 145 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 886 | 24 | 160 | 1141 | 165 | 270 | 110 | 114 | 0 | 0 | 145 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 886 | 24 | 160 | 1141 | 165 | 270 | 110 | 114 | 0 | 0 | 145 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 886 | 24 | 160 | 1141 | 165 | 270 | 110 | 114 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 886 | 24 | 160 | 1141 | 165 | 270 | 110 | 114 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Vol.: | 0 | 886 | 24 | 160 | 1141 | 165 | 270 | 110 | 114 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 | 0.98 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 1.74 | 0.26 | 1.43 | 0.57 | 1.00 | 0.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 1750 | 3232 | 467 | 2522 | 1028 | 1750 | 0 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.23 | 0.01 | 0.09 | 0.35 | 0.35 | 0.11 | 0.11 | 0.07 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green Time: | 0.0 | 50.2 | 50.2 | 19.7 | 69.8 | 69.8 | 21.2 | 21.2 | 21.2 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.46 | 0.03 | 0.46 | 0.51 | 0.51 | 0.51 | 0.51 | 0.31 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 12.4 | 9.6 | 27.7 | 5.5 | 5.5 | 26.9 | 26.9 | 25.4 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 12.4 | 9.6 | 27.7 | 5.5 | 5.5 | 26.9 | 26.9 | 25.4 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 26 | 1 | 7 | 21 | 3 | 12 | 5 | 5 | 0 | 0 | 0 |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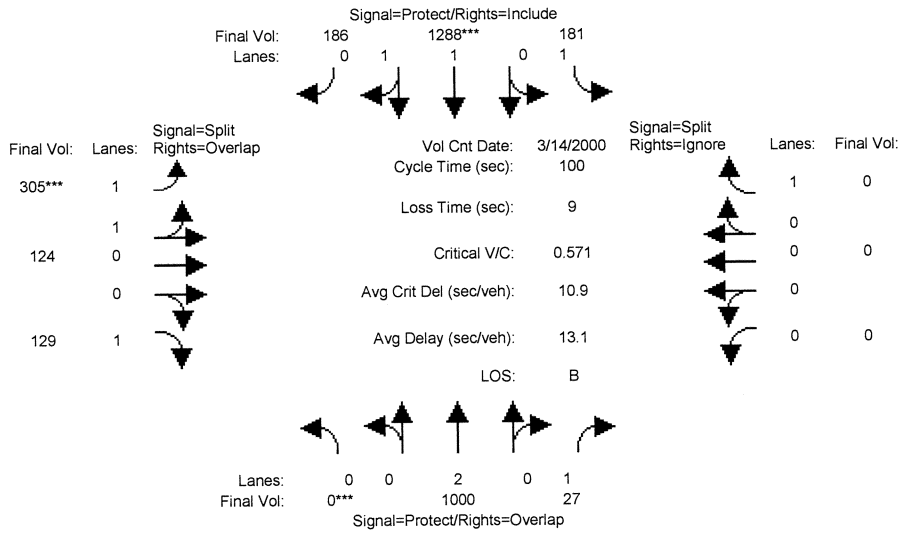
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3055: 880/FIRST (S)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 10 |
| Volume Module: >> Count Date: 14 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 1000 | 27 | 181 | 1288 | 186 | 305 | 124 | 129 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1000 | 27 | 181 | 1288 | 186 | 305 | 124 | 129 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1000 | 27 | 181 | 1288 | 186 | 305 | 124 | 129 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 1000 | 27 | 181 | 1288 | 186 | 305 | 124 | 129 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1000 | 27 | 181 | 1288 | 186 | 305 | 124 | 129 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Vol.: | 0 | 1000 | 27 | 181 | 1288 | 186 | 305 | 124 | 129 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 | 0.98 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 1.74 | 0.26 | 1.43 | 0.57 | 1.00 | 0.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 1750 | 3233 | 467 | 2524 | 1026 | 1750 | 0 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.26 | 0.02 | 0.10 | 0.40 | 0.40 | 0.12 | 0.12 | 0.07 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green Time: | 0.0 | 50.1 | 50.1 | 19.7 | 69.8 | 69.8 | 21.2 | 21.2 | 21.2 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.53 | 0.03 | 0.53 | 0.57 | 0.57 | 0.57 | 0.57 | 0.35 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 13.1 | 9.6 | 28.5 | 6.0 | 6.0 | 27.6 | 27.6 | 25.7 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 13.1 | 9.6 | 28.5 | 6.0 | 6.0 | 27.6 | 27.6 | 25.7 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 30 | 1 | 8 | 24 | 3 | 14 | 6 | 6 | 0 | 0 | 0 |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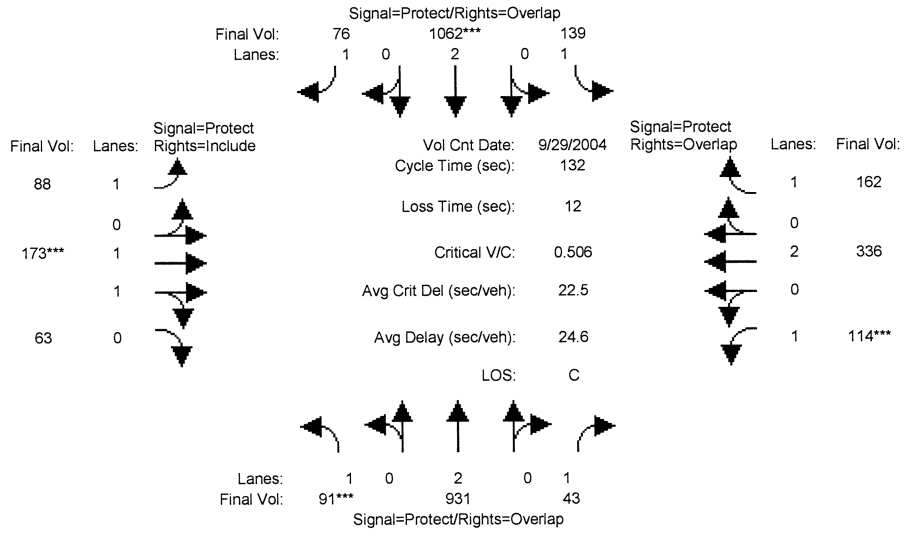
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3057: ALAMEDA/HEDDING




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 29 Sep 2004 << PM | | | | | | | | | | | | |
| Base Vol: | 91 | 931 | 43 | 139 | 1062 | 76 | 88 | 173 | 63 | 114 | 336 | 162 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 91 | 931 | 43 | 139 | 1062 | 76 | 88 | 173 | 63 | 114 | 336 | 162 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 91 | 931 | 43 | 139 | 1062 | 76 | 88 | 173 | 63 | 114 | 336 | 162 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 91 | 931 | 43 | 139 | 1062 | 76 | 88 | 173 | 63 | 114 | 336 | 162 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 91 | 931 | 43 | 139 | 1062 | 76 | 88 | 173 | 63 | 114 | 336 | 162 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 91 | 931 | 43 | 139 | 1062 | 76 | 88 | 173 | 63 | 114 | 336 | 162 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.45 | 0.55 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 2712 | 987 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.24 | 0.02 | 0.08 | 0.28 | 0.04 | 0.05 | 0.06 | 0.06 | 0.07 | 0.09 | 0.09 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 13.6 | 65.2 | 82.2 | 21.2 | 72.8 | 79.8 | 7.0 | 16.6 | 16.6 | 17.0 | 26.6 | 47.8 |
| Volume/Cap: | 0.51 | 0.50 | 0.04 | 0.50 | 0.51 | 0.07 | 0.95 | 0.51 | 0.51 | 0.51 | 0.44 | 0.26 |
| Delay/Veh: | 44.5 | 17.2 | 7.3 | 39.6 | 14.2 | 8.2 | 102.7 | 41.7 | 41.7 | 42.3 | 35.3 | 22.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.5 | 17.2 | 7.3 | 39.6 | 14.2 | 8.2 | 102.7 | 41.7 | 41.7 | 42.3 | 35.3 | 22.6 |
| DesignQueue: | 6 | 37 | 1 | 9 | 38 | 2 | 6 | 11 | 4 | 7 | 20 | 8 |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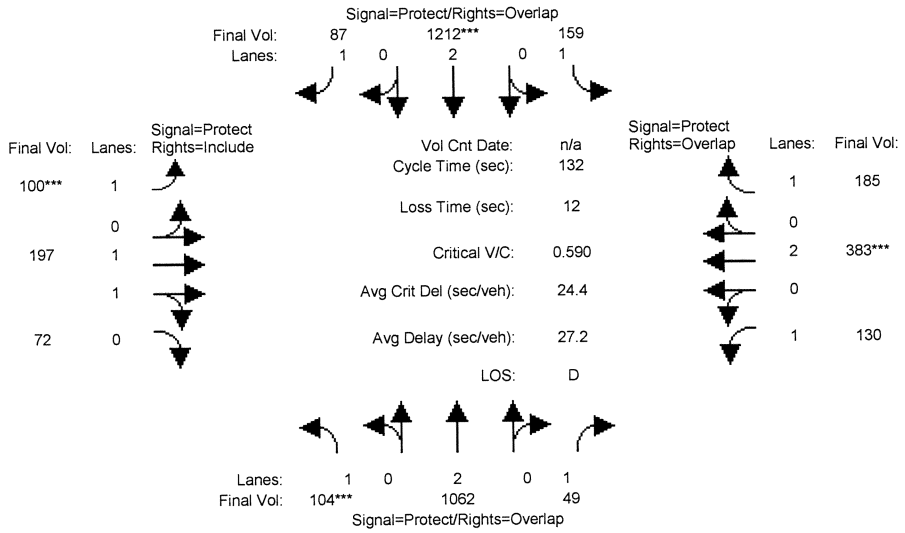
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3057: ALAMEDA/HEDDING




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 104 | 1062 | 49 | 159 | 1212 | 87 | 100 | 197 | 72 | 130 | 383 | 185 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 104 | 1062 | 49 | 159 | 1212 | 87 | 100 | 197 | 72 | 130 | 383 | 185 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 104 | 1062 | 49 | 159 | 1212 | 87 | 100 | 197 | 72 | 130 | 383 | 185 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 104 | 1062 | 49 | 159 | 1212 | 87 | 100 | 197 | 72 | 130 | 383 | 185 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 104 | 1062 | 49 | 159 | 1212 | 87 | 100 | 197 | 72 | 130 | 383 | 185 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 104 | 1062 | 49 | 159 | 1212 | 87 | 100 | 197 | 72 | 130 | 383 | 185 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.45 | 0.55 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 2709 | 990 | 1750 | 3800 | 1750 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.28 | 0.03 | 0.09 | 0.32 | 0.05 | 0.06 | 0.07 | 0.07 | 0.07 | 0.10 | 0.11 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 13.3 | 63.9 | 89.2 | 20.8 | 71.4 | 84.2 | 12.8 | 10.0 | 10.0 | 25.3 | 22.6 | 43.3 |
| Volume/Cap: | 0.59 | 0.58 | 0.04 | 0.58 | 0.59 | 0.08 | 0.59 | 0.96 | 0.96 | 0.39 | 0.59 | 0.32 |
| Delay/Veh: | 46.8 | 18.9 | 5.4 | 41.4 | 15.9 | 6.9 | 47.2 | 77.7 | 77.7 | 35.8 | 39.4 | 25.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.8 | 18.9 | 5.4 | 41.4 | 15.9 | 6.9 | 47.2 | 77.7 | 77.7 | 35.8 | 39.4 | 25.4 |
| DesignQueue: | 7 | 43 | 1 | 10 | 45 | 2 | 7 | 14 | 5 | 8 | 24 | 9 |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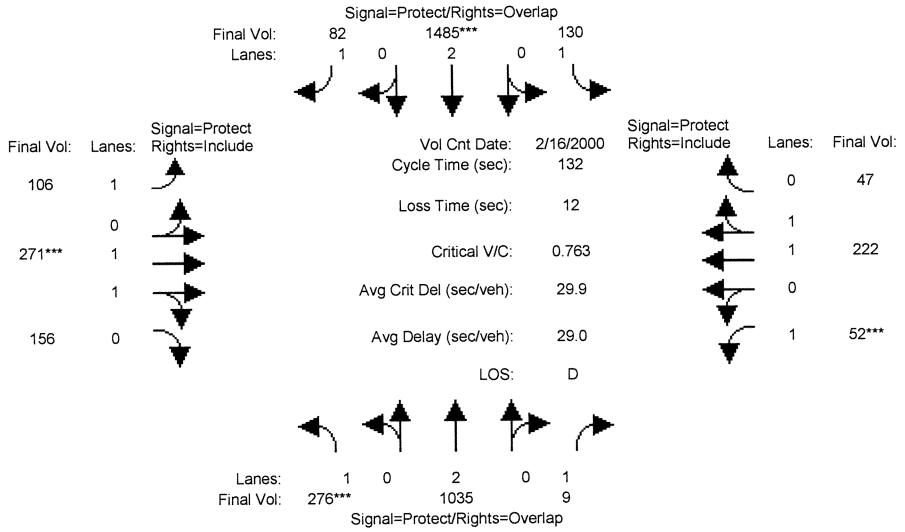
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3058: ALAMEDA/NAGLEE




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 16 Feb 2000 << | | | | | | | | | | | | |
| Base Vol: | 276 | 1035 | 9 | 130 | 1485 | 82 | 106 | 271 | 156 | 52 | 222 | 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: | 276 | 1035 | 9 | 130 | 1485 | 82 | 106 | 271 | 156 | 52 | 222 | 47 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 276 | 1035 | 9 | 130 | 1485 | 82 | 106 | 271 | 156 | 52 | 222 | 47 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 276 | 1035 | 9 | 130 | 1485 | 82 | 106 | 271 | 156 | 52 | 222 | 47 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 276 | 1035 | 9 | 130 | 1485 | 82 | 106 | 271 | 156 | 52 | 222 | 47 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 276 | 1035 | 9 | 130 | 1485 | 82 | 106 | 271 | 156 | 52 | 222 | 47 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.25 | 0.75 | 1.00 | 1.64 | 0.36 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 2347 | 1351 | 1750 | 3053 | 646 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.27 | 0.01 | 0.07 | 0.39 | 0.05 | 0.06 | 0.12 | 0.12 | 0.03 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 26.8 | 73.3 | 80.3 | 20.0 | 66.5 | 83.2 | 16.6 | 19.6 | 19.6 | 7.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.78 | 0.49 | 0.01 | 0.49 | 0.78 | 0.07 | 0.48 | 0.78 | 0.78 | 0.56 | 0.96 | 0.96 |
| Delay/Veh: | 44.8 | 13.8 | 7.7 | 40.2 | 21.7 | 7.2 | 42.1 | 45.8 | 45.8 | 51.7 | 77.7 | 77.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.8 | 13.8 | 7.7 | 40.2 | 21.7 | 7.2 | 42.1 | 45.8 | 45.8 | 51.7 | 77.7 | 77.7 |
| DesignQueue: | 17 | 36 | 0 | 8 | 60 | 2 | 7 | 17 | 10 | 4 | 15 | 3 |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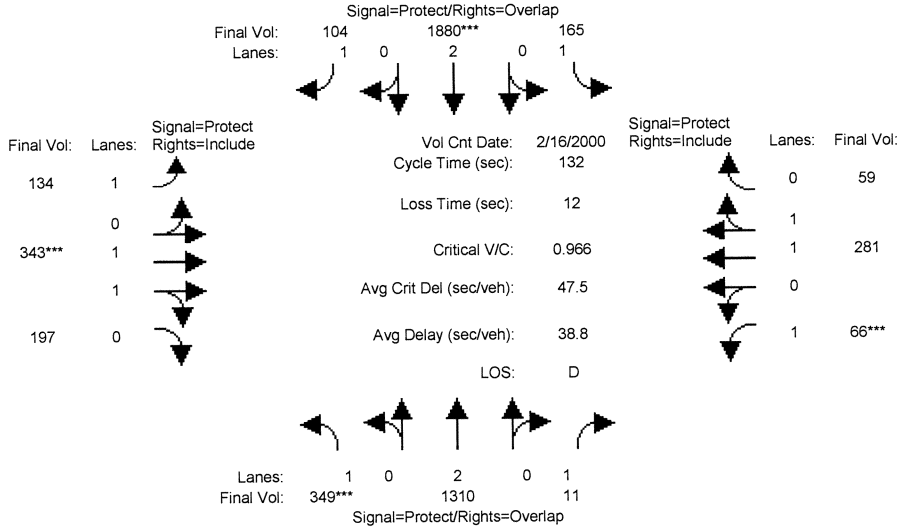
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3058: ALAMEDA/NAGLEE




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 16 Feb 2000 << | | | | | | | | | | | | |
| Base Vol: | 349 | 1310 | 11 | 165 | 1880 | 104 | 134 | 343 | 197 | 66 | 281 | 59 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 349 | 1310 | 11 | 165 | 1880 | 104 | 134 | 343 | 197 | 66 | 281 | 59 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 349 | 1310 | 11 | 165 | 1880 | 104 | 134 | 343 | 197 | 66 | 281 | 59 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 349 | 1310 | 11 | 165 | 1880 | 104 | 134 | 343 | 197 | 66 | 281 | 59 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 349 | 1310 | 11 | 165 | 1880 | 104 | 134 | 343 | 197 | 66 | 281 | 59 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 349 | 1310 | 11 | 165 | 1880 | 104 | 134 | 343 | 197 | 66 | 281 | 59 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.25 | 0.75 | 1.00 | 1.64 | 0.36 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 2349 | 1349 | 1750 | 3057 | 642 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.34 | 0.01 | 0.09 | 0.49 | 0.06 | 0.08 | 0.15 | 0.15 | 0.04 | 0.09 | 0.09 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 26.8 | 73.3 | 80.3 | 20.1 | 66.5 | 78.6 | 12.1 | 19.6 | 19.6 | 7.0 | 14.5 | 14.5 |
| Volume/Cap: | 0.98 | 0.62 | 0.01 | 0.62 | 0.98 | 0.10 | 0.83 | 0.98 | 0.98 | 0.71 | 0.83 | 0.83 |
| Delay/Veh: | 71.8 | 15.5 | 7.7 | 42.9 | 36.7 | 8.7 | 65.0 | 67.8 | 67.8 | 61.2 | 53.4 | 53.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 71.8 | 15.5 | 7.7 | 42.9 | 36.7 | 8.7 | 65.0 | 67.8 | 67.8 | 61.2 | 53.4 | 53.4 |
| DesignQueue: | 21 | 47 | 0 | 11 | 79 | 3 | 9 | 22 | 13 | 5 | 19 | 4 |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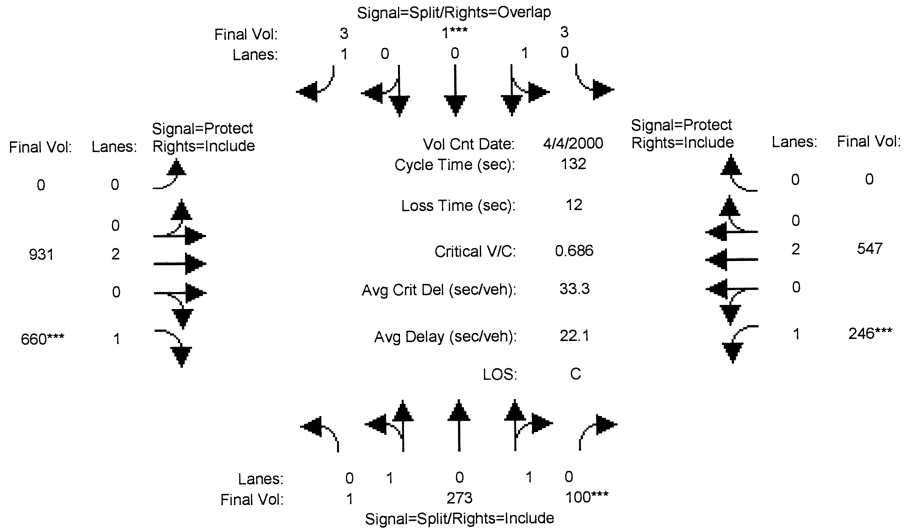
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3059: ALAMEDA/RACE




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 4 Apr 2000 << | | | | | | | | | | | | |
| Base Vol: | 1 | 273 | 100 | 3 | 1 | 3 | 0 | 931 | 660 | 246 | 547 | 0 |
| Growth Adj: | 1.00 | 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 | 273 | 100 | 3 | 1 | 3 | 0 | 931 | 660 | 246 | 547 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 1 | 273 | 100 | 3 | 1 | 3 | 0 | 931 | 660 | 246 | 547 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 273 | 100 | 3 | 1 | 3 | 0 | 931 | 660 | 246 | 547 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 273 | 100 | 3 | 1 | 3 | 0 | 931 | 660 | 246 | 547 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 1 | 273 | 100 | 3 | 1 | 3 | 0 | 931 | 660 | 246 | 547 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.01 | 1.46 | 0.53 | 0.75 | 0.25 | 1.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 10 | 2628 | 963 | 1350 | 450 | 1750 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.38 | 0.14 | 0.14 | 0.00 |
| Crit Moves: | | | **** | | **** | | | | **** | **** | | |
| Green Time: | 18.4 | 18.4 | 18.4 | 10.0 | 10.0 | 10.0 | 0.0 | 66.7 | 66.7 | 24.9 | 91.6 | 0.0 |
| Volume/Cap: | 0.75 | 0.75 | 0.75 | 0.03 | 0.03 | 0.02 | 0.00 | 0.48 | 0.75 | 0.75 | 0.21 | 0.00 |
| Delay/Veh: | 45.6 | 45.6 | 45.6 | 42.9 | 42.9 | 42.9 | 0.0 | 16.4 | 22.1 | 44.5 | 5.5 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.6 | 45.6 | 45.6 | 42.9 | 42.9 | 42.9 | 0.0 | 16.4 | 22.1 | 44.5 | 5.5 | 0.0 |
| DesignQueue: | 0 | 18 | 6 | 0 | 0 | 0 | 0 | 36 | 26 | 15 | 13 | 0 |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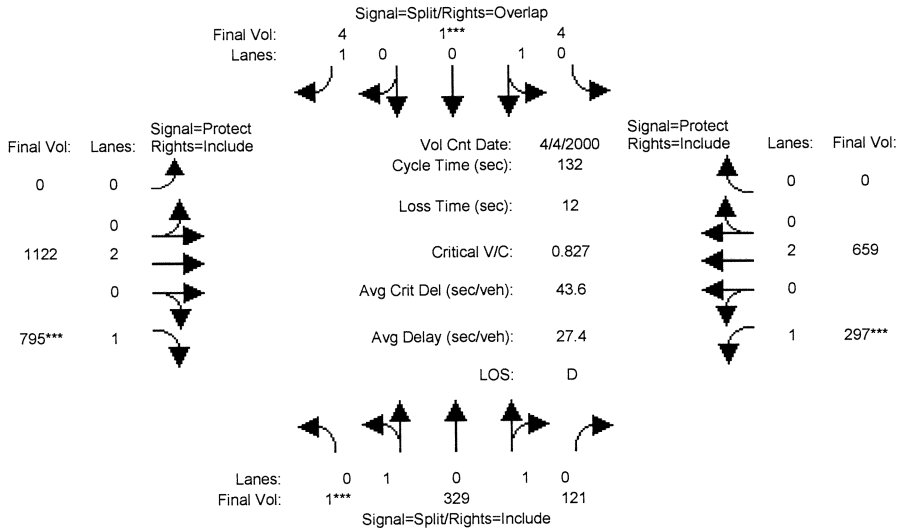
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3059: ALAMEDA/RACE




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 4 Apr 2000 << | | | | | | | | | | | | |
| Base Vol: | 1 | 329 | 121 | 4 | 1 | 4 | 0 | 1122 | 795 | 297 | 659 | 0 |
| Growth Adj: | 1.00 | 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 | 329 | 121 | 4 | 1 | 4 | 0 | 1122 | 795 | 297 | 659 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 1 | 329 | 121 | 4 | 1 | 4 | 0 | 1122 | 795 | 297 | 659 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 329 | 121 | 4 | 1 | 4 | 0 | 1122 | 795 | 297 | 659 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 329 | 121 | 4 | 1 | 4 | 0 | 1122 | 795 | 297 | 659 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 1 | 329 | 121 | 4 | 1 | 4 | 0 | 1122 | 795 | 297 | 659 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.01 | 1.46 | 0.53 | 0.80 | 0.20 | 1.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 8 | 2626 | 966 | 1440 | 360 | 1750 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.13 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.45 | 0.17 | 0.17 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 18.4 | 18.4 | 18.4 | 10.0 | 10.0 | 10.0 | 0.0 | 66.7 | 66.7 | 24.9 | 91.6 | 0.0 |
| Volume/Cap: | 0.90 | 0.90 | 0.90 | 0.04 | 0.04 | 0.03 | 0.00 | 0.58 | 0.90 | 0.90 | 0.25 | 0.00 |
| Delay/Veh: | 55.9 | 55.9 | 55.9 | 43.0 | 43.0 | 42.9 | 0.0 | 17.8 | 31.1 | 58.1 | 5.7 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 55.9 | 55.9 | 55.9 | 43.0 | 43.0 | 42.9 | 0.0 | 17.8 | 31.1 | 58.1 | 5.7 | 0.0 |
| DesignQueue: | 0 | 21 | 8 | 0 | 0 | 0 | 0 | 44 | 32 | 18 | 15 | 0 |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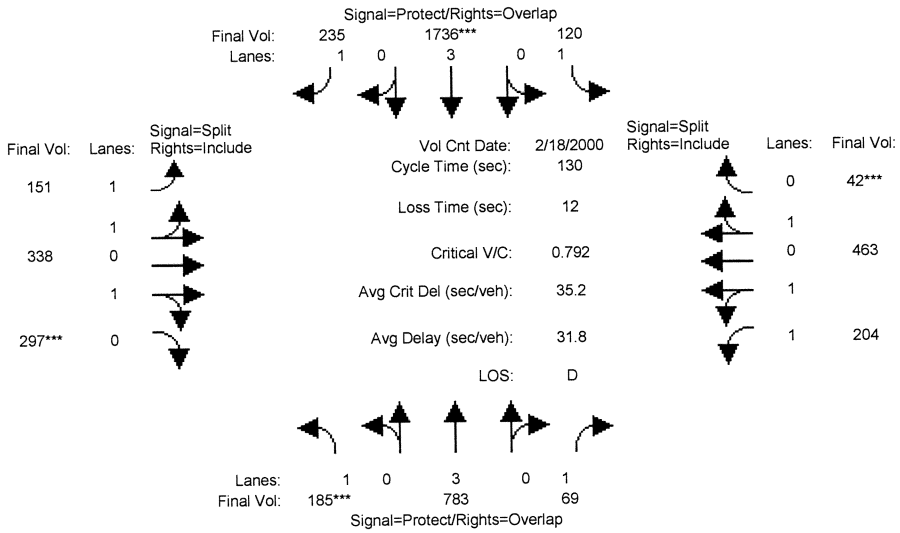
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3060: ALMA/FIRST




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 18 Feb 2000 << | | | | | | | | | | | | |
| Base Vol: | 185 | 783 | 69 | 120 | 1736 | 235 | 151 | 338 | 297 | 204 | 463 | 42 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 185 | 783 | 69 | 120 | 1736 | 235 | 151 | 338 | 297 | 204 | 463 | 42 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 185 | 783 | 69 | 120 | 1736 | 235 | 151 | 338 | 297 | 204 | 463 | 42 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 185 | 783 | 69 | 120 | 1736 | 235 | 151 | 338 | 297 | 204 | 463 | 42 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 185 | 783 | 69 | 120 | 1736 | 235 | 151 | 338 | 297 | 204 | 463 | 42 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 185 | 783 | 69 | 120 | 1736 | 235 | 151 | 338 | 297 | 204 | 463 | 42 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.05 | 1.00 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.04 | 0.96 | 1.00 | 1.83 | 0.17 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 1968 | 1729 | 1750 | 3392 | 308 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.14 | 0.04 | 0.07 | 0.30 | 0.13 | 0.09 | 0.17 | 0.17 | 0.12 | 0.14 | 0.14 |
| Crit Moves: | **** | | | | **** | | | | **** | | | **** |
| Green Time: | 17.4 | 44.9 | 67.4 | 22.4 | 50.0 | 78.2 | 28.2 | 28.2 | 28.2 | 22.4 | 22.4 | 22.4 |
| Volume/Cap: | 0.79 | 0.40 | 0.08 | 0.40 | 0.79 | 0.22 | 0.40 | 0.79 | 0.79 | 0.68 | 0.79 | 0.79 |
| Delay/Veh: | 52.7 | 24.6 | 11.9 | 36.8 | 28.3 | 9.1 | 33.2 | 39.7 | 39.7 | 39.5 | 42.6 | 42.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.7 | 24.6 | 11.9 | 36.8 | 28.3 | 9.1 | 33.2 | 39.7 | 39.7 | 39.5 | 42.6 | 42.6 |
| DesignQueue: | 12 | 38 | 2 | 7 | 84 | 7 | 9 | 20 | 18 | 13 | 29 | 3 |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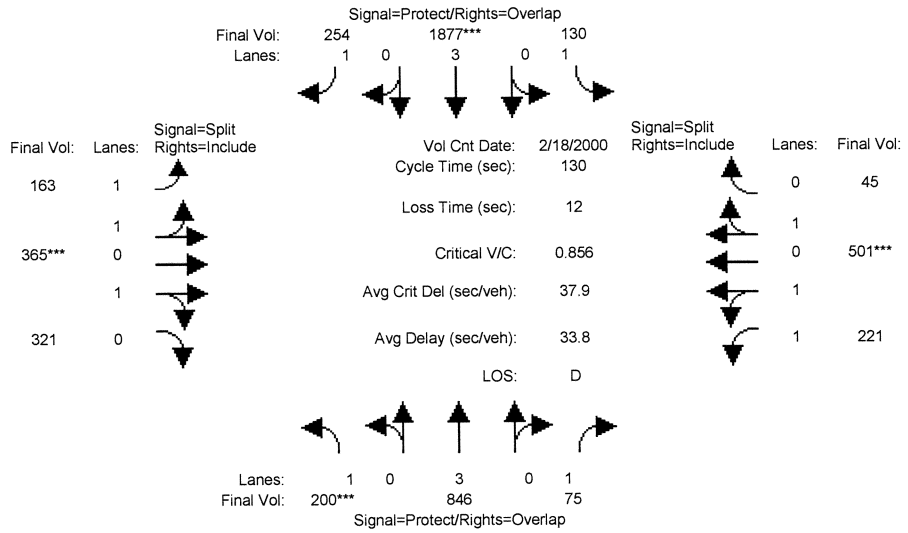
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3060: ALMA/FIRST




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 18 Feb 2000 << | | | | | | | | | | | | |
| Base Vol: | 200 | 846 | 75 | 130 | 1877 | 254 | 163 | 365 | 321 | 221 | 501 | 45 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 200 | 846 | 75 | 130 | 1877 | 254 | 163 | 365 | 321 | 221 | 501 | 45 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 200 | 846 | 75 | 130 | 1877 | 254 | 163 | 365 | 321 | 221 | 501 | 45 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 200 | 846 | 75 | 130 | 1877 | 254 | 163 | 365 | 321 | 221 | 501 | 45 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 200 | 846 | 75 | 130 | 1877 | 254 | 163 | 365 | 321 | 221 | 501 | 45 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 200 | 846 | 75 | 130 | 1877 | 254 | 163 | 365 | 321 | 221 | 501 | 45 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.05 | 1.00 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.04 | 0.96 | 1.00 | 1.83 | 0.17 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 1967 | 1730 | 1750 | 3395 | 305 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.15 | 0.04 | 0.07 | 0.33 | 0.15 | 0.09 | 0.19 | 0.19 | 0.13 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green Time: | 17.4 | 44.9 | 67.3 | 22.5 | 50.0 | 78.2 | 28.2 | 28.2 | 28.2 | 22.4 | 22.4 | 22.4 |
| Volume/Cap: | 0.86 | 0.43 | 0.08 | 0.43 | 0.86 | 0.24 | 0.43 | 0.86 | 0.86 | 0.73 | 0.86 | 0.86 |
| Delay/Veh: | 59.3 | 24.9 | 12.0 | 37.1 | 30.4 | 9.2 | 33.5 | 42.5 | 42.5 | 40.6 | 45.5 | 45.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 59.3 | 24.9 | 12.0 | 37.1 | 30.4 | 9.2 | 33.5 | 42.5 | 42.5 | 40.6 | 45.5 | 45.5 |
| DesignQueue: | 13 | 42 | 3 | 8 | 91 | 8 | 9 | 22 | 19 | 14 | 31 | 3 |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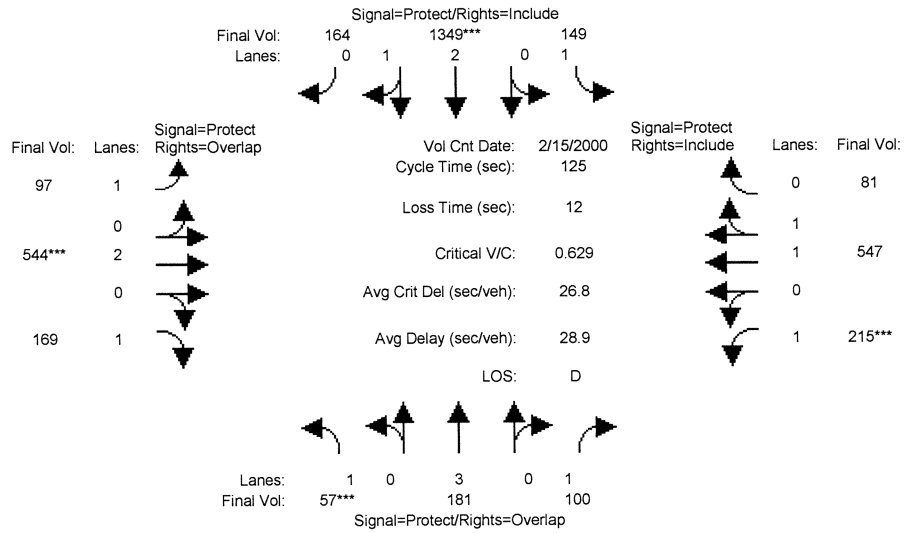
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3061: ALMADEN/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 15 Feb 2000 << | | | | | | | | | | | | |
| Base Vol: | 57 | 181 | 100 | 149 | 1349 | 164 | 97 | 544 | 169 | 215 | 547 | 81 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 57 | 181 | 100 | 149 | 1349 | 164 | 97 | 544 | 169 | 215 | 547 | 81 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 57 | 181 | 100 | 149 | 1349 | 164 | 97 | 544 | 169 | 215 | 547 | 81 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 57 | 181 | 100 | 149 | 1349 | 164 | 97 | 544 | 169 | 215 | 547 | 81 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 181 | 100 | 149 | 1349 | 164 | 97 | 544 | 169 | 215 | 547 | 81 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 57 | 181 | 100 | 149 | 1349 | 164 | 97 | 544 | 169 | 215 | 547 | 81 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.66 | 0.34 | 1.00 | 2.00 | 1.00 | 1.00 | 1.73 | 0.27 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 4992 | 607 | 1750 | 3800 | 1750 | 1750 | 3222 | 477 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.03 | 0.06 | 0.09 | 0.27 | 0.27 | 0.06 | 0.14 | 0.10 | 0.12 | 0.17 | 0.17 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 7.0 | 10.0 | 34.3 | 50.4 | 53.4 | 53.4 | 7.0 | 28.3 | 35.3 | 24.3 | 45.6 | 45.6 |
| Volume/Cap: | 0.58 | 0.40 | 0.21 | 0.21 | 0.63 | 0.63 | 0.99 | 0.63 | 0.34 | 0.63 | 0.47 | 0.47 |
| Delay/Veh: | 49.7 | 41.8 | 26.6 | 18.5 | 21.7 | 21.7 | 111.2 | 34.3 | 27.2 | 37.8 | 23.3 | 23.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.7 | 41.8 | 26.6 | 18.5 | 21.7 | 21.7 | 111.2 | 34.3 | 27.2 | 37.8 | 23.3 | 23.3 |
| DesignQueue: | 4 | 12 | 5 | 6 | 58 | 7 | 6 | 30 | 9 | 12 | 25 | 4 |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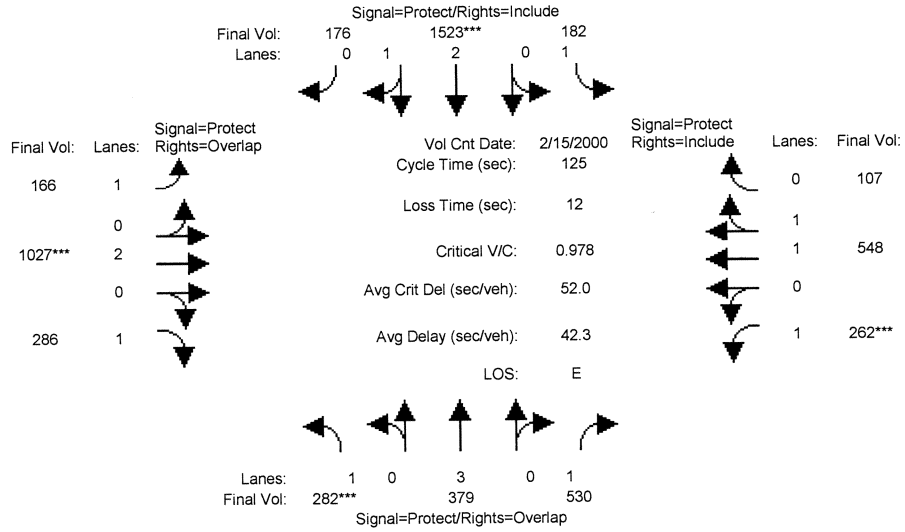
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3061: ALMADEN/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 15 Feb 2000 << | | | | | | | | | | | | |
| Base Vol: | 282 | 379 | 530 | 182 | 1523 | 176 | 166 | 1027 | 286 | 262 | 548 | 107 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 282 | 379 | 530 | 182 | 1523 | 176 | 166 | 1027 | 286 | 262 | 548 | 107 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 282 | 379 | 530 | 182 | 1523 | 176 | 166 | 1027 | 286 | 262 | 548 | 107 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 282 | 379 | 530 | 182 | 1523 | 176 | 166 | 1027 | 286 | 262 | 548 | 107 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 282 | 379 | 530 | 182 | 1523 | 176 | 166 | 1027 | 286 | 262 | 548 | 107 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 282 | 379 | 530 | 182 | 1523 | 176 | 166 | 1027 | 286 | 262 | 548 | 107 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.68 | 0.32 | 1.00 | 2.00 | 1.00 | 1.00 | 1.66 | 0.34 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5019 | 580 | 1750 | 3800 | 1750 | 1750 | 3095 | 604 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.07 | 0.30 | 0.10 | 0.30 | 0.30 | 0.09 | 0.27 | 0.16 | 0.15 | 0.18 | 0.18 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 20.6 | 35.3 | 54.5 | 24.0 | 38.8 | 38.8 | 18.7 | 34.5 | 55.1 | 19.1 | 34.9 | 34.9 |
| Volume/Cap: | 0.98 | 0.24 | 0.69 | 0.54 | 0.98 | 0.98 | 0.63 | 0.98 | 0.37 | 0.98 | 0.63 | 0.63 |
| Delay/Veh: | 74.7 | 26.2 | 23.6 | 36.0 | 45.0 | 45.0 | 41.4 | 51.1 | 17.9 | 76.7 | 30.9 | 30.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 74.7 | 26.2 | 23.6 | 36.0 | 45.0 | 45.0 | 41.4 | 51.1 | 17.9 | 76.7 | 30.9 | 30.9 |
| DesignQueue: | 17 | 19 | 22 | 10 | 79 | 9 | 10 | 56 | 12 | 16 | 29 | 6 |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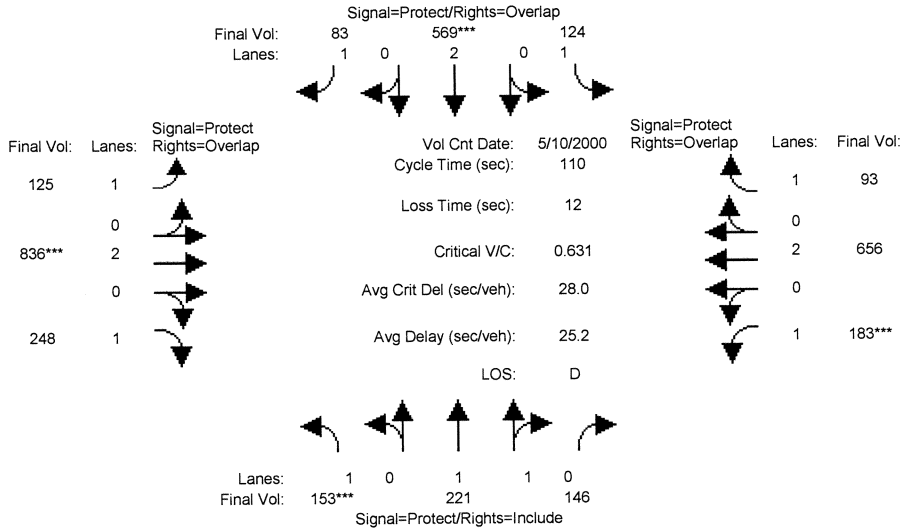
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3064: ALUM ROCK/KING




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 10 May 2000 << | | | | | | | | | | | | |
| Base Vol: | 153 | 221 | 146 | 124 | 569 | 83 | 125 | 836 | 248 | 183 | 656 | 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: | 153 | 221 | 146 | 124 | 569 | 83 | 125 | 836 | 248 | 183 | 656 | 93 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 153 | 221 | 146 | 124 | 569 | 83 | 125 | 836 | 248 | 183 | 656 | 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: | 153 | 221 | 146 | 124 | 569 | 83 | 125 | 836 | 248 | 183 | 656 | 93 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 153 | 221 | 146 | 124 | 569 | 83 | 125 | 836 | 248 | 183 | 656 | 93 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 153 | 221 | 146 | 124 | 569 | 83 | 125 | 836 | 248 | 183 | 656 | 93 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.05 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.18 | 0.82 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 2227 | 1471 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.10 | 0.10 | 0.07 | 0.15 | 0.05 | 0.07 | 0.22 | 0.14 | 0.10 | 0.17 | 0.05 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 15.3 | 24.1 | 24.1 | 17.2 | 26.1 | 42.7 | 16.6 | 38.4 | 53.6 | 18.2 | 40.1 | 57.3 |
| Volume/Cap: | 0.63 | 0.45 | 0.45 | 0.45 | 0.63 | 0.12 | 0.47 | 0.63 | 0.29 | 0.63 | 0.47 | 0.10 |
| Delay/Veh: | 37.6 | 28.6 | 28.6 | 32.8 | 29.6 | 16.4 | 33.5 | 23.4 | 12.8 | 35.5 | 20.6 | 10.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.6 | 28.6 | 28.6 | 32.8 | 29.6 | 16.4 | 33.5 | 23.4 | 12.8 | 35.5 | 20.6 | 10.1 |
| DesignQueue: | 8 | 11 | 7 | 7 | 28 | 3 | 7 | 35 | 8 | 10 | 27 | 3 |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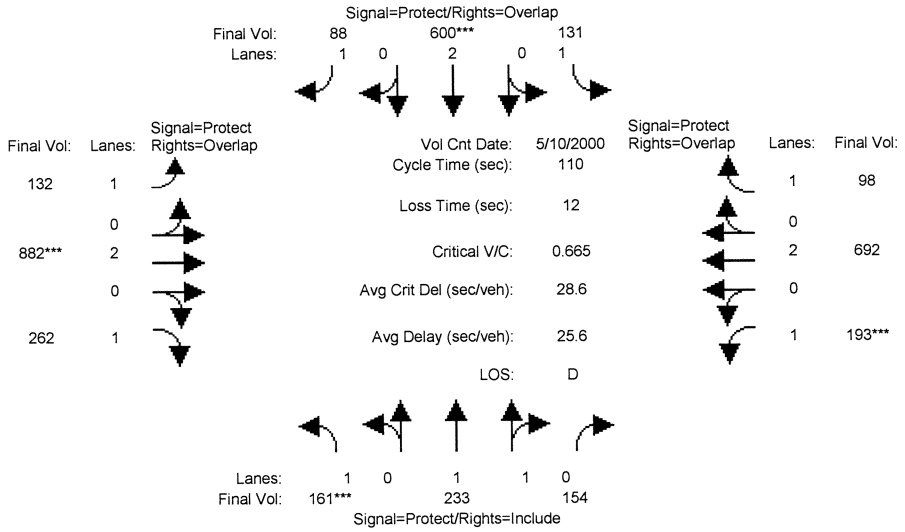
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3064: ALUM ROCK/KING




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 10 May 2000 << | | | | | | | | | | | | |
| Base Vol: | 161 | 233 | 154 | 131 | 600 | 88 | 132 | 882 | 262 | 193 | 692 | 98 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 161 | 233 | 154 | 131 | 600 | 88 | 132 | 882 | 262 | 193 | 692 | 98 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 161 | 233 | 154 | 131 | 600 | 88 | 132 | 882 | 262 | 193 | 692 | 98 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 161 | 233 | 154 | 131 | 600 | 88 | 132 | 882 | 262 | 193 | 692 | 98 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 161 | 233 | 154 | 131 | 600 | 88 | 132 | 882 | 262 | 193 | 692 | 98 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 161 | 233 | 154 | 131 | 600 | 88 | 132 | 882 | 262 | 193 | 692 | 98 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.05 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.18 | 0.82 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 2227 | 1472 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.10 | 0.10 | 0.07 | 0.16 | 0.05 | 0.08 | 0.23 | 0.15 | 0.11 | 0.18 | 0.06 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 15.2 | 24.1 | 24.1 | 17.2 | 26.1 | 42.7 | 16.6 | 38.4 | 53.6 | 18.2 | 40.1 | 57.3 |
| Volume/Cap: | 0.66 | 0.48 | 0.48 | 0.48 | 0.66 | 0.13 | 0.50 | 0.66 | 0.31 | 0.66 | 0.50 | 0.11 |
| Delay/Veh: | 38.8 | 28.8 | 28.8 | 33.2 | 30.2 | 16.5 | 33.9 | 24.0 | 13.0 | 36.6 | 20.9 | 10.2 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 38.8 | 28.8 | 28.8 | 33.2 | 30.2 | 16.5 | 33.9 | 24.0 | 13.0 | 36.6 | 20.9 | 10.2 |
| DesignQueue: | 9 | 11 | 8 | 7 | 29 | 3 | 7 | 37 | 9 | 10 | 28 | 3 |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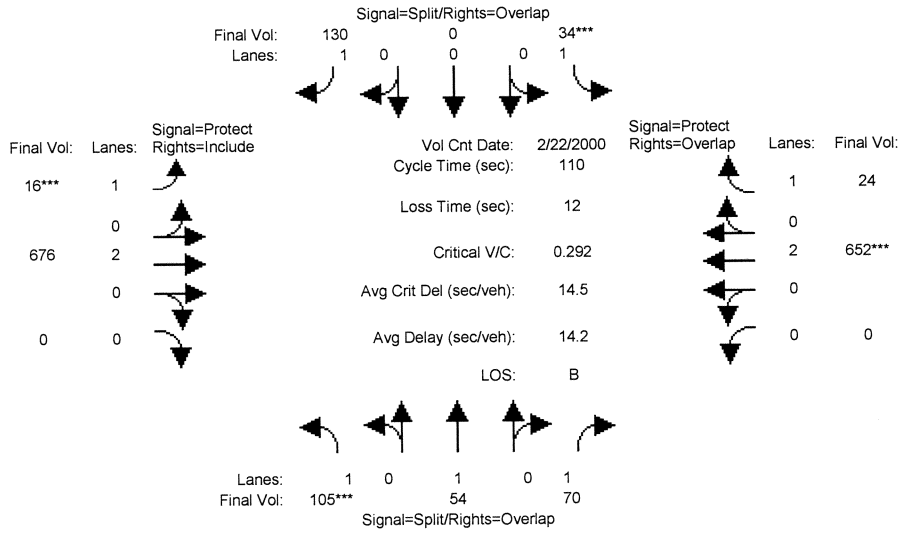
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3066: AUTUMN/SANTA CLARA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 0 | 10 | 7 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 22 Feb 2000 << | | | | | | | | | | | | |
| Base Vol: | 105 | 54 | 70 | 34 | 0 | 130 | 16 | 676 | 0 | 0 | 652 | 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: | 105 | 54 | 70 | 34 | 0 | 130 | 16 | 676 | 0 | 0 | 652 | 24 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 105 | 54 | 70 | 34 | 0 | 130 | 16 | 676 | 0 | 0 | 652 | 24 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 105 | 54 | 70 | 34 | 0 | 130 | 16 | 676 | 0 | 0 | 652 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 105 | 54 | 70 | 34 | 0 | 130 | 16 | 676 | 0 | 0 | 652 | 24 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 105 | 54 | 70 | 34 | 0 | 130 | 16 | 676 | 0 | 0 | 652 | 24 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 0 | 1750 | 1750 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.03 | 0.04 | 0.02 | 0.00 | 0.07 | 0.01 | 0.18 | 0.00 | 0.00 | 0.17 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 21.0 | 21.0 | 21.0 | 10.0 | 0.0 | 17.0 | 7.0 | 67.0 | 0.0 | 0.0 | 60.0 | 70.0 |
| Volume/Cap: | 0.31 | 0.15 | 0.21 | 0.21 | 0.00 | 0.48 | 0.14 | 0.29 | 0.00 | 0.00 | 0.31 | 0.02 |
| Delay/Veh: | 29.3 | 28.2 | 28.6 | 35.3 | 0.0 | 33.3 | 37.0 | 7.8 | 0.0 | 0.0 | 10.4 | 5.6 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.3 | 28.2 | 28.6 | 35.3 | 0.0 | 33.3 | 37.0 | 7.8 | 0.0 | 0.0 | 10.4 | 5.6 |
| DesignQueue: | 5 | 3 | 3 | 2 | 0 | 7 | 1 | 17 | 0 | 0 | 19 | 1 |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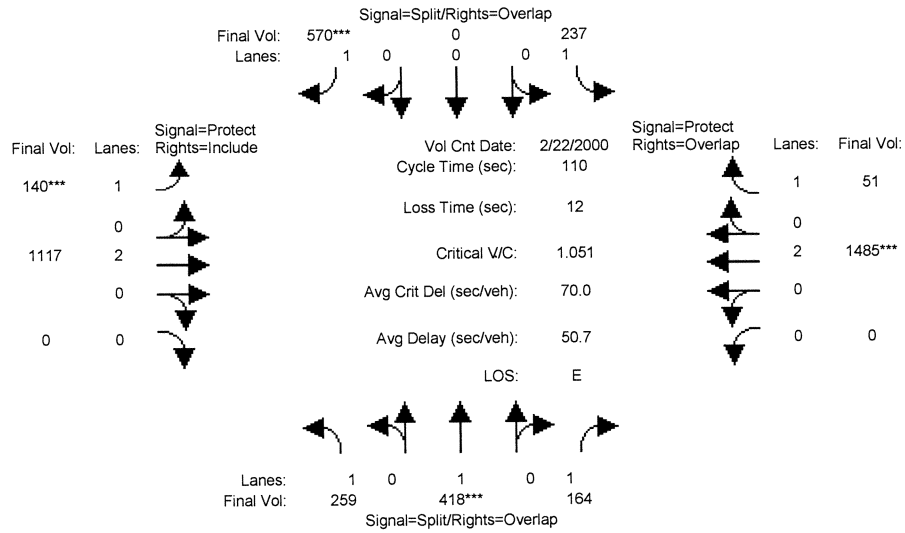
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3066: AUTUMN/SANTA CLARA




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 10 | | 10 | 10 | 10 | | 0 | 10 | 7 | | 10 | 0 | 0 | | 10 | 10 |
| Volume Module: >> Count Date: 22 Feb 2000 << | | | | | | | | | | | | | | | | |
| Base Vol: | 259 | | 418 | 164 | 237 | | 0 | 570 | 140 | | 1117 | 0 | 0 | | 1485 | 51 |
| Growth Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 259 | | 418 | 164 | 237 | | 0 | 570 | 140 | | 1117 | 0 | 0 | | 1485 | 51 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| PasserByVol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 259 | | 418 | 164 | 237 | | 0 | 570 | 140 | | 1117 | 0 | 0 | | 1485 | 51 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 259 | | 418 | 164 | 237 | | 0 | 570 | 140 | | 1117 | 0 | 0 | | 1485 | 51 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 259 | | 418 | 164 | 237 | | 0 | 570 | 140 | | 1117 | 0 | 0 | | 1485 | 51 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 259 | | 418 | 164 | 237 | | 0 | 570 | 140 | | 1117 | 0 | 0 | | 1485 | 51 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 |
| Lanes: | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 1.00 | | 2.00 | 0.00 | 0.00 | | 2.00 | 1.00 |
| Final Sat.: | 1750 | | 1900 | 1750 | 1750 | | 0 | 1750 | 1750 | | 3800 | 0 | 0 | | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | | 0.22 | 0.09 | 0.14 | | 0.00 | 0.33 | 0.08 | | 0.29 | 0.00 | 0.00 | | 0.39 | 0.03 |
| Crit Moves: | | | **** | | | | | **** | **** | | | | | | **** | |
| Green Time: | 23.0 | | 23.0 | 23.0 | 25.7 | | 0.0 | 34.1 | 8.4 | | 49.3 | 0.0 | 0.0 | | 40.9 | 66.6 |
| Volume/Cap: | 0.71 | | 1.05 | 0.45 | 0.58 | | 0.00 | 1.05 | 1.05 | | 0.66 | 0.00 | 0.00 | | 1.05 | 0.05 |
| Delay/Veh: | 34.9 | | 83.8 | 29.4 | 29.9 | | 0.0 | 74.4 | 117.2 | | 18.7 | 0.0 | 0.0 | | 59.9 | 6.7 |
| Delay Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 34.9 | | 83.8 | 29.4 | 29.9 | | 0.0 | 74.4 | 117.2 | | 18.7 | 0.0 | 0.0 | | 59.9 | 6.7 |
| DesignQueue: | 13 | | 21 | 8 | 11 | | 0 | 26 | 8 | | 41 | 0 | 0 | | 64 | 1 |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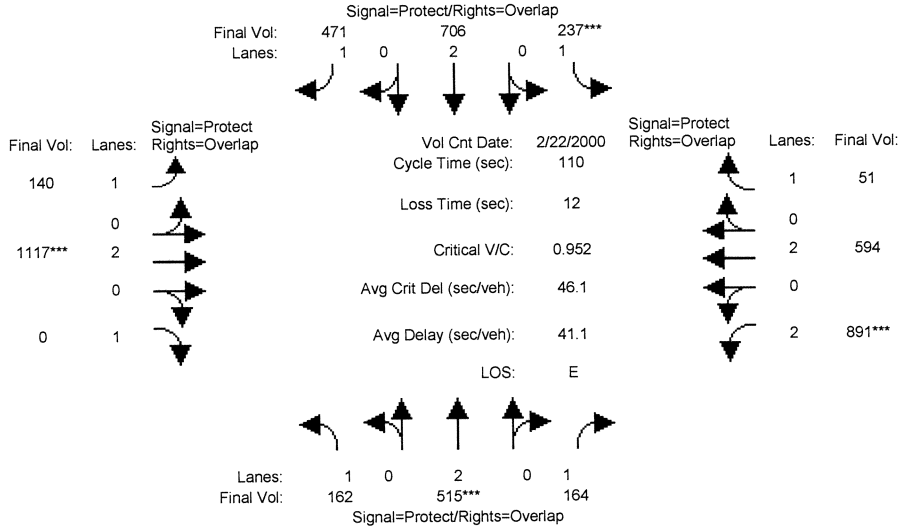
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Mitigated PM

## Intersection #3066: AUTUMN/SANTA CLARA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 22 Feb 2000 << | | | | | | | | | | | | |
| Base Vol: | 162 | 515 | 164 | 237 | 706 | 471 | 140 | 1117 | 0 | 891 | 594 | 51 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 162 | 515 | 164 | 237 | 706 | 471 | 140 | 1117 | 0 | 891 | 594 | 51 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 162 | 515 | 164 | 237 | 706 | 471 | 140 | 1117 | 0 | 891 | 594 | 51 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 162 | 515 | 164 | 237 | 706 | 471 | 140 | 1117 | 0 | 891 | 594 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 162 | 515 | 164 | 237 | 706 | 471 | 140 | 1117 | 0 | 891 | 594 | 51 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 162 | 515 | 164 | 237 | 706 | 471 | 140 | 1117 | 0 | 891 | 594 | 51 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3150 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.14 | 0.09 | 0.14 | 0.19 | 0.27 | 0.08 | 0.29 | 0.00 | 0.28 | 0.16 | 0.03 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 10.3 | 15.7 | 48.4 | 15.7 | 21.0 | 43.6 | 22.6 | 34.0 | 0.0 | 32.7 | 44.1 | 59.8 |
| Volume/Cap: | 0.99 | 0.95 | 0.21 | 0.95 | 0.97 | 0.68 | 0.39 | 0.95 | 0.00 | 0.95 | 0.39 | 0.05 |
| Delay/Veh: | 88.7 | 55.3 | 14.5 | 67.4 | 53.3 | 22.7 | 29.1 | 40.1 | 0.0 | 42.6 | 17.9 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 88.7 | 55.3 | 14.5 | 67.4 | 53.3 | 22.7 | 29.1 | 40.1 | 0.0 | 42.6 | 17.9 | 9.0 |
| DesignQueue: | 9 | 28 | 6 | 13 | 37 | 19 | 7 | 51 | 0 | 41 | 23 | 1 |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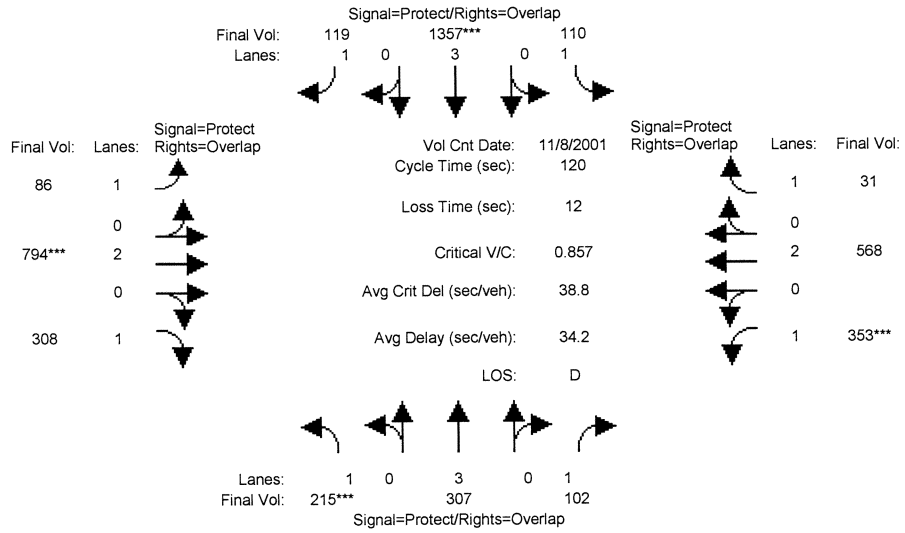
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3077: BIRD/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 8 Nov 2001 << | | | | | | | | | | | | |
| Base Vol: | 215 | 307 | 102 | 110 | 1357 | 119 | 86 | 794 | 308 | 353 | 568 | 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: | 215 | 307 | 102 | 110 | 1357 | 119 | 86 | 794 | 308 | 353 | 568 | 31 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 215 | 307 | 102 | 110 | 1357 | 119 | 86 | 794 | 308 | 353 | 568 | 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: | 215 | 307 | 102 | 110 | 1357 | 119 | 86 | 794 | 308 | 353 | 568 | 31 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 215 | 307 | 102 | 110 | 1357 | 119 | 86 | 794 | 308 | 353 | 568 | 31 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 215 | 307 | 102 | 110 | 1357 | 119 | 86 | 794 | 308 | 353 | 568 | 31 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.05 | 0.06 | 0.06 | 0.24 | 0.07 | 0.05 | 0.21 | 0.18 | 0.20 | 0.15 | 0.02 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 17.2 | 10.0 | 38.2 | 40.5 | 33.3 | 40.3 | 7.0 | 29.2 | 46.4 | 28.2 | 50.5 | 91.0 |
| Volume/Cap: | 0.86 | 0.65 | 0.18 | 0.19 | 0.86 | 0.20 | 0.84 | 0.86 | 0.45 | 0.86 | 0.36 | 0.02 |
| Delay/Veh: | 54.8 | 42.6 | 22.5 | 21.4 | 34.7 | 21.6 | 71.8 | 38.7 | 21.1 | 44.7 | 18.1 | 2.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.8 | 42.6 | 22.5 | 21.4 | 34.7 | 21.6 | 71.8 | 38.7 | 21.1 | 44.7 | 18.1 | 2.7 |
| DesignQueue: | 13 | 19 | 5 | 5 | 70 | 5 | 5 | 42 | 13 | 19 | 23 | 1 |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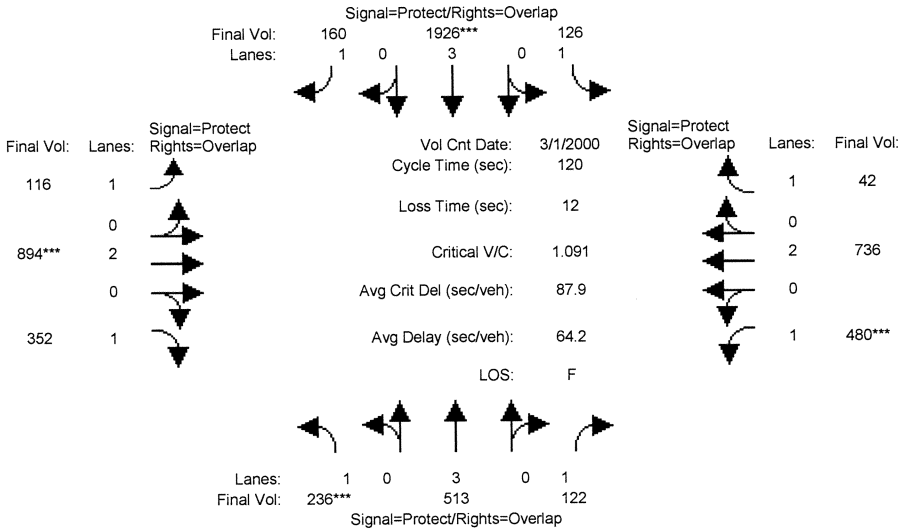
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3077: BIRD/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 1 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 236 | 513 | 122 | 126 | 1926 | 160 | 116 | 894 | 352 | 480 | 736 | 42 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 236 | 513 | 122 | 126 | 1926 | 160 | 116 | 894 | 352 | 480 | 736 | 42 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 236 | 513 | 122 | 126 | 1926 | 160 | 116 | 894 | 352 | 480 | 736 | 42 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 236 | 513 | 122 | 126 | 1926 | 160 | 116 | 894 | 352 | 480 | 736 | 42 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 236 | 513 | 122 | 126 | 1926 | 160 | 116 | 894 | 352 | 480 | 736 | 42 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 236 | 513 | 122 | 126 | 1926 | 160 | 116 | 894 | 352 | 480 | 736 | 42 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.09 | 0.07 | 0.07 | 0.34 | 0.09 | 0.07 | 0.24 | 0.20 | 0.27 | 0.19 | 0.02 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 14.8 | 28.9 | 59.0 | 23.1 | 37.2 | 51.4 | 14.3 | 25.9 | 40.7 | 30.2 | 41.7 | 64.8 |
| Volume/Cap: | 1.09 | 0.37 | 0.14 | 0.37 | 1.09 | 0.21 | 0.56 | 1.09 | 0.59 | 1.09 | 0.56 | 0.04 |
| Delay/Veh: | 120.9 | 29.0 | 12.7 | 32.4 | 79.5 | 16.4 | 40.4 | 91.0 | 26.1 | 99.3 | 24.5 | 9.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 120.9 | 29.0 | 12.7 | 32.4 | 79.5 | 16.4 | 40.4 | 91.0 | 26.1 | 99.3 | 24.5 | 9.9 |
| DesignQueue: | 14 | 27 | 4 | 7 | 97 | 6 | 7 | 50 | 16 | 26 | 34 | 1 |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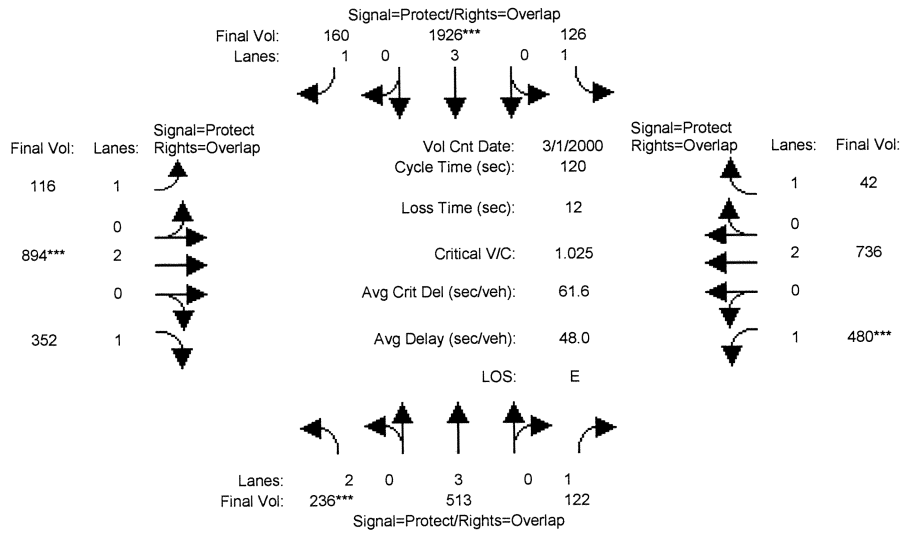
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Mitigated PM

## Intersection #3077: BIRD/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 1 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 236 | 513 | 122 | 126 | 1926 | 160 | 116 | 894 | 352 | 480 | 736 | 42 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 236 | 513 | 122 | 126 | 1926 | 160 | 116 | 894 | 352 | 480 | 736 | 42 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 236 | 513 | 122 | 126 | 1926 | 160 | 116 | 894 | 352 | 480 | 736 | 42 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 236 | 513 | 122 | 126 | 1926 | 160 | 116 | 894 | 352 | 480 | 736 | 42 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 236 | 513 | 122 | 126 | 1926 | 160 | 116 | 894 | 352 | 480 | 736 | 42 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 236 | 513 | 122 | 126 | 1926 | 160 | 116 | 894 | 352 | 480 | 736 | 42 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.88 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.09 | 0.07 | 0.07 | 0.34 | 0.09 | 0.07 | 0.24 | 0.20 | 0.27 | 0.19 | 0.02 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 8.8 | 26.9 | 59.0 | 21.5 | 39.6 | 54.8 | 15.2 | 27.5 | 36.3 | 32.1 | 44.5 | 65.9 |
| Volume/Cap: | 1.02 | 0.40 | 0.14 | 0.40 | 1.02 | 0.20 | 0.52 | 1.02 | 0.66 | 1.02 | 0.52 | 0.04 |
| Delay/Veh: | 95.6 | 30.3 | 12.7 | 33.6 | 53.0 | 14.8 | 39.0 | 65.2 | 30.0 | 72.5 | 22.7 | 9.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 95.6 | 30.3 | 12.7 | 33.6 | 53.0 | 14.8 | 39.0 | 65.2 | 30.0 | 72.5 | 22.7 | 9.5 |
| DesignQueue: | 15 | 27 | 4 | 7 | 94 | 6 | 7 | 49 | 17 | 25 | 33 | 1 |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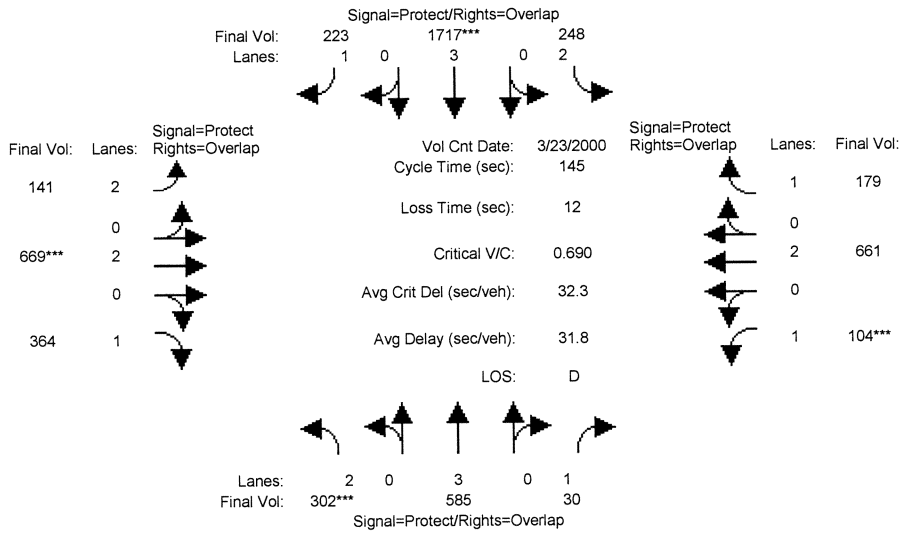
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3095: CURTNER/MONTEREY




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 23 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 302 | 585 | 30 | 248 | 1717 | 223 | 141 | 669 | 364 | 104 | 661 | 179 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 302 | 585 | 30 | 248 | 1717 | 223 | 141 | 669 | 364 | 104 | 661 | 179 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 302 | 585 | 30 | 248 | 1717 | 223 | 141 | 669 | 364 | 104 | 661 | 179 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 302 | 585 | 30 | 248 | 1717 | 223 | 141 | 669 | 364 | 104 | 661 | 179 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 302 | 585 | 30 | 248 | 1717 | 223 | 141 | 669 | 364 | 104 | 661 | 179 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 302 | 585 | 30 | 248 | 1717 | 223 | 141 | 669 | 364 | 104 | 661 | 179 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.88 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.02 | 0.08 | 0.30 | 0.13 | 0.04 | 0.18 | 0.21 | 0.06 | 0.17 | 0.10 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 20.2 | 47.2 | 59.7 | 36.2 | 63.3 | 70.3 | 7.0 | 37.0 | 57.2 | 12.5 | 42.5 | 78.8 |
| Volume/Cap: | 0.69 | 0.31 | 0.04 | 0.31 | 0.69 | 0.26 | 0.93 | 0.69 | 0.53 | 0.69 | 0.59 | 0.19 |
| Delay/Veh: | 48.3 | 27.9 | 19.4 | 33.7 | 25.6 | 16.8 | 89.1 | 38.6 | 26.1 | 57.3 | 34.0 | 12.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.3 | 27.9 | 19.4 | 33.7 | 25.6 | 16.8 | 89.1 | 38.6 | 26.1 | 57.3 | 34.0 | 12.8 |
| DesignQueue: | 21 | 33 | 1 | 15 | 85 | 10 | 11 | 42 | 19 | 8 | 39 | 7 |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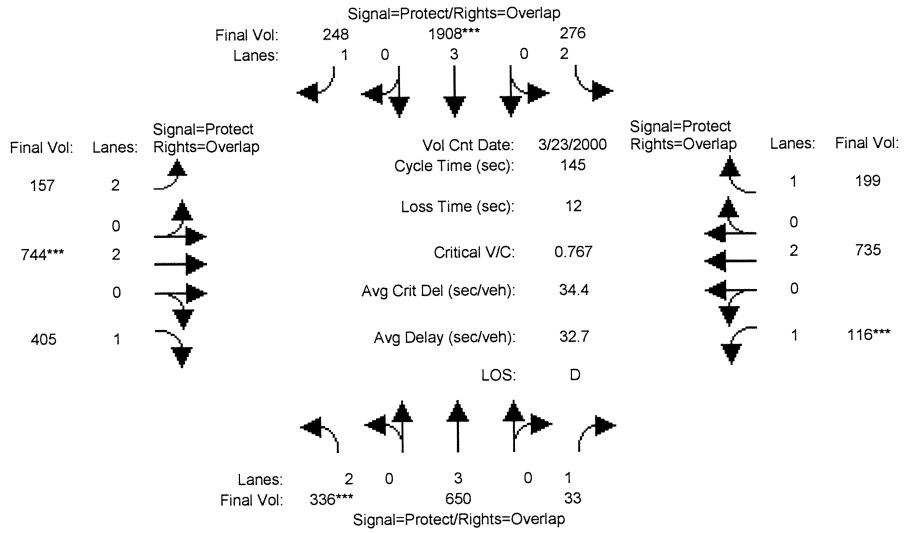
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3095: CURTNER/MONTEREY




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 23 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 336 | 650 | 33 | 276 | 1908 | 248 | 157 | 744 | 405 | 116 | 735 | 199 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 336 | 650 | 33 | 276 | 1908 | 248 | 157 | 744 | 405 | 116 | 735 | 199 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 336 | 650 | 33 | 276 | 1908 | 248 | 157 | 744 | 405 | 116 | 735 | 199 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 336 | 650 | 33 | 276 | 1908 | 248 | 157 | 744 | 405 | 116 | 735 | 199 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 336 | 650 | 33 | 276 | 1908 | 248 | 157 | 744 | 405 | 116 | 735 | 199 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 336 | 650 | 33 | 276 | 1908 | 248 | 157 | 744 | 405 | 116 | 735 | 199 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.88 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.02 | 0.09 | 0.33 | 0.14 | 0.05 | 0.20 | 0.23 | 0.07 | 0.19 | 0.11 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 20.2 | 47.2 | 59.7 | 36.3 | 63.3 | 73.4 | 10.2 | 37.0 | 57.2 | 12.5 | 39.4 | 75.7 |
| Volume/Cap: | 0.77 | 0.35 | 0.05 | 0.35 | 0.77 | 0.28 | 0.71 | 0.77 | 0.59 | 0.77 | 0.71 | 0.22 |
| Delay/Veh: | 51.2 | 28.3 | 19.4 | 34.1 | 27.4 | 15.7 | 57.1 | 40.6 | 27.3 | 63.0 | 37.9 | 14.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.2 | 28.3 | 19.4 | 34.1 | 27.4 | 15.7 | 57.1 | 40.6 | 27.3 | 63.0 | 37.9 | 14.2 |
| DesignQueue: | 24 | 36 | 2 | 17 | 95 | 10 | 12 | 47 | 21 | 9 | 45 | 8 |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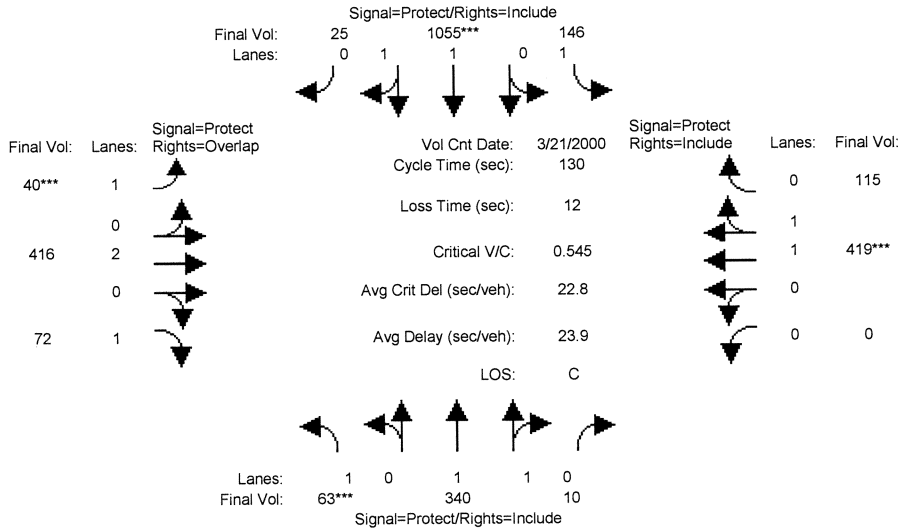
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3097: FIRST/KEYES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 63 | 340 | 10 | 146 | 1055 | 25 | 40 | 416 | 72 | 0 | 419 | 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: | 63 | 340 | 10 | 146 | 1055 | 25 | 40 | 416 | 72 | 0 | 419 | 115 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 63 | 340 | 10 | 146 | 1055 | 25 | 40 | 416 | 72 | 0 | 419 | 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: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 63 | 340 | 10 | 146 | 1055 | 25 | 40 | 416 | 72 | 0 | 419 | 115 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 63 | 340 | 10 | 146 | 1055 | 25 | 40 | 416 | 72 | 0 | 419 | 115 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 63 | 340 | 10 | 146 | 1055 | 25 | 40 | 416 | 72 | 0 | 419 | 115 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 |
| Lanes: | 1.00 | 1.94 | 0.06 | 1.00 | 1.95 | 0.05 | 1.00 | 2.00 | 1.00 | 0.00 | 1.56 | 0.44 |
| Final Sat.: | 1750 | 3594 | 106 | 1750 | 3614 | 86 | 1750 | 3800 | 1750 | 0 | 2903 | 797 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.09 | 0.09 | 0.08 | 0.29 | 0.29 | 0.02 | 0.11 | 0.04 | 0.00 | 0.14 | 0.14 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 8.5 | 41.0 | 41.0 | 36.1 | 68.6 | 68.6 | 7.0 | 40.9 | 49.4 | 0.0 | 33.9 | 33.9 |
| Volume/Cap: | 0.55 | 0.30 | 0.30 | 0.30 | 0.55 | 0.55 | 0.42 | 0.35 | 0.11 | 0.00 | 0.55 | 0.55 |
| Delay/Veh: | 49.0 | 25.6 | 25.6 | 28.2 | 15.8 | 15.8 | 47.1 | 26.1 | 19.8 | 0.0 | 32.1 | 32.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.0 | 25.6 | 25.6 | 28.2 | 15.8 | 15.8 | 47.1 | 26.1 | 19.8 | 0.0 | 32.1 | 32.1 |
| DesignQueue: | 4 | 17 | 1 | 8 | 39 | 1 | 3 | 21 | 3 | 0 | 23 | 6 |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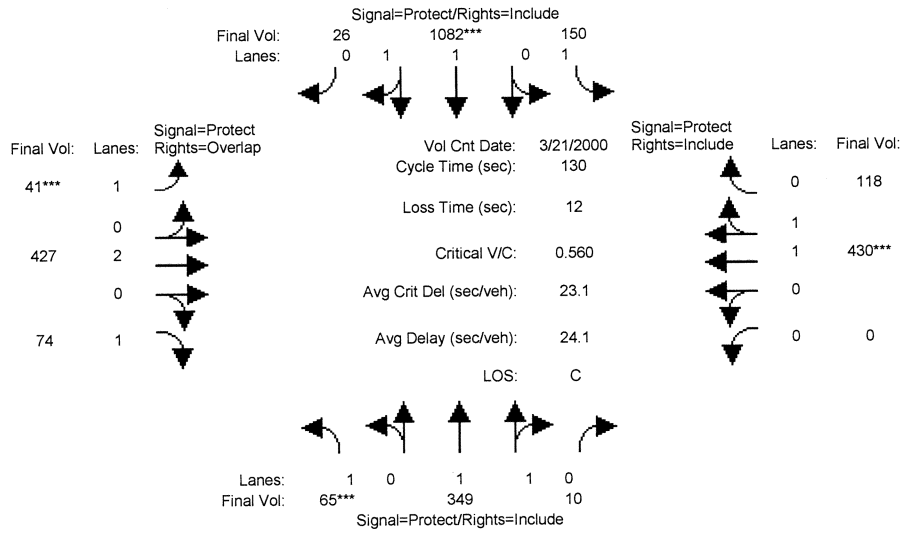
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3097: FIRST/KEYES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 65 | 349 | 10 | 150 | 1082 | 26 | 41 | 427 | 74 | 0 | 430 | 118 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 65 | 349 | 10 | 150 | 1082 | 26 | 41 | 427 | 74 | 0 | 430 | 118 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 65 | 349 | 10 | 150 | 1082 | 26 | 41 | 427 | 74 | 0 | 430 | 118 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 349 | 10 | 150 | 1082 | 26 | 41 | 427 | 74 | 0 | 430 | 118 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 65 | 349 | 10 | 150 | 1082 | 26 | 41 | 427 | 74 | 0 | 430 | 118 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 65 | 349 | 10 | 150 | 1082 | 26 | 41 | 427 | 74 | 0 | 430 | 118 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 |
| Lanes: | 1.00 | 1.94 | 0.06 | 1.00 | 1.95 | 0.05 | 1.00 | 2.00 | 1.00 | 0.00 | 1.56 | 0.44 |
| Final Sat.: | 1750 | 3597 | 103 | 1750 | 3613 | 87 | 1750 | 3800 | 1750 | 0 | 2903 | 797 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.10 | 0.10 | 0.09 | 0.30 | 0.30 | 0.02 | 0.11 | 0.04 | 0.00 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 8.5 | 40.9 | 40.9 | 36.2 | 68.6 | 68.6 | 7.0 | 40.9 | 49.4 | 0.0 | 33.9 | 33.9 |
| Volume/Cap: | 0.57 | 0.31 | 0.31 | 0.31 | 0.57 | 0.57 | 0.44 | 0.36 | 0.11 | 0.00 | 0.57 | 0.57 |
| Delay/Veh: | 49.5 | 25.7 | 25.7 | 28.3 | 16.0 | 16.0 | 47.3 | 26.2 | 19.8 | 0.0 | 32.3 | 32.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.5 | 25.7 | 25.7 | 28.3 | 16.0 | 16.0 | 47.3 | 26.2 | 19.8 | 0.0 | 32.3 | 32.3 |
| DesignQueue: | 4 | 18 | 1 | 8 | 40 | 1 | 3 | 22 | 3 | 0 | 24 | 7 |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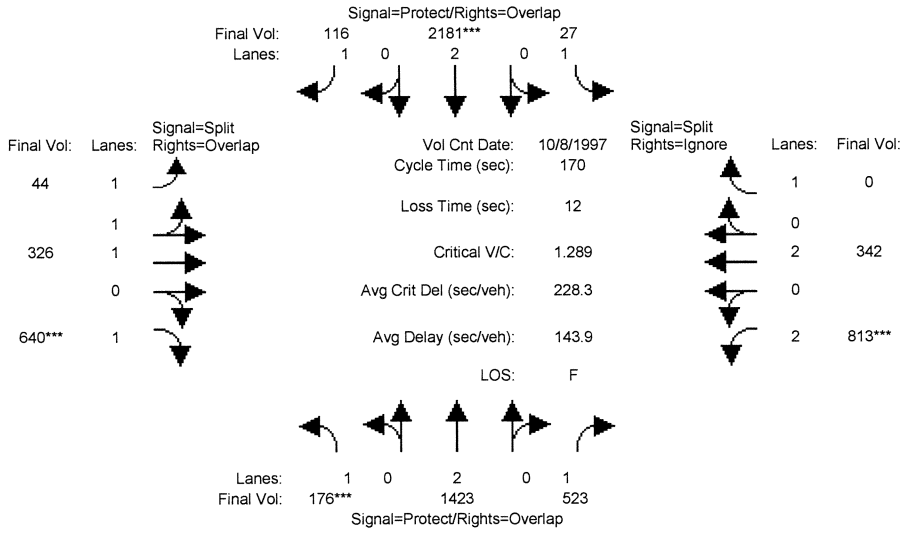
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3101: GUADALUPE/TAYLOR *




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 8 Oct 1997 << | | | | | | | | | | | | |
| Base Vol: | 176 | 1423 | 523 | 27 | 2181 | 116 | 44 | 326 | 640 | 813 | 342 | 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: | 176 | 1423 | 523 | 27 | 2181 | 116 | 44 | 326 | 640 | 813 | 342 | 32 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 176 | 1423 | 523 | 27 | 2181 | 116 | 44 | 326 | 640 | 813 | 342 | 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 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 176 | 1423 | 523 | 27 | 2181 | 116 | 44 | 326 | 640 | 813 | 342 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 176 | 1423 | 523 | 27 | 2181 | 116 | 44 | 326 | 640 | 813 | 342 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Vol.: | 176 | 1423 | 523 | 27 | 2181 | 116 | 44 | 326 | 640 | 813 | 342 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3150 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.37 | 0.30 | 0.02 | 0.57 | 0.07 | 0.03 | 0.09 | 0.37 | 0.26 | 0.09 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 13.3 | 82.0 | 116.0 | 7.0 | 75.7 | 110.7 | 35.0 | 35.0 | 48.2 | 34.0 | 34.0 | 0.0 |
| Volume/Cap: | 1.29 | 0.78 | 0.44 | 0.37 | 1.29 | 0.10 | 0.12 | 0.42 | 1.29 | 1.29 | 0.45 | 0.00 |
| Delay/Veh: | 283.1 | 29.2 | 9.5 | 61.9 | 218 | 8.4 | 41.8 | 44.8 | 236.7 | 236.5 | 45.7 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 283.1 | 29.2 | 9.5 | 61.9 | 218 | 8.4 | 41.8 | 44.8 | 236.7 | 236.5 | 45.7 | 0.0 |
| DesignQueue: | 16 | 77 | 17 | 2 | 135 | 4 | 3 | 25 | 48 | 65 | 26 | 0 |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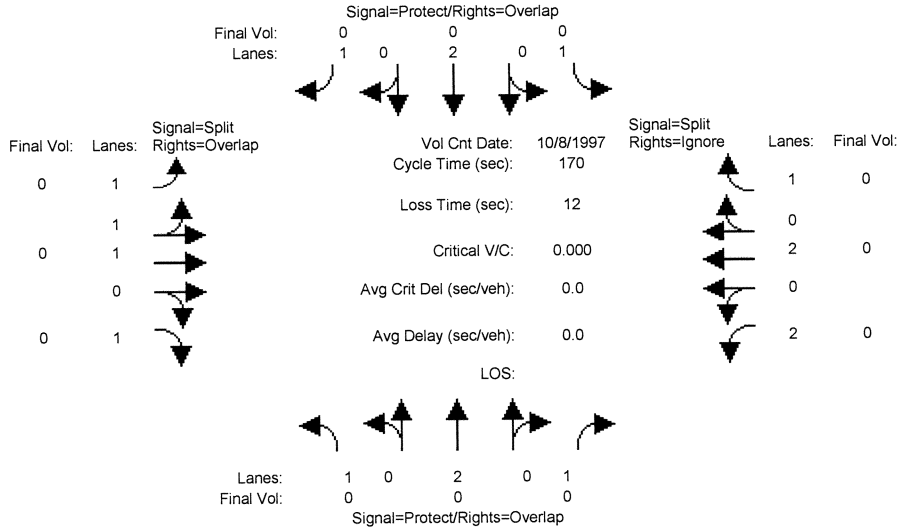
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3101: GUADALUPE/TAYLOR *




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 8 Oct 1997 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| MLF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |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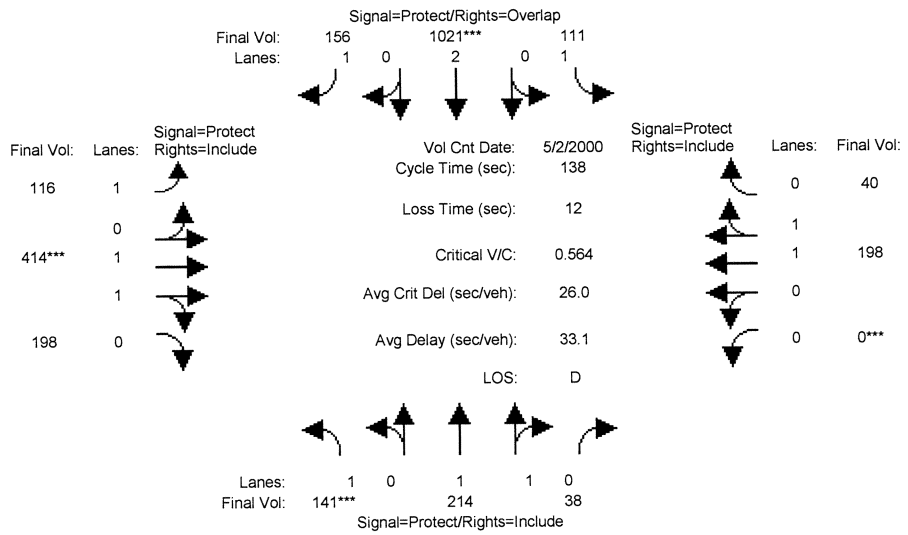
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3107: MARKET/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 2 May 2000 << | | | | | | | | | | | | |
| Base Vol: | 141 | 214 | 38 | 111 | 1021 | 156 | 116 | 414 | 198 | 0 | 198 | 40 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 141 | 214 | 38 | 111 | 1021 | 156 | 116 | 414 | 198 | 0 | 198 | 40 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 141 | 214 | 38 | 111 | 1021 | 156 | 116 | 414 | 198 | 0 | 198 | 40 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 141 | 214 | 38 | 111 | 1021 | 156 | 116 | 414 | 198 | 0 | 198 | 40 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 141 | 214 | 38 | 111 | 1021 | 156 | 116 | 414 | 198 | 0 | 198 | 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 |
| Final Vol.: | 141 | 214 | 38 | 111 | 1021 | 156 | 116 | 414 | 198 | 0 | 198 | 40 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 1.69 | 0.31 | 1.00 | 2.00 | 1.00 | 1.00 | 1.34 | 0.66 | 0.00 | 1.65 | 0.35 |
| Final Sat.: | 1750 | 3142 | 558 | 1750 | 3800 | 1750 | 1750 | 2502 | 1197 | 0 | 3078 | 622 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.07 | 0.07 | 0.06 | 0.27 | 0.09 | 0.07 | 0.17 | 0.17 | 0.00 | 0.06 | 0.06 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 19.7 | 10.0 | 10.0 | 75.5 | 65.8 | 96.3 | 30.5 | 40.5 | 40.5 | 0.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.56 | 0.94 | 0.94 | 0.12 | 0.56 | 0.13 | 0.30 | 0.56 | 0.56 | 0.00 | 0.89 | 0.89 |
| Delay/Veh: | 44.1 | 76.6 | 76.6 | 11.5 | 20.0 | 5.3 | 34.2 | 31.9 | 31.9 | 0.0 | 67.8 | 67.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.1 | 76.6 | 76.6 | 11.5 | 20.0 | 5.3 | 34.2 | 31.9 | 31.9 | 0.0 | 67.8 | 67.8 |
| DesignQueue: | 9 | 15 | 3 | 4 | 44 | 4 | 7 | 23 | 11 | 0 | 14 | 3 |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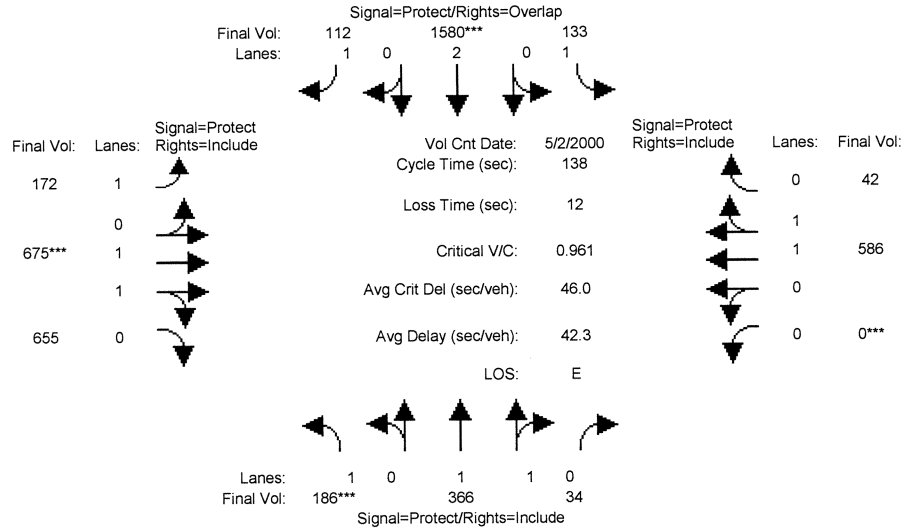
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3107: MARKET/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 2 May 2000 << | | | | | | | | | | | | |
| Base Vol: | 186 | 366 | 34 | 133 | 1580 | 112 | 172 | 675 | 655 | 0 | 586 | 42 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 186 | 366 | 34 | 133 | 1580 | 112 | 172 | 675 | 655 | 0 | 586 | 42 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 186 | 366 | 34 | 133 | 1580 | 112 | 172 | 675 | 655 | 0 | 586 | 42 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 186 | 366 | 34 | 133 | 1580 | 112 | 172 | 675 | 655 | 0 | 586 | 42 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 186 | 366 | 34 | 133 | 1580 | 112 | 172 | 675 | 655 | 0 | 586 | 42 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 186 | 366 | 34 | 133 | 1580 | 112 | 172 | 675 | 655 | 0 | 586 | 42 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.05 | 1.00 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 1.83 | 0.17 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.86 | 0.14 |
| Final Sat.: | 1750 | 3385 | 314 | 1750 | 3800 | 1750 | 1750 | 1899 | 1800 | 0 | 3452 | 247 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.11 | 0.08 | 0.42 | 0.06 | 0.10 | 0.36 | 0.36 | 0.00 | 0.17 | 0.17 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 15.3 | 44.0 | 44.0 | 30.9 | 59.7 | 78.4 | 18.7 | 51.0 | 51.0 | 0.0 | 32.3 | 32.3 |
| Volume/Cap: | 0.96 | 0.34 | 0.34 | 0.34 | 0.96 | 0.11 | 0.72 | 0.96 | 0.98 | 0.00 | 0.72 | 0.72 |
| Delay/Veh: | 85.7 | 27.3 | 27.3 | 34.4 | 39.4 | 10.4 | 50.5 | 44.1 | 48.3 | 0.0 | 39.2 | 39.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 85.7 | 27.3 | 27.3 | 34.4 | 39.4 | 10.4 | 50.5 | 44.1 | 48.3 | 0.0 | 39.2 | 39.2 |
| DesignQueue: | 13 | 20 | 2 | 8 | 77 | 4 | 12 | 36 | 35 | 0 | 36 | 3 |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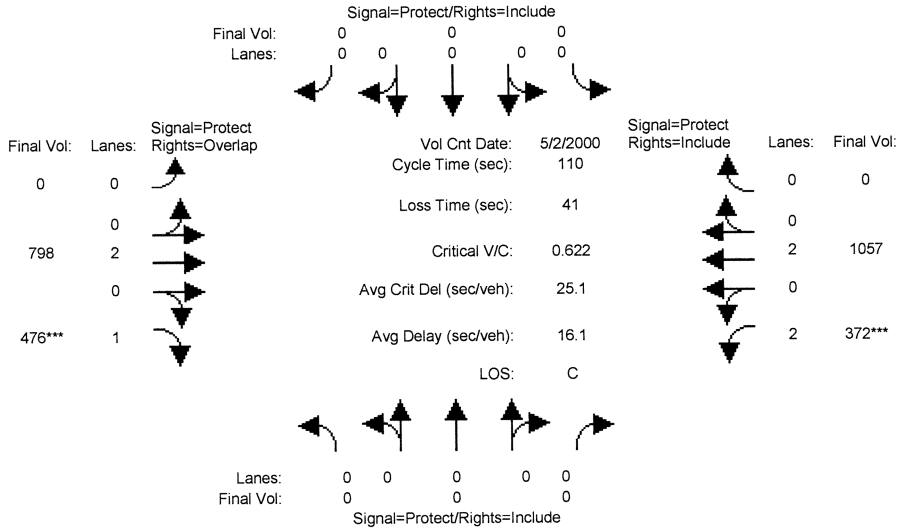
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3112: MONTGOMERY/SANTA CLARA [*loss time includes 34 sec pedestrian phase*]




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 2 May 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 798 | 476 | 372 | 1057 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 798 | 476 | 372 | 1057 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 798 | 476 | 372 | 1057 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 798 | 476 | 372 | 1057 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 798 | 476 | 372 | 1057 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 798 | 476 | 372 | 1057 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3800 | 1750 | 3150 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.27 | 0.12 | 0.28 | 0.00 |
| Crit Moves: | | | | | | | | | **** | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48.1 | 48.1 | 20.9 | 69.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.48 | 0.62 | 0.62 | 0.44 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.9 | 19.3 | 32.5 | 8.1 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.9 | 19.3 | 32.5 | 8.1 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 18 | 19 | 26 | 0 |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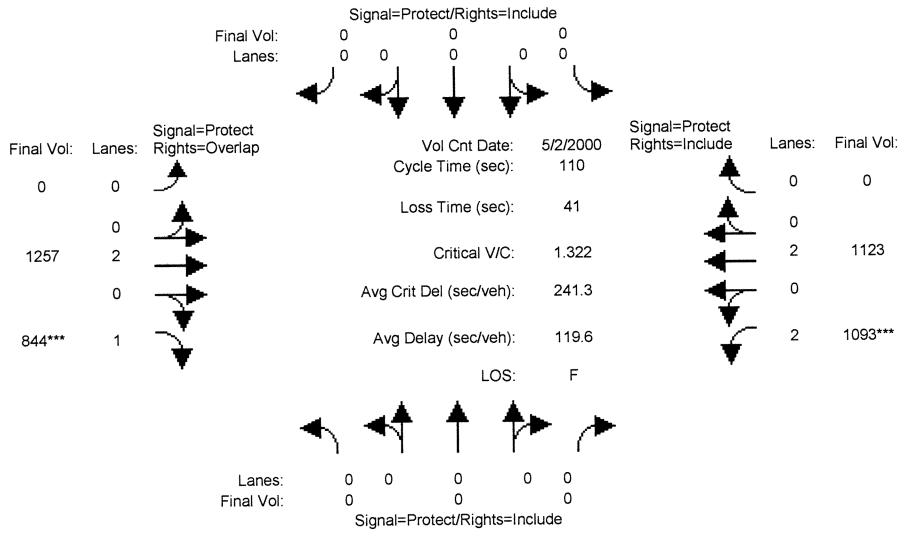
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3112: MONTGOMERY/SANTA CLARA [*loss time includes 34 sec pedestrian phase*]




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 2 May 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1257 | 844 | 1093 | 1123 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1257 | 844 | 1093 | 1123 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1257 | 844 | 1093 | 1123 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1257 | 844 | 1093 | 1123 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1257 | 844 | 1093 | 1123 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1257 | 844 | 1093 | 1123 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3800 | 1750 | 3150 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.33 | 0.48 | 0.35 | 0.30 | 0.00 |
| Crit Moves: | | | | | | | | | **** | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40.1 | 40.1 | 28.9 | 69.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.91 | 1.32 | 1.32 | 0.47 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.6 | 241.8 | 240.9 | 8.4 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.6 | 241.8 | 240.9 | 8.4 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 37 | 53 | 28 | 0 |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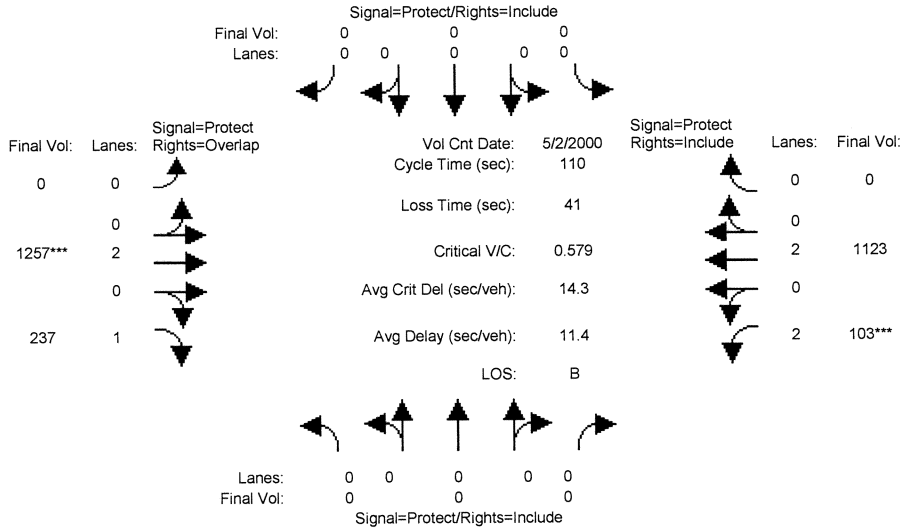
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Mitigated PM

## Intersection #3112: MONTGOMERY/SANTA CLARA [*loss time includes 34 sec pedestrian phase*]




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 2 May 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1257 | 237 | 103 | 1123 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1257 | 237 | 103 | 1123 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1257 | 237 | 103 | 1123 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1257 | 237 | 103 | 1123 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1257 | 237 | 103 | 1123 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1257 | 237 | 103 | 1123 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3800 | 1750 | 3150 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.33 | 0.14 | 0.03 | 0.30 | 0.00 |
| Crit Moves: | | | | | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 62.0 | 62.0 | 7.0 | 69.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.59 | 0.24 | 0.51 | 0.47 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.2 | 9.2 | 39.7 | 8.4 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.2 | 9.2 | 39.7 | 8.4 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 7 | 6 | 28 | 0 |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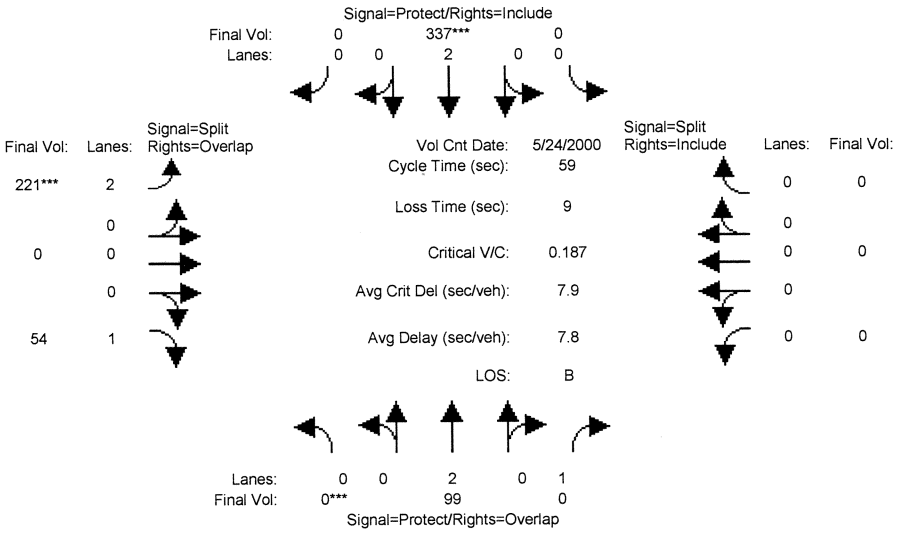
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3209: 87/WOZ




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 24 May 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 99 | 0 | 0 | 337 | 0 | 221 | 0 | 54 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 99 | 0 | 0 | 337 | 0 | 221 | 0 | 54 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 99 | 0 | 0 | 337 | 0 | 221 | 0 | 54 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 99 | 0 | 0 | 337 | 0 | 221 | 0 | 54 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 99 | 0 | 0 | 337 | 0 | 221 | 0 | 54 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 99 | 0 | 0 | 337 | 0 | 221 | 0 | 54 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 0.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 0 | 3150 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.03 | 0.00 | 0.00 | 0.09 | 0.00 | 0.07 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green Time: | 0.0 | 27.9 | 0.0 | 0.0 | 27.9 | 0.0 | 22.1 | 0.0 | 22.1 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.06 | 0.00 | 0.00 | 0.19 | 0.00 | 0.19 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 6.4 | 0.0 | 0.0 | 6.8 | 0.0 | 9.4 | 0.0 | 9.1 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 6.4 | 0.0 | 0.0 | 6.8 | 0.0 | 9.4 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 2 | 0 | 0 | 6 | 0 | 5 | 0 | 1 | 0 | 0 | 0 |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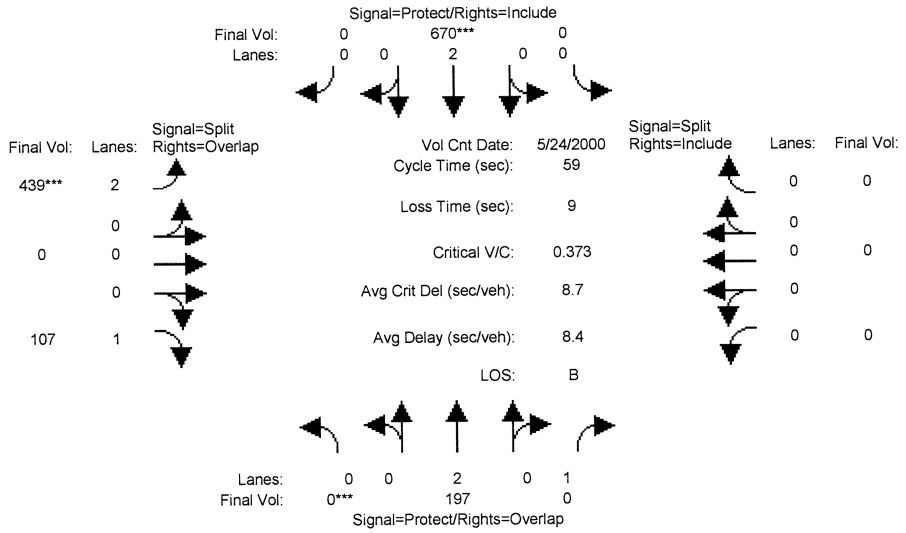
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3209: 87/WOZ




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 24 May 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 197 | 0 | 0 | 670 | 0 | 439 | 0 | 107 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 197 | 0 | 0 | 670 | 0 | 439 | 0 | 107 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 197 | 0 | 0 | 670 | 0 | 439 | 0 | 107 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 197 | 0 | 0 | 670 | 0 | 439 | 0 | 107 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 197 | 0 | 0 | 670 | 0 | 439 | 0 | 107 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 197 | 0 | 0 | 670 | 0 | 439 | 0 | 107 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 0.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 0 | 3150 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.05 | 0.00 | 0.00 | 0.18 | 0.00 | 0.14 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green Time: | 0.0 | 27.9 | 0.0 | 0.0 | 27.9 | 0.0 | 22.1 | 0.0 | 22.1 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.11 | 0.00 | 0.00 | 0.37 | 0.00 | 0.37 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 6.6 | 0.0 | 0.0 | 7.6 | 0.0 | 10.3 | 0.0 | 9.4 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 6.6 | 0.0 | 0.0 | 7.6 | 0.0 | 10.3 | 0.0 | 9.4 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 3 | 0 | 0 | 12 | 0 | 9 | 0 | 2 | 0 | 0 | 0 |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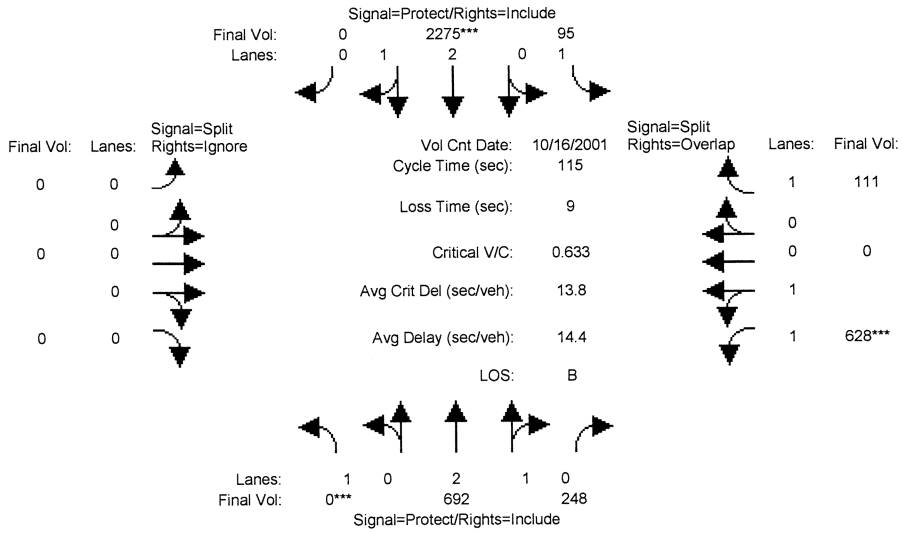
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3223: AIRPORT/COLEMAN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 16 Oct 2001 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 692 | 248 | 95 | 2275 | 0 | 0 | 0 | 0 | 628 | 0 | 111 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 692 | 248 | 95 | 2275 | 0 | 0 | 0 | 0 | 628 | 0 | 111 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 692 | 248 | 95 | 2275 | 0 | 0 | 0 | 0 | 628 | 0 | 111 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 692 | 248 | 95 | 2275 | 0 | 0 | 0 | 0 | 628 | 0 | 111 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 692 | 248 | 95 | 2275 | 0 | 0 | 0 | 0 | 628 | 0 | 111 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 692 | 248 | 95 | 2275 | 0 | 0 | 0 | 0 | 628 | 0 | 111 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.05 | 1.00 | 0.97 | 1.04 | 0.97 | 0.97 | 1.06 | 0.97 | 0.99 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.18 | 0.82 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 1750 | 4121 | 1477 | 1750 | 5600 | 0 | 0 | 0 | 0 | 3550 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.17 | 0.05 | 0.41 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.06 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green Time: | 0.0 | 66.8 | 66.8 | 7.0 | 73.8 | 0.0 | 0.0 | 0.0 | 0.0 | 32.2 | 0.0 | 39.2 |
| Volume/Cap: | 0.00 | 0.29 | 0.29 | 0.89 | 0.63 | 0.00 | 0.00 | 0.00 | 0.00 | 0.63 | 0.00 | 0.19 |
| Delay/Veh: | 0.0 | 9.2 | 9.2 | 78.4 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 28.5 | 0.0 | 20.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 9.2 | 9.2 | 78.4 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 28.5 | 0.0 | 20.3 |
| DesignQueue: | 0 | 19 | 7 | 6 | 58 | 0 | 0 | 0 | 0 | 30 | 0 | 5 |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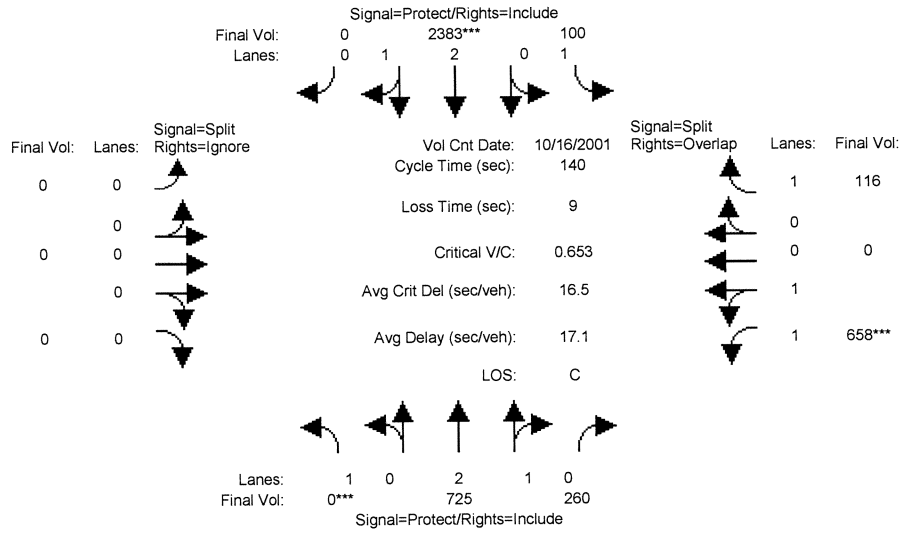
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3223: AIRPORT/COLEMAN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 16 Oct 2001 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 725 | 260 | 100 | 2383 | 0 | 0 | 0 | 0 | 658 | 0 | 116 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 725 | 260 | 100 | 2383 | 0 | 0 | 0 | 0 | 658 | 0 | 116 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 725 | 260 | 100 | 2383 | 0 | 0 | 0 | 0 | 658 | 0 | 116 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 725 | 260 | 100 | 2383 | 0 | 0 | 0 | 0 | 658 | 0 | 116 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 725 | 260 | 100 | 2383 | 0 | 0 | 0 | 0 | 658 | 0 | 116 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 725 | 260 | 100 | 2383 | 0 | 0 | 0 | 0 | 658 | 0 | 116 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.05 | 1.00 | 0.97 | 1.04 | 0.97 | 0.97 | 1.06 | 0.97 | 0.99 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.18 | 0.82 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 1750 | 4120 | 1477 | 1750 | 5600 | 0 | 0 | 0 | 0 | 3550 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.18 | 0.06 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green Time: | 0.0 | 68.9 | 68.9 | 22.4 | 91.3 | 0.0 | 0.0 | 0.0 | 0.0 | 39.7 | 0.0 | 62.1 |
| Volume/Cap: | 0.00 | 0.36 | 0.36 | 0.36 | 0.65 | 0.00 | 0.00 | 0.00 | 0.00 | 0.65 | 0.00 | 0.15 |
| Delay/Veh: | 0.0 | 16.7 | 16.7 | 40.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 34.6 | 0.0 | 17.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 16.7 | 16.7 | 40.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 34.6 | 0.0 | 17.6 |
| DesignQueue: | 0 | 30 | 11 | 7 | 73 | 0 | 0 | 0 | 0 | 38 | 0 | 5 |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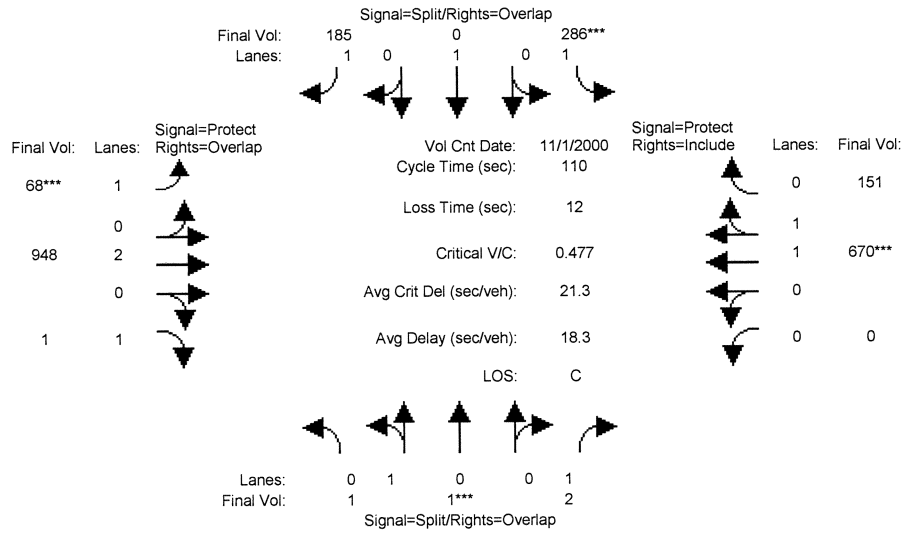
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3230: ALAMEDA/STOCKTON




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 1 Nov 2000 << | | | | | | | | | | | | |
| Base Vol: | 1 | 1 | 2 | 286 | 0 | 185 | 68 | 948 | 1 | 0 | 670 | 151 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 1 | 2 | 286 | 0 | 185 | 68 | 948 | 1 | 0 | 670 | 151 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 1 | 1 | 2 | 286 | 0 | 185 | 68 | 948 | 1 | 0 | 670 | 151 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 1 | 2 | 286 | 0 | 185 | 68 | 948 | 1 | 0 | 670 | 151 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 1 | 2 | 286 | 0 | 185 | 68 | 948 | 1 | 0 | 670 | 151 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 1 | 1 | 2 | 286 | 0 | 185 | 68 | 948 | 1 | 0 | 670 | 151 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.50 | 0.50 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 0.00 | 1.62 | 0.38 |
| Final Sat.: | 900 | 900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 0 | 3019 | 680 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.11 | 0.04 | 0.25 | 0.00 | 0.00 | 0.22 | 0.22 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 10.0 | 10.0 | 10.0 | 33.9 | 0.0 | 42.0 | 8.1 | 54.1 | 64.1 | 0.0 | 46.0 | 46.0 |
| Volume/Cap: | 0.01 | 0.01 | 0.01 | 0.53 | 0.00 | 0.28 | 0.53 | 0.51 | 0.00 | 0.00 | 0.53 | 0.53 |
| Delay/Veh: | 34.6 | 34.6 | 34.6 | 24.7 | 0.0 | 17.9 | 40.6 | 14.6 | 7.3 | 0.0 | 18.4 | 18.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.6 | 34.6 | 34.6 | 24.7 | 0.0 | 17.9 | 40.6 | 14.6 | 7.3 | 0.0 | 18.4 | 18.4 |
| DesignQueue: | 0 | 0 | 0 | 13 | 0 | 7 | 4 | 32 | 0 | 0 | 25 | 6 |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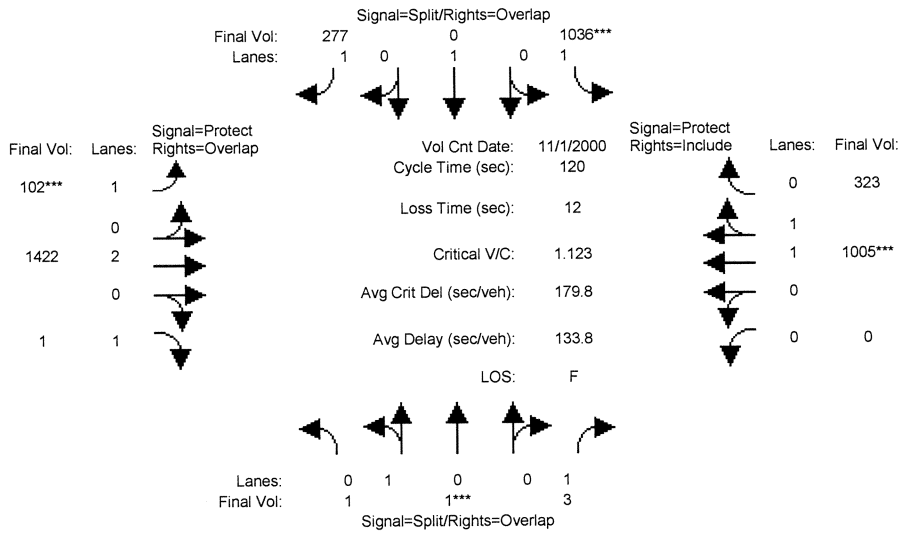
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3230: ALAMEDA/STOCKTON




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 1 Nov 2000 << | | | | | | | | | | | | |
| Base Vol: | 1 | 1 | 3 | 1036 | 0 | 277 | 102 | 1422 | 1 | 0 | 1005 | 323 |
| Growth Adj: | 1.00 | 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 | 3 | 1036 | 0 | 277 | 102 | 1422 | 1 | 0 | 1005 | 323 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 1 | 1 | 3 | 1036 | 0 | 277 | 102 | 1422 | 1 | 0 | 1005 | 323 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 1 | 3 | 1036 | 0 | 277 | 102 | 1422 | 1 | 0 | 1005 | 323 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 1 | 3 | 1036 | 0 | 277 | 102 | 1422 | 1 | 0 | 1005 | 323 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 1 | 1 | 3 | 1036 | 0 | 277 | 102 | 1422 | 1 | 0 | 1005 | 323 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 |
| Lanes: | 0.50 | 0.50 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 0.00 | 1.50 | 0.50 |
| Final Sat.: | 900 | 900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 0 | 2799 | 900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.59 | 0.00 | 0.16 | 0.06 | 0.37 | 0.00 | 0.00 | 0.36 | 0.36 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 10.0 | 10.0 | 10.0 | 56.6 | 0.0 | 63.6 | 7.0 | 41.4 | 51.4 | 0.0 | 34.4 | 34.4 |
| Volume/Cap: | 0.01 | 0.01 | 0.02 | 1.25 | 0.00 | 0.30 | 1.00 | 1.09 | 0.00 | 0.00 | 1.25 | 1.25 |
| Delay/Veh: | 38.4 | 38.4 | 38.4 | 181.4 | 0.0 | 12.0 | 111.1 | 78.1 | 14.9 | 0.0 | 184 | 184.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 38.4 | 38.4 | 38.4 | 181.4 | 0.0 | 12.0 | 111.1 | 78.1 | 14.9 | 0.0 | 184 | 184.0 |
| DesignQueue: | 0 | 0 | 0 | 43 | 0 | 9 | 6 | 69 | 0 | 0 | 53 | 17 |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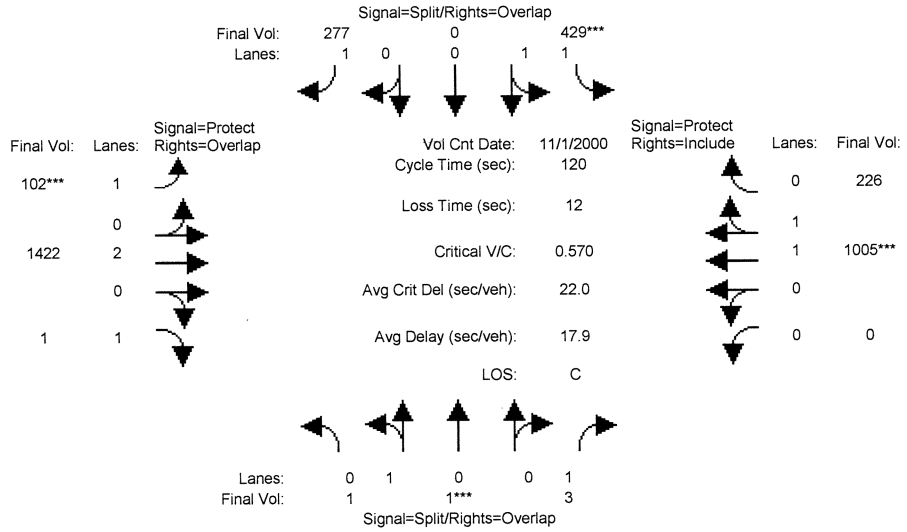
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Mitigated PM

## Intersection #3230: ALAMEDA/STOCKTON




| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Min. Green: | 10 | | 10 | | 10 | | 10 | | 10 | | 10 | | 7 | | 10 | | 10 | | 0 | | 10 | | 10 | |
| Volume Module: >> Count Date: 1 Nov 2000 << | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | | 1 | | 3 | | 429 | | 0 | | 277 | | 102 | | 1422 | | 1 | | 0 | | 1005 | | 226 | |
| Growth Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 1 | | 1 | | 3 | | 429 | | 0 | | 277 | | 102 | | 1422 | | 1 | | 0 | | 1005 | | 226 | |
| Added Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| PasserByVol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 1 | | 1 | | 3 | | 429 | | 0 | | 277 | | 102 | | 1422 | | 1 | | 0 | | 1005 | | 226 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 1 | | 1 | | 3 | | 429 | | 0 | | 277 | | 102 | | 1422 | | 1 | | 0 | | 1005 | | 226 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 1 | | 1 | | 3 | | 429 | | 0 | | 277 | | 102 | | 1422 | | 1 | | 0 | | 1005 | | 226 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Final Vol.: | 1 | | 1 | | 3 | | 429 | | 0 | | 277 | | 102 | | 1422 | | 1 | | 0 | | 1005 | | 226 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | |
| Adjustment: | 1.00 | | 1.00 | | 0.97 | | 0.99 | | 1.06 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | | 0.97 | | 1.03 | | 1.00 | |
| Lanes: | 0.50 | | 0.50 | | 1.00 | | 2.00 | | 0.00 | | 1.00 | | 1.00 | | 2.00 | | 1.00 | | 0.00 | | 1.62 | | 0.38 | |
| Final Sat.: | 900 | | 900 | | 1750 | | 3550 | | 0 | | 1750 | | 1750 | | 3800 | | 1750 | | 0 | | 3020 | | 679 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.00 | | 0.00 | | 0.12 | | 0.00 | | 0.16 | | 0.06 | | 0.37 | | 0.00 | | 0.00 | | 0.33 | | 0.33 | |
| Crit Moves: | | | **** | | | | **** | | | | | | **** | | | | | | | | **** | | | |
| Green Time: | 10.0 | | 10.0 | | 10.0 | | 23.1 | | 0.0 | | 34.3 | | 11.2 | | 74.9 | | 84.9 | | 0.0 | | 63.7 | | 63.7 | |
| Volume/Cap: | 0.01 | | 0.01 | | 0.02 | | 0.63 | | 0.00 | | 0.55 | | 0.63 | | 0.60 | | 0.00 | | 0.00 | | 0.63 | | 0.63 | |
| Delay/Veh: | 38.4 | | 38.4 | | 38.4 | | 35.1 | | 0.0 | | 28.7 | | 44.9 | | 10.6 | | 3.9 | | 0.0 | | 15.5 | | 15.5 | |
| 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 | |
| ProgAdjFctr: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 38.4 | | 38.4 | | 38.4 | | 35.1 | | 0.0 | | 28.7 | | 44.9 | | 10.6 | | 3.9 | | 0.0 | | 15.5 | | 15.5 | |
| DesignQueue: | 0 | | 0 | | 0 | | 24 | | 0 | | 14 | | 6 | | 40 | | 0 | | 0 | | 34 | | 8 | |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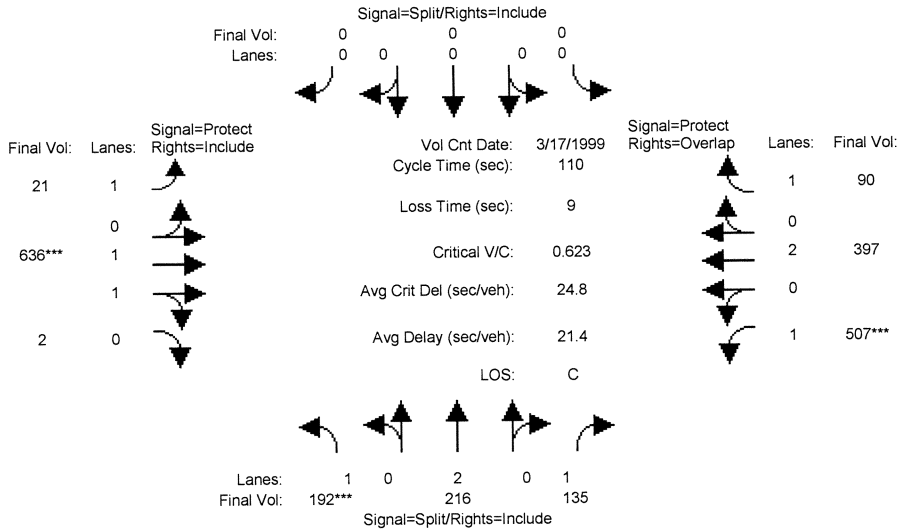
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3234: ALMA/ALMADEN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 17 Mar 1999 << | | | | | | | | | | | | |
| Base Vol: | 192 | 216 | 135 | 0 | 0 | 0 | 21 | 636 | 2 | 507 | 397 | 90 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 192 | 216 | 135 | 0 | 0 | 0 | 21 | 636 | 2 | 507 | 397 | 90 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 192 | 216 | 135 | 0 | 0 | 0 | 21 | 636 | 2 | 507 | 397 | 90 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 192 | 216 | 135 | 0 | 0 | 0 | 21 | 636 | 2 | 507 | 397 | 90 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 192 | 216 | 135 | 0 | 0 | 0 | 21 | 636 | 2 | 507 | 397 | 90 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 192 | 216 | 135 | 0 | 0 | 0 | 21 | 636 | 2 | 507 | 397 | 90 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.99 | 0.01 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 0 | 0 | 0 | 1750 | 3688 | 12 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.06 | 0.08 | 0.00 | 0.00 | 0.00 | 0.01 | 0.17 | 0.17 | 0.29 | 0.10 | 0.05 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 19.4 | 19.4 | 19.4 | 0.0 | 0.0 | 0.0 | 7.0 | 30.5 | 30.5 | 51.2 | 74.6 | 74.6 |
| Volume/Cap: | 0.62 | 0.32 | 0.44 | 0.00 | 0.00 | 0.00 | 0.19 | 0.62 | 0.62 | 0.62 | 0.15 | 0.08 |
| Delay/Veh: | 34.6 | 30.2 | 31.4 | 0.0 | 0.0 | 0.0 | 37.2 | 27.3 | 27.3 | 17.9 | 4.8 | 4.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.6 | 30.2 | 31.4 | 0.0 | 0.0 | 0.0 | 37.2 | 27.3 | 27.3 | 17.9 | 4.8 | 4.6 |
| DesignQueue: | 10 | 11 | 7 | 0 | 0 | 0 | 1 | 29 | 0 | 18 | 8 | 2 |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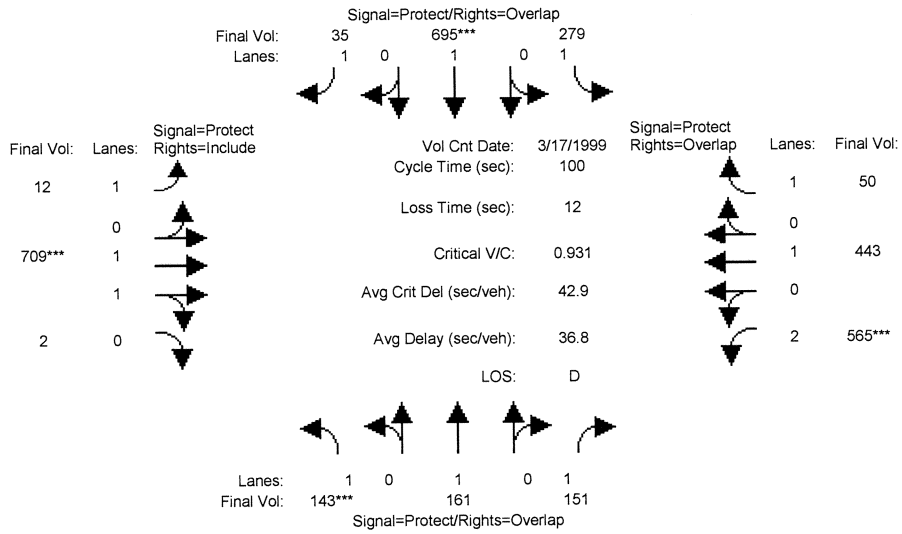
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3234: ALMA/ALMADEN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 17 Mar 1999 << | | | | | | | | | | | | |
| Base Vol: | 143 | 161 | 151 | 279 | 695 | 35 | 12 | 709 | 2 | 565 | 443 | 50 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 143 | 161 | 151 | 279 | 695 | 35 | 12 | 709 | 2 | 565 | 443 | 50 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 143 | 161 | 151 | 279 | 695 | 35 | 12 | 709 | 2 | 565 | 443 | 50 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 143 | 161 | 151 | 279 | 695 | 35 | 12 | 709 | 2 | 565 | 443 | 50 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 143 | 161 | 151 | 279 | 695 | 35 | 12 | 709 | 2 | 565 | 443 | 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 |
| Final Vol.: | 143 | 161 | 151 | 279 | 695 | 35 | 12 | 709 | 2 | 565 | 443 | 50 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 | 0.88 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.99 | 0.01 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3690 | 10 | 3150 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.08 | 0.09 | 0.16 | 0.37 | 0.02 | 0.01 | 0.19 | 0.19 | 0.18 | 0.23 | 0.03 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 8.8 | 10.0 | 29.3 | 38.1 | 39.3 | 46.3 | 7.0 | 20.6 | 20.6 | 19.3 | 32.9 | 71.0 |
| Volume/Cap: | 0.93 | 0.85 | 0.29 | 0.42 | 0.93 | 0.04 | 0.10 | 0.93 | 0.93 | 0.93 | 0.71 | 0.04 |
| Delay/Veh: | 71.8 | 52.9 | 20.9 | 17.6 | 35.3 | 11.2 | 33.1 | 42.6 | 42.6 | 45.5 | 24.9 | 3.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 71.8 | 52.9 | 20.9 | 17.6 | 35.3 | 11.2 | 33.1 | 42.6 | 42.6 | 45.5 | 24.9 | 3.3 |
| DesignQueue: | 7 | 8 | 6 | 10 | 26 | 1 | 1 | 33 | 0 | 26 | 18 | 1 |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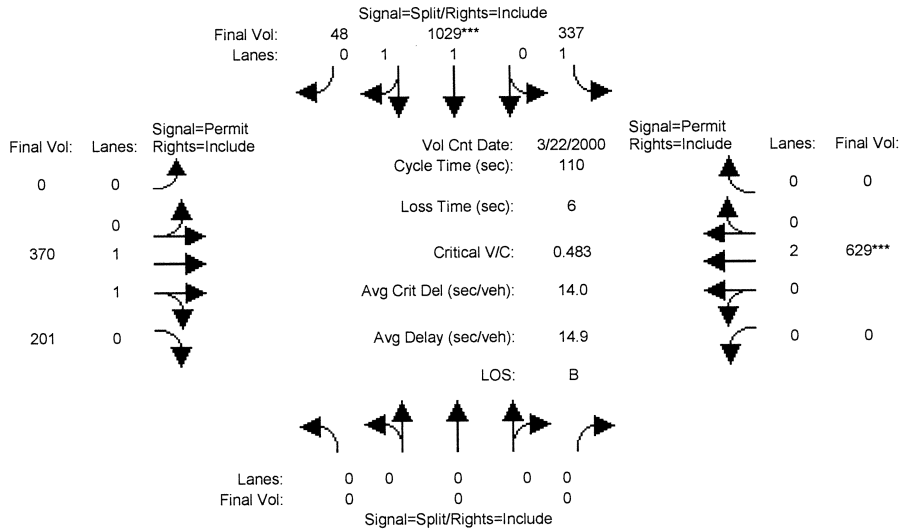
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3240: ALMA/VINE




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 0 |
| Volume Module: >> Count Date: 22 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 337 | 1029 | 48 | 0 | 370 | 201 | 0 | 629 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 337 | 1029 | 48 | 0 | 370 | 201 | 0 | 629 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 337 | 1029 | 48 | 0 | 370 | 201 | 0 | 629 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 337 | 1029 | 48 | 0 | 370 | 201 | 0 | 629 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 337 | 1029 | 48 | 0 | 370 | 201 | 0 | 629 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 337 | 1029 | 48 | 0 | 370 | 201 | 0 | 629 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 1.91 | 0.09 | 0.00 | 1.28 | 0.72 | 0.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 3535 | 165 | 0 | 2397 | 1302 | 0 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.19 | 0.29 | 0.29 | 0.00 | 0.15 | 0.15 | 0.00 | 0.17 | 0.00 |
| Crit Moves: | | | | | **** | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 66.3 | 66.3 | 66.3 | 0.0 | 37.7 | 37.7 | 0.0 | 37.7 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.32 | 0.48 | 0.48 | 0.00 | 0.45 | 0.45 | 0.00 | 0.48 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 8.2 | 9.4 | 9.4 | 0.0 | 21.5 | 21.5 | 0.0 | 21.9 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 8.2 | 9.4 | 9.4 | 0.0 | 21.5 | 21.5 | 0.0 | 21.9 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 9 | 27 | 1 | 0 | 15 | 8 | 0 | 26 | 0 |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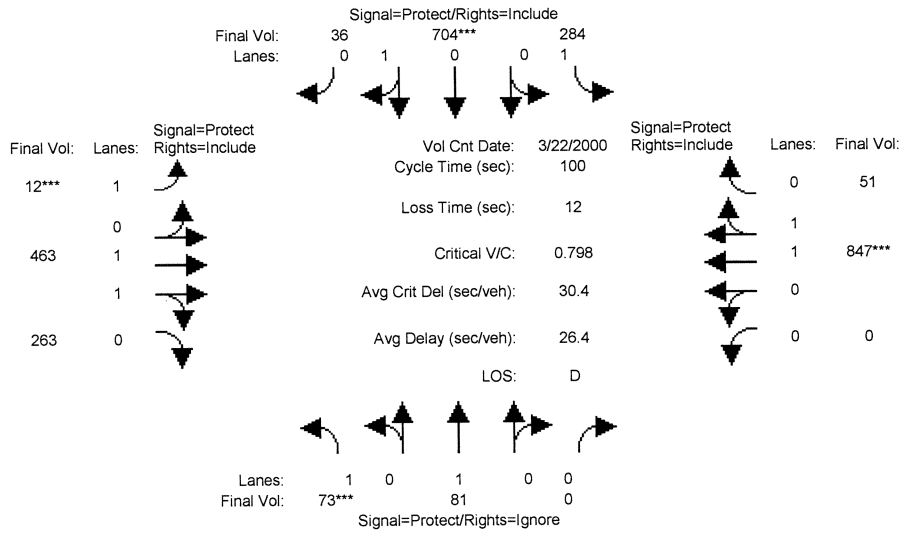
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3240: ALMA/VINE




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 22 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 73 | 81 | 0 | 284 | 704 | 36 | 12 | 463 | 263 | 0 | 847 | 51 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 73 | 81 | 0 | 284 | 704 | 36 | 12 | 463 | 263 | 0 | 847 | 51 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 73 | 81 | 0 | 284 | 704 | 36 | 12 | 463 | 263 | 0 | 847 | 51 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 73 | 81 | 0 | 284 | 704 | 36 | 12 | 463 | 263 | 0 | 847 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 73 | 81 | 0 | 284 | 704 | 36 | 12 | 463 | 263 | 0 | 847 | 51 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 73 | 81 | 0 | 284 | 704 | 36 | 12 | 463 | 263 | 0 | 847 | 51 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 | 1.04 | 1.00 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 0.95 | 0.05 | 1.00 | 1.26 | 0.74 | 0.00 | 1.88 | 0.12 |
| Final Sat.: | 1750 | 1900 | 0 | 1750 | 1712 | 88 | 1750 | 2359 | 1340 | 0 | 3490 | 210 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.00 | 0.16 | 0.41 | 0.41 | 0.01 | 0.20 | 0.20 | 0.00 | 0.24 | 0.24 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 7.0 | 10.0 | 0.0 | 43.5 | 46.5 | 46.5 | 7.0 | 34.5 | 34.5 | 0.0 | 27.5 | 27.5 |
| Volume/Cap: | 0.60 | 0.43 | 0.00 | 0.37 | 0.88 | 0.88 | 0.10 | 0.57 | 0.57 | 0.00 | 0.88 | 0.88 |
| Delay/Veh: | 39.6 | 33.1 | 0.0 | 14.6 | 26.3 | 26.3 | 33.1 | 20.8 | 20.8 | 0.0 | 33.1 | 33.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.6 | 33.1 | 0.0 | 14.6 | 26.3 | 26.3 | 33.1 | 20.8 | 20.8 | 0.0 | 33.1 | 33.1 |
| DesignQueue: | 4 | 4 | 0 | 9 | 23 | 1 | 1 | 18 | 10 | 0 | 36 | 2 |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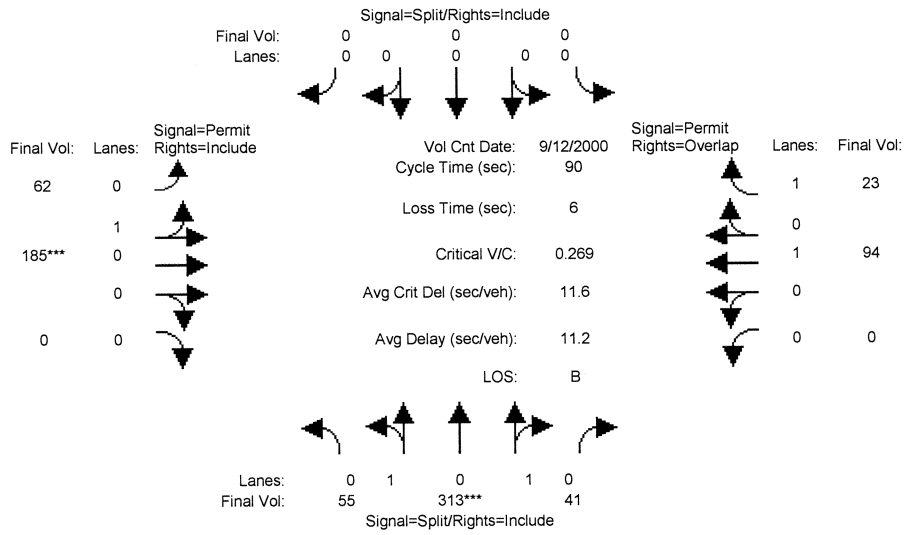
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3242: ALMADEN/VIRGINIA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 12 Sep 2000 << | | | | | | | | | | | | |
| Base Vol: | 55 | 313 | 41 | 0 | 0 | 0 | 62 | 185 | 0 | 0 | 94 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 55 | 313 | 41 | 0 | 0 | 0 | 62 | 185 | 0 | 0 | 94 | 23 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 55 | 313 | 41 | 0 | 0 | 0 | 62 | 185 | 0 | 0 | 94 | 23 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 55 | 313 | 41 | 0 | 0 | 0 | 62 | 185 | 0 | 0 | 94 | 23 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 55 | 313 | 41 | 0 | 0 | 0 | 62 | 185 | 0 | 0 | 94 | 23 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 55 | 313 | 41 | 0 | 0 | 0 | 62 | 185 | 0 | 0 | 94 | 23 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.27 | 1.53 | 0.20 | 0.00 | 0.00 | 0.00 | 0.25 | 0.75 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 484 | 2755 | 361 | 0 | 0 | 0 | 452 | 1348 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.11 | 0.00 | 0.00 | 0.00 | 0.14 | 0.14 | 0.00 | 0.00 | 0.05 | 0.01 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 38.0 | 38.0 | 38.0 | 0.0 | 0.0 | 0.0 | 46.0 | 46.0 | 0.0 | 0.0 | 46.0 | 46.0 |
| Volume/Cap: | 0.27 | 0.27 | 0.27 | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 0.00 | 0.00 | 0.10 | 0.03 |
| Delay/Veh: | 12.9 | 12.9 | 12.9 | 0.0 | 0.0 | 0.0 | 9.5 | 9.5 | 0.0 | 0.0 | 8.6 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 12.9 | 12.9 | 12.9 | 0.0 | 0.0 | 0.0 | 9.5 | 9.5 | 0.0 | 0.0 | 8.6 | 8.3 |
| DesignQueue: | 2 | 9 | 1 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 2 | 1 |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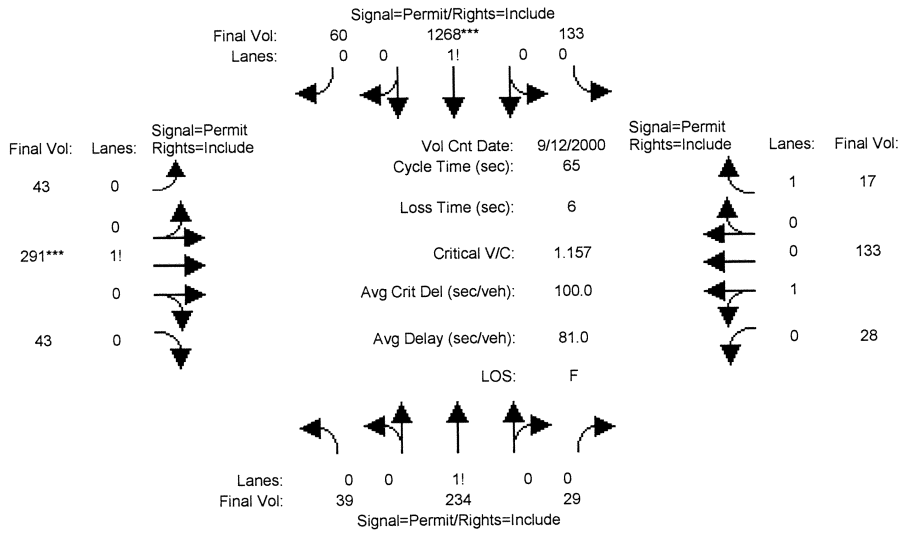
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3242: ALMADEN/VIRGINIA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 12 Sep 2000 << | | | | | | | | | | | | |
| Base Vol: | 39 | 234 | 29 | 133 | 1268 | 60 | 43 | 291 | 43 | 28 | 133 | 17 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 39 | 234 | 29 | 133 | 1268 | 60 | 43 | 291 | 43 | 28 | 133 | 17 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 39 | 234 | 29 | 133 | 1268 | 60 | 43 | 291 | 43 | 28 | 133 | 17 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 39 | 234 | 29 | 133 | 1268 | 60 | 43 | 291 | 43 | 28 | 133 | 17 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 39 | 234 | 29 | 133 | 1268 | 60 | 43 | 291 | 43 | 28 | 133 | 17 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 39 | 234 | 29 | 133 | 1268 | 60 | 43 | 291 | 43 | 28 | 133 | 17 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.13 | 0.77 | 0.10 | 0.09 | 0.87 | 0.04 | 0.11 | 0.78 | 0.11 | 0.17 | 0.83 | 1.00 |
| Final Sat.: | 226 | 1356 | 168 | 159 | 1519 | 72 | 200 | 1351 | 200 | 313 | 1487 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.17 | 0.17 | 0.83 | 0.83 | 0.83 | 0.22 | 0.22 | 0.22 | 0.09 | 0.09 | 0.01 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 46.9 | 46.9 | 46.9 | 46.9 | 46.9 | 46.9 | 12.1 | 12.1 | 12.1 | 12.1 | 12.1 | 12.1 |
| Volume/Cap: | 0.24 | 0.24 | 0.24 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 0.48 | 0.48 | 0.05 |
| Delay/Veh: | 2.3 | 2.3 | 2.3 | 93.9 | 93.9 | 93.9 | 123.4 | 123 | 123.4 | 18.8 | 18.8 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 2.3 | 2.3 | 2.3 | 93.9 | 93.9 | 93.9 | 123.4 | 123 | 123.4 | 18.8 | 18.8 | 16.5 |
| DesignQueue: | 0 | 2 | 0 | 2 | 16 | 1 | 1 | 9 | 1 | 1 | 4 | 1 |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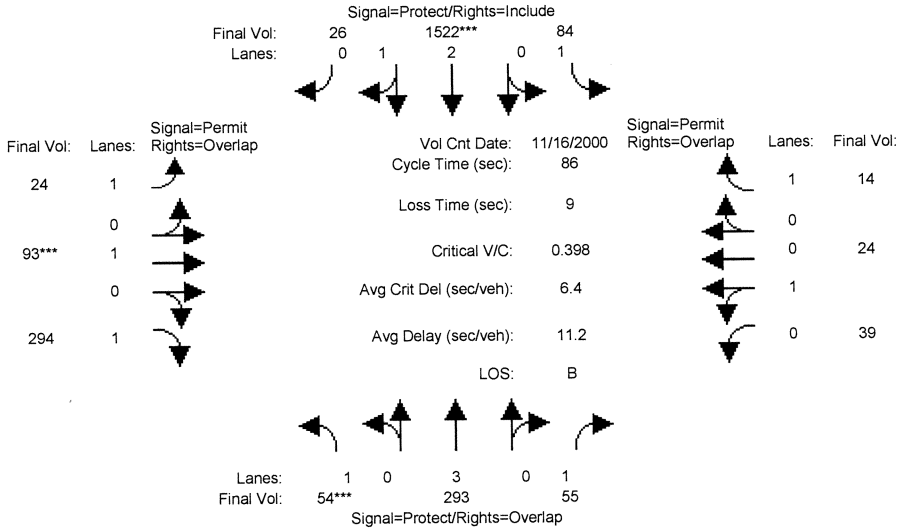
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3244: ALMADEN/WOZ




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 16 Nov 2000 << | | | | | | | | | | | | |
| Base Vol: | 54 | 293 | 55 | 84 | 1522 | 26 | 24 | 93 | 294 | 39 | 24 | 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: | 54 | 293 | 55 | 84 | 1522 | 26 | 24 | 93 | 294 | 39 | 24 | 14 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 54 | 293 | 55 | 84 | 1522 | 26 | 24 | 93 | 294 | 39 | 24 | 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: | 54 | 293 | 55 | 84 | 1522 | 26 | 24 | 93 | 294 | 39 | 24 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 54 | 293 | 55 | 84 | 1522 | 26 | 24 | 93 | 294 | 39 | 24 | 14 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 54 | 293 | 55 | 84 | 1522 | 26 | 24 | 93 | 294 | 39 | 24 | 14 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.95 | 0.05 | 1.00 | 1.00 | 1.00 | 0.62 | 0.38 | 1.00 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5506 | 94 | 1750 | 1900 | 1750 | 1114 | 686 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.05 | 0.03 | 0.05 | 0.28 | 0.28 | 0.01 | 0.05 | 0.17 | 0.04 | 0.03 | 0.01 |
| Crit Moves: | **** | | | | **** | | | **** | | | | |
| Green Time: | 7.0 | 39.1 | 39.1 | 27.4 | 59.5 | 59.5 | 10.5 | 10.5 | 17.5 | 10.5 | 10.5 | 37.9 |
| Volume/Cap: | 0.38 | 0.11 | 0.07 | 0.15 | 0.40 | 0.40 | 0.11 | 0.40 | 0.82 | 0.29 | 0.29 | 0.02 |
| Delay/Veh: | 29.3 | 10.2 | 10.0 | 16.0 | 4.3 | 4.3 | 25.5 | 27.1 | 34.9 | 26.3 | 26.3 | 10.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.3 | 10.2 | 10.0 | 16.0 | 4.3 | 4.3 | 25.5 | 27.1 | 34.9 | 26.3 | 26.3 | 10.3 |
| DesignQueue: | 2 | 8 | 1 | 3 | 24 | 0 | 1 | 4 | 12 | 2 | 1 | 0 |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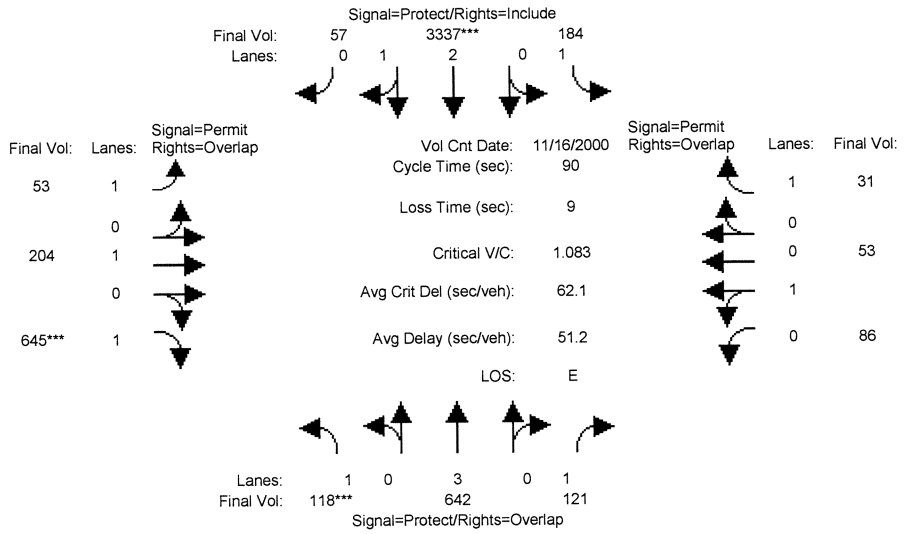
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3244: ALMADEN/WOZ




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 16 Nov 2000 << | | | | | | | | | | | | |
| Base Vol: | 118 | 642 | 121 | 184 | 3337 | 57 | 53 | 204 | 645 | 86 | 53 | 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: | 118 | 642 | 121 | 184 | 3337 | 57 | 53 | 204 | 645 | 86 | 53 | 31 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 118 | 642 | 121 | 184 | 3337 | 57 | 53 | 204 | 645 | 86 | 53 | 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: | 118 | 642 | 121 | 184 | 3337 | 57 | 53 | 204 | 645 | 86 | 53 | 31 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 118 | 642 | 121 | 184 | 3337 | 57 | 53 | 204 | 645 | 86 | 53 | 31 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 118 | 642 | 121 | 184 | 3337 | 57 | 53 | 204 | 645 | 86 | 53 | 31 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.95 | 0.05 | 1.00 | 1.00 | 1.00 | 0.62 | 0.38 | 1.00 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5506 | 94 | 1750 | 1900 | 1750 | 1114 | 686 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.11 | 0.07 | 0.11 | 0.61 | 0.61 | 0.03 | 0.11 | 0.37 | 0.08 | 0.08 | 0.02 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green Time: | 7.0 | 29.5 | 29.5 | 27.5 | 50.0 | 50.0 | 24.0 | 24.0 | 31.0 | 24.0 | 24.0 | 51.5 |
| Volume/Cap: | 0.87 | 0.34 | 0.21 | 0.34 | 1.09 | 1.09 | 0.11 | 0.40 | 1.07 | 0.29 | 0.29 | 0.03 |
| Delay/Veh: | 58.9 | 17.5 | 16.6 | 18.6 | 60.1 | 60.1 | 19.0 | 20.9 | 73.4 | 20.0 | 20.0 | 6.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 58.9 | 17.5 | 16.6 | 18.6 | 60.1 | 60.1 | 19.0 | 20.9 | 73.4 | 20.0 | 20.0 | 6.4 |
| DesignQueue: | 6 | 22 | 4 | 7 | 88 | 2 | 2 | 8 | 23 | 3 | 2 | 1 |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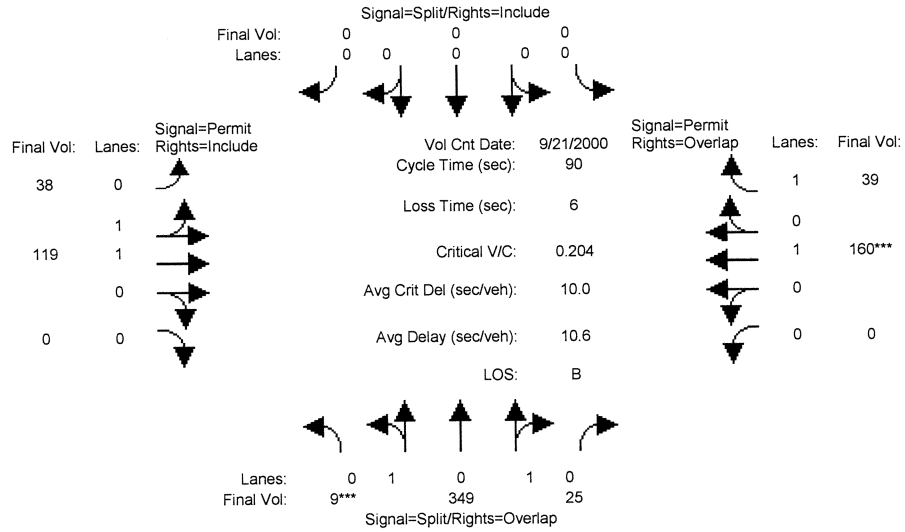
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3246: ALMADEN/GOODYEAR




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Sep 2000 << | | | | | | | | | | | | |
| Base Vol: | 9 | 349 | 25 | 0 | 0 | 0 | 38 | 119 | 0 | 0 | 160 | 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: | 9 | 349 | 25 | 0 | 0 | 0 | 38 | 119 | 0 | 0 | 160 | 39 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 9 | 349 | 25 | 0 | 0 | 0 | 38 | 119 | 0 | 0 | 160 | 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: | 9 | 349 | 25 | 0 | 0 | 0 | 38 | 119 | 0 | 0 | 160 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 9 | 349 | 25 | 0 | 0 | 0 | 38 | 119 | 0 | 0 | 160 | 39 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 9 | 349 | 25 | 0 | 0 | 0 | 38 | 119 | 0 | 0 | 160 | 39 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.04 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.05 | 1.82 | 0.13 | 0.00 | 0.00 | 0.00 | 0.50 | 1.50 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 85 | 3280 | 235 | 0 | 0 | 0 | 895 | 2804 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.11 | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 | 0.00 | 0.00 | 0.08 | 0.02 |
| Crit Moves: | **** | | | | | | | | | | **** | |
| Green Time: | 46.9 | 46.9 | 46.9 | 0.0 | 0.0 | 0.0 | 37.1 | 37.1 | 0.0 | 0.0 | 37.1 | 37.1 |
| Volume/Cap: | 0.20 | 0.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.00 | 0.20 | 0.05 |
| Delay/Veh: | 8.8 | 8.8 | 8.8 | 0.0 | 0.0 | 0.0 | 12.3 | 12.3 | 0.0 | 0.0 | 12.9 | 12.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 8.8 | 8.8 | 8.8 | 0.0 | 0.0 | 0.0 | 12.3 | 12.3 | 0.0 | 0.0 | 12.9 | 12.1 |
| DesignQueue: | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 1 |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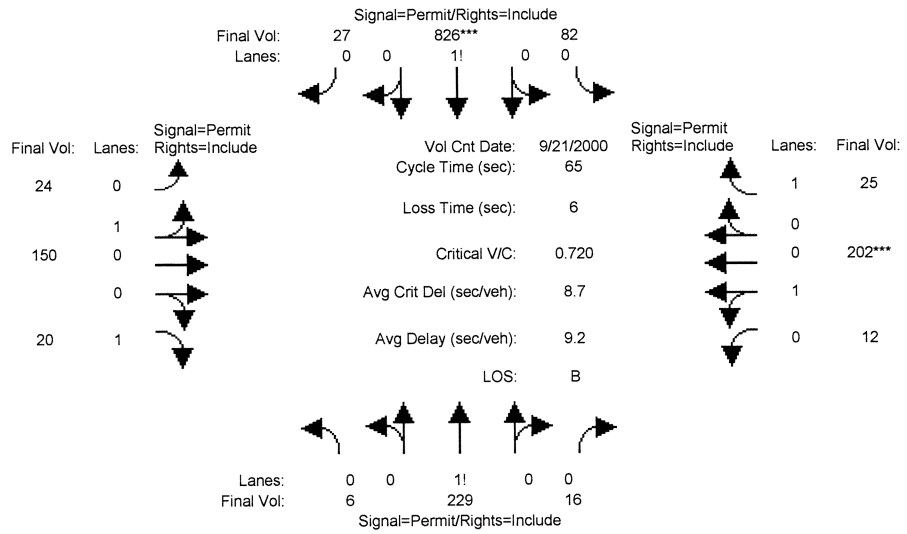
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3246: ALMADEN/GOODYEAR




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 21 Sep 2000 << | | | | | | | | | | | | |
| Base Vol: | 6 | 229 | 16 | 82 | 826 | 27 | 24 | 150 | 20 | 12 | 202 | 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: | 6 | 229 | 16 | 82 | 826 | 27 | 24 | 150 | 20 | 12 | 202 | 25 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 6 | 229 | 16 | 82 | 826 | 27 | 24 | 150 | 20 | 12 | 202 | 25 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 6 | 229 | 16 | 82 | 826 | 27 | 24 | 150 | 20 | 12 | 202 | 25 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 229 | 16 | 82 | 826 | 27 | 24 | 150 | 20 | 12 | 202 | 25 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 6 | 229 | 16 | 82 | 826 | 27 | 24 | 150 | 20 | 12 | 202 | 25 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.02 | 0.92 | 0.06 | 0.09 | 0.88 | 0.03 | 0.14 | 0.86 | 1.00 | 0.06 | 0.94 | 1.00 |
| Final Sat.: | 42 | 1597 | 112 | 153 | 1546 | 51 | 248 | 1552 | 1750 | 101 | 1699 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.14 | 0.53 | 0.53 | 0.53 | 0.10 | 0.10 | 0.01 | 0.12 | 0.12 | 0.01 |
| Crit Moves: | | | | | **** | | | | | | **** | |
| Green Time: | 48.3 | 48.3 | 48.3 | 48.3 | 48.3 | 48.3 | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 |
| Volume/Cap: | 0.19 | 0.19 | 0.19 | 0.72 | 0.72 | 0.72 | 0.59 | 0.59 | 0.07 | 0.72 | 0.72 | 0.09 |
| Delay/Veh: | 1.9 | 1.9 | 1.9 | 4.9 | 4.9 | 4.9 | 21.2 | 21.2 | 17.4 | 25.1 | 25.1 | 17.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 1.9 | 1.9 | 1.9 | 4.9 | 4.9 | 4.9 | 21.2 | 21.2 | 17.4 | 25.1 | 25.1 | 17.5 |
| DesignQueue: | 0 | 2 | 0 | 1 | 9 | 0 | 1 | 5 | 1 | 0 | 6 | 1 |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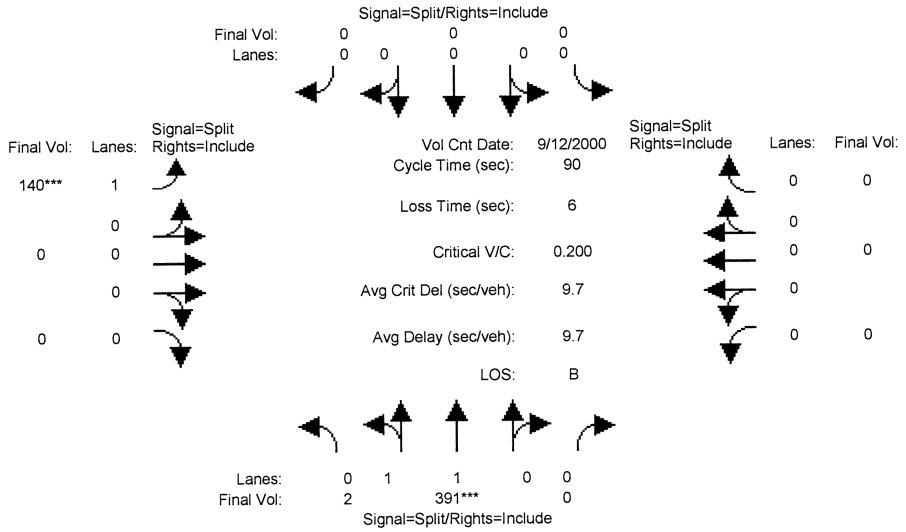
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3247: ALMADEN/GRANT




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 10 | | 10 | 0 | 0 | | 0 | 0 | 10 | | 0 | 0 | 0 | | 0 | 0 |
| Volume Module: >> Count Date: 12 Sep 2000 << | | | | | | | | | | | | | | | | |
| Base Vol: | 2 | | 391 | 0 | 0 | | 0 | 0 | 140 | | 0 | 0 | 0 | | 0 | 0 |
| Growth Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 2 | | 391 | 0 | 0 | | 0 | 0 | 140 | | 0 | 0 | 0 | | 0 | 0 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| ATI: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 2 | | 391 | 0 | 0 | | 0 | 0 | 140 | | 0 | 0 | 0 | | 0 | 0 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 2 | | 391 | 0 | 0 | | 0 | 0 | 140 | | 0 | 0 | 0 | | 0 | 0 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 2 | | 391 | 0 | 0 | | 0 | 0 | 140 | | 0 | 0 | 0 | | 0 | 0 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 2 | | 391 | 0 | 0 | | 0 | 0 | 140 | | 0 | 0 | 0 | | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 1.00 | | 1.03 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 |
| Lanes: | 0.01 | | 1.99 | 0.00 | 0.00 | | 0.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 |
| Final Sat.: | 19 | | 3681 | 0 | 0 | | 0 | 0 | 1750 | | 0 | 0 | 0 | | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | | 0.11 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.08 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 |
| Crit Moves: | | | **** | | | | | | **** | | | | | | | |
| Green Time: | 47.9 | | 47.9 | 0.0 | 0.0 | | 0.0 | 0.0 | 36.1 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Volume/Cap: | 0.20 | | 0.20 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.20 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 |
| Delay/Veh: | 8.4 | | 8.4 | 0.0 | 0.0 | | 0.0 | 0.0 | 13.4 | | 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 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 8.4 | | 8.4 | 0.0 | 0.0 | | 0.0 | 0.0 | 13.4 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| DesignQueue: | 0 | | 9 | 0 | 0 | | 0 | 0 | 4 | | 0 | 0 | 0 | | 0 | 0 |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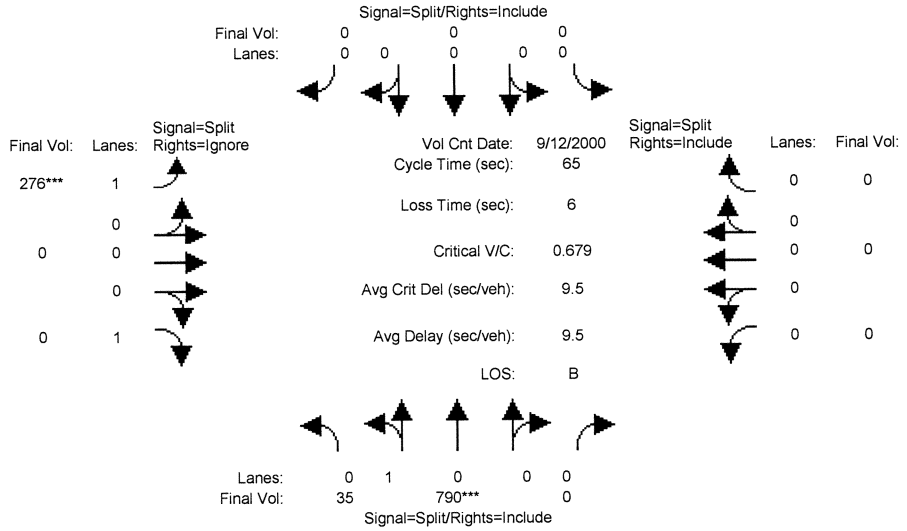
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3247: ALMADEN/GRANT




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 12 Sep 2000 << | | | | | | | | | | | | |
| Base Vol: | 35 | 790 | 0 | 0 | 0 | 0 | 276 | 0 | 1363 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 35 | 790 | 0 | 0 | 0 | 0 | 276 | 0 | 1363 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 35 | 790 | 0 | 0 | 0 | 0 | 276 | 0 | 1363 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 35 | 790 | 0 | 0 | 0 | 0 | 276 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 35 | 790 | 0 | 0 | 0 | 0 | 276 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 35 | 790 | 0 | 0 | 0 | 0 | 276 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.04 | 0.96 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 76 | 1724 | 0 | 0 | 0 | 0 | 1750 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.46 | 0.46 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green Time: | 43.9 | 43.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.68 | 0.68 | 0.00 | 0.00 | 0.00 | 0.00 | 0.68 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 20.4 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 20.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 10 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |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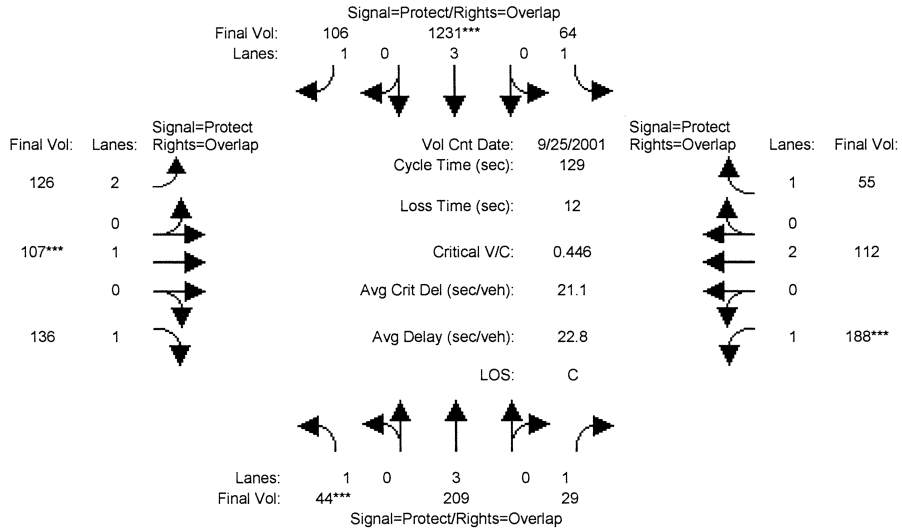
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3249: ALMADEN/PARK




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 25 Sep 2001 << 4:15-5:15PM | | | | | | | | | | | | |
| Base Vol: | 44 | 209 | 29 | 64 | 1231 | 106 | 126 | 107 | 136 | 188 | 112 | 55 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 44 | 209 | 29 | 64 | 1231 | 106 | 126 | 107 | 136 | 188 | 112 | 55 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 44 | 209 | 29 | 64 | 1231 | 106 | 126 | 107 | 136 | 188 | 112 | 55 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 44 | 209 | 29 | 64 | 1231 | 106 | 126 | 107 | 136 | 188 | 112 | 55 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 44 | 209 | 29 | 64 | 1231 | 106 | 126 | 107 | 136 | 188 | 112 | 55 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 44 | 209 | 29 | 64 | 1231 | 106 | 126 | 107 | 136 | 188 | 112 | 55 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 3150 | 1900 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.04 | 0.02 | 0.04 | 0.22 | 0.06 | 0.04 | 0.06 | 0.08 | 0.11 | 0.03 | 0.03 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 7.3 | 41.0 | 72.0 | 28.7 | 62.4 | 81.9 | 19.5 | 16.3 | 23.5 | 31.0 | 27.8 | 56.5 |
| Volume/Cap: | 0.45 | 0.12 | 0.03 | 0.16 | 0.45 | 0.10 | 0.26 | 0.45 | 0.43 | 0.45 | 0.14 | 0.07 |
| Delay/Veh: | 46.9 | 23.7 | 9.7 | 30.8 | 16.7 | 7.0 | 36.9 | 40.6 | 36.1 | 32.2 | 31.1 | 16.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.9 | 23.7 | 9.7 | 30.8 | 16.7 | 7.0 | 36.9 | 40.6 | 36.1 | 32.2 | 31.1 | 16.0 |
| DesignQueue: | 3 | 10 | 1 | 4 | 48 | 3 | 8 | 7 | 8 | 11 | 6 | 2 |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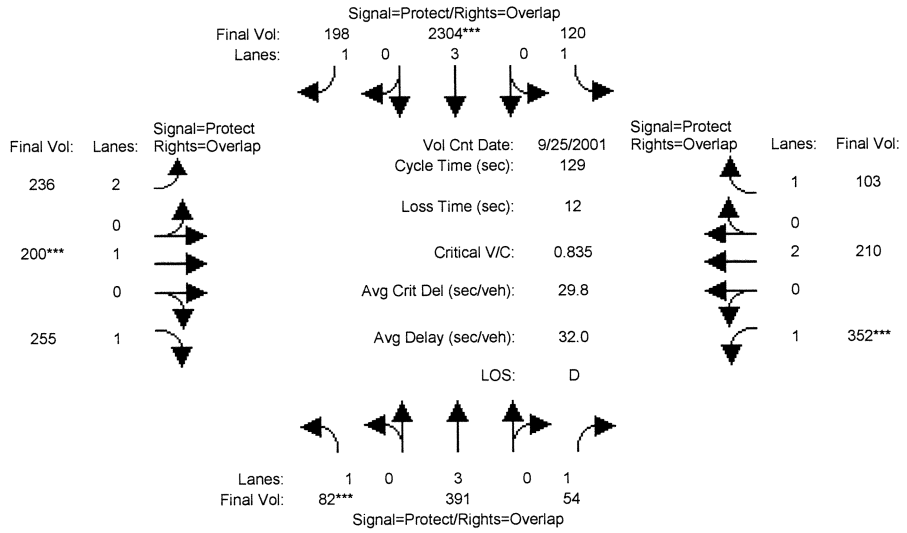
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3249: ALMADEN/PARK




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 25 Sep 2001 << 4:15-5:15PM | | | | | | | | | | | | |
| Base Vol: | 82 | 391 | 54 | 120 | 2304 | 198 | 236 | 200 | 255 | 352 | 210 | 103 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 82 | 391 | 54 | 120 | 2304 | 198 | 236 | 200 | 255 | 352 | 210 | 103 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 82 | 391 | 54 | 120 | 2304 | 198 | 236 | 200 | 255 | 352 | 210 | 103 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 82 | 391 | 54 | 120 | 2304 | 198 | 236 | 200 | 255 | 352 | 210 | 103 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 82 | 391 | 54 | 120 | 2304 | 198 | 236 | 200 | 255 | 352 | 210 | 103 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 82 | 391 | 54 | 120 | 2304 | 198 | 236 | 200 | 255 | 352 | 210 | 103 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 3150 | 1900 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.07 | 0.03 | 0.07 | 0.40 | 0.11 | 0.07 | 0.11 | 0.15 | 0.20 | 0.06 | 0.06 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 7.2 | 10.0 | 41.1 | 59.7 | 62.4 | 99.8 | 37.3 | 16.3 | 23.5 | 31.1 | 10.0 | 69.7 |
| Volume/Cap: | 0.84 | 0.88 | 0.10 | 0.15 | 0.84 | 0.15 | 0.26 | 0.84 | 0.80 | 0.84 | 0.71 | 0.11 |
| Delay/Veh: | 74.7 | 58.0 | 23.5 | 15.2 | 23.6 | 2.8 | 26.8 | 56.7 | 47.6 | 44.8 | 49.5 | 11.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 74.7 | 58.0 | 23.5 | 15.2 | 23.6 | 2.8 | 26.8 | 56.7 | 47.6 | 44.8 | 49.5 | 11.0 |
| DesignQueue: | 6 | 26 | 3 | 5 | 95 | 3 | 12 | 13 | 15 | 20 | 14 | 3 |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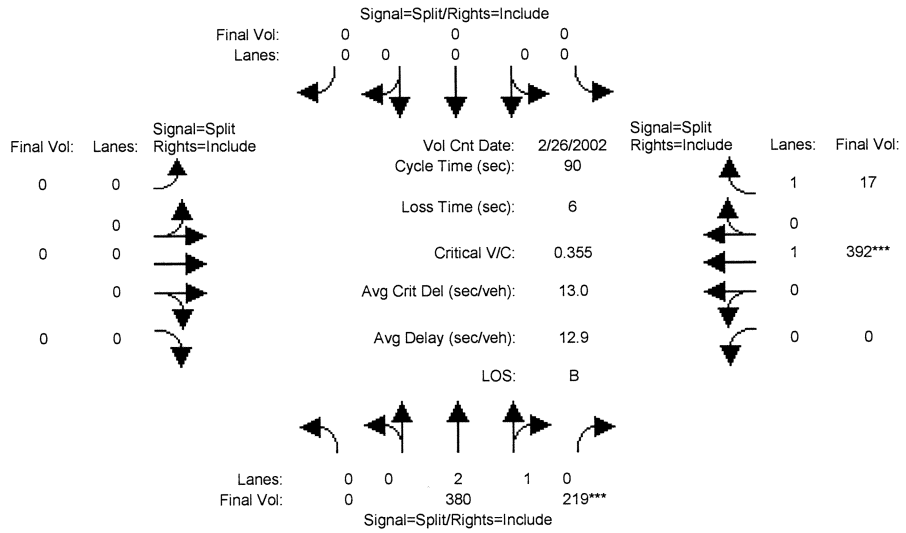
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3250: ALMADEN/REED




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 26 Feb 2002 << 4:30-5:30PM | | | | | | | | | | | | |
| Base Vol: | 0 | 380 | 219 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 392 | 17 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 380 | 219 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 392 | 17 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 380 | 219 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 392 | 17 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 380 | 219 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 392 | 17 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 380 | 219 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 392 | 17 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 380 | 219 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 392 | 17 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.10 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.01 |
| Crit Moves: | | | **** | | | | | | | | **** | |
| Green Time: | 0.0 | 31.7 | 31.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52.3 | 52.3 |
| Volume/Cap: | 0.00 | 0.28 | 0.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.36 | 0.02 |
| Delay/Veh: | 0.0 | 16.0 | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 6.1 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 16.0 | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 6.1 |
| DesignQueue: | 0 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 |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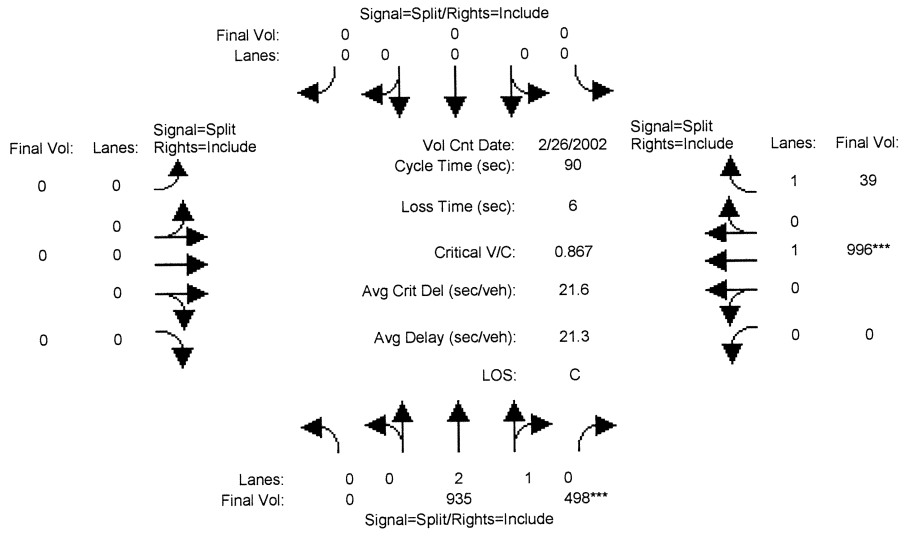
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3250: ALMADEN/REED




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 26 Feb 2002 << 4:30-5:30PM | | | | | | | | | | | | |
| Base Vol: | 0 | 935 | 498 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 996 | 39 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 935 | 498 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 996 | 39 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 935 | 498 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 996 | 39 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 935 | 498 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 996 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 935 | 498 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 996 | 39 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 935 | 498 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 996 | 39 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.52 | 0.02 |
| Crit Moves: | | | **** | | | | | | | | **** | |
| Green Time: | 0.0 | 29.6 | 29.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 54.4 | 54.4 |
| Volume/Cap: | 0.00 | 0.75 | 0.87 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.87 | 0.04 |
| Delay/Veh: | 0.0 | 21.6 | 25.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.3 | 5.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 21.6 | 25.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.3 | 5.5 |
| DesignQueue: | 0 | 34 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 |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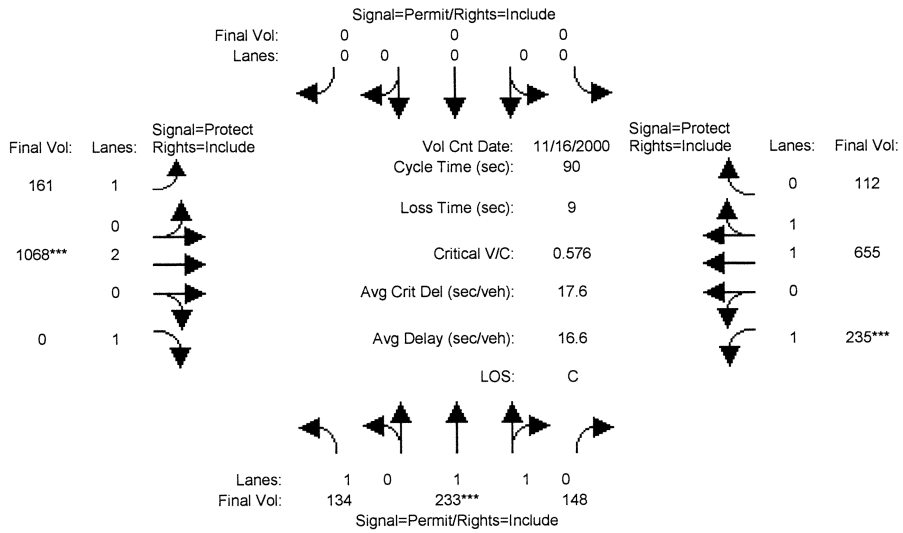
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3252: ALMADEN/SANTA CLARA(E)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 16 Nov 2000 << | | | | | | | | | | | | |
| Base Vol: | 134 | 233 | 148 | 0 | 0 | 0 | 161 | 1068 | 0 | 235 | 655 | 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: | 134 | 233 | 148 | 0 | 0 | 0 | 161 | 1068 | 0 | 235 | 655 | 112 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 134 | 233 | 148 | 0 | 0 | 0 | 161 | 1068 | 0 | 235 | 655 | 112 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 134 | 233 | 148 | 0 | 0 | 0 | 161 | 1068 | 0 | 235 | 655 | 112 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 233 | 148 | 0 | 0 | 0 | 161 | 1068 | 0 | 235 | 655 | 112 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 134 | 233 | 148 | 0 | 0 | 0 | 161 | 1068 | 0 | 235 | 655 | 112 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.05 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 1.20 | 0.80 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.70 | 0.30 |
| Final Sat.: | 1750 | 2262 | 1437 | 0 | 0 | 0 | 1750 | 3800 | 1750 | 1750 | 3159 | 540 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.10 | 0.10 | 0.00 | 0.00 | 0.00 | 0.09 | 0.28 | 0.00 | 0.13 | 0.21 | 0.21 |
| Crit Moves: | | **** | | | | | | **** | | **** | | |
| Green Time: | 16.1 | 16.1 | 16.1 | 0.0 | 0.0 | 0.0 | 10.0 | 43.9 | 0.0 | 21.0 | 54.9 | 54.9 |
| Volume/Cap: | 0.43 | 0.58 | 0.58 | 0.00 | 0.00 | 0.00 | 0.83 | 0.58 | 0.00 | 0.58 | 0.34 | 0.34 |
| Delay/Veh: | 25.6 | 26.6 | 26.6 | 0.0 | 0.0 | 0.0 | 46.4 | 12.8 | 0.0 | 24.7 | 6.6 | 6.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 25.6 | 26.6 | 26.6 | 0.0 | 0.0 | 0.0 | 46.4 | 12.8 | 0.0 | 24.7 | 6.6 | 6.6 |
| DesignQueue: | 6 | 10 | 6 | 0 | 0 | 0 | 7 | 30 | 0 | 9 | 13 | 2 |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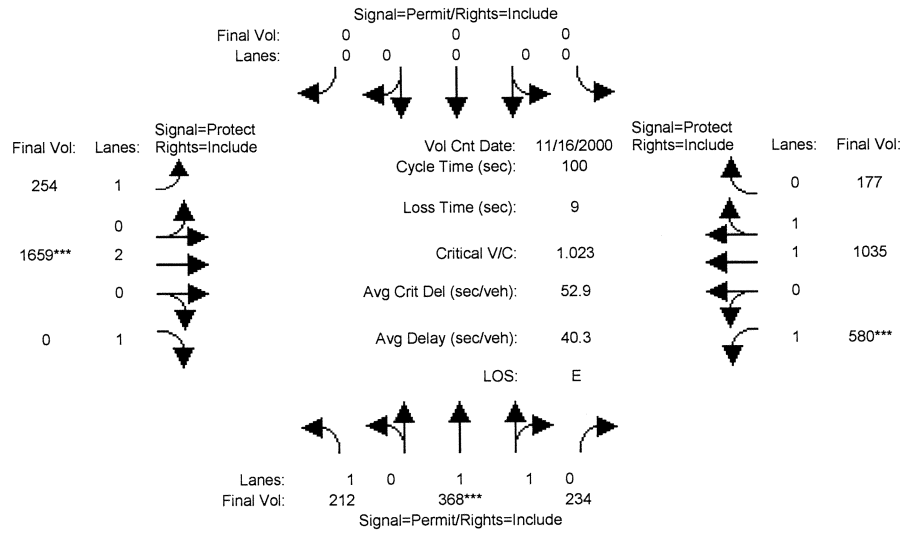
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3252: ALMADEN/SANTA CLARA(E)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 7 | 10 | 0 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 16 Nov 2000 << | | | | | | | | | | | | |
| Base Vol: | 212 | 368 | 234 | 0 | 0 | 0 | 254 | 1659 | 0 | 580 | 1035 | 177 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 212 | 368 | 234 | 0 | 0 | 0 | 254 | 1659 | 0 | 580 | 1035 | 177 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 212 | 368 | 234 | 0 | 0 | 0 | 254 | 1659 | 0 | 580 | 1035 | 177 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 212 | 368 | 234 | 0 | 0 | 0 | 254 | 1659 | 0 | 580 | 1035 | 177 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 212 | 368 | 234 | 0 | 0 | 0 | 254 | 1659 | 0 | 580 | 1035 | 177 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 212 | 368 | 234 | 0 | 0 | 0 | 254 | 1659 | 0 | 580 | 1035 | 177 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.05 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 1.20 | 0.80 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.70 | 0.30 |
| Final Sat.: | 1750 | 2261 | 1438 | 0 | 0 | 0 | 1750 | 3800 | 1750 | 1750 | 3159 | 540 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.15 | 0.44 | 0.00 | 0.33 | 0.33 | 0.33 |
| Crit Moves: | | **** | | | | | | **** | | **** | | |
| Green Time: | 15.9 | 15.9 | 15.9 | 0.0 | 0.0 | 0.0 | 23.1 | 42.7 | 0.0 | 32.4 | 52.0 | 52.0 |
| Volume/Cap: | 0.76 | 1.02 | 1.02 | 0.00 | 0.00 | 0.00 | 0.63 | 1.02 | 0.00 | 1.02 | 0.63 | 0.63 |
| Delay/Veh: | 38.5 | 66.7 | 66.7 | 0.0 | 0.0 | 0.0 | 28.5 | 44.9 | 0.0 | 61.1 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 38.5 | 66.7 | 66.7 | 0.0 | 0.0 | 0.0 | 28.5 | 44.9 | 0.0 | 61.1 | 13.5 | 13.5 |
| DesignQueue: | 10 | 18 | 11 | 0 | 0 | 0 | 11 | 60 | 0 | 24 | 30 | 5 |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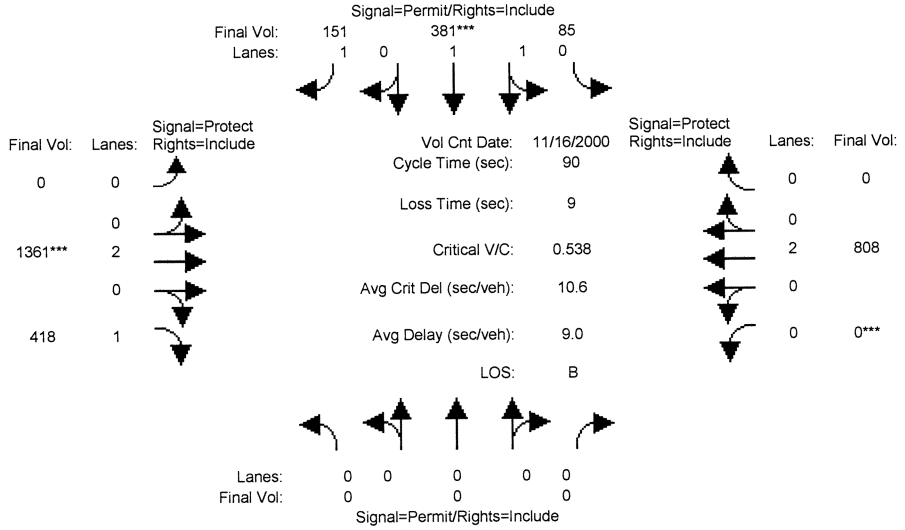
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3253: ALMADEN/SANTA CLARA(W)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 0 |
| Volume Module: >> Count Date: 16 Nov 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 85 | 381 | 151 | 0 | 1361 | 418 | 0 | 808 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 85 | 381 | 151 | 0 | 1361 | 418 | 0 | 808 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 85 | 381 | 151 | 0 | 1361 | 418 | 0 | 808 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 85 | 381 | 151 | 0 | 1361 | 418 | 0 | 808 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 85 | 381 | 151 | 0 | 1361 | 418 | 0 | 808 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 85 | 381 | 151 | 0 | 1361 | 418 | 0 | 808 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.37 | 1.63 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 675 | 3025 | 1750 | 0 | 3800 | 1750 | 0 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.13 | 0.13 | 0.09 | 0.00 | 0.36 | 0.24 | 0.00 | 0.21 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 21.1 | 21.1 | 21.1 | 0.0 | 59.9 | 59.9 | 0.0 | 59.9 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.54 | 0.54 | 0.37 | 0.00 | 0.54 | 0.36 | 0.00 | 0.32 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 23.5 | 23.5 | 22.2 | 0.0 | 6.1 | 5.1 | 0.0 | 4.9 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 23.5 | 23.5 | 22.2 | 0.0 | 6.1 | 5.1 | 0.0 | 4.9 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 3 | 15 | 6 | 0 | 25 | 7 | 0 | 14 | 0 |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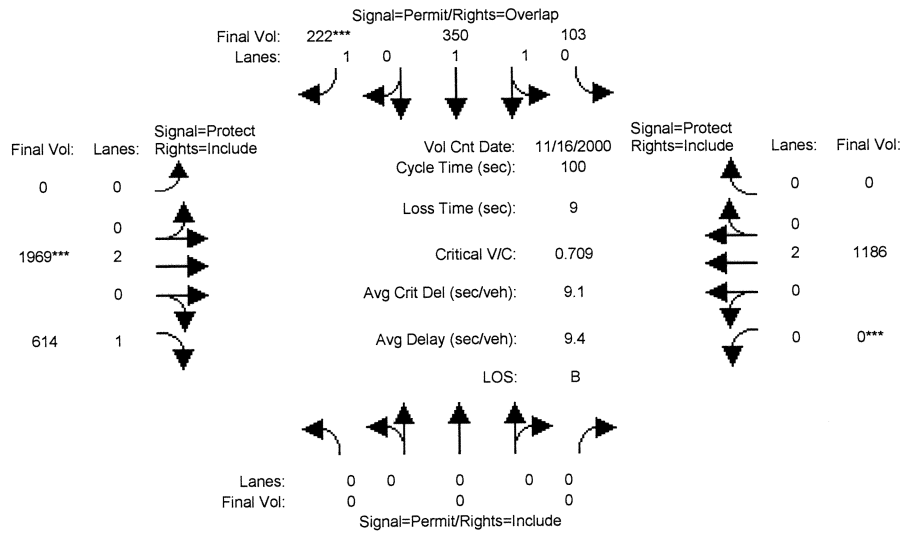
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3253: ALMADEN/SANTA CLARA(W)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 0 |
| Volume Module: >> Count Date: 16 Nov 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 103 | 350 | 222 | 0 | 1969 | 614 | 0 | 1186 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 103 | 350 | 222 | 0 | 1969 | 614 | 0 | 1186 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 103 | 350 | 222 | 0 | 1969 | 614 | 0 | 1186 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 103 | 350 | 222 | 0 | 1969 | 614 | 0 | 1186 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 103 | 350 | 222 | 0 | 1969 | 614 | 0 | 1186 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 103 | 350 | 222 | 0 | 1969 | 614 | 0 | 1186 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.04 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.47 | 1.53 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 841 | 2858 | 1750 | 0 | 3800 | 1750 | 0 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.12 | 0.13 | 0.00 | 0.52 | 0.35 | 0.00 | 0.31 | 0.00 |
| Crit Moves: | | | | | | **** | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 17.9 | 17.9 | 17.9 | 0.0 | 73.1 | 73.1 | 0.0 | 73.1 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.68 | 0.68 | 0.71 | 0.00 | 0.71 | 0.48 | 0.00 | 0.43 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 31.2 | 31.2 | 34.3 | 0.0 | 6.3 | 4.5 | 0.0 | 4.1 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 31.2 | 31.2 | 34.3 | 0.0 | 6.3 | 4.5 | 0.0 | 4.1 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 5 | 16 | 10 | 0 | 34 | 10 | 0 | 19 | 0 |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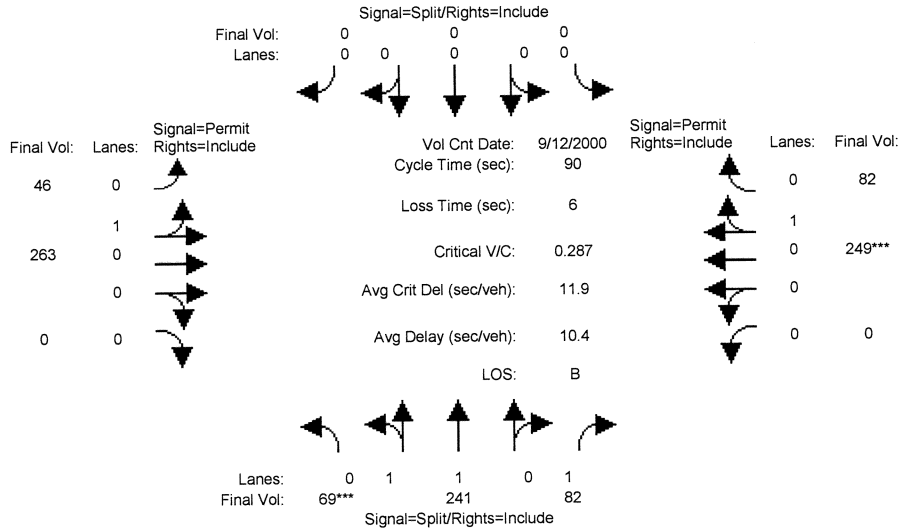
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3254: ALMADEN/WILLOW




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 12 Sep 2000 << | | | | | | | | | | | | |
| Base Vol: | 69 | 241 | 82 | 0 | 0 | 0 | 46 | 263 | 0 | 0 | 249 | 82 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 69 | 241 | 82 | 0 | 0 | 0 | 46 | 263 | 0 | 0 | 249 | 82 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 69 | 241 | 82 | 0 | 0 | 0 | 46 | 263 | 0 | 0 | 249 | 82 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 69 | 241 | 82 | 0 | 0 | 0 | 46 | 263 | 0 | 0 | 249 | 82 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 69 | 241 | 82 | 0 | 0 | 0 | 46 | 263 | 0 | 0 | 249 | 82 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 69 | 241 | 82 | 0 | 0 | 0 | 46 | 263 | 0 | 0 | 249 | 82 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.04 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.46 | 1.54 | 1.00 | 0.00 | 0.00 | 0.00 | 0.15 | 0.85 | 0.00 | 0.00 | 0.75 | 0.25 |
| Final Sat.: | 823 | 2876 | 1750 | 0 | 0 | 0 | 268 | 1532 | 0 | 0 | 1354 | 446 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.08 | 0.05 | 0.00 | 0.00 | 0.00 | 0.17 | 0.17 | 0.00 | 0.00 | 0.18 | 0.18 |
| Crit Moves: | **** | | | | | | | | | | **** | |
| Green Time: | 26.3 | 26.3 | 26.3 | 0.0 | 0.0 | 0.0 | 57.7 | 57.7 | 0.0 | 0.0 | 57.7 | 57.7 |
| Volume/Cap: | 0.29 | 0.29 | 0.16 | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 0.00 | 0.00 | 0.29 | 0.29 |
| Delay/Veh: | 18.7 | 18.7 | 18.0 | 0.0 | 0.0 | 0.0 | 5.3 | 5.3 | 0.0 | 0.0 | 5.4 | 5.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 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 | 18.0 | 0.0 | 0.0 | 0.0 | 5.3 | 5.3 | 0.0 | 0.0 | 5.4 | 5.4 |
| DesignQueue: | 2 | 9 | 3 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 5 | 2 |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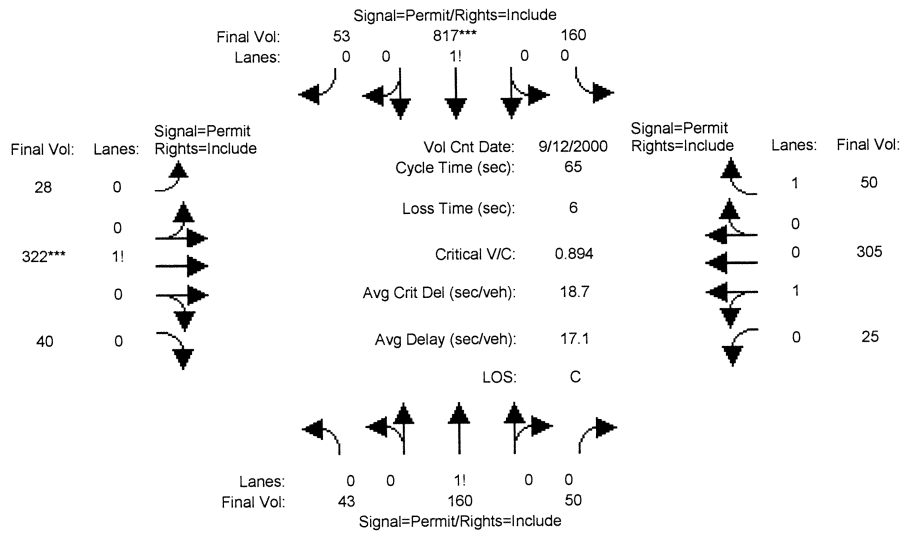
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3254: ALMADEN/WILLOW




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 12 Sep 2000 << | | | | | | | | | | | | |
| Base Vol: | 43 | 160 | 50 | 160 | 817 | 53 | 28 | 322 | 40 | 25 | 305 | 50 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 43 | 160 | 50 | 160 | 817 | 53 | 28 | 322 | 40 | 25 | 305 | 50 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 43 | 160 | 50 | 160 | 817 | 53 | 28 | 322 | 40 | 25 | 305 | 50 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 43 | 160 | 50 | 160 | 817 | 53 | 28 | 322 | 40 | 25 | 305 | 50 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 43 | 160 | 50 | 160 | 817 | 53 | 28 | 322 | 40 | 25 | 305 | 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 |
| Final Vol.: | 43 | 160 | 50 | 160 | 817 | 53 | 28 | 322 | 40 | 25 | 305 | 50 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.17 | 0.63 | 0.20 | 0.16 | 0.79 | 0.05 | 0.07 | 0.83 | 0.10 | 0.08 | 0.92 | 1.00 |
| Final Sat.: | 297 | 1107 | 346 | 272 | 1388 | 90 | 126 | 1445 | 179 | 136 | 1664 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.14 | 0.59 | 0.59 | 0.59 | 0.22 | 0.22 | 0.22 | 0.18 | 0.18 | 0.03 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 42.8 | 42.8 | 42.8 | 42.8 | 42.8 | 42.8 | 16.2 | 16.2 | 16.2 | 16.2 | 16.2 | 16.2 |
| Volume/Cap: | 0.22 | 0.22 | 0.22 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.74 | 0.74 | 0.11 |
| Delay/Veh: | 3.4 | 3.4 | 3.4 | 13.6 | 13.6 | 13.6 | 32.3 | 32.3 | 32.3 | 21.3 | 21.3 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 3.4 | 3.4 | 3.4 | 13.6 | 13.6 | 13.6 | 32.3 | 32.3 | 32.3 | 21.3 | 21.3 | 14.3 |
| DesignQueue: | 1 | 2 | 1 | 2 | 12 | 1 | 1 | 9 | 1 | 1 | 9 | 1 |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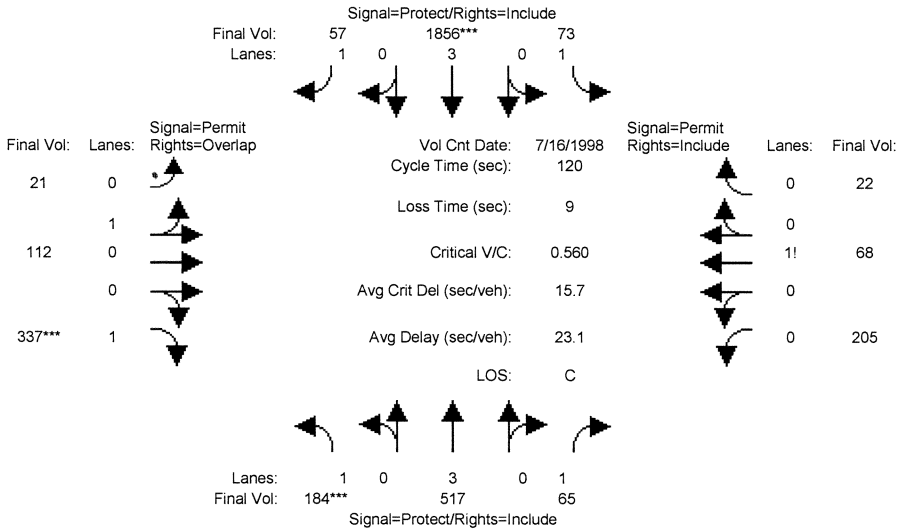
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3266: AUZERAIS/BIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 16 Jul 1998 << | | | | | | | | | | | | |
| Base Vol: | 184 | 517 | 65 | 73 | 1856 | 57 | 21 | 112 | 337 | 205 | 68 | 22 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 184 | 517 | 65 | 73 | 1856 | 57 | 21 | 112 | 337 | 205 | 68 | 22 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 184 | 517 | 65 | 73 | 1856 | 57 | 21 | 112 | 337 | 205 | 68 | 22 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 184 | 517 | 65 | 73 | 1856 | 57 | 21 | 112 | 337 | 205 | 68 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 184 | 517 | 65 | 73 | 1856 | 57 | 21 | 112 | 337 | 205 | 68 | 22 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 184 | 517 | 65 | 73 | 1856 | 57 | 21 | 112 | 337 | 205 | 68 | 22 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 0.16 | 0.84 | 1.00 | 0.70 | 0.23 | 0.07 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 284 | 1516 | 1750 | 1216 | 403 | 131 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.09 | 0.04 | 0.04 | 0.33 | 0.03 | 0.07 | 0.07 | 0.19 | 0.17 | 0.17 | 0.17 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green Time: | 22.5 | 85.3 | 85.3 | 7.0 | 69.7 | 69.7 | 18.7 | 18.7 | 41.3 | 18.7 | 18.7 | 18.7 |
| Volume/Cap: | 0.56 | 0.13 | 0.05 | 0.72 | 0.56 | 0.06 | 0.47 | 0.47 | 0.56 | 1.08 | 1.08 | 1.08 |
| Delay/Veh: | 35.3 | 4.2 | 4.0 | 55.9 | 12.0 | 8.3 | 36.0 | 36.0 | 25.2 | 108.5 | 109 | 108.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.3 | 4.2 | 4.0 | 55.9 | 12.0 | 8.3 | 36.0 | 36.0 | 25.2 | 108.5 | 109 | 108.5 |
| DesignQueue: | 10 | 10 | 1 | 5 | 57 | 2 | 1 | 6 | 15 | 12 | 4 | 1 |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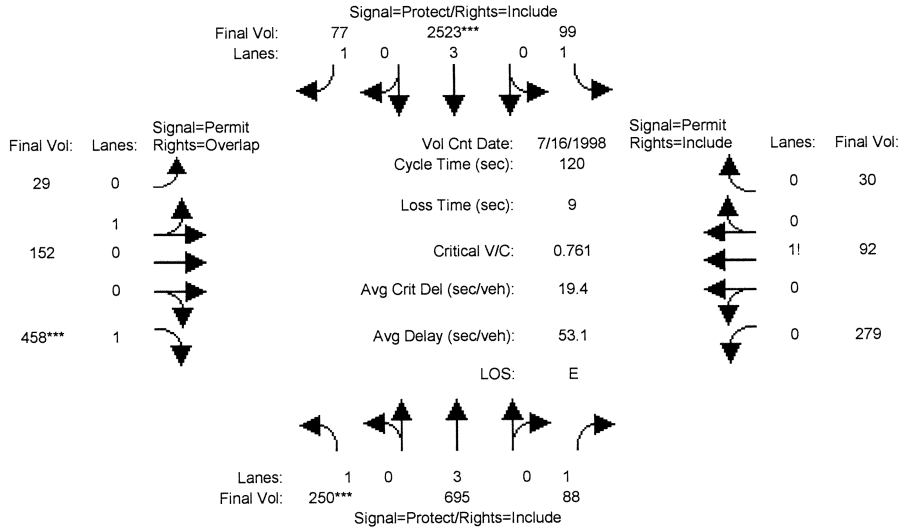
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3266: AUZERAIS/BIRD




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 7 | | 10 | 10 | 7 | | 10 | 10 | 10 | | 10 | 10 | 10 | | 10 | 10 |
| Volume Module: >> Count Date: 16 Jul 1998 << | | | | | | | | | | | | | | | | |
| Base Vol: | 250 | | 695 | 88 | 99 | | 2523 | 77 | 29 | | 152 | 458 | 279 | | 92 | 30 |
| Growth Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 250 | | 695 | 88 | 99 | | 2523 | 77 | 29 | | 152 | 458 | 279 | | 92 | 30 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| PasserByVol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 250 | | 695 | 88 | 99 | | 2523 | 77 | 29 | | 152 | 458 | 279 | | 92 | 30 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 250 | | 695 | 88 | 99 | | 2523 | 77 | 29 | | 152 | 458 | 279 | | 92 | 30 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 250 | | 695 | 88 | 99 | | 2523 | 77 | 29 | | 152 | 458 | 279 | | 92 | 30 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 250 | | 695 | 88 | 99 | | 2523 | 77 | 29 | | 152 | 458 | 279 | | 92 | 30 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 1.00 | | 1.00 | 0.97 | 0.97 | | 0.97 | 0.97 |
| Lanes: | 1.00 | | 3.00 | 1.00 | 1.00 | | 3.00 | 1.00 | 0.16 | | 0.84 | 1.00 | 0.70 | | 0.23 | 0.07 |
| Final Sat.: | 1750 | | 5700 | 1750 | 1750 | | 5700 | 1750 | 288 | | 1512 | 1750 | 1218 | | 401 | 131 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | | 0.12 | 0.05 | 0.06 | | 0.44 | 0.04 | 0.10 | | 0.10 | 0.26 | 0.23 | | 0.23 | 0.23 |
| Crit Moves: | **** | | | | | | **** | | | | | **** | | | | |
| Green Time: | 22.5 | | 85.3 | 85.3 | 7.0 | | 69.8 | 69.8 | 18.7 | | 18.7 | 41.2 | 18.7 | | 18.7 | 18.7 |
| Volume/Cap: | 0.76 | | 0.17 | 0.07 | 0.97 | | 0.76 | 0.08 | 0.64 | | 0.64 | 0.76 | 1.47 | | 1.47 | 1.47 |
| Delay/Veh: | 41.9 | | 4.4 | 4.0 | 101.6 | | 15.1 | 8.4 | 39.6 | | 39.6 | 30.5 | 422.5 | | 423 | 422.5 |
| 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 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 41.9 | | 4.4 | 4.0 | 101.6 | | 15.1 | 8.4 | 39.6 | | 39.6 | 30.5 | 422.5 | | 423 | 422.5 |
| DesignQueue: | 14 | | 14 | 2 | 6 | | 80 | 2 | 2 | | 9 | 21 | 17 | | 5 | 2 |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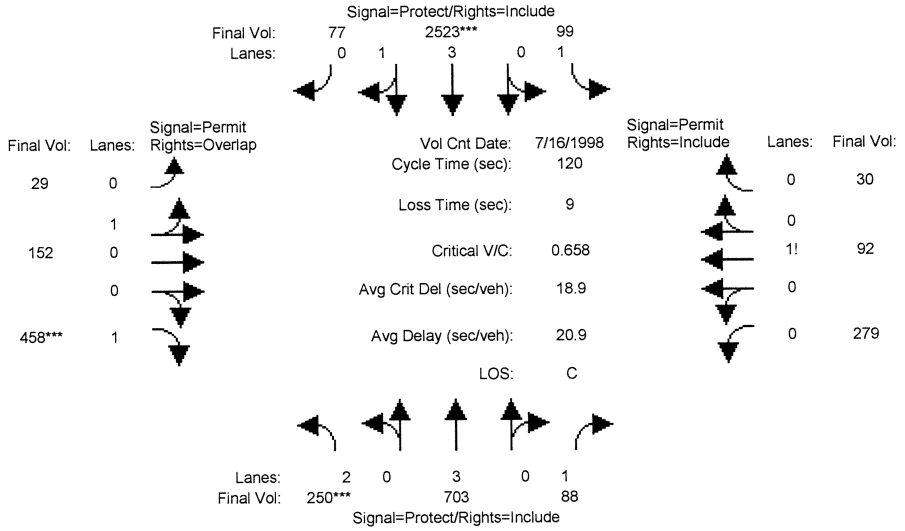
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Mitigated PM

## Intersection #3266: AUZERAIS/BIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 16 Jul 1998 << | | | | | | | | | | | | |
| Base Vol: | 250 | 703 | 88 | 99 | 2523 | 77 | 29 | 152 | 458 | 279 | 92 | 30 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 250 | 703 | 88 | 99 | 2523 | 77 | 29 | 152 | 458 | 279 | 92 | 30 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 250 | 703 | 88 | 99 | 2523 | 77 | 29 | 152 | 458 | 279 | 92 | 30 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 250 | 703 | 88 | 99 | 2523 | 77 | 29 | 152 | 458 | 279 | 92 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 250 | 703 | 88 | 99 | 2523 | 77 | 29 | 152 | 458 | 279 | 92 | 30 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 250 | 703 | 88 | 99 | 2523 | 77 | 29 | 152 | 458 | 279 | 92 | 30 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.88 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 | 1.00 | 1.00 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 2.00 | 3.00 | 1.00 | 1.00 | 3.88 | 0.12 | 0.16 | 0.84 | 1.00 | 0.70 | 0.23 | 0.07 |
| Final Sat.: | 3150 | 5700 | 1750 | 1750 | 7278 | 222 | 288 | 1512 | 1750 | 1218 | 401 | 131 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.12 | 0.05 | 0.06 | 0.35 | 0.35 | 0.10 | 0.10 | 0.26 | 0.23 | 0.23 | 0.23 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green Time: | 14.5 | 70.7 | 70.7 | 7.0 | 63.3 | 63.3 | 33.3 | 33.3 | 47.7 | 33.3 | 33.3 | 33.3 |
| Volume/Cap: | 0.66 | 0.21 | 0.09 | 0.97 | 0.66 | 0.66 | 0.36 | 0.36 | 0.66 | 0.83 | 0.83 | 0.83 |
| Delay/Veh: | 41.2 | 8.8 | 8.1 | 101.6 | 15.9 | 15.9 | 26.7 | 26.7 | 24.0 | 38.7 | 38.7 | 38.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.2 | 8.8 | 8.1 | 101.6 | 15.9 | 15.9 | 26.7 | 26.7 | 24.0 | 38.7 | 38.7 | 38.7 |
| DesignQueue: | 15 | 20 | 2 | 6 | 87 | 3 | 1 | 8 | 20 | 14 | 5 | 2 |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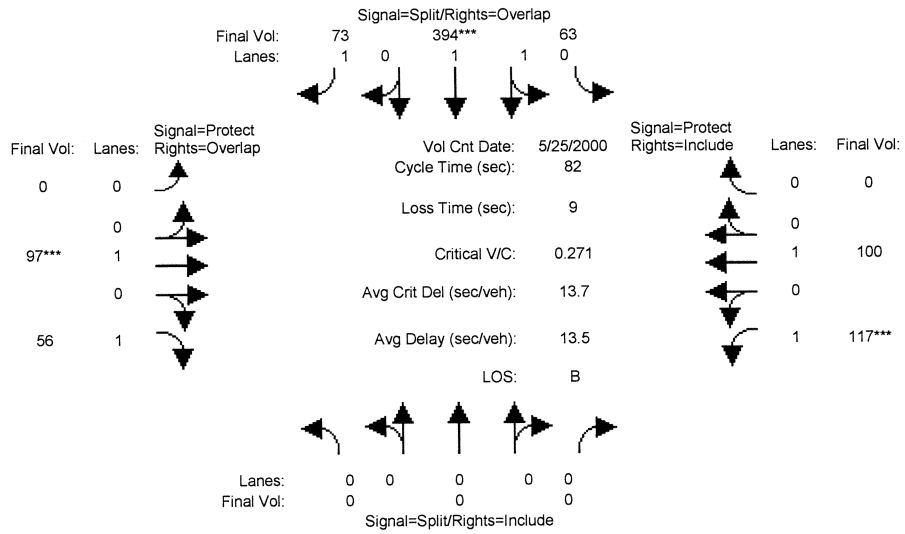
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3267: AUZERAIS/DELMAS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 25 May 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 63 | 394 | 73 | 0 | 97 | 56 | 117 | 100 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 63 | 394 | 73 | 0 | 97 | 56 | 117 | 100 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 63 | 394 | 73 | 0 | 97 | 56 | 117 | 100 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 63 | 394 | 73 | 0 | 97 | 56 | 117 | 100 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 63 | 394 | 73 | 0 | 97 | 56 | 117 | 100 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 63 | 394 | 73 | 0 | 97 | 56 | 117 | 100 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.28 | 1.72 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 510 | 3190 | 1750 | 0 | 1900 | 1750 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.12 | 0.04 | 0.00 | 0.05 | 0.03 | 0.07 | 0.05 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 37.3 | 37.3 | 37.3 | 0.0 | 15.4 | 15.4 | 20.2 | 35.7 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 0.09 | 0.00 | 0.27 | 0.17 | 0.27 | 0.12 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 10.6 | 10.6 | 9.6 | 0.0 | 21.7 | 21.2 | 19.0 | 10.5 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 10.6 | 10.6 | 9.6 | 0.0 | 21.7 | 21.2 | 19.0 | 10.5 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 2 | 10 | 2 | 0 | 4 | 2 | 4 | 3 | 0 |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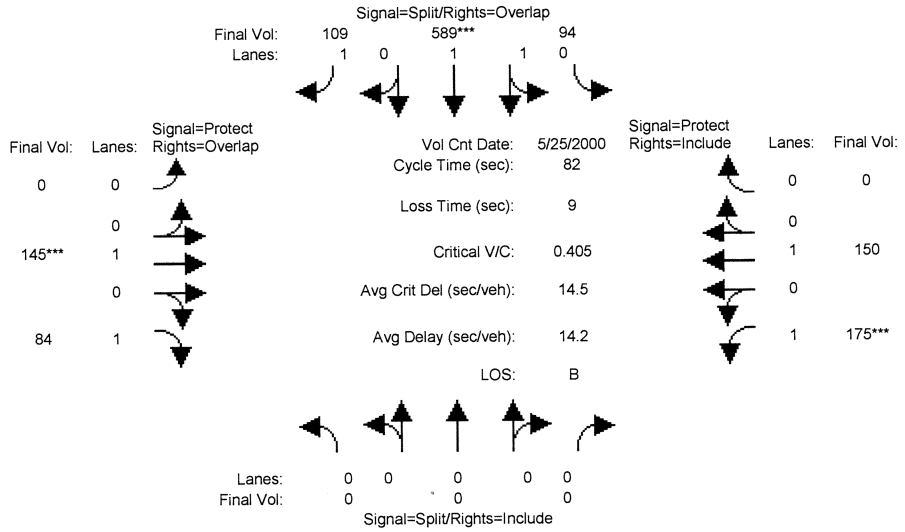
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3267: AUZERAIS/DELMAS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 25 May 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 94 | 589 | 109 | 0 | 145 | 84 | 175 | 150 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 94 | 589 | 109 | 0 | 145 | 84 | 175 | 150 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 94 | 589 | 109 | 0 | 145 | 84 | 175 | 150 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 94 | 589 | 109 | 0 | 145 | 84 | 175 | 150 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 94 | 589 | 109 | 0 | 145 | 84 | 175 | 150 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 94 | 589 | 109 | 0 | 145 | 84 | 175 | 150 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.28 | 1.72 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 509 | 3190 | 1750 | 0 | 1900 | 1750 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.18 | 0.18 | 0.06 | 0.00 | 0.08 | 0.05 | 0.10 | 0.08 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 37.3 | 37.3 | 37.3 | 0.0 | 15.4 | 15.4 | 20.2 | 35.7 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.41 | 0.41 | 0.14 | 0.00 | 0.41 | 0.26 | 0.41 | 0.18 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 11.4 | 11.4 | 9.9 | 0.0 | 22.7 | 21.7 | 20.0 | 10.8 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 11.4 | 11.4 | 9.9 | 0.0 | 22.7 | 21.7 | 20.0 | 10.8 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 2 | 15 | 3 | 0 | 5 | 3 | 6 | 4 | 0 |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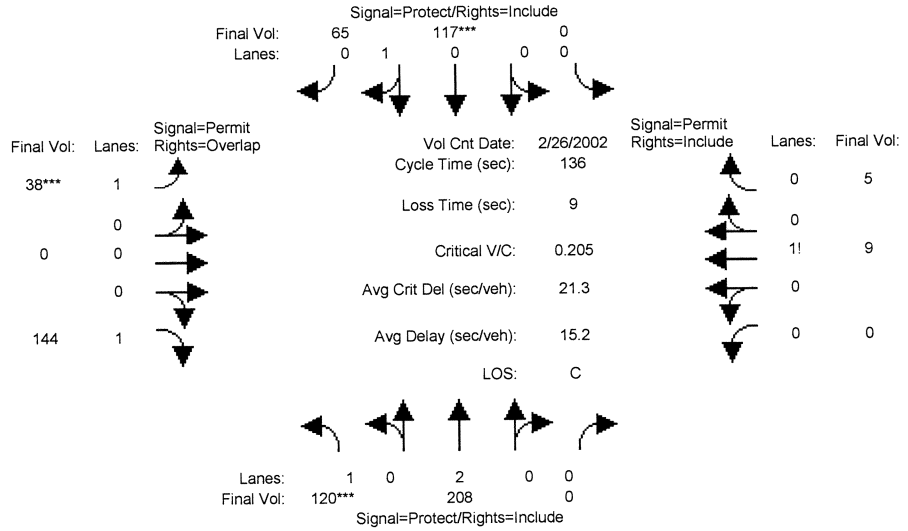
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3271: AUZERAIS/WOZ




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 7 | | 10 | 0 | 0 | | 10 | 10 | 10 | | 0 | 10 | 10 | | 10 | 10 |
| Volume Module: >> Count Date: 26 Feb 2002 << 4:45-5:45PM | | | | | | | | | | | | | | | | |
| Base Vol: | 120 | | 208 | 0 | 0 | | 117 | 65 | 38 | | 0 | 144 | 0 | | 9 | 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: | 120 | | 208 | 0 | 0 | | 117 | 65 | 38 | | 0 | 144 | 0 | | 9 | 5 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| ATI: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 120 | | 208 | 0 | 0 | | 117 | 65 | 38 | | 0 | 144 | 0 | | 9 | 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: | 120 | | 208 | 0 | 0 | | 117 | 65 | 38 | | 0 | 144 | 0 | | 9 | 5 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 120 | | 208 | 0 | 0 | | 117 | 65 | 38 | | 0 | 144 | 0 | | 9 | 5 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 120 | | 208 | 0 | 0 | | 117 | 65 | 38 | | 0 | 144 | 0 | | 9 | 5 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.00 | 1.00 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.00 | 1.00 |
| Lanes: | 1.00 | | 2.00 | 0.00 | 0.00 | | 0.64 | 0.36 | 1.00 | | 0.00 | 1.00 | 0.00 | | 0.64 | 0.36 |
| Final Sat.: | 1750 | | 3800 | 0 | 0 | | 1157 | 643 | 1750 | | 0 | 1750 | 0 | | 1157 | 643 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | | 0.05 | 0.00 | 0.00 | | 0.10 | 0.10 | 0.02 | | 0.00 | 0.08 | 0.00 | | 0.01 | 0.01 |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | | | |
| Green Time: | 45.5 | | 113 | 0.0 | 0.0 | | 67.1 | 67.1 | 14.4 | | 0.0 | 59.9 | 0.0 | | 14.4 | 14.4 |
| Volume/Cap: | 0.20 | | 0.07 | 0.00 | 0.00 | | 0.20 | 0.20 | 0.20 | | 0.00 | 0.19 | 0.00 | | 0.07 | 0.07 |
| Delay/Veh: | 24.6 | | 1.6 | 0.0 | 0.0 | | 14.8 | 14.8 | 42.3 | | 0.0 | 17.6 | 0.0 | | 41.6 | 41.6 |
| 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 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 24.6 | | 1.6 | 0.0 | 0.0 | | 14.8 | 14.8 | 42.3 | | 0.0 | 17.6 | 0.0 | | 41.6 | 41.6 |
| DesignQueue: | 6 | | 3 | 0 | 0 | | 5 | 3 | 3 | | 0 | 6 | 0 | | 1 | 0 |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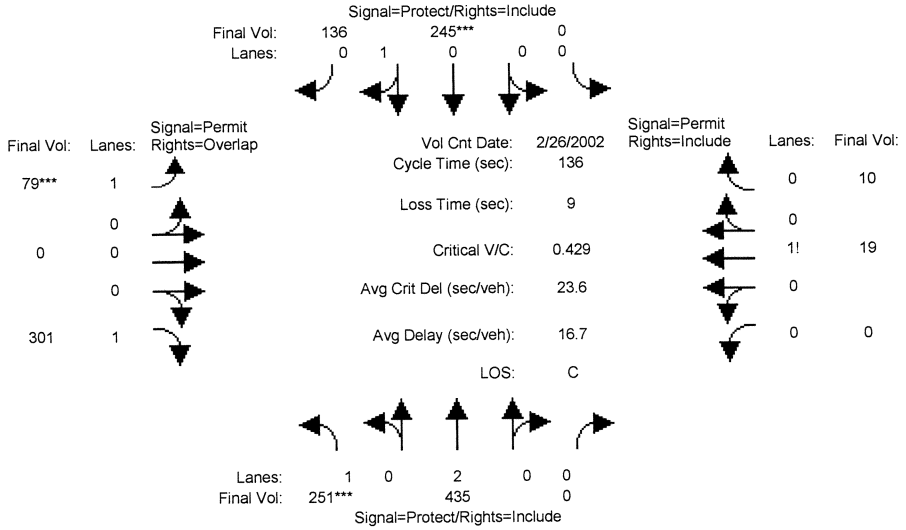
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3271: AUZERAIS/WOZ




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 7 | | 10 | 0 | 0 | | 10 | 10 | 10 | | 0 | 10 | 10 | | 10 | 10 |
| Volume Module: >> Count Date: 26 Feb 2002 << 4:45-5:45PM | | | | | | | | | | | | | | | | |
| Base Vol: | 251 | 435 | | 0 | 0 | 245 | | 136 | 79 | | 0 | 301 | 0 | | 19 | 10 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Initial Bse: | 251 | 435 | | 0 | 0 | 245 | | 136 | 79 | | 0 | 301 | 0 | | 19 | 10 |
| Added Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| PasserByVol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 251 | 435 | | 0 | 0 | 245 | | 136 | 79 | | 0 | 301 | 0 | | 19 | 10 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Volume: | 251 | 435 | | 0 | 0 | 245 | | 136 | 79 | | 0 | 301 | 0 | | 19 | 10 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 251 | 435 | | 0 | 0 | 245 | | 136 | 79 | | 0 | 301 | 0 | | 19 | 10 |
| PCE Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| MLF Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Final Vol.: | 251 | 435 | | 0 | 0 | 245 | | 136 | 79 | | 0 | 301 | 0 | | 19 | 10 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 |
| Adjustment: | 0.97 | 1.06 | | 0.97 | 0.97 | 1.00 | | 1.00 | 0.97 | 1.06 | | 0.97 | 0.97 | 1.00 | | 1.00 |
| Lanes: | 1.00 | 2.00 | | 0.00 | 0.00 | 0.64 | | 0.36 | 1.00 | 0.00 | | 1.00 | 0.00 | 0.66 | | 0.34 |
| Final Sat.: | 1750 | 3800 | | 0 | 0 | 1157 | | 643 | 1750 | | 0 | 1750 | 0 | 1179 | | 621 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.11 | | 0.00 | 0.00 | 0.21 | | 0.21 | 0.05 | 0.00 | | 0.17 | 0.00 | 0.02 | | 0.02 |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green Time: | 45.5 | 113 | | 0.0 | 0.0 | 67.2 | | 67.2 | 14.3 | | 0.0 | 59.8 | 0.0 | 14.3 | | 14.3 |
| Volume/Cap: | 0.43 | 0.14 | | 0.00 | 0.00 | 0.43 | | 0.43 | 0.43 | 0.00 | | 0.39 | 0.00 | 0.15 | | 0.15 |
| Delay/Veh: | 27.0 | 1.7 | | 0.0 | 0.0 | 17.0 | | 17.0 | 44.3 | | 0.0 | 19.8 | 0.0 | 42.1 | | 42.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| AdjDel/Veh: | 27.0 | 1.7 | | 0.0 | 0.0 | 17.0 | | 17.0 | 44.3 | | 0.0 | 19.8 | 0.0 | 42.1 | | 42.1 |
| DesignQueue: | 13 | 6 | | 0 | 0 | 10 | | 5 | 5 | | 0 | 13 | 0 | 1 | | 1 |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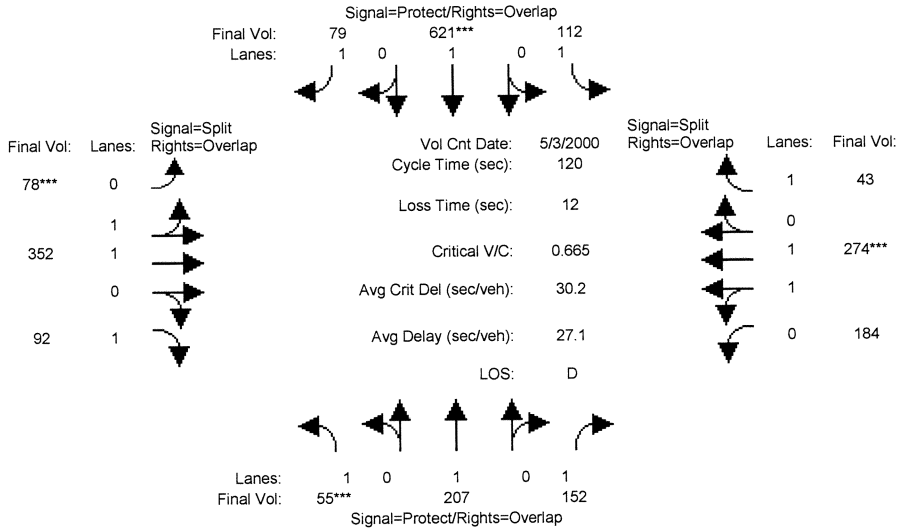
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3303: BIRD/MINNESOTA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 3 May 2000 << | | | | | | | | | | | | |
| Base Vol: | 55 | 207 | 152 | 112 | 621 | 79 | 78 | 352 | 92 | 184 | 274 | 43 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 55 | 207 | 152 | 112 | 621 | 79 | 78 | 352 | 92 | 184 | 274 | 43 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 55 | 207 | 152 | 112 | 621 | 79 | 78 | 352 | 92 | 184 | 274 | 43 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 55 | 207 | 152 | 112 | 621 | 79 | 78 | 352 | 92 | 184 | 274 | 43 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 55 | 207 | 152 | 112 | 621 | 79 | 78 | 352 | 92 | 184 | 274 | 43 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 55 | 207 | 152 | 112 | 621 | 79 | 78 | 352 | 92 | 184 | 274 | 43 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 1.00 | 1.05 | 0.97 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.37 | 1.63 | 1.00 | 0.83 | 1.17 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 671 | 3028 | 1750 | 1486 | 2212 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.11 | 0.09 | 0.06 | 0.33 | 0.05 | 0.12 | 0.12 | 0.05 | 0.12 | 0.12 | 0.02 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 7.0 | 41.1 | 63.2 | 24.1 | 58.2 | 78.9 | 20.7 | 20.7 | 27.7 | 22.1 | 22.1 | 46.2 |
| Volume/Cap: | 0.54 | 0.32 | 0.17 | 0.32 | 0.67 | 0.07 | 0.67 | 0.67 | 0.23 | 0.67 | 0.67 | 0.06 |
| Delay/Veh: | 46.0 | 22.2 | 11.2 | 31.3 | 19.3 | 5.6 | 37.3 | 37.3 | 28.5 | 36.5 | 36.5 | 17.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.0 | 22.2 | 11.2 | 31.3 | 19.3 | 5.6 | 37.3 | 37.3 | 28.5 | 36.5 | 36.5 | 17.7 |
| DesignQueue: | 3 | 9 | 5 | 6 | 23 | 2 | 4 | 20 | 5 | 10 | 15 | 2 |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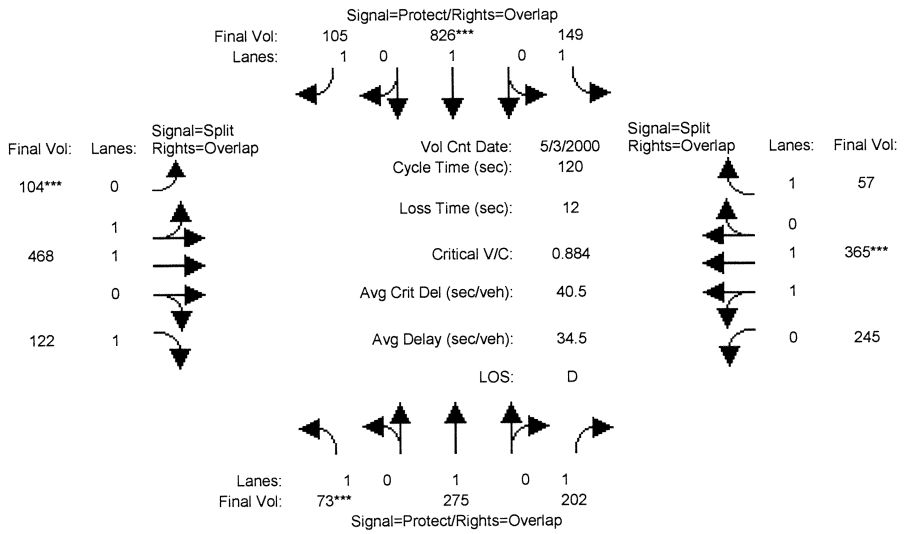
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3303: BIRD/MINNESOTA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 3 May 2000 << | | | | | | | | | | | | |
| Base Vol: | 73 | 275 | 202 | 149 | 826 | 105 | 104 | 468 | 122 | 245 | 365 | 57 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 73 | 275 | 202 | 149 | 826 | 105 | 104 | 468 | 122 | 245 | 365 | 57 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 73 | 275 | 202 | 149 | 826 | 105 | 104 | 468 | 122 | 245 | 365 | 57 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 73 | 275 | 202 | 149 | 826 | 105 | 104 | 468 | 122 | 245 | 365 | 57 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 73 | 275 | 202 | 149 | 826 | 105 | 104 | 468 | 122 | 245 | 365 | 57 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 73 | 275 | 202 | 149 | 826 | 105 | 104 | 468 | 122 | 245 | 365 | 57 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 1.00 | 1.05 | 0.97 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.37 | 1.63 | 1.00 | 0.83 | 1.17 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 673 | 3027 | 1750 | 1485 | 2213 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.14 | 0.12 | 0.09 | 0.43 | 0.06 | 0.15 | 0.15 | 0.07 | 0.16 | 0.16 | 0.03 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 7.0 | 41.1 | 63.1 | 24.2 | 58.2 | 78.9 | 20.7 | 20.7 | 27.7 | 22.1 | 22.1 | 46.2 |
| Volume/Cap: | 0.72 | 0.42 | 0.22 | 0.42 | 0.90 | 0.09 | 0.90 | 0.90 | 0.30 | 0.90 | 0.90 | 0.08 |
| Delay/Veh: | 55.9 | 23.4 | 11.6 | 32.3 | 29.5 | 5.7 | 47.8 | 47.8 | 29.1 | 46.7 | 46.7 | 17.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 55.9 | 23.4 | 11.6 | 32.3 | 29.5 | 5.7 | 47.8 | 47.8 | 29.1 | 46.7 | 46.7 | 17.8 |
| DesignQueue: | 5 | 13 | 7 | 8 | 32 | 2 | 6 | 27 | 6 | 14 | 21 | 2 |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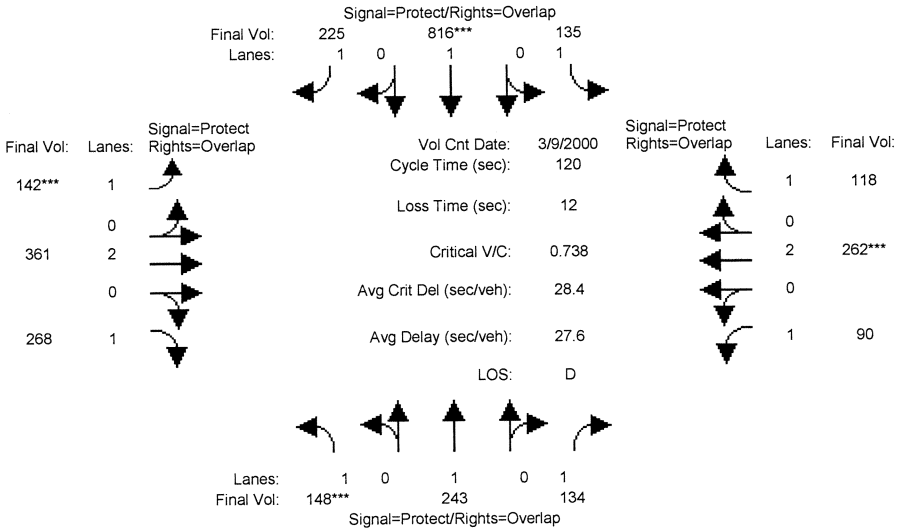
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3305: BIRD/WILLOW




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 9 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 148 | 243 | 134 | 135 | 816 | 225 | 142 | 361 | 268 | 90 | 262 | 118 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 148 | 243 | 134 | 135 | 816 | 225 | 142 | 361 | 268 | 90 | 262 | 118 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 148 | 243 | 134 | 135 | 816 | 225 | 142 | 361 | 268 | 90 | 262 | 118 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 148 | 243 | 134 | 135 | 816 | 225 | 142 | 361 | 268 | 90 | 262 | 118 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 148 | 243 | 134 | 135 | 816 | 225 | 142 | 361 | 268 | 90 | 262 | 118 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 148 | 243 | 134 | 135 | 816 | 225 | 142 | 361 | 268 | 90 | 262 | 118 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.13 | 0.08 | 0.08 | 0.43 | 0.13 | 0.08 | 0.09 | 0.15 | 0.05 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 13.8 | 52.1 | 59.1 | 31.5 | 69.8 | 83.0 | 13.2 | 17.4 | 31.2 | 7.0 | 11.2 | 42.7 |
| Volume/Cap: | 0.74 | 0.29 | 0.16 | 0.29 | 0.74 | 0.19 | 0.74 | 0.65 | 0.59 | 0.88 | 0.74 | 0.19 |
| Delay/Veh: | 48.0 | 16.8 | 12.7 | 27.0 | 15.8 | 5.0 | 48.6 | 38.8 | 31.0 | 79.2 | 45.6 | 20.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.0 | 16.8 | 12.7 | 27.0 | 15.8 | 5.0 | 48.6 | 38.8 | 31.0 | 79.2 | 45.6 | 20.3 |
| DesignQueue: | 9 | 9 | 5 | 7 | 26 | 5 | 9 | 21 | 14 | 6 | 16 | 5 |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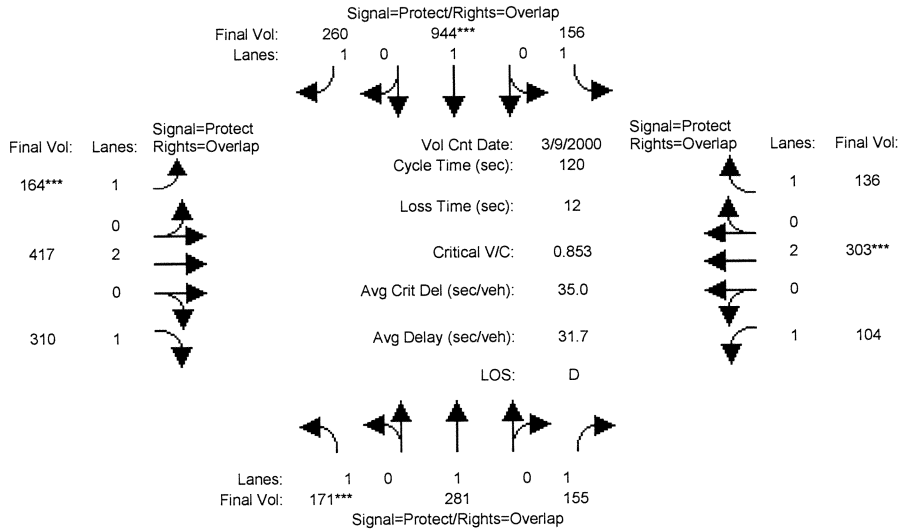
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3305: BIRD/WILLOW




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 9 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 171 | 281 | 155 | 156 | 944 | 260 | 164 | 417 | 310 | 104 | 303 | 136 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 171 | 281 | 155 | 156 | 944 | 260 | 164 | 417 | 310 | 104 | 303 | 136 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 171 | 281 | 155 | 156 | 944 | 260 | 164 | 417 | 310 | 104 | 303 | 136 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 171 | 281 | 155 | 156 | 944 | 260 | 164 | 417 | 310 | 104 | 303 | 136 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 171 | 281 | 155 | 156 | 944 | 260 | 164 | 417 | 310 | 104 | 303 | 136 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 171 | 281 | 155 | 156 | 944 | 260 | 164 | 417 | 310 | 104 | 303 | 136 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.15 | 0.09 | 0.09 | 0.50 | 0.15 | 0.09 | 0.11 | 0.18 | 0.06 | 0.08 | 0.08 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 13.7 | 52.2 | 60.7 | 31.4 | 69.9 | 83.0 | 13.2 | 15.8 | 29.6 | 8.6 | 11.2 | 42.7 |
| Volume/Cap: | 0.85 | 0.34 | 0.18 | 0.34 | 0.85 | 0.21 | 0.85 | 0.83 | 0.72 | 0.83 | 0.85 | 0.22 |
| Delay/Veh: | 58.9 | 17.2 | 12.2 | 27.4 | 20.5 | 5.1 | 59.7 | 46.5 | 35.4 | 65.7 | 53.1 | 20.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 58.9 | 17.2 | 12.2 | 27.4 | 20.5 | 5.1 | 59.7 | 46.5 | 35.4 | 65.7 | 53.1 | 20.6 |
| DesignQueue: | 10 | 11 | 5 | 8 | 30 | 6 | 10 | 25 | 16 | 7 | 19 | 6 |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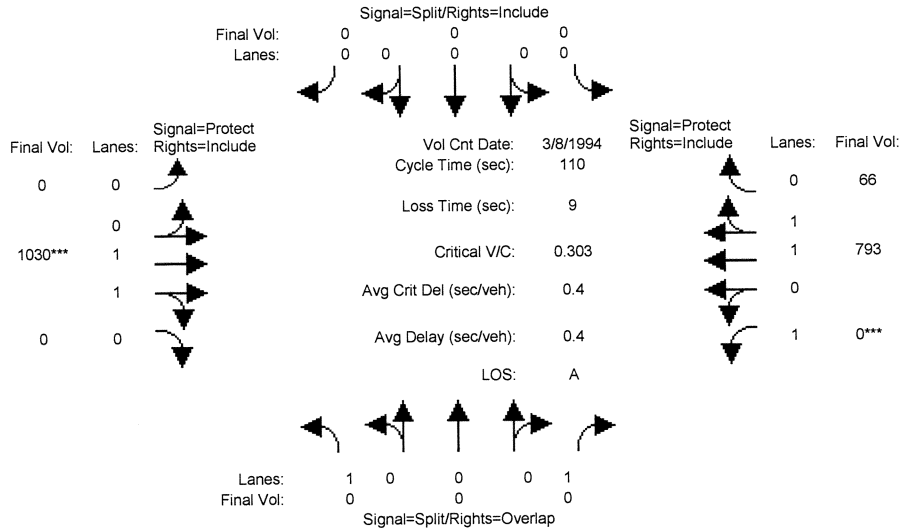
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3363: CAHILL/SANTA CLARA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 8 Mar 1994 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1030 | 0 | 0 | 793 | 66 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1030 | 0 | 0 | 793 | 66 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1030 | 0 | 0 | 793 | 66 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1030 | 0 | 0 | 793 | 66 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1030 | 0 | 0 | 793 | 66 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1030 | 0 | 0 | 793 | 66 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.84 | 0.16 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 3700 | 0 | 1750 | 3416 | 284 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.00 | 0.00 | 0.23 | 0.23 |
| Crit Moves: | | | | | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 101 | 0.0 | 0.0 | 101 | 101.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.00 | 0.25 | 0.25 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 | 0.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 | 0.4 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 4 | 0 |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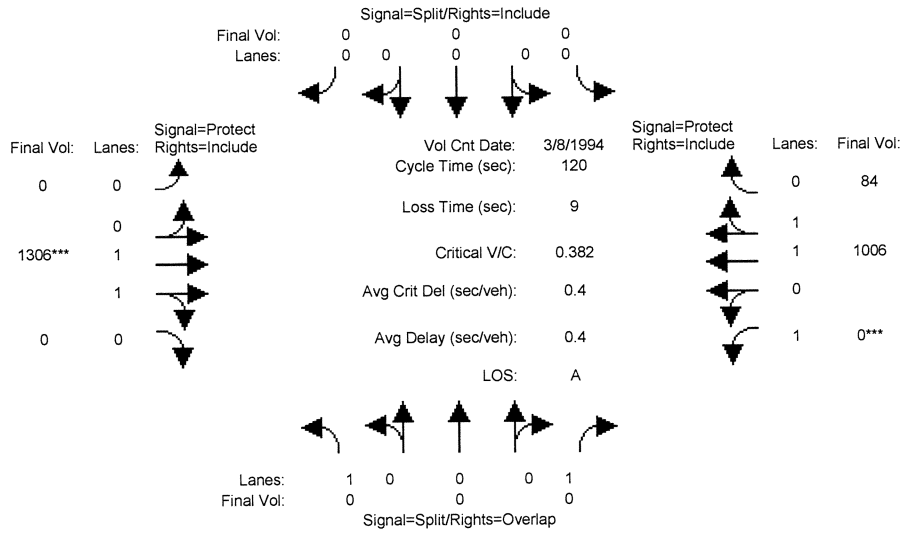
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3363: CAHILL/SANTA CLARA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 8 Mar 1994 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1306 | 0 | 0 | 1006 | 84 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1306 | 0 | 0 | 1006 | 84 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1306 | 0 | 0 | 1006 | 84 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1306 | 0 | 0 | 1006 | 84 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1306 | 0 | 0 | 1006 | 84 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1306 | 0 | 0 | 1006 | 84 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.84 | 0.16 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 3700 | 0 | 1750 | 3415 | 285 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 | 0.29 | 0.29 |
| Crit Moves: | | | | | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 111 | 0.0 | 0.0 | 111 | 111.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.00 | 0.32 | 0.32 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 | 0.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 | 0.4 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 5 | 0 |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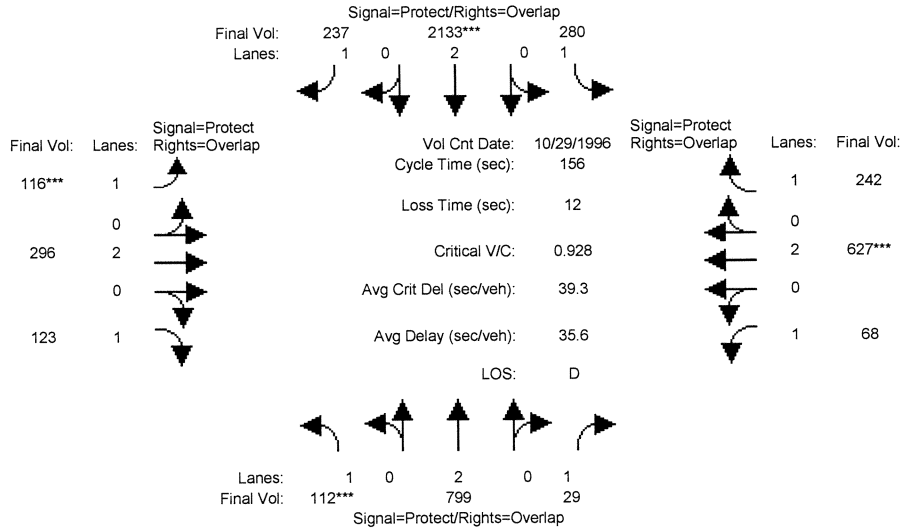
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3413: COLEMAN/HEDDING




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 29 Oct 1996 << | | | | | | | | | | | | |
| Base Vol: | 112 | 799 | 29 | 280 | 2133 | 237 | 116 | 296 | 123 | 68 | 627 | 242 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 112 | 799 | 29 | 280 | 2133 | 237 | 116 | 296 | 123 | 68 | 627 | 242 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 112 | 799 | 29 | 280 | 2133 | 237 | 116 | 296 | 123 | 68 | 627 | 242 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 112 | 799 | 29 | 280 | 2133 | 237 | 116 | 296 | 123 | 68 | 627 | 242 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 112 | 799 | 29 | 280 | 2133 | 237 | 116 | 296 | 123 | 68 | 627 | 242 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 112 | 799 | 29 | 280 | 2133 | 237 | 116 | 296 | 123 | 68 | 627 | 242 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.21 | 0.02 | 0.16 | 0.56 | 0.14 | 0.07 | 0.08 | 0.07 | 0.04 | 0.16 | 0.14 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 10.8 | 59.7 | 66.7 | 45.4 | 94.4 | 105.5 | 11.1 | 31.9 | 42.6 | 7.0 | 27.7 | 73.2 |
| Volume/Cap: | 0.93 | 0.55 | 0.04 | 0.55 | 0.93 | 0.20 | 0.93 | 0.38 | 0.26 | 0.87 | 0.93 | 0.29 |
| Delay/Veh: | 97.5 | 29.0 | 19.8 | 36.4 | 26.4 | 7.2 | 96.5 | 40.9 | 33.7 | 96.1 | 61.8 | 19.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 97.5 | 29.0 | 19.8 | 36.4 | 26.4 | 7.2 | 96.5 | 40.9 | 33.7 | 96.1 | 61.8 | 19.5 |
| DesignQueue: | 9 | 45 | 1 | 18 | 86 | 7 | 9 | 21 | 8 | 6 | 47 | 12 |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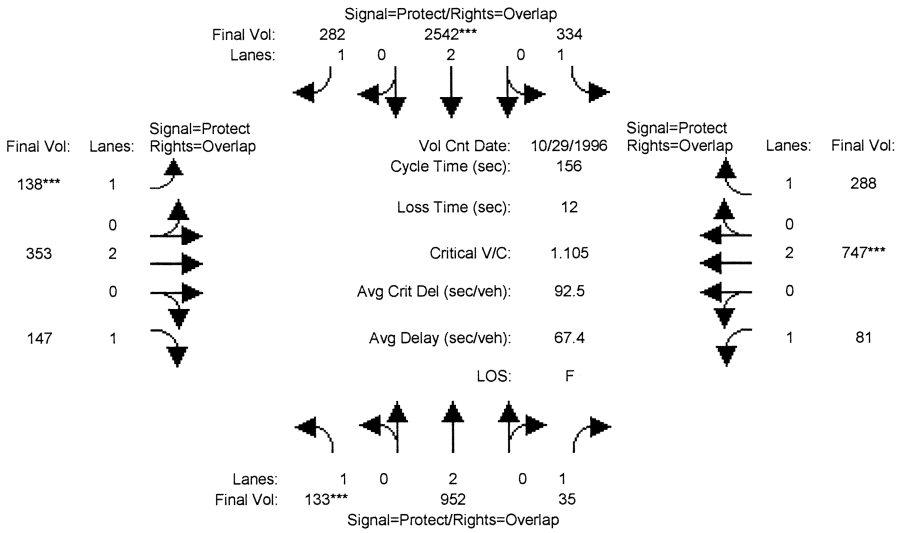
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3413: COLEMAN/HEDDING




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 29 Oct 1996 << | | | | | | | | | | | | |
| Base Vol: | 133 | 952 | 35 | 334 | 2542 | 282 | 138 | 353 | 147 | 81 | 747 | 288 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 133 | 952 | 35 | 334 | 2542 | 282 | 138 | 353 | 147 | 81 | 747 | 288 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 133 | 952 | 35 | 334 | 2542 | 282 | 138 | 353 | 147 | 81 | 747 | 288 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 133 | 952 | 35 | 334 | 2542 | 282 | 138 | 353 | 147 | 81 | 747 | 288 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 133 | 952 | 35 | 334 | 2542 | 282 | 138 | 353 | 147 | 81 | 747 | 288 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 133 | 952 | 35 | 334 | 2542 | 282 | 138 | 353 | 147 | 81 | 747 | 288 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.25 | 0.02 | 0.19 | 0.67 | 0.16 | 0.08 | 0.09 | 0.08 | 0.05 | 0.20 | 0.16 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 10.7 | 59.7 | 72.6 | 45.5 | 94.4 | 105.5 | 11.1 | 25.9 | 36.7 | 12.9 | 27.7 | 73.2 |
| Volume/Cap: | 1.11 | 0.65 | 0.04 | 0.65 | 1.11 | 0.24 | 1.11 | 0.56 | 0.36 | 0.56 | 1.11 | 0.35 |
| Delay/Veh: | 162.0 | 30.9 | 17.3 | 38.9 | 79.2 | 7.4 | 160.4 | 46.3 | 38.1 | 55.8 | 113 | 20.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 162.0 | 30.9 | 17.3 | 38.9 | 79.2 | 7.4 | 160.4 | 46.3 | 38.1 | 55.8 | 113 | 20.1 |
| DesignQueue: | 11 | 55 | 2 | 22 | 106 | 8 | 11 | 26 | 10 | 7 | 56 | 14 |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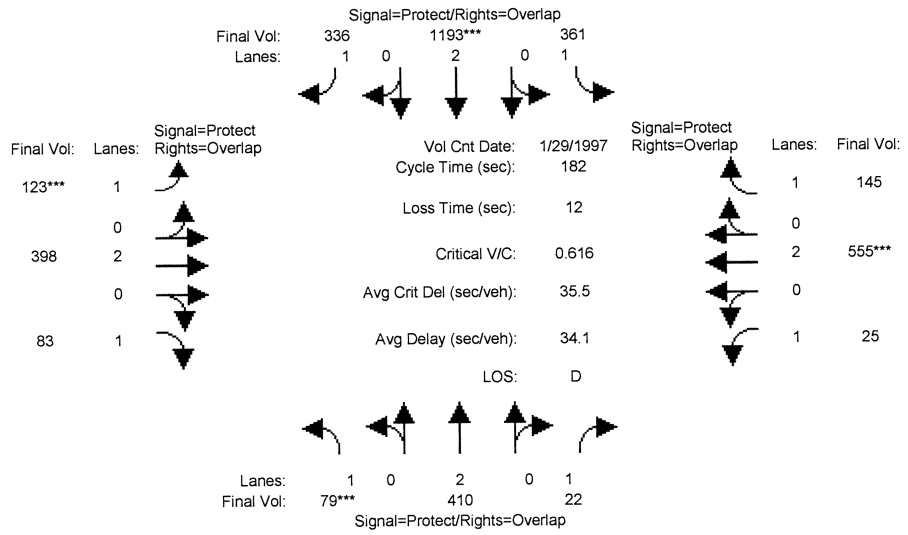
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3417: COLEMAN/TAYLOR




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 29 Jan 1997 << | | | | | | | | | | | | |
| Base Vol: | 79 | 410 | 22 | 361 | 1193 | 336 | 123 | 398 | 83 | 25 | 555 | 145 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 79 | 410 | 22 | 361 | 1193 | 336 | 123 | 398 | 83 | 25 | 555 | 145 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 79 | 410 | 22 | 361 | 1193 | 336 | 123 | 398 | 83 | 25 | 555 | 145 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 79 | 410 | 22 | 361 | 1193 | 336 | 123 | 398 | 83 | 25 | 555 | 145 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 79 | 410 | 22 | 361 | 1193 | 336 | 123 | 398 | 83 | 25 | 555 | 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 |
| Final Vol.: | 79 | 410 | 22 | 361 | 1193 | 336 | 123 | 398 | 83 | 25 | 555 | 145 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.11 | 0.01 | 0.21 | 0.31 | 0.19 | 0.07 | 0.10 | 0.05 | 0.01 | 0.15 | 0.08 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 13.3 | 36.4 | 43.4 | 69.7 | 92.8 | 113.5 | 20.8 | 56.9 | 70.2 | 7.0 | 43.1 | 112.8 |
| Volume/Cap: | 0.62 | 0.54 | 0.05 | 0.54 | 0.62 | 0.31 | 0.62 | 0.33 | 0.12 | 0.37 | 0.62 | 0.13 |
| Delay/Veh: | 68.1 | 50.2 | 40.6 | 33.9 | 24.7 | 12.2 | 62.3 | 36.6 | 27.4 | 66.5 | 48.1 | 10.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 68.1 | 50.2 | 40.6 | 33.9 | 24.7 | 12.2 | 62.3 | 36.6 | 27.4 | 66.5 | 48.1 | 10.9 |
| DesignQueue: | 7 | 34 | 2 | 24 | 64 | 13 | 11 | 28 | 5 | 2 | 45 | 6 |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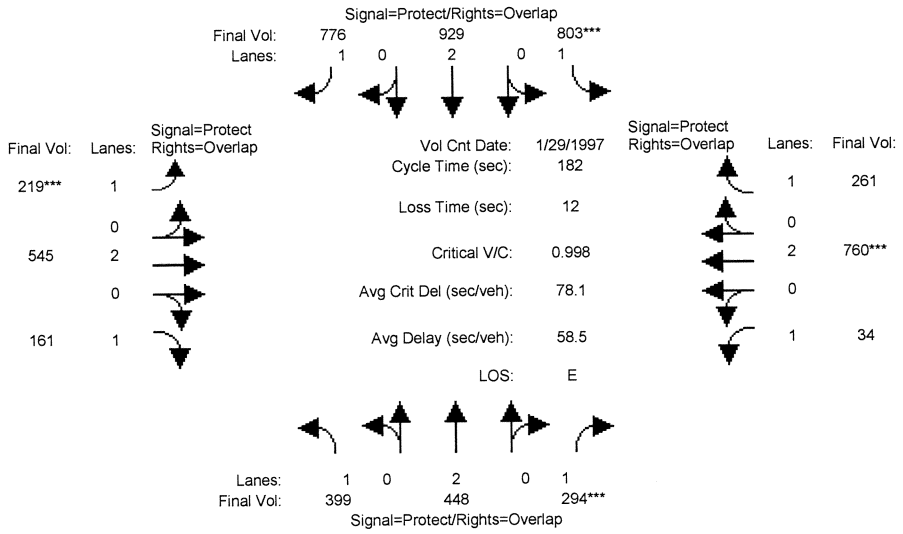
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3417: COLEMAN/TAYLOR




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 29 Jan 1997 << | | | | | | | | | | | | |
| Base Vol: | 399 | 448 | 294 | 803 | 929 | 776 | 219 | 545 | 161 | 34 | 760 | 261 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 399 | 448 | 294 | 803 | 929 | 776 | 219 | 545 | 161 | 34 | 760 | 261 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 399 | 448 | 294 | 803 | 929 | 776 | 219 | 545 | 161 | 34 | 760 | 261 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 399 | 448 | 294 | 803 | 929 | 776 | 219 | 545 | 161 | 34 | 760 | 261 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 399 | 448 | 294 | 803 | 929 | 776 | 219 | 545 | 161 | 34 | 760 | 261 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 399 | 448 | 294 | 803 | 929 | 776 | 219 | 545 | 161 | 34 | 760 | 261 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.12 | 0.17 | 0.46 | 0.24 | 0.44 | 0.13 | 0.14 | 0.09 | 0.02 | 0.20 | 0.15 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green Time: | 44.8 | 23.6 | 30.6 | 83.6 | 62.5 | 85.3 | 22.8 | 52.3 | 97.0 | 7.0 | 36.5 | 120.1 |
| Volume/Cap: | 0.93 | 0.91 | 1.00 | 1.00 | 0.71 | 0.95 | 1.00 | 0.50 | 0.17 | 0.51 | 1.00 | 0.23 |
| Delay/Veh: | 69.7 | 74.1 | 97.5 | 61.4 | 40.8 | 49.4 | 106.7 | 41.3 | 16.6 | 70.0 | 80.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 69.7 | 74.1 | 97.5 | 61.4 | 40.8 | 49.4 | 106.7 | 41.3 | 16.6 | 70.0 | 80.0 | 9.4 |
| DesignQueue: | 32 | 41 | 26 | 49 | 66 | 47 | 20 | 41 | 8 | 3 | 65 | 9 |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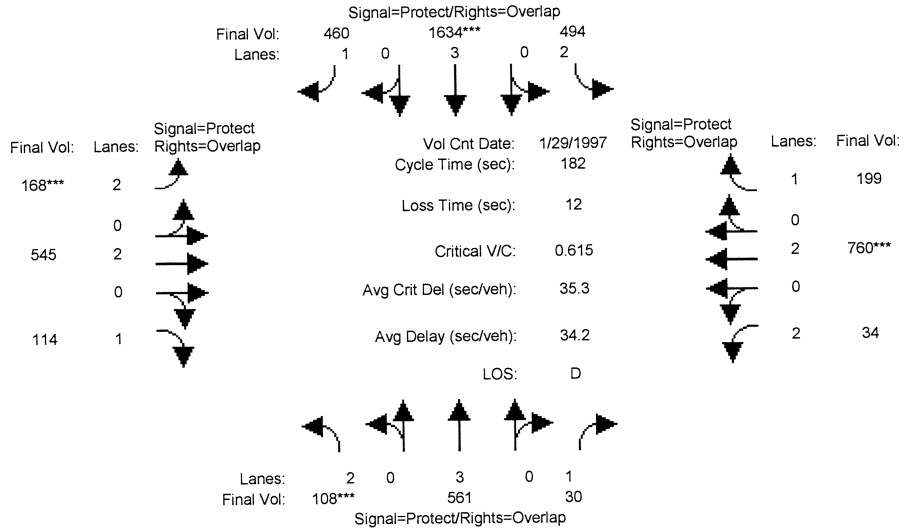
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Mitigated PM

## Intersection #3417: COLEMAN/TAYLOR




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 29 Jan 1997 << | | | | | | | | | | | | |
| Base Vol: | 108 | 561 | 30 | 494 | 1634 | 460 | 168 | 545 | 114 | 34 | 760 | 199 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 108 | 561 | 30 | 494 | 1634 | 460 | 168 | 545 | 114 | 34 | 760 | 199 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 108 | 561 | 30 | 494 | 1634 | 460 | 168 | 545 | 114 | 34 | 760 | 199 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 108 | 561 | 30 | 494 | 1634 | 460 | 168 | 545 | 114 | 34 | 760 | 199 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 108 | 561 | 30 | 494 | 1634 | 460 | 168 | 545 | 114 | 34 | 760 | 199 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 108 | 561 | 30 | 494 | 1634 | 460 | 168 | 545 | 114 | 34 | 760 | 199 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.88 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.10 | 0.02 | 0.16 | 0.29 | 0.26 | 0.05 | 0.14 | 0.07 | 0.01 | 0.20 | 0.11 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 10.1 | 36.6 | 43.6 | 58.4 | 84.9 | 100.6 | 15.8 | 68.0 | 78.1 | 7.0 | 59.2 | 117.6 |
| Volume/Cap: | 0.61 | 0.49 | 0.07 | 0.49 | 0.61 | 0.48 | 0.61 | 0.38 | 0.15 | 0.28 | 0.61 | 0.18 |
| Delay/Veh: | 68.2 | 49.2 | 40.7 | 38.2 | 27.9 | 19.0 | 63.8 | 31.8 | 24.1 | 65.0 | 40.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 68.2 | 49.2 | 40.7 | 38.2 | 27.9 | 19.0 | 63.8 | 31.8 | 24.1 | 65.0 | 40.0 | 9.8 |
| DesignQueue: | 10 | 47 | 2 | 35 | 95 | 22 | 16 | 36 | 7 | 3 | 55 | 7 |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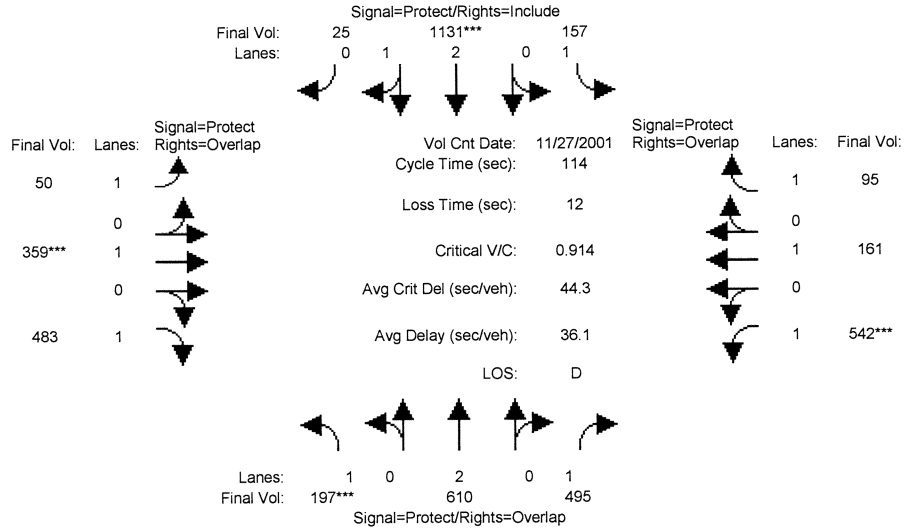
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3421: COMMERCIAL/OAKLAND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 27 Nov 2001 << 4:30-5:30PM | | | | | | | | | | | | |
| Base Vol: | 197 | 610 | 495 | 157 | 1131 | 25 | 50 | 359 | 483 | 542 | 161 | 95 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 197 | 610 | 495 | 157 | 1131 | 25 | 50 | 359 | 483 | 542 | 161 | 95 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 197 | 610 | 495 | 157 | 1131 | 25 | 50 | 359 | 483 | 542 | 161 | 95 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 197 | 610 | 495 | 157 | 1131 | 25 | 50 | 359 | 483 | 542 | 161 | 95 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 197 | 610 | 495 | 157 | 1131 | 25 | 50 | 359 | 483 | 542 | 161 | 95 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 197 | 610 | 495 | 157 | 1131 | 25 | 50 | 359 | 483 | 542 | 161 | 95 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.93 | 0.07 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 5479 | 121 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.16 | 0.28 | 0.09 | 0.21 | 0.21 | 0.03 | 0.19 | 0.28 | 0.31 | 0.08 | 0.05 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 14.0 | 25.5 | 64.2 | 14.3 | 25.8 | 25.8 | 25.6 | 23.6 | 37.6 | 38.6 | 36.6 | 50.9 |
| Volume/Cap: | 0.91 | 0.72 | 0.50 | 0.72 | 0.91 | 0.91 | 0.13 | 0.91 | 0.84 | 0.91 | 0.26 | 0.12 |
| Delay/Veh: | 64.7 | 33.1 | 11.9 | 43.6 | 40.2 | 40.2 | 26.8 | 51.7 | 34.1 | 40.9 | 21.9 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 64.7 | 33.1 | 11.9 | 43.6 | 40.2 | 40.2 | 26.8 | 51.7 | 34.1 | 40.9 | 21.9 | 14.1 |
| DesignQueue: | 11 | 31 | 15 | 9 | 59 | 1 | 2 | 19 | 22 | 25 | 7 | 3 |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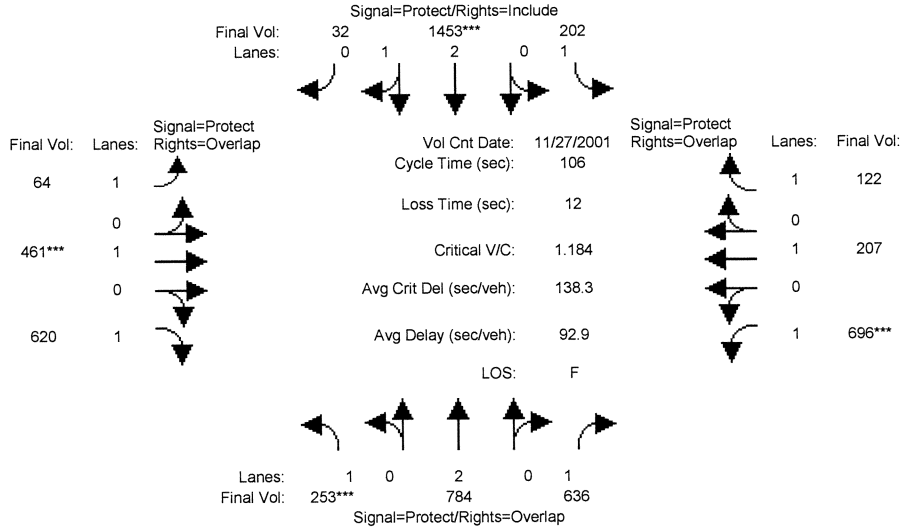
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3421: COMMERCIAL/OAKLAND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 27 Nov 2001 << 4:30-5:30PM | | | | | | | | | | | | |
| Base Vol: | 253 | 784 | 636 | 202 | 1453 | 32 | 64 | 461 | 620 | 696 | 207 | 122 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 253 | 784 | 636 | 202 | 1453 | 32 | 64 | 461 | 620 | 696 | 207 | 122 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 253 | 784 | 636 | 202 | 1453 | 32 | 64 | 461 | 620 | 696 | 207 | 122 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 253 | 784 | 636 | 202 | 1453 | 32 | 64 | 461 | 620 | 696 | 207 | 122 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 253 | 784 | 636 | 202 | 1453 | 32 | 64 | 461 | 620 | 696 | 207 | 122 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 253 | 784 | 636 | 202 | 1453 | 32 | 64 | 461 | 620 | 696 | 207 | 122 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.93 | 0.07 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 5479 | 121 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.21 | 0.36 | 0.12 | 0.27 | 0.27 | 0.04 | 0.24 | 0.35 | 0.40 | 0.11 | 0.07 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 12.9 | 23.5 | 59.1 | 13.2 | 23.7 | 23.7 | 7.0 | 21.7 | 34.7 | 35.6 | 50.3 | 63.5 |
| Volume/Cap: | 1.18 | 0.93 | 0.65 | 0.93 | 1.18 | 1.18 | 0.55 | 1.18 | 1.08 | 1.18 | 0.23 | 0.12 |
| Delay/Veh: | 165.9 | 42.7 | 13.5 | 65.0 | 131 | 131.4 | 40.7 | 148 | 84.4 | 136.6 | 12.5 | 7.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 165.9 | 42.7 | 13.5 | 65.0 | 131 | 131.4 | 40.7 | 148 | 84.4 | 136.6 | 12.5 | 7.0 |
| DesignQueue: | 14 | 38 | 18 | 11 | 71 | 2 | 4 | 23 | 27 | 30 | 7 | 3 |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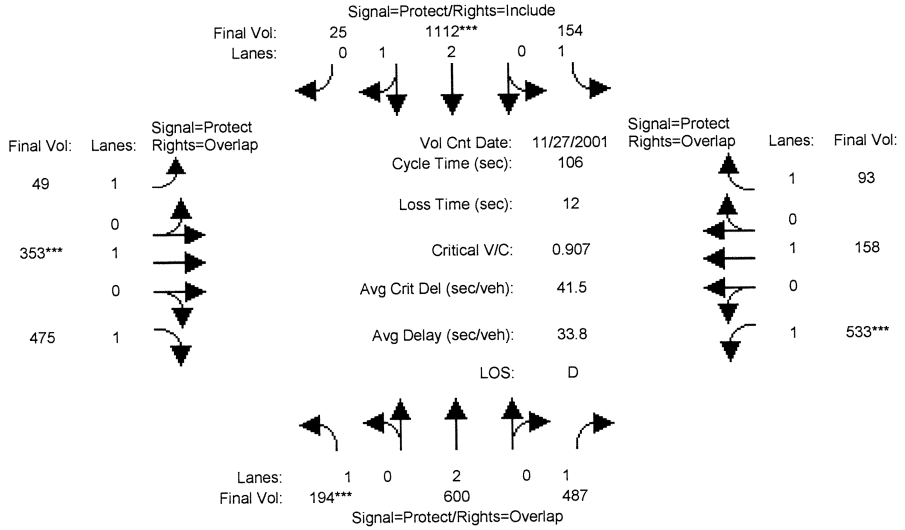
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Mitigated PM

## Intersection #3421: COMMERCIAL/OAKLAND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 27 Nov 2001 << 4:30-5:30PM | | | | | | | | | | | | |
| Base Vol: | 194 | 600 | 487 | 154 | 1112 | 25 | 49 | 353 | 475 | 533 | 158 | 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: | 194 | 600 | 487 | 154 | 1112 | 25 | 49 | 353 | 475 | 533 | 158 | 93 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 194 | 600 | 487 | 154 | 1112 | 25 | 49 | 353 | 475 | 533 | 158 | 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: | 194 | 600 | 487 | 154 | 1112 | 25 | 49 | 353 | 475 | 533 | 158 | 93 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 194 | 600 | 487 | 154 | 1112 | 25 | 49 | 353 | 475 | 533 | 158 | 93 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 194 | 600 | 487 | 154 | 1112 | 25 | 49 | 353 | 475 | 533 | 158 | 93 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.93 | 0.07 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 5477 | 123 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.16 | 0.28 | 0.09 | 0.20 | 0.20 | 0.03 | 0.19 | 0.27 | 0.30 | 0.08 | 0.05 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 13.0 | 23.6 | 59.2 | 13.1 | 23.7 | 23.7 | 23.6 | 21.7 | 34.7 | 35.6 | 33.7 | 46.8 |
| Volume/Cap: | 0.91 | 0.71 | 0.50 | 0.71 | 0.91 | 0.91 | 0.13 | 0.91 | 0.83 | 0.91 | 0.26 | 0.12 |
| Delay/Veh: | 61.0 | 30.9 | 11.2 | 40.9 | 37.4 | 37.4 | 25.1 | 48.5 | 32.0 | 38.3 | 20.5 | 13.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 61.0 | 30.9 | 11.2 | 40.9 | 37.4 | 37.4 | 25.1 | 48.5 | 32.0 | 38.3 | 20.5 | 13.3 |
| DesignQueue: | 10 | 29 | 14 | 8 | 54 | 1 | 2 | 17 | 20 | 23 | 6 | 3 |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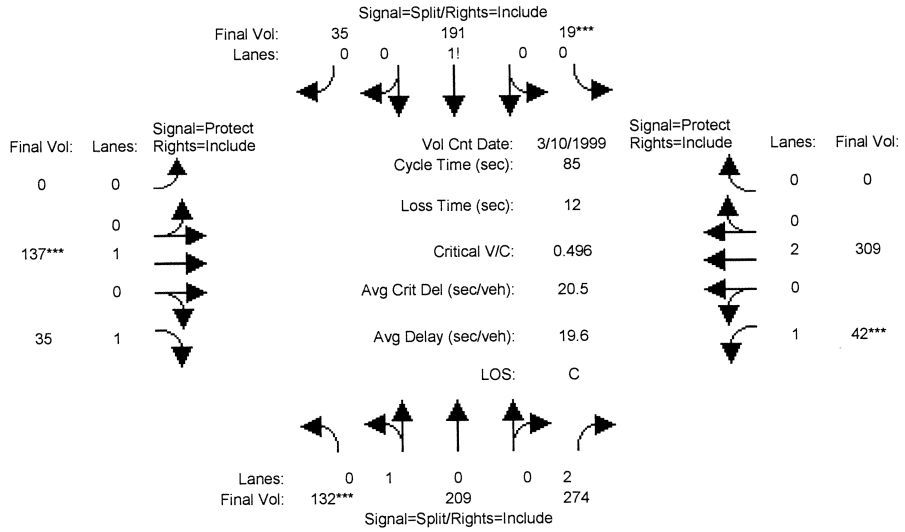
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3445: DELMAS/PARK*




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 10 Mar 1999 << | | | | | | | | | | | | |
| Base Vol: | 132 | 209 | 274 | 19 | 191 | 35 | 0 | 137 | 35 | 42 | 309 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 132 | 209 | 274 | 19 | 191 | 35 | 0 | 137 | 35 | 42 | 309 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 132 | 209 | 274 | 19 | 191 | 35 | 0 | 137 | 35 | 42 | 309 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 132 | 209 | 274 | 19 | 191 | 35 | 0 | 137 | 35 | 42 | 309 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 132 | 209 | 274 | 19 | 191 | 35 | 0 | 137 | 35 | 42 | 309 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 132 | 209 | 274 | 19 | 191 | 35 | 0 | 137 | 35 | 42 | 309 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.88 | 0.97 | 0.97 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.39 | 0.61 | 2.00 | 0.08 | 0.78 | 0.14 | 0.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 697 | 1103 | 3150 | 136 | 1364 | 250 | 0 | 1900 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.19 | 0.09 | 0.14 | 0.14 | 0.14 | 0.00 | 0.07 | 0.02 | 0.02 | 0.08 | 0.00 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 31.1 | 31.1 | 31.1 | 23.0 | 23.0 | 23.0 | 0.0 | 11.9 | 11.9 | 7.0 | 18.9 | 0.0 |
| Volume/Cap: | 0.52 | 0.52 | 0.24 | 0.52 | 0.52 | 0.52 | 0.00 | 0.52 | 0.14 | 0.29 | 0.37 | 0.00 |
| Delay/Veh: | 16.6 | 16.6 | 14.2 | 20.8 | 20.8 | 20.8 | 0.0 | 27.2 | 24.4 | 28.2 | 21.4 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 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 | 14.2 | 20.8 | 20.8 | 20.8 | 0.0 | 27.2 | 24.4 | 28.2 | 21.4 | 0.0 |
| DesignQueue: | 4 | 7 | 8 | 1 | 7 | 1 | 0 | 6 | 1 | 2 | 12 | 0 |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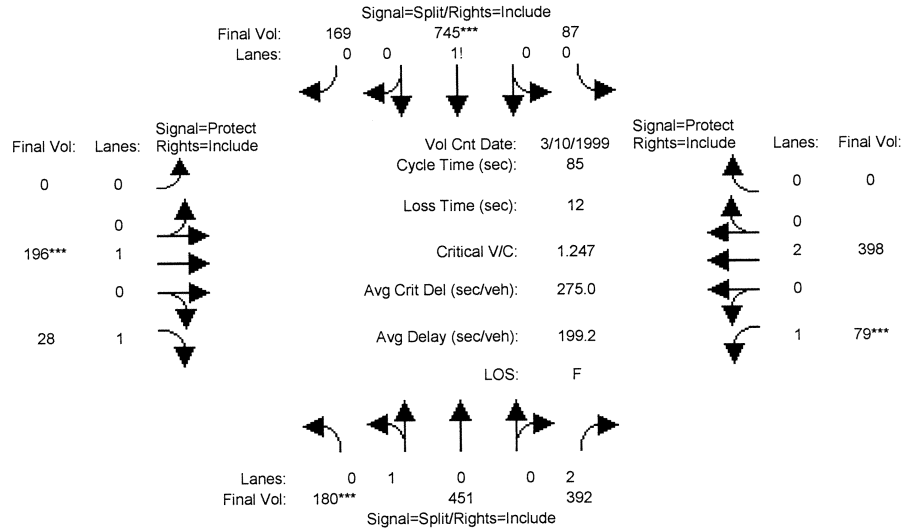
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3445: DELMAS/PARK*




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 10 Mar 1999 << | | | | | | | | | | | | |
| Base Vol: | 180 | 451 | 392 | 87 | 745 | 169 | 0 | 196 | 28 | 79 | 398 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 180 | 451 | 392 | 87 | 745 | 169 | 0 | 196 | 28 | 79 | 398 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 180 | 451 | 392 | 87 | 745 | 169 | 0 | 196 | 28 | 79 | 398 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 180 | 451 | 392 | 87 | 745 | 169 | 0 | 196 | 28 | 79 | 398 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 180 | 451 | 392 | 87 | 745 | 169 | 0 | 196 | 28 | 79 | 398 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 180 | 451 | 392 | 87 | 745 | 169 | 0 | 196 | 28 | 79 | 398 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.88 | 0.97 | 0.97 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.29 | 0.71 | 2.00 | 0.09 | 0.74 | 0.17 | 0.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 513 | 1287 | 3150 | 152 | 1302 | 295 | 0 | 1900 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.35 | 0.12 | 0.57 | 0.57 | 0.57 | 0.00 | 0.10 | 0.02 | 0.05 | 0.10 | 0.00 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 21.3 | 21.3 | 21.3 | 34.7 | 34.7 | 34.7 | 0.0 | 10.0 | 10.0 | 7.0 | 17.0 | 0.0 |
| Volume/Cap: | 1.40 | 1.40 | 0.50 | 1.40 | 1.40 | 1.40 | 0.00 | 0.88 | 0.14 | 0.55 | 0.52 | 0.00 |
| Delay/Veh: | 319.2 | 319 | 21.2 | 310.7 | 311 | 310.7 | 0.0 | 48.8 | 25.6 | 31.8 | 23.6 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 319.2 | 319 | 21.2 | 310.7 | 311 | 310.7 | 0.0 | 48.8 | 25.6 | 31.8 | 23.6 | 0.0 |
| DesignQueue: | 7 | 18 | 14 | 3 | 24 | 5 | 0 | 8 | 1 | 3 | 15 | 0 |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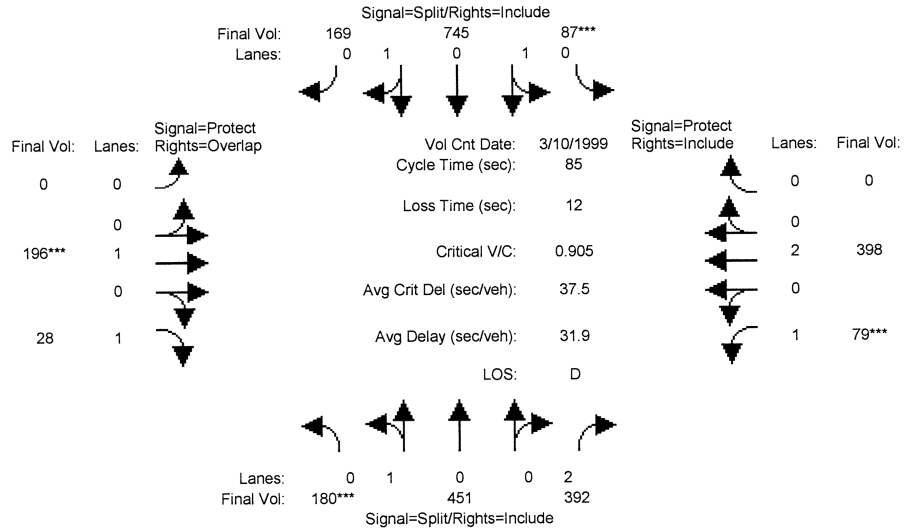
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Mitigated PM

## Intersection #3445: DELMAS/PARK*




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 10 Mar 1999 << | | | | | | | | | | | | |
| Base Vol: | 180 | 451 | 392 | 87 | 745 | 169 | 0 | 196 | 28 | 79 | 398 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 180 | 451 | 392 | 87 | 745 | 169 | 0 | 196 | 28 | 79 | 398 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 180 | 451 | 392 | 87 | 745 | 169 | 0 | 196 | 28 | 79 | 398 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 180 | 451 | 392 | 87 | 745 | 169 | 0 | 196 | 28 | 79 | 398 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 180 | 451 | 392 | 87 | 745 | 169 | 0 | 196 | 28 | 79 | 398 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 180 | 451 | 392 | 87 | 745 | 169 | 0 | 196 | 28 | 79 | 398 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.88 | 1.00 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.29 | 0.71 | 2.00 | 0.17 | 1.49 | 0.34 | 0.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 513 | 1287 | 3150 | 313 | 2679 | 608 | 0 | 1900 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.35 | 0.12 | 0.28 | 0.28 | 0.28 | 0.00 | 0.10 | 0.02 | 0.05 | 0.10 | 0.00 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 31.2 | 31.2 | 31.2 | 24.8 | 24.8 | 24.8 | 0.0 | 10.0 | 41.2 | 7.0 | 17.0 | 0.0 |
| Volume/Cap: | 0.95 | 0.95 | 0.34 | 0.95 | 0.95 | 0.95 | 0.00 | 0.88 | 0.03 | 0.55 | 0.52 | 0.00 |
| Delay/Veh: | 37.7 | 37.7 | 14.8 | 35.6 | 35.6 | 35.6 | 0.0 | 48.8 | 8.7 | 31.8 | 23.6 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.7 | 37.7 | 14.8 | 35.6 | 35.6 | 35.6 | 0.0 | 48.8 | 8.7 | 31.8 | 23.6 | 0.0 |
| DesignQueue: | 6 | 15 | 12 | 3 | 27 | 6 | 0 | 8 | 1 | 3 | 15 | 0 |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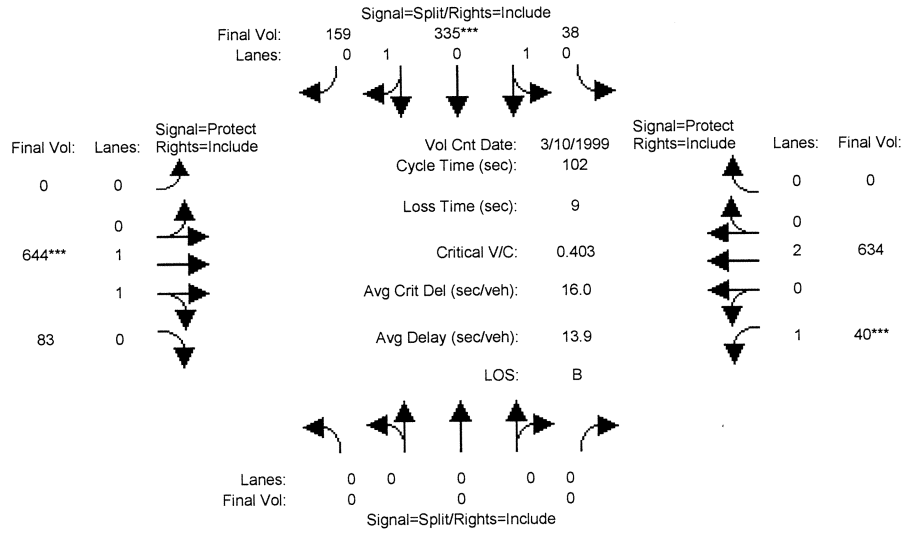
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3446: DELMAS/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 10 Mar 1999 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 38 | 335 | 159 | 0 | 644 | 83 | 40 | 634 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 38 | 335 | 159 | 0 | 644 | 83 | 40 | 634 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 38 | 335 | 159 | 0 | 644 | 83 | 40 | 634 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 38 | 335 | 159 | 0 | 644 | 83 | 40 | 634 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 38 | 335 | 159 | 0 | 644 | 83 | 40 | 634 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 38 | 335 | 159 | 0 | 644 | 83 | 40 | 634 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.14 | 1.26 | 0.60 | 0.00 | 1.77 | 0.23 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 257 | 2267 | 1076 | 0 | 3277 | 422 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.15 | 0.15 | 0.15 | 0.00 | 0.20 | 0.20 | 0.02 | 0.17 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 36.9 | 36.9 | 36.9 | 0.0 | 49.1 | 49.1 | 7.0 | 56.1 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.41 | 0.41 | 0.41 | 0.00 | 0.41 | 0.41 | 0.33 | 0.30 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 18.6 | 18.6 | 18.6 | 0.0 | 13.1 | 13.1 | 35.0 | 9.5 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 18.6 | 18.6 | 18.6 | 0.0 | 13.1 | 13.1 | 35.0 | 9.5 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 13 | 6 | 0 | 20 | 3 | 2 | 17 | 0 |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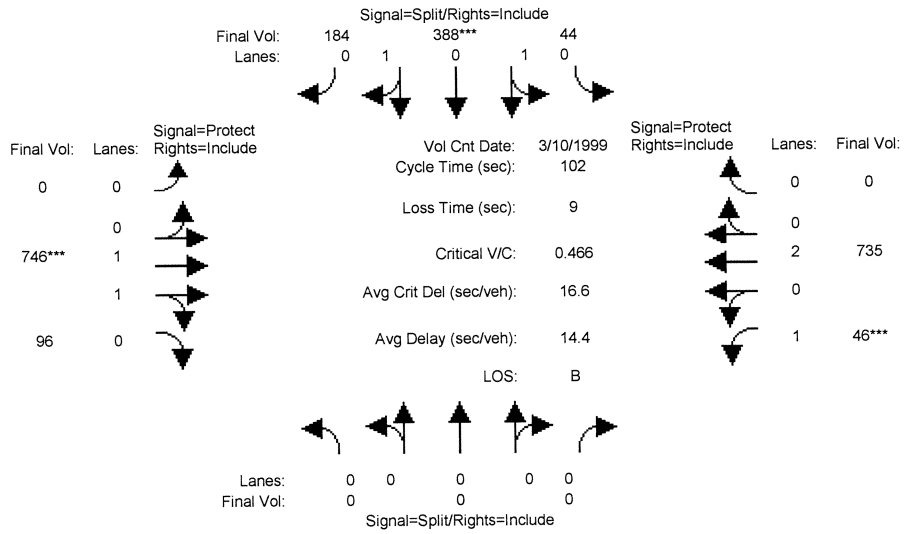
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3446: DELMAS/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 10 Mar 1999 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 44 | 388 | 184 | 0 | 746 | 96 | 46 | 735 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 44 | 388 | 184 | 0 | 746 | 96 | 46 | 735 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 44 | 388 | 184 | 0 | 746 | 96 | 46 | 735 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 44 | 388 | 184 | 0 | 746 | 96 | 46 | 735 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 44 | 388 | 184 | 0 | 746 | 96 | 46 | 735 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 44 | 388 | 184 | 0 | 746 | 96 | 46 | 735 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.14 | 1.26 | 0.60 | 0.00 | 1.77 | 0.23 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 257 | 2268 | 1075 | 0 | 3278 | 422 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.17 | 0.17 | 0.17 | 0.00 | 0.23 | 0.23 | 0.03 | 0.19 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 36.9 | 36.9 | 36.9 | 0.0 | 49.1 | 49.1 | 7.0 | 56.1 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.47 | 0.47 | 0.47 | 0.00 | 0.47 | 0.47 | 0.38 | 0.35 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 19.3 | 19.3 | 19.3 | 0.0 | 13.7 | 13.7 | 35.5 | 9.8 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 19.3 | 19.3 | 19.3 | 0.0 | 13.7 | 13.7 | 35.5 | 9.8 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 2 | 15 | 7 | 0 | 23 | 3 | 2 | 20 | 0 |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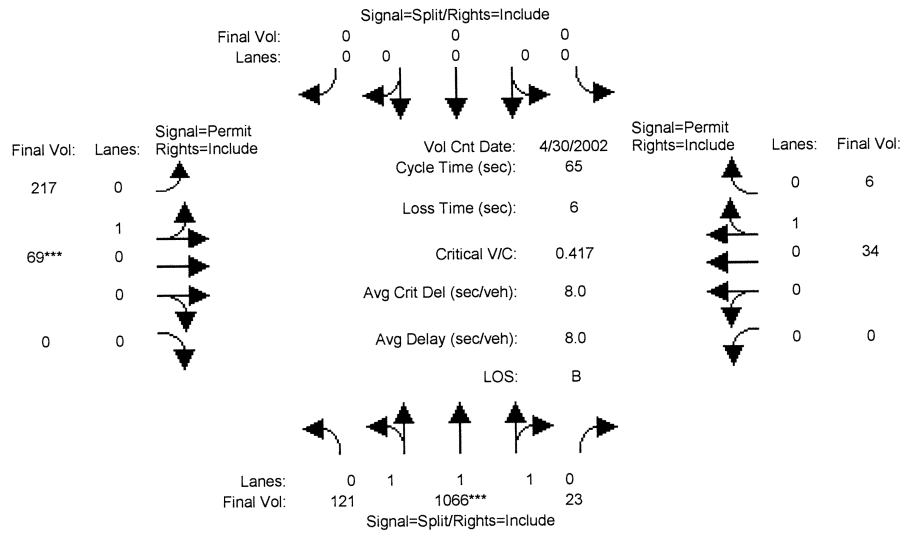
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3466: 11TH/SAN SALVADOR




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 30 Apr 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 121 | 1066 | 23 | 0 | 0 | 0 | 217 | 69 | 0 | 0 | 34 | 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: | 121 | 1066 | 23 | 0 | 0 | 0 | 217 | 69 | 0 | 0 | 34 | 6 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 121 | 1066 | 23 | 0 | 0 | 0 | 217 | 69 | 0 | 0 | 34 | 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: | 121 | 1066 | 23 | 0 | 0 | 0 | 217 | 69 | 0 | 0 | 34 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 121 | 1066 | 23 | 0 | 0 | 0 | 217 | 69 | 0 | 0 | 34 | 6 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 121 | 1066 | 23 | 0 | 0 | 0 | 217 | 69 | 0 | 0 | 34 | 6 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.30 | 2.64 | 0.06 | 0.00 | 0.00 | 0.00 | 0.76 | 0.24 | 0.00 | 0.00 | 0.85 | 0.15 |
| Final Sat.: | 550 | 4845 | 105 | 0 | 0 | 0 | 1366 | 434 | 0 | 0 | 1530 | 270 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.22 | 0.22 | 0.00 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.00 | 0.02 | 0.02 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 34.3 | 34.3 | 34.3 | 0.0 | 0.0 | 0.0 | 24.7 | 24.7 | 0.0 | 0.0 | 24.7 | 24.7 |
| Volume/Cap: | 0.42 | 0.42 | 0.42 | 0.00 | 0.00 | 0.00 | 0.42 | 0.42 | 0.00 | 0.00 | 0.06 | 0.06 |
| Delay/Veh: | 7.1 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 11.5 | 11.5 | 0.0 | 0.0 | 9.7 | 9.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 7.1 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 11.5 | 11.5 | 0.0 | 0.0 | 9.7 | 9.7 |
| DesignQueue: | 2 | 19 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 0 |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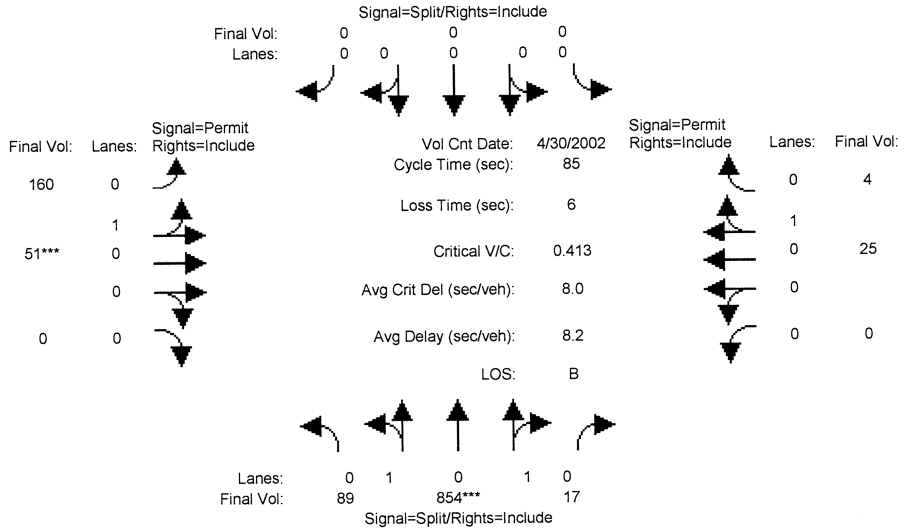
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3466: 11TH/SAN SALVADOR




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 30 Apr 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 89 | 854 | 17 | 0 | 0 | 0 | 160 | 51 | 0 | 0 | 25 | 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: | 89 | 854 | 17 | 0 | 0 | 0 | 160 | 51 | 0 | 0 | 25 | 4 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 89 | 854 | 17 | 0 | 0 | 0 | 160 | 51 | 0 | 0 | 25 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 89 | 854 | 17 | 0 | 0 | 0 | 160 | 51 | 0 | 0 | 25 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 89 | 854 | 17 | 0 | 0 | 0 | 160 | 51 | 0 | 0 | 25 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 89 | 854 | 17 | 0 | 0 | 0 | 160 | 51 | 0 | 0 | 25 | 4 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.19 | 1.78 | 0.03 | 0.00 | 0.00 | 0.00 | 0.76 | 0.24 | 0.00 | 0.00 | 0.86 | 0.14 |
| Final Sat.: | 334 | 3203 | 64 | 0 | 0 | 0 | 1365 | 435 | 0 | 0 | 1552 | 248 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.27 | 0.27 | 0.27 | 0.00 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.02 | 0.02 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 54.9 | 54.9 | 54.9 | 0.0 | 0.0 | 0.0 | 24.1 | 24.1 | 0.0 | 0.0 | 24.1 | 24.1 |
| Volume/Cap: | 0.41 | 0.41 | 0.41 | 0.00 | 0.00 | 0.00 | 0.41 | 0.41 | 0.00 | 0.00 | 0.06 | 0.06 |
| Delay/Veh: | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 19.1 | 19.1 | 0.0 | 0.0 | 16.8 | 16.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 19.1 | 19.1 | 0.0 | 0.0 | 16.8 | 16.8 |
| DesignQueue: | 2 | 15 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 1 | 0 |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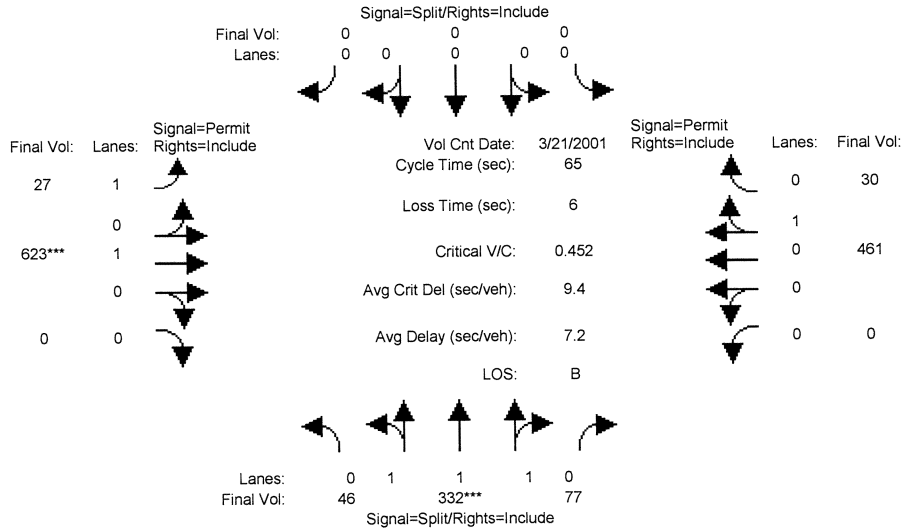
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3467: 11TH/TAYLOR




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 46 | 332 | 77 | 0 | 0 | 0 | 27 | 623 | 0 | 0 | 461 | 30 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 46 | 332 | 77 | 0 | 0 | 0 | 27 | 623 | 0 | 0 | 461 | 30 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 46 | 332 | 77 | 0 | 0 | 0 | 27 | 623 | 0 | 0 | 461 | 30 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 46 | 332 | 77 | 0 | 0 | 0 | 27 | 623 | 0 | 0 | 461 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 46 | 332 | 77 | 0 | 0 | 0 | 27 | 623 | 0 | 0 | 461 | 30 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 46 | 332 | 77 | 0 | 0 | 0 | 27 | 623 | 0 | 0 | 461 | 30 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.31 | 2.17 | 0.52 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.94 | 0.06 |
| Final Sat.: | 556 | 4013 | 931 | 0 | 0 | 0 | 1750 | 1900 | 0 | 0 | 1690 | 110 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.08 | 0.08 | 0.00 | 0.00 | 0.00 | 0.02 | 0.33 | 0.00 | 0.00 | 0.27 | 0.27 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 11.9 | 11.9 | 11.9 | 0.0 | 0.0 | 0.0 | 47.1 | 47.1 | 0.0 | 0.0 | 47.1 | 47.1 |
| Volume/Cap: | 0.45 | 0.45 | 0.45 | 0.00 | 0.00 | 0.00 | 0.02 | 0.45 | 0.00 | 0.00 | 0.38 | 0.38 |
| Delay/Veh: | 18.2 | 18.2 | 18.2 | 0.0 | 0.0 | 0.0 | 1.9 | 3.0 | 0.0 | 0.0 | 2.7 | 2.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 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 | 0.0 | 0.0 | 0.0 | 1.9 | 3.0 | 0.0 | 0.0 | 2.7 | 2.7 |
| DesignQueue: | 1 | 10 | 2 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 5 | 0 |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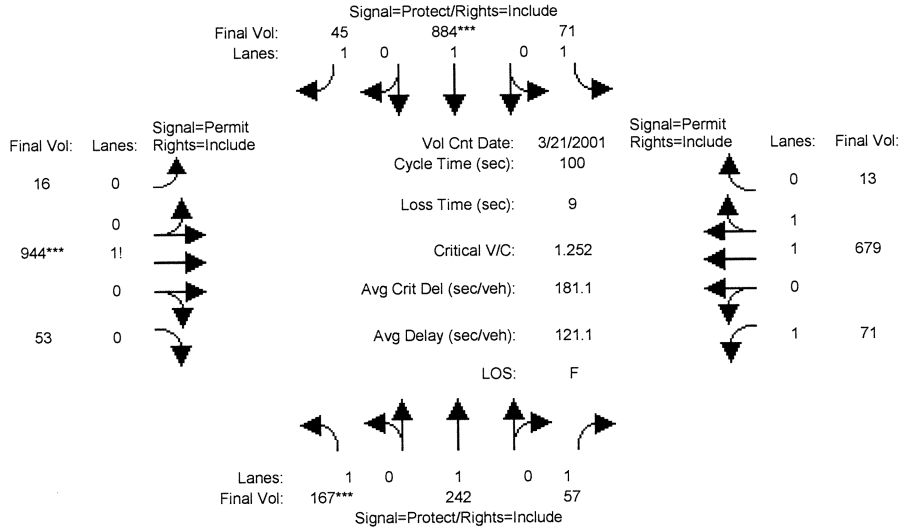
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3467: 11TH/TAYLOR




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 21 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 167 | 242 | 57 | 71 | 884 | 45 | 16 | 944 | 53 | 71 | 679 | 13 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 167 | 242 | 57 | 71 | 884 | 45 | 16 | 944 | 53 | 71 | 679 | 13 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 167 | 242 | 57 | 71 | 884 | 45 | 16 | 944 | 53 | 71 | 679 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 167 | 242 | 57 | 71 | 884 | 45 | 16 | 944 | 53 | 71 | 679 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 167 | 242 | 57 | 71 | 884 | 45 | 16 | 944 | 53 | 71 | 679 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 167 | 242 | 57 | 71 | 884 | 45 | 16 | 944 | 53 | 71 | 679 | 13 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.02 | 0.93 | 0.05 | 1.00 | 1.96 | 0.04 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 28 | 1631 | 92 | 1750 | 3630 | 70 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.13 | 0.03 | 0.04 | 0.47 | 0.03 | 0.58 | 0.58 | 0.58 | 0.04 | 0.19 | 0.19 |
| Crit Moves: | **** | | | | **** | | | **** | | | | |
| Green Time: | 7.6 | 37.8 | 37.8 | 7.0 | 37.2 | 37.2 | 46.2 | 46.2 | 46.2 | 46.2 | 46.2 | 46.2 |
| Volume/Cap: | 1.25 | 0.34 | 0.09 | 0.58 | 1.25 | 0.07 | 1.25 | 1.25 | 1.25 | 0.09 | 0.40 | 0.40 |
| Delay/Veh: | 229.7 | 17.0 | 15.2 | 39.0 | 179 | 15.4 | 175.2 | 175 | 175.2 | 11.5 | 13.6 | 13.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 229.7 | 17.0 | 15.2 | 39.0 | 179 | 15.4 | 175.2 | 175 | 175.2 | 11.5 | 13.6 | 13.6 |
| DesignQueue: | 9 | 9 | 2 | 4 | 35 | 2 | 1 | 33 | 2 | 2 | 21 | 0 |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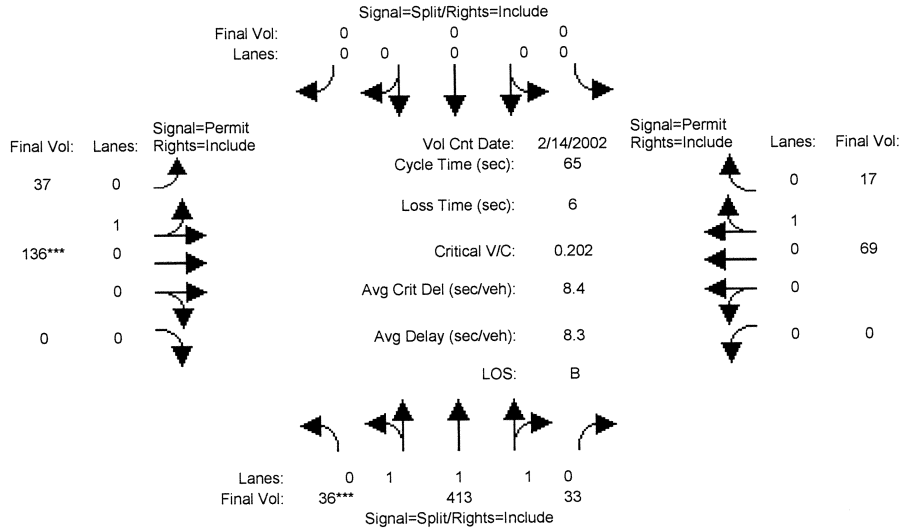
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3468: 11TH/EMPIRE




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 14 Feb 2002 << 4:30-5:30PM | | | | | | | | | | | | |
| Base Vol: | 36 | 413 | 33 | 0 | 0 | 0 | 37 | 136 | 0 | 0 | 69 | 17 |
| Growth Adj: | 1.00 | 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 | 413 | 33 | 0 | 0 | 0 | 37 | 136 | 0 | 0 | 69 | 17 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 36 | 413 | 33 | 0 | 0 | 0 | 37 | 136 | 0 | 0 | 69 | 17 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 36 | 413 | 33 | 0 | 0 | 0 | 37 | 136 | 0 | 0 | 69 | 17 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 36 | 413 | 33 | 0 | 0 | 0 | 37 | 136 | 0 | 0 | 69 | 17 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 36 | 413 | 33 | 0 | 0 | 0 | 37 | 136 | 0 | 0 | 69 | 17 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.23 | 2.56 | 0.21 | 0.00 | 0.00 | 0.00 | 0.21 | 0.79 | 0.00 | 0.00 | 0.80 | 0.20 |
| Final Sat.: | 411 | 4712 | 377 | 0 | 0 | 0 | 385 | 1415 | 0 | 0 | 1444 | 356 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.09 | 0.09 | 0.00 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.00 | 0.05 | 0.05 |
| Crit Moves: | **** | | | | | | | **** | | | | |
| Green Time: | 28.1 | 28.1 | 28.1 | 0.0 | 0.0 | 0.0 | 30.9 | 30.9 | 0.0 | 0.0 | 30.9 | 30.9 |
| Volume/Cap: | 0.20 | 0.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.00 | 0.10 | 0.10 |
| Delay/Veh: | 8.7 | 8.7 | 8.7 | 0.0 | 0.0 | 0.0 | 7.6 | 7.6 | 0.0 | 0.0 | 7.2 | 7.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 8.7 | 8.7 | 8.7 | 0.0 | 0.0 | 0.0 | 7.6 | 7.6 | 0.0 | 0.0 | 7.2 | 7.2 |
| DesignQueue: | 1 | 9 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 |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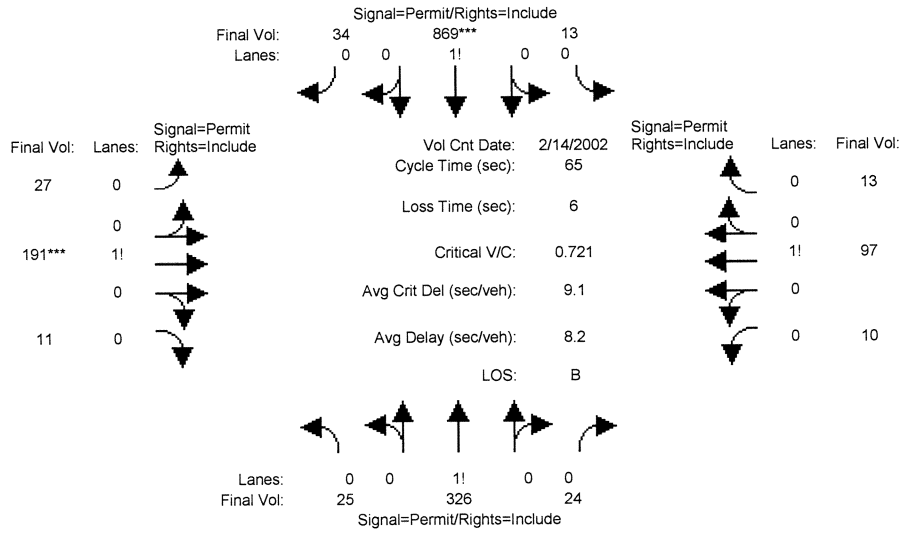
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3468: 11TH/EMPIRE




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 14 Feb 2002 << 4:30-5:30PM | | | | | | | | | | | | |
| Base Vol: | 25 | 326 | 24 | 13 | 869 | 34 | 27 | 191 | 11 | 10 | 97 | 13 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 25 | 326 | 24 | 13 | 869 | 34 | 27 | 191 | 11 | 10 | 97 | 13 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 25 | 326 | 24 | 13 | 869 | 34 | 27 | 191 | 11 | 10 | 97 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 25 | 326 | 24 | 13 | 869 | 34 | 27 | 191 | 11 | 10 | 97 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 25 | 326 | 24 | 13 | 869 | 34 | 27 | 191 | 11 | 10 | 97 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 25 | 326 | 24 | 13 | 869 | 34 | 27 | 191 | 11 | 10 | 97 | 13 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.07 | 0.87 | 0.06 | 0.01 | 0.95 | 0.04 | 0.12 | 0.83 | 0.05 | 0.08 | 0.81 | 0.11 |
| Final Sat.: | 117 | 1521 | 112 | 25 | 1660 | 65 | 206 | 1460 | 84 | 146 | 1415 | 190 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.21 | 0.21 | 0.52 | 0.52 | 0.52 | 0.13 | 0.13 | 0.13 | 0.07 | 0.07 | 0.07 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 47.2 | 47.2 | 47.2 | 47.2 | 47.2 | 47.2 | 11.8 | 11.8 | 11.8 | 11.8 | 11.8 | 11.8 |
| Volume/Cap: | 0.30 | 0.30 | 0.30 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.38 | 0.38 | 0.38 |
| Delay/Veh: | 2.4 | 2.4 | 2.4 | 5.3 | 5.3 | 5.3 | 24.3 | 24.3 | 24.3 | 18.1 | 18.1 | 18.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 2.4 | 2.4 | 2.4 | 5.3 | 5.3 | 5.3 | 24.3 | 24.3 | 24.3 | 18.1 | 18.1 | 18.1 |
| DesignQueue: | 0 | 3 | 0 | 0 | 10 | 0 | 1 | 6 | 0 | 0 | 3 | 0 |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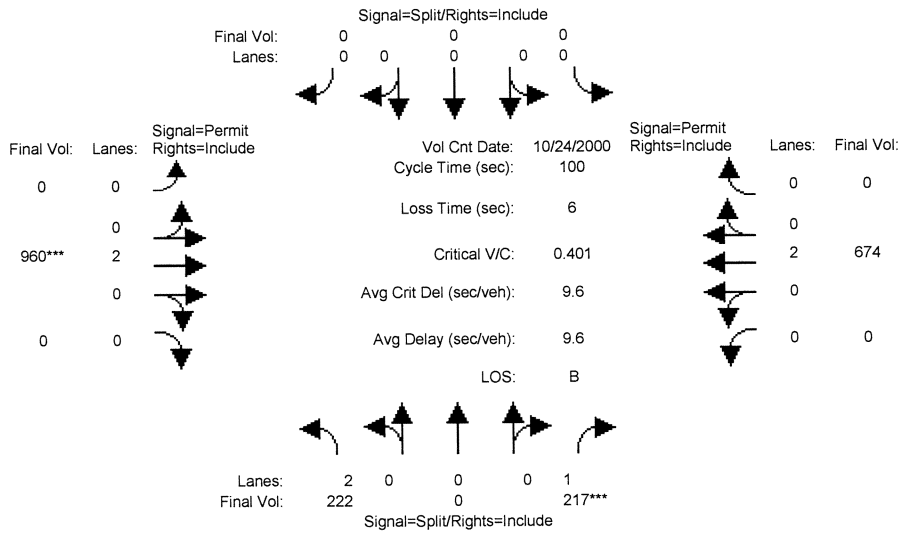
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3469: 11TH/HEDDING




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Volume Module: >> Count Date: 24 Oct 2000 << | | | | | | | | | | | | |
| Base Vol: | 222 | 0 | 217 | 0 | 0 | 0 | 0 | 960 | 0 | 0 | 674 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 222 | 0 | 217 | 0 | 0 | 0 | 0 | 960 | 0 | 0 | 674 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 222 | 0 | 217 | 0 | 0 | 0 | 0 | 960 | 0 | 0 | 674 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 222 | 0 | 217 | 0 | 0 | 0 | 0 | 960 | 0 | 0 | 674 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 222 | 0 | 217 | 0 | 0 | 0 | 0 | 960 | 0 | 0 | 674 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 222 | 0 | 217 | 0 | 0 | 0 | 0 | 960 | 0 | 0 | 674 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.88 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 |
| Final Sat.: | 3150 | 0 | 1750 | 0 | 0 | 0 | 0 | 3800 | 0 | 0 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.18 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | | | |
| Green Time: | 30.9 | 0.0 | 30.9 | 0.0 | 0.0 | 0.0 | 0.0 | 63.1 | 0.0 | 0.0 | 63.1 | 0.0 |
| Volume/Cap: | 0.23 | 0.00 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.40 | 0.00 | 0.00 | 0.28 | 0.00 |
| Delay/Veh: | 19.5 | 0.0 | 21.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 | 6.3 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 19.5 | 0.0 | 21.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 | 6.3 | 0.0 |
| DesignQueue: | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 15 | 0 |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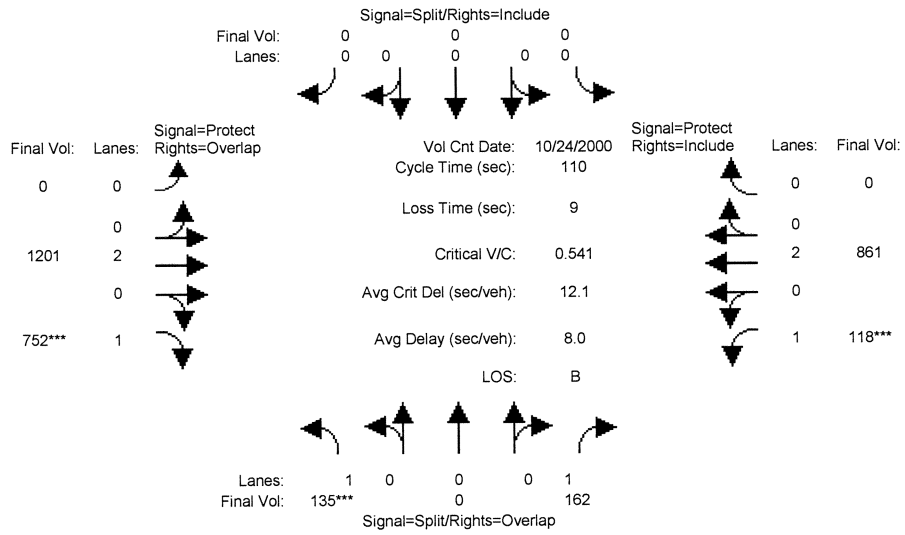
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3469: 11TH/HEDDING




| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Min. Green: | 10 | | 0 | | 10 | | 0 | | 0 | | 0 | | 0 | | 10 | | 10 | | 7 | | 10 | | 0 | |
| Volume Module: >> Count Date: 24 Oct 2000 << | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 135 | | 0 | | 162 | | 0 | | 0 | | 0 | | 0 | | 1201 | | 752 | | 118 | | 861 | | 0 | |
| Growth Adj: | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | |
| Initial Bse: | 135 | | 0 | | 162 | | 0 | | 0 | | 0 | | 0 | | 1201 | | 752 | | 118 | | 861 | | 0 | |
| Added Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| PasserByVol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 135 | | 0 | | 162 | | 0 | | 0 | | 0 | | 0 | | 1201 | | 752 | | 118 | | 861 | | 0 | |
| User Adj: | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | |
| PHF Volume: | 135 | | 0 | | 162 | | 0 | | 0 | | 0 | | 0 | | 1201 | | 752 | | 118 | | 861 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 135 | | 0 | | 162 | | 0 | | 0 | | 0 | | 0 | | 1201 | | 752 | | 118 | | 861 | | 0 | |
| PCE Adj: | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | |
| Final Vol.: | 135 | | 0 | | 162 | | 0 | | 0 | | 0 | | 0 | | 1201 | | 752 | | 118 | | 861 | | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | | | 1800 | | 1800 | 1800 | | | 1800 | | 1800 | 1800 | | | 1800 | | 1800 | 1800 | | | 1800 | |
| Adjustment: | 0.97 | 1.06 | | | 0.97 | | 0.97 | 1.06 | | | 0.97 | | 0.97 | 1.06 | | | 0.97 | | 0.97 | 1.06 | | | 0.97 | |
| Lanes: | 1.00 | 0.00 | | | 1.00 | | 0.00 | 0.00 | | | 0.00 | | 0.00 | 2.00 | | | 1.00 | | 1.00 | 2.00 | | | 0.00 | |
| Final Sat.: | 1750 | | 0 | | 1750 | | 0 | | 0 | | 0 | | 0 | | 3800 | | 1750 | | 1750 | | 3800 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.00 | | | 0.09 | | 0.00 | 0.00 | | | 0.00 | | 0.00 | 0.32 | | | 0.43 | | 0.07 | 0.23 | | | 0.00 | |
| Crit Moves: | **** | | | | | | | | | | | | | | | | **** | | **** | | | | | |
| Green Time: | 13.6 | | 0.0 | | 25.4 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 75.6 | | 89.1 | | 11.9 | | 87.4 | | 0.0 | |
| Volume/Cap: | 0.63 | 0.00 | | | 0.40 | | 0.00 | 0.00 | | | 0.00 | | 0.00 | 0.46 | | | 0.53 | | 0.63 | 0.29 | | | 0.00 | |
| Delay/Veh: | 38.7 | | 0.0 | | 27.6 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 6.1 | | 2.9 | | 40.1 | | 2.3 | | 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 | |
| ProgAdjFctr: | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | |
| AdjDel/Veh: | 38.7 | | 0.0 | | 27.6 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 6.1 | | 2.9 | | 40.1 | | 2.3 | | 0.0 | |
| DesignQueue: | 7 | | 0 | | 8 | | 0 | | 0 | | 0 | | 0 | | 25 | | 10 | | 7 | | 11 | | 0 | |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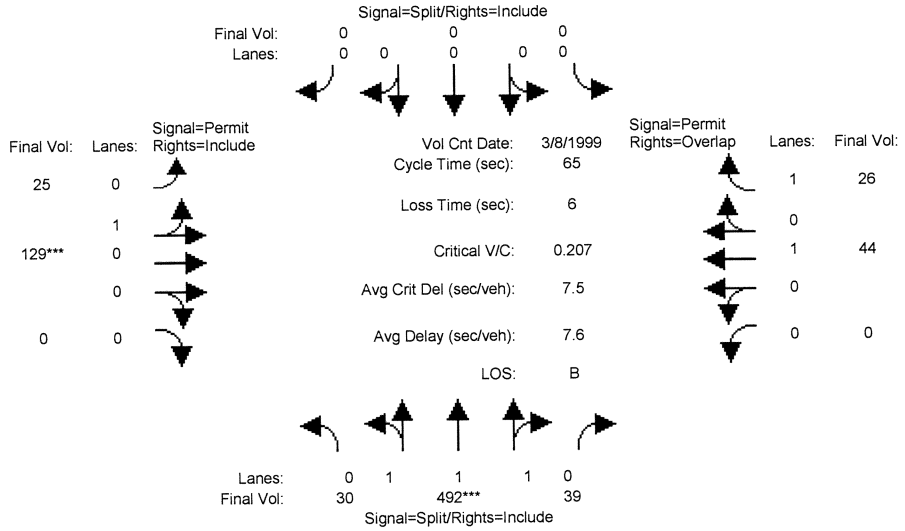
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3470: 11TH/JACKSON




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 8 Mar 1999 << | | | | | | | | | | | | |
| Base Vol: | 30 | 492 | 39 | 0 | 0 | 0 | 25 | 129 | 0 | 0 | 44 | 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: | 30 | 492 | 39 | 0 | 0 | 0 | 25 | 129 | 0 | 0 | 44 | 26 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 30 | 492 | 39 | 0 | 0 | 0 | 25 | 129 | 0 | 0 | 44 | 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: | 30 | 492 | 39 | 0 | 0 | 0 | 25 | 129 | 0 | 0 | 44 | 26 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 30 | 492 | 39 | 0 | 0 | 0 | 25 | 129 | 0 | 0 | 44 | 26 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 30 | 492 | 39 | 0 | 0 | 0 | 25 | 129 | 0 | 0 | 44 | 26 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.16 | 2.63 | 0.21 | 0.00 | 0.00 | 0.00 | 0.16 | 0.84 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 294 | 4823 | 382 | 0 | 0 | 0 | 292 | 1508 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.10 | 0.00 | 0.00 | 0.00 | 0.09 | 0.09 | 0.00 | 0.00 | 0.02 | 0.01 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 32.1 | 32.1 | 32.1 | 0.0 | 0.0 | 0.0 | 26.9 | 26.9 | 0.0 | 0.0 | 26.9 | 26.9 |
| Volume/Cap: | 0.21 | 0.21 | 0.21 | 0.00 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.00 | 0.06 | 0.04 |
| Delay/Veh: | 7.1 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 9.3 | 9.3 | 0.0 | 0.0 | 8.7 | 8.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 7.1 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 9.3 | 9.3 | 0.0 | 0.0 | 8.7 | 8.6 |
| DesignQueue: | 1 | 9 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 1 |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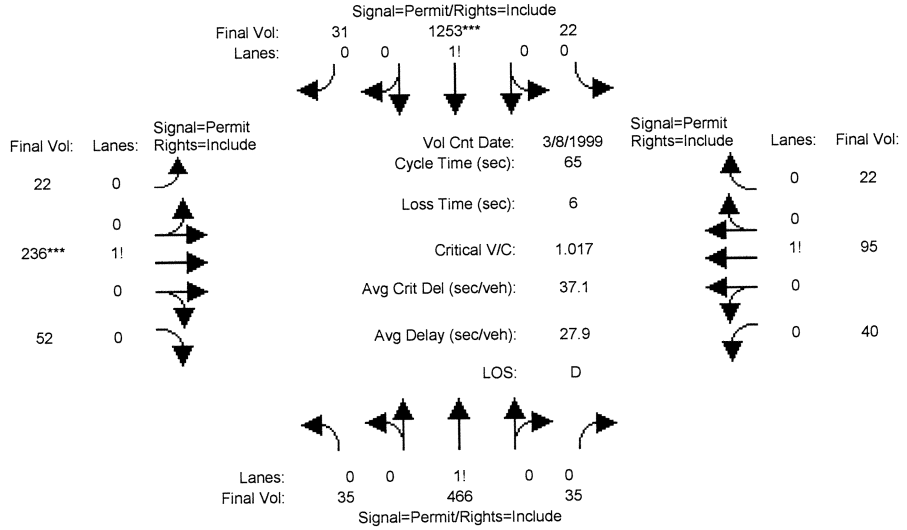
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3470: 11TH/JACKSON




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 8 Mar 1999 << | | | | | | | | | | | | |
| Base Vol: | 35 | 466 | 35 | 22 | 1253 | 31 | 22 | 236 | 52 | 40 | 95 | 22 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 35 | 466 | 35 | 22 | 1253 | 31 | 22 | 236 | 52 | 40 | 95 | 22 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 35 | 466 | 35 | 22 | 1253 | 31 | 22 | 236 | 52 | 40 | 95 | 22 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 35 | 466 | 35 | 22 | 1253 | 31 | 22 | 236 | 52 | 40 | 95 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 35 | 466 | 35 | 22 | 1253 | 31 | 22 | 236 | 52 | 40 | 95 | 22 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 35 | 466 | 35 | 22 | 1253 | 31 | 22 | 236 | 52 | 40 | 95 | 22 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.06 | 0.87 | 0.07 | 0.02 | 0.96 | 0.02 | 0.07 | 0.76 | 0.17 | 0.25 | 0.61 | 0.14 |
| Final Sat.: | 114 | 1521 | 114 | 29 | 1679 | 42 | 124 | 1332 | 294 | 446 | 1059 | 245 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.31 | 0.31 | 0.31 | 0.75 | 0.75 | 0.75 | 0.18 | 0.18 | 0.18 | 0.09 | 0.09 | 0.09 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 47.7 | 47.7 | 47.7 | 47.7 | 47.7 | 47.7 | 11.3 | 11.3 | 11.3 | 11.3 | 11.3 | 11.3 |
| Volume/Cap: | 0.42 | 0.42 | 0.42 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 0.52 | 0.52 | 0.52 |
| Delay/Veh: | 2.7 | 2.7 | 2.7 | 30.4 | 30.4 | 30.4 | 65.1 | 65.1 | 65.1 | 19.8 | 19.8 | 19.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 2.7 | 2.7 | 2.7 | 30.4 | 30.4 | 30.4 | 65.1 | 65.1 | 65.1 | 19.8 | 19.8 | 19.8 |
| DesignQueue: | 0 | 5 | 0 | 0 | 15 | 0 | 1 | 7 | 2 | 1 | 3 | 1 |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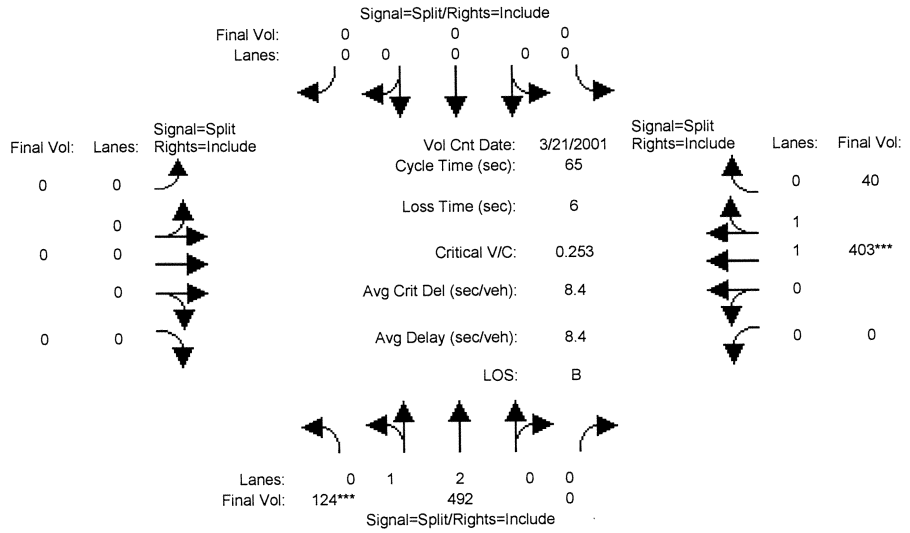
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3471: 11TH/JULIAN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 124 | 492 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 403 | 40 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 124 | 492 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 403 | 40 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 124 | 492 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 403 | 40 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 124 | 492 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 403 | 40 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 124 | 492 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 403 | 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 |
| Final Vol.: | 124 | 492 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 403 | 40 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.05 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.63 | 2.37 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.81 | 0.19 |
| Final Sat.: | 1127 | 4471 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3366 | 334 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | 0.12 |
| Crit Moves: | **** | | | | | | | | | | **** | |
| Green Time: | 28.3 | 28.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.7 | 30.7 |
| Volume/Cap: | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 |
| Delay/Veh: | 8.9 | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.8 | 7.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 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 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.8 | 7.8 |
| DesignQueue: | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 |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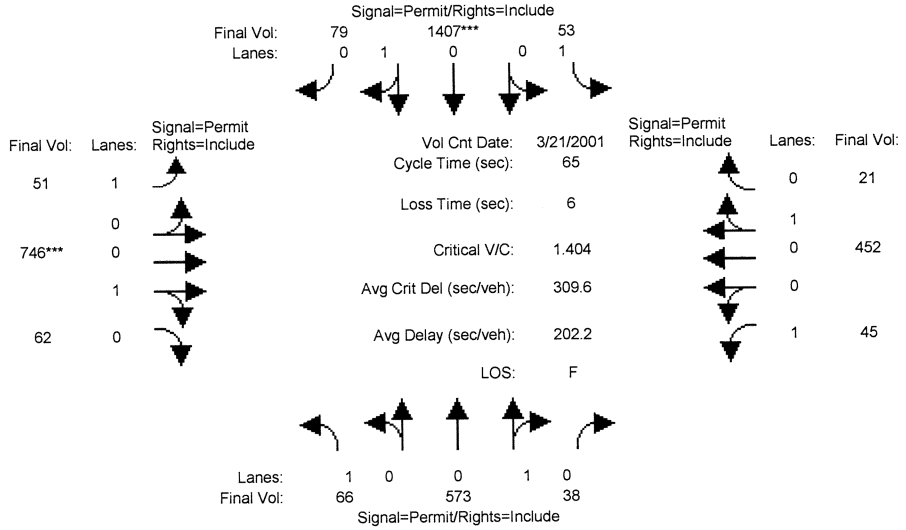
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3471: 11TH/JULIAN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 21 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 66 | 573 | 38 | 53 | 1407 | 79 | 51 | 746 | 62 | 45 | 452 | 21 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 66 | 573 | 38 | 53 | 1407 | 79 | 51 | 746 | 62 | 45 | 452 | 21 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 66 | 573 | 38 | 53 | 1407 | 79 | 51 | 746 | 62 | 45 | 452 | 21 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 66 | 573 | 38 | 53 | 1407 | 79 | 51 | 746 | 62 | 45 | 452 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 66 | 573 | 38 | 53 | 1407 | 79 | 51 | 746 | 62 | 45 | 452 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 66 | 573 | 38 | 53 | 1407 | 79 | 51 | 746 | 62 | 45 | 452 | 21 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.94 | 0.06 | 1.00 | 0.95 | 0.05 | 1.00 | 0.92 | 0.08 | 1.00 | 0.96 | 0.04 |
| Final Sat.: | 1750 | 1688 | 112 | 1750 | 1704 | 96 | 1750 | 1662 | 138 | 1750 | 1720 | 80 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.34 | 0.34 | 0.03 | 0.83 | 0.83 | 0.03 | 0.45 | 0.45 | 0.03 | 0.26 | 0.26 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 38.2 | 38.2 | 38.2 | 38.2 | 38.2 | 38.2 | 20.8 | 20.8 | 20.8 | 20.8 | 20.8 | 20.8 |
| Volume/Cap: | 0.06 | 0.58 | 0.58 | 0.05 | 1.40 | 1.40 | 0.09 | 1.40 | 1.40 | 0.08 | 0.82 | 0.82 |
| Delay/Veh: | 4.4 | 6.9 | 6.9 | 4.3 | 308 | 308.3 | 11.8 | 312 | 311.9 | 11.7 | 22.0 | 22.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 4.4 | 6.9 | 6.9 | 4.3 | 308 | 308.3 | 11.8 | 312 | 311.9 | 11.7 | 22.0 | 22.0 |
| DesignQueue: | 1 | 9 | 1 | 1 | 26 | 2 | 1 | 21 | 2 | 1 | 12 | 1 |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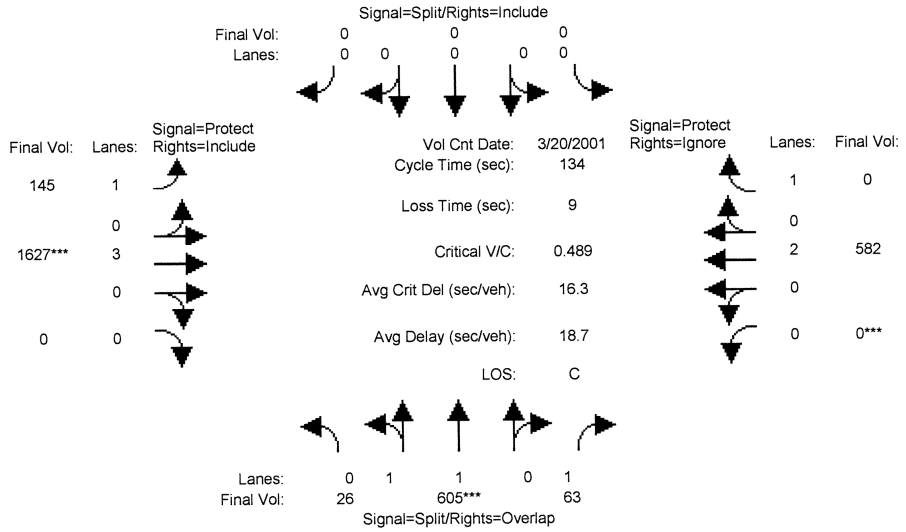
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3472: 11TH/KEYES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 20 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 26 | 605 | 63 | 0 | 0 | 0 | 145 | 1627 | 0 | 0 | 582 | 877 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 26 | 605 | 63 | 0 | 0 | 0 | 145 | 1627 | 0 | 0 | 582 | 877 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 26 | 605 | 63 | 0 | 0 | 0 | 145 | 1627 | 0 | 0 | 582 | 877 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 26 | 605 | 63 | 0 | 0 | 0 | 145 | 1627 | 0 | 0 | 582 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 605 | 63 | 0 | 0 | 0 | 145 | 1627 | 0 | 0 | 582 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Vol.: | 26 | 605 | 63 | 0 | 0 | 0 | 145 | 1627 | 0 | 0 | 582 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.08 | 1.92 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 152 | 3547 | 1750 | 0 | 0 | 0 | 1750 | 5700 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.17 | 0.04 | 0.00 | 0.00 | 0.00 | 0.08 | 0.29 | 0.00 | 0.00 | 0.15 | 0.00 |
| Crit Moves: | | **** | | | | | | **** | | **** | | |
| Green Time: | 46.8 | 46.8 | 46.8 | 0.0 | 0.0 | 0.0 | 27.5 | 78.2 | 0.0 | 0.0 | 50.8 | 0.0 |
| Volume/Cap: | 0.49 | 0.49 | 0.10 | 0.00 | 0.00 | 0.00 | 0.40 | 0.49 | 0.00 | 0.00 | 0.40 | 0.00 |
| Delay/Veh: | 26.3 | 26.3 | 22.4 | 0.0 | 0.0 | 0.0 | 35.5 | 12.4 | 0.0 | 0.0 | 23.3 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 26.3 | 26.3 | 22.4 | 0.0 | 0.0 | 0.0 | 35.5 | 12.4 | 0.0 | 0.0 | 23.3 | 0.0 |
| DesignQueue: | 1 | 31 | 3 | 0 | 0 | 0 | 9 | 54 | 0 | 0 | 28 | 0 |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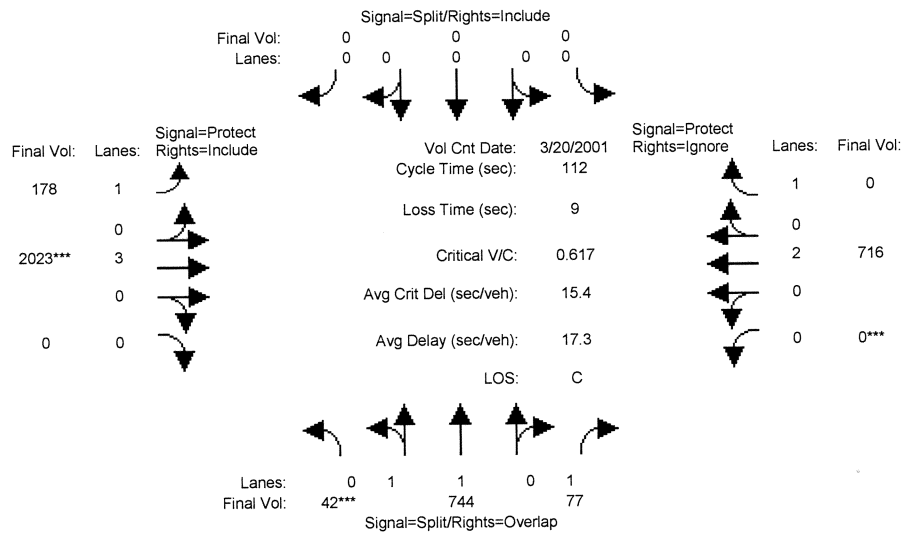
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3472: 11TH/KEYES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 20 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 42 | 744 | 77 | 0 | 0 | 0 | 178 | 2023 | 0 | 0 | 716 | 0 |
| Growth Adj: | 1.00 | 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 | 744 | 77 | 0 | 0 | 0 | 178 | 2023 | 0 | 0 | 716 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 42 | 744 | 77 | 0 | 0 | 0 | 178 | 2023 | 0 | 0 | 716 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 42 | 744 | 77 | 0 | 0 | 0 | 178 | 2023 | 0 | 0 | 716 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 42 | 744 | 77 | 0 | 0 | 0 | 178 | 2023 | 0 | 0 | 716 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Vol.: | 42 | 744 | 77 | 0 | 0 | 0 | 178 | 2023 | 0 | 0 | 716 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.11 | 1.89 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 198 | 3502 | 1750 | 0 | 0 | 0 | 1750 | 5700 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.21 | 0.04 | 0.00 | 0.00 | 0.00 | 0.10 | 0.35 | 0.00 | 0.00 | 0.19 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 38.6 | 38.6 | 38.6 | 0.0 | 0.0 | 0.0 | 22.6 | 64.4 | 0.0 | 0.0 | 41.8 | 0.0 |
| Volume/Cap: | 0.62 | 0.62 | 0.13 | 0.00 | 0.00 | 0.00 | 0.50 | 0.62 | 0.00 | 0.00 | 0.50 | 0.00 |
| Delay/Veh: | 23.9 | 23.9 | 19.1 | 0.0 | 0.0 | 0.0 | 31.2 | 12.2 | 0.0 | 0.0 | 20.8 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 23.9 | 23.9 | 19.1 | 0.0 | 0.0 | 0.0 | 31.2 | 12.2 | 0.0 | 0.0 | 20.8 | 0.0 |
| DesignQueue: | 2 | 32 | 3 | 0 | 0 | 0 | 9 | 59 | 0 | 0 | 29 | 0 |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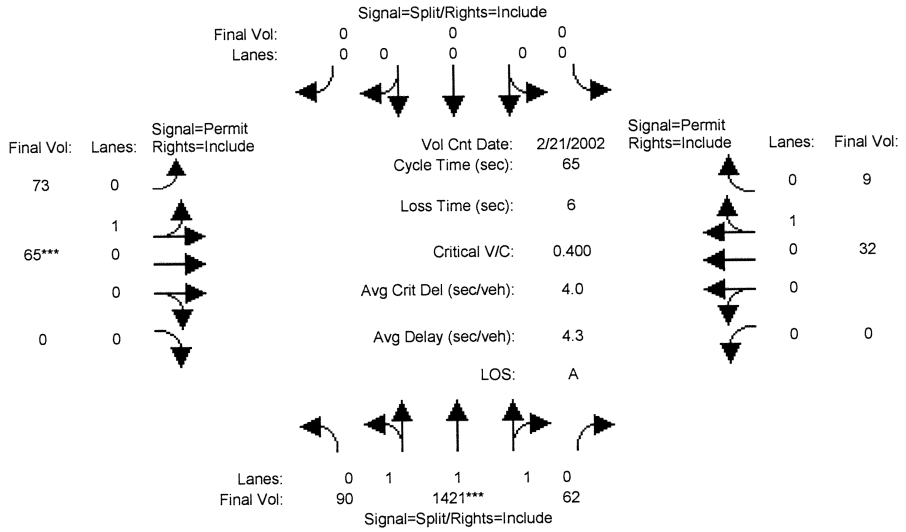
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3473: 11TH/REED




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 90 | 1421 | 62 | 0 | 0 | 0 | 73 | 65 | 0 | 0 | 32 | 9 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 90 | 1421 | 62 | 0 | 0 | 0 | 73 | 65 | 0 | 0 | 32 | 9 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 90 | 1421 | 62 | 0 | 0 | 0 | 73 | 65 | 0 | 0 | 32 | 9 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 90 | 1421 | 62 | 0 | 0 | 0 | 73 | 65 | 0 | 0 | 32 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 90 | 1421 | 62 | 0 | 0 | 0 | 73 | 65 | 0 | 0 | 32 | 9 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 90 | 1421 | 62 | 0 | 0 | 0 | 73 | 65 | 0 | 0 | 32 | 9 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.17 | 2.71 | 0.12 | 0.00 | 0.00 | 0.00 | 0.53 | 0.47 | 0.00 | 0.00 | 0.78 | 0.22 |
| Final Sat.: | 315 | 4968 | 217 | 0 | 0 | 0 | 952 | 848 | 0 | 0 | 1405 | 395 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.29 | 0.29 | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.00 | 0.00 | 0.02 | 0.02 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 46.5 | 46.5 | 46.5 | 0.0 | 0.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 12.5 | 12.5 |
| Volume/Cap: | 0.40 | 0.40 | 0.40 | 0.00 | 0.00 | 0.00 | 0.40 | 0.40 | 0.00 | 0.00 | 0.12 | 0.12 |
| Delay/Veh: | 2.8 | 2.8 | 2.8 | 0.0 | 0.0 | 0.0 | 17.9 | 17.9 | 0.0 | 0.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 2.8 | 2.8 | 2.8 | 0.0 | 0.0 | 0.0 | 17.9 | 17.9 | 0.0 | 0.0 | 16.5 | 16.5 |
| DesignQueue: | 1 | 16 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 0 |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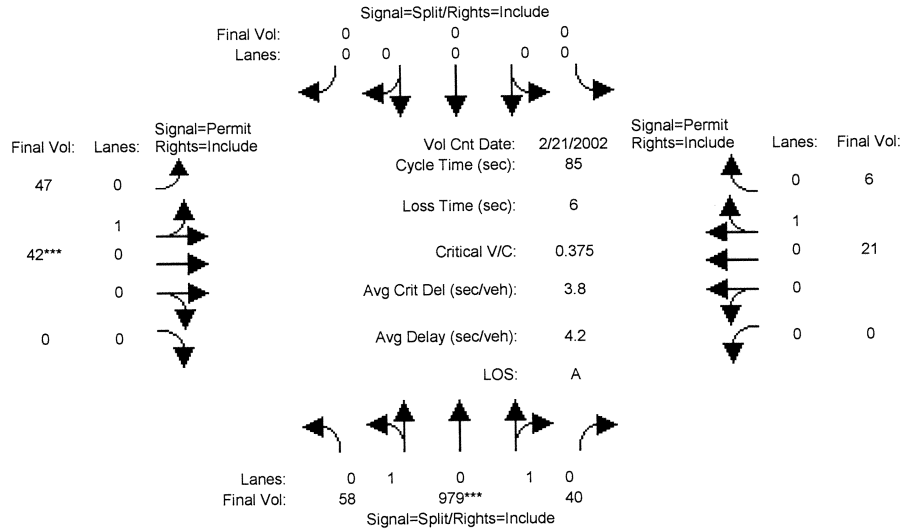
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3473: 11TH/REED




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 58 | 979 | 40 | 0 | 0 | 0 | 47 | 42 | 0 | 0 | 21 | 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: | 58 | 979 | 40 | 0 | 0 | 0 | 47 | 42 | 0 | 0 | 21 | 6 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 58 | 979 | 40 | 0 | 0 | 0 | 47 | 42 | 0 | 0 | 21 | 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: | 58 | 979 | 40 | 0 | 0 | 0 | 47 | 42 | 0 | 0 | 21 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 58 | 979 | 40 | 0 | 0 | 0 | 47 | 42 | 0 | 0 | 21 | 6 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 58 | 979 | 40 | 0 | 0 | 0 | 47 | 42 | 0 | 0 | 21 | 6 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.11 | 1.82 | 0.07 | 0.00 | 0.00 | 0.00 | 0.53 | 0.47 | 0.00 | 0.00 | 0.78 | 0.22 |
| Final Sat.: | 194 | 3272 | 134 | 0 | 0 | 0 | 951 | 849 | 0 | 0 | 1400 | 400 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.30 | 0.30 | 0.00 | 0.00 | 0.00 | 0.05 | 0.05 | 0.00 | 0.00 | 0.02 | 0.02 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 67.8 | 67.8 | 67.8 | 0.0 | 0.0 | 0.0 | 11.2 | 11.2 | 0.0 | 0.0 | 11.2 | 11.2 |
| Volume/Cap: | 0.38 | 0.38 | 0.38 | 0.00 | 0.00 | 0.00 | 0.38 | 0.38 | 0.00 | 0.00 | 0.11 | 0.11 |
| Delay/Veh: | 1.9 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 26.1 | 26.1 | 0.0 | 0.0 | 24.7 | 24.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 1.9 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 26.1 | 26.1 | 0.0 | 0.0 | 24.7 | 24.7 |
| DesignQueue: | 1 | 10 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 0 |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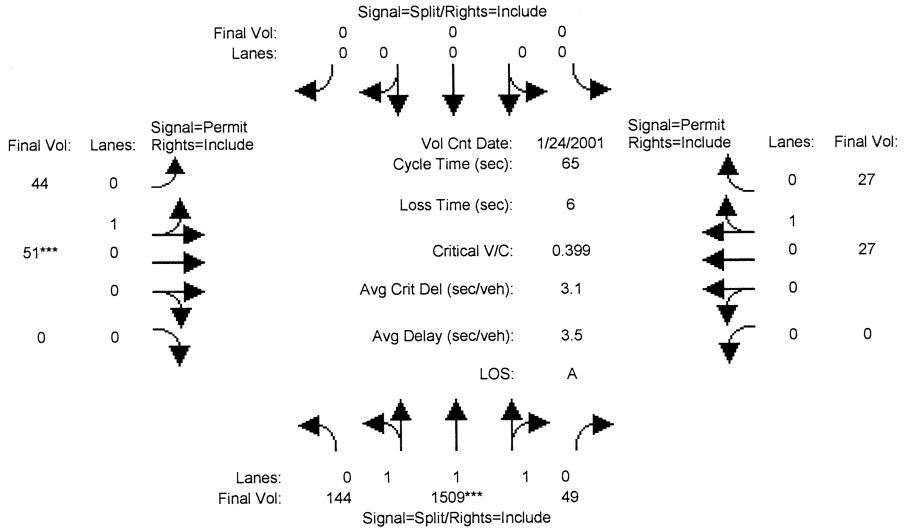
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3474: 11TH/SAN ANTONIO




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 24 Jan 2001 << | | | | | | | | | | | | |
| Base Vol: | 144 | 1509 | 49 | 0 | 0 | 0 | 44 | 51 | 0 | 0 | 27 | 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: | 144 | 1509 | 49 | 0 | 0 | 0 | 44 | 51 | 0 | 0 | 27 | 27 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 144 | 1509 | 49 | 0 | 0 | 0 | 44 | 51 | 0 | 0 | 27 | 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: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 144 | 1509 | 49 | 0 | 0 | 0 | 44 | 51 | 0 | 0 | 27 | 27 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 144 | 1509 | 49 | 0 | 0 | 0 | 44 | 51 | 0 | 0 | 27 | 27 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 144 | 1509 | 49 | 0 | 0 | 0 | 44 | 51 | 0 | 0 | 27 | 27 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.26 | 2.65 | 0.09 | 0.00 | 0.00 | 0.00 | 0.46 | 0.54 | 0.00 | 0.00 | 0.50 | 0.50 |
| Final Sat.: | 465 | 4876 | 158 | 0 | 0 | 0 | 834 | 966 | 0 | 0 | 900 | 900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.31 | 0.31 | 0.31 | 0.00 | 0.00 | 0.00 | 0.05 | 0.05 | 0.00 | 0.00 | 0.03 | 0.03 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 49.0 | 49.0 | 49.0 | 0.0 | 0.0 | 0.0 | 10.0 | 10.0 | 0.0 | 0.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.41 | 0.41 | 0.41 | 0.00 | 0.00 | 0.00 | 0.34 | 0.34 | 0.00 | 0.00 | 0.19 | 0.19 |
| Delay/Veh: | 2.2 | 2.2 | 2.2 | 0.0 | 0.0 | 0.0 | 19.0 | 19.0 | 0.0 | 0.0 | 18.3 | 18.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 2.2 | 2.2 | 2.2 | 0.0 | 0.0 | 0.0 | 19.0 | 19.0 | 0.0 | 0.0 | 18.3 | 18.3 |
| DesignQueue: | 1 | 15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 |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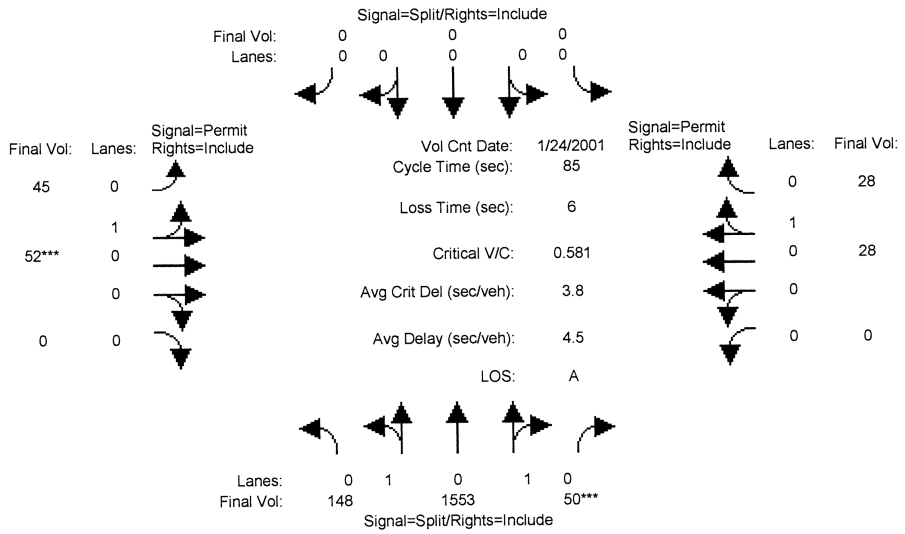
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3474: 11TH/SAN ANTONIO




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 10 | | 10 | 10 | 0 | | 0 | 0 | 10 | | 10 | 0 | 0 | | 10 | 10 |
| Volume Module: >> Count Date: 24 Jan 2001 << | | | | | | | | | | | | | | | | |
| Base Vol: | 148 | 1553 | | 50 | 0 | | 0 | 0 | 45 | | 52 | 0 | 0 | | 28 | 28 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 148 | 1553 | | 50 | 0 | | 0 | 0 | 45 | | 52 | 0 | 0 | | 28 | 28 |
| Added Vol: | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| PasserByVol: | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 148 | 1553 | | 50 | 0 | | 0 | 0 | 45 | | 52 | 0 | 0 | | 28 | 28 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 148 | 1553 | | 50 | 0 | | 0 | 0 | 45 | | 52 | 0 | 0 | | 28 | 28 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 148 | 1553 | | 50 | 0 | | 0 | 0 | 45 | | 52 | 0 | 0 | | 28 | 28 |
| PCE Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 148 | 1553 | | 50 | 0 | | 0 | 0 | 45 | | 52 | 0 | 0 | | 28 | 28 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | | 1.00 | 0.97 | | 1.06 | 0.97 | 1.00 | | 1.00 | 0.97 | 0.97 | | 1.00 | 1.00 |
| Lanes: | 0.17 | 1.77 | | 0.06 | 0.00 | | 0.00 | 0.00 | 0.46 | | 0.54 | 0.00 | 0.00 | | 0.50 | 0.50 |
| Final Sat.: | 304 | 3193 | | 103 | 0 | | 0 | 0 | 835 | | 965 | 0 | 0 | | 900 | 900 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.49 | 0.49 | | 0.49 | 0.00 | | 0.00 | 0.00 | 0.05 | | 0.05 | 0.00 | 0.00 | | 0.03 | 0.03 |
| Crit Moves: | | | | **** | | | | | | | **** | | | | | |
| Green Time: | 69.0 | 69.0 | | 69.0 | 0.0 | | 0.0 | 0.0 | 10.0 | | 10.0 | 0.0 | 0.0 | | 10.0 | 10.0 |
| Volume/Cap: | 0.60 | 0.60 | | 0.60 | 0.00 | | 0.00 | 0.00 | 0.46 | | 0.46 | 0.00 | 0.00 | | 0.26 | 0.26 |
| Delay/Veh: | 2.5 | 2.5 | | 2.5 | 0.0 | | 0.0 | 0.0 | 27.7 | | 27.7 | 0.0 | 0.0 | | 26.1 | 26.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 2.5 | 2.5 | | 2.5 | 0.0 | | 0.0 | 0.0 | 27.7 | | 27.7 | 0.0 | 0.0 | | 26.1 | 26.1 |
| DesignQueue: | 1 | 16 | | 1 | 0 | | 0 | 0 | 2 | | 2 | 0 | 0 | | 1 | 1 |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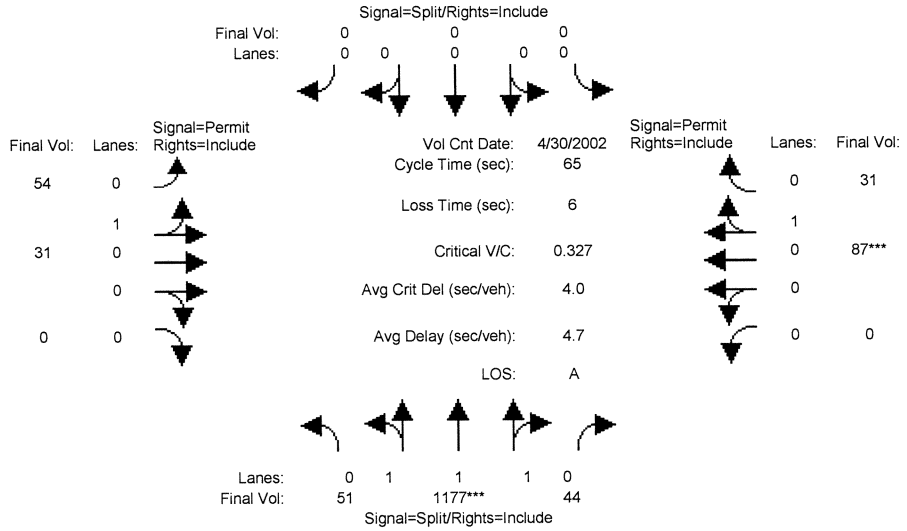
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3475: 11TH/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 30 Apr 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 51 | 1177 | 44 | 0 | 0 | 0 | 54 | 31 | 0 | 0 | 87 | 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: | 51 | 1177 | 44 | 0 | 0 | 0 | 54 | 31 | 0 | 0 | 87 | 31 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 51 | 1177 | 44 | 0 | 0 | 0 | 54 | 31 | 0 | 0 | 87 | 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: | 51 | 1177 | 44 | 0 | 0 | 0 | 54 | 31 | 0 | 0 | 87 | 31 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 51 | 1177 | 44 | 0 | 0 | 0 | 54 | 31 | 0 | 0 | 87 | 31 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 51 | 1177 | 44 | 0 | 0 | 0 | 54 | 31 | 0 | 0 | 87 | 31 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.12 | 2.77 | 0.11 | 0.00 | 0.00 | 0.00 | 0.64 | 0.36 | 0.00 | 0.00 | 0.74 | 0.26 |
| Final Sat.: | 221 | 5089 | 190 | 0 | 0 | 0 | 1144 | 656 | 0 | 0 | 1327 | 473 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 | 0.05 | 0.05 | 0.00 | 0.00 | 0.07 | 0.07 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 46.0 | 46.0 | 46.0 | 0.0 | 0.0 | 0.0 | 13.0 | 13.0 | 0.0 | 0.0 | 13.0 | 13.0 |
| Volume/Cap: | 0.33 | 0.33 | 0.33 | 0.00 | 0.00 | 0.00 | 0.24 | 0.24 | 0.00 | 0.00 | 0.33 | 0.33 |
| Delay/Veh: | 2.8 | 2.8 | 2.8 | 0.0 | 0.0 | 0.0 | 16.6 | 16.6 | 0.0 | 0.0 | 17.1 | 17.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 2.8 | 2.8 | 2.8 | 0.0 | 0.0 | 0.0 | 16.6 | 16.6 | 0.0 | 0.0 | 17.1 | 17.1 |
| DesignQueue: | 1 | 13 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 1 |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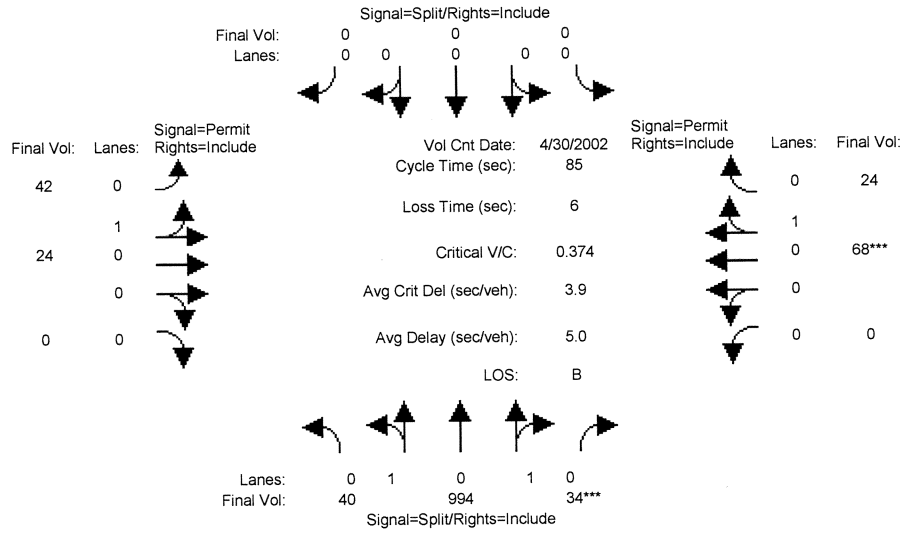
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3475: 11TH/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 30 Apr 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 40 | 994 | 34 | 0 | 0 | 0 | 42 | 24 | 0 | 0 | 68 | 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: | 40 | 994 | 34 | 0 | 0 | 0 | 42 | 24 | 0 | 0 | 68 | 24 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 40 | 994 | 34 | 0 | 0 | 0 | 42 | 24 | 0 | 0 | 68 | 24 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 40 | 994 | 34 | 0 | 0 | 0 | 42 | 24 | 0 | 0 | 68 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 994 | 34 | 0 | 0 | 0 | 42 | 24 | 0 | 0 | 68 | 24 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 40 | 994 | 34 | 0 | 0 | 0 | 42 | 24 | 0 | 0 | 68 | 24 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.07 | 1.87 | 0.06 | 0.00 | 0.00 | 0.00 | 0.64 | 0.36 | 0.00 | 0.00 | 0.74 | 0.26 |
| Final Sat.: | 135 | 3351 | 115 | 0 | 0 | 0 | 1145 | 655 | 0 | 0 | 1330 | 470 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.30 | 0.30 | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 | 0.00 | 0.00 | 0.05 | 0.05 |
| Crit Moves: | | | **** | | | | | | | | **** | |
| Green Time: | 67.4 | 67.4 | 67.4 | 0.0 | 0.0 | 0.0 | 11.6 | 11.6 | 0.0 | 0.0 | 11.6 | 11.6 |
| Volume/Cap: | 0.37 | 0.37 | 0.37 | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 0.00 | 0.00 | 0.37 | 0.37 |
| Delay/Veh: | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 25.1 | 25.1 | 0.0 | 0.0 | 25.8 | 25.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 25.1 | 25.1 | 0.0 | 0.0 | 25.8 | 25.8 |
| DesignQueue: | 0 | 10 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 1 |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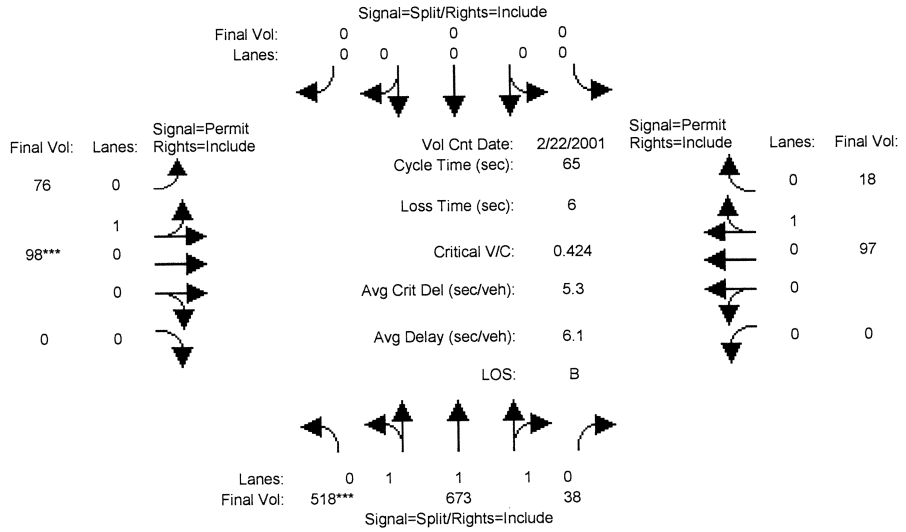
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3476: 11TH/SAN FERNANDO




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 22 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 518 | 673 | 38 | 0 | 0 | 0 | 76 | 98 | 0 | 0 | 97 | 18 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 518 | 673 | 38 | 0 | 0 | 0 | 76 | 98 | 0 | 0 | 97 | 18 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 518 | 673 | 38 | 0 | 0 | 0 | 76 | 98 | 0 | 0 | 97 | 18 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 518 | 673 | 38 | 0 | 0 | 0 | 76 | 98 | 0 | 0 | 97 | 18 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 518 | 673 | 38 | 0 | 0 | 0 | 76 | 98 | 0 | 0 | 97 | 18 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 518 | 673 | 38 | 0 | 0 | 0 | 76 | 98 | 0 | 0 | 97 | 18 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.89 | 0.11 | 0.00 | 0.00 | 0.00 | 0.44 | 0.56 | 0.00 | 0.00 | 0.84 | 0.16 |
| Final Sat.: | 1800 | 3516 | 199 | 0 | 0 | 0 | 786 | 1014 | 0 | 0 | 1518 | 282 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.00 | 0.06 | 0.06 |
| Crit Moves: | **** | | | | | | | **** | | | | |
| Green Time: | 44.2 | 44.2 | 44.2 | 0.0 | 0.0 | 0.0 | 14.8 | 14.8 | 0.0 | 0.0 | 14.8 | 14.8 |
| Volume/Cap: | 0.42 | 0.28 | 0.28 | 0.00 | 0.00 | 0.00 | 0.42 | 0.42 | 0.00 | 0.00 | 0.28 | 0.28 |
| Delay/Veh: | 3.6 | 3.1 | 3.1 | 0.0 | 0.0 | 0.0 | 16.7 | 16.7 | 0.0 | 0.0 | 15.8 | 15.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 3.6 | 3.1 | 3.1 | 0.0 | 0.0 | 0.0 | 16.7 | 16.7 | 0.0 | 0.0 | 15.8 | 15.8 |
| DesignQueue: | 6 | 8 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 3 | 1 |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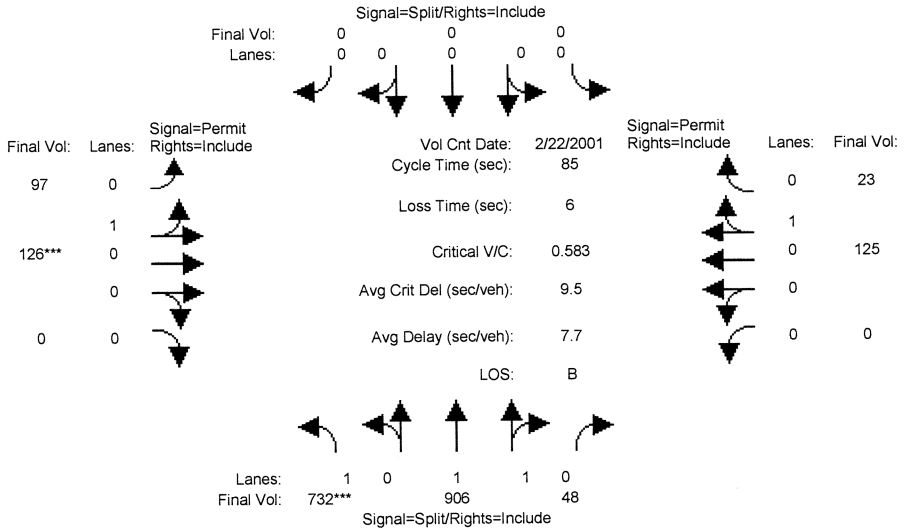
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3476: 11TH/SAN FERNANDO




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 22 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 732 | 906 | 48 | 0 | 0 | 0 | 97 | 126 | 0 | 0 | 125 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 732 | 906 | 48 | 0 | 0 | 0 | 97 | 126 | 0 | 0 | 125 | 23 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 732 | 906 | 48 | 0 | 0 | 0 | 97 | 126 | 0 | 0 | 125 | 23 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 732 | 906 | 48 | 0 | 0 | 0 | 97 | 126 | 0 | 0 | 125 | 23 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 732 | 906 | 48 | 0 | 0 | 0 | 97 | 126 | 0 | 0 | 125 | 23 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 732 | 906 | 48 | 0 | 0 | 0 | 97 | 126 | 0 | 0 | 125 | 23 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.90 | 0.10 | 0.00 | 0.00 | 0.00 | 0.43 | 0.57 | 0.00 | 0.00 | 0.84 | 0.16 |
| Final Sat.: | 1750 | 3514 | 186 | 0 | 0 | 0 | 783 | 1017 | 0 | 0 | 1520 | 280 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.42 | 0.26 | 0.26 | 0.00 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.08 | 0.08 |
| Crit Moves: | **** | | | | | | | **** | | | | |
| Green Time: | 60.9 | 60.9 | 60.9 | 0.0 | 0.0 | 0.0 | 18.1 | 18.1 | 0.0 | 0.0 | 18.1 | 18.1 |
| Volume/Cap: | 0.58 | 0.36 | 0.36 | 0.00 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.00 | 0.39 | 0.39 |
| Delay/Veh: | 5.0 | 3.5 | 3.5 | 0.0 | 0.0 | 0.0 | 24.5 | 24.5 | 0.0 | 0.0 | 22.2 | 22.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 5.0 | 3.5 | 3.5 | 0.0 | 0.0 | 0.0 | 24.5 | 24.5 | 0.0 | 0.0 | 22.2 | 22.2 |
| DesignQueue: | 11 | 13 | 1 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 5 | 1 |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RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3477: 11TH/SANTA CLARA

Signal=Split/Rights=Include

| | | | | | |
|---|---|---|---|---|---|
| Final Vol: | 0 | | 0 | | 0 |
| Lanes: | 0 | 0 | 0 | 0 | 0 |

| Final Vol: | Lanes: | Signal=Protect Rights=Include |
|---|---|---|
| 91*** | 1 | |
| | 0 | |
| 824 | 2 | |
| | 0 | |
| 0 | 0 | |

| | |
|---|---|
| Vol Cnt Date: | 2/22/2001 |
| Cycle Time (sec): | 75 |
| Loss Time (sec): | 9 |
| Critical V/C: | 0.442 |
| Avg Crit Del (sec/veh): | 14.0 |
| Avg Delay (sec/veh): | 11.9 |
| LOS: | B |

| Signal=Protect Rights=Include | Lanes: | Final Vol: |
|---|---|---|
| | 0 | 47 |
| | 1 | |
| | 1 | 643*** |
| | 0 | |
| | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| Lanes: | 0 | 1 | 1 | 1 | 0 |
| Final Vol: | 159 | | 486*** | | 184 |

Signal=Split/Rights=Include

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 22 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 159 | 486 | 184 | 0 | 0 | 0 | 91 | 824 | 0 | 0 | 643 | 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: | 159 | 486 | 184 | 0 | 0 | 0 | 91 | 824 | 0 | 0 | 643 | 47 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 159 | 486 | 184 | 0 | 0 | 0 | 91 | 824 | 0 | 0 | 643 | 47 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 159 | 486 | 184 | 0 | 0 | 0 | 91 | 824 | 0 | 0 | 643 | 47 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 159 | 486 | 184 | 0 | 0 | 0 | 91 | 824 | 0 | 0 | 643 | 47 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 159 | 486 | 184 | 0 | 0 | 0 | 91 | 824 | 0 | 0 | 643 | 47 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.58 | 1.74 | 0.68 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.86 | 0.14 |
| Final Sat.: | 1055 | 3224 | 1220 | 0 | 0 | 0 | 1750 | 3800 | 0 | 0 | 3448 | 252 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 | 0.05 | 0.22 | 0.00 | 0.00 | 0.19 | 0.19 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green Time: | 25.6 | 25.6 | 25.6 | 0.0 | 0.0 | 0.0 | 8.8 | 40.4 | 0.0 | 0.0 | 31.6 | 31.6 |
| Volume/Cap: | 0.44 | 0.44 | 0.44 | 0.00 | 0.00 | 0.00 | 0.44 | 0.40 | 0.00 | 0.00 | 0.44 | 0.44 |
| Delay/Veh: | 14.7 | 14.7 | 14.7 | 0.0 | 0.0 | 0.0 | 24.4 | 7.8 | 0.0 | 0.0 | 11.9 | 11.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 14.7 | 14.7 | 14.7 | 0.0 | 0.0 | 0.0 | 24.4 | 7.8 | 0.0 | 0.0 | 11.9 | 11.9 |
| DesignQueue: | 5 | 14 | 5 | 0 | 0 | 0 | 3 | 17 | 0 | 0 | 16 | 1 |


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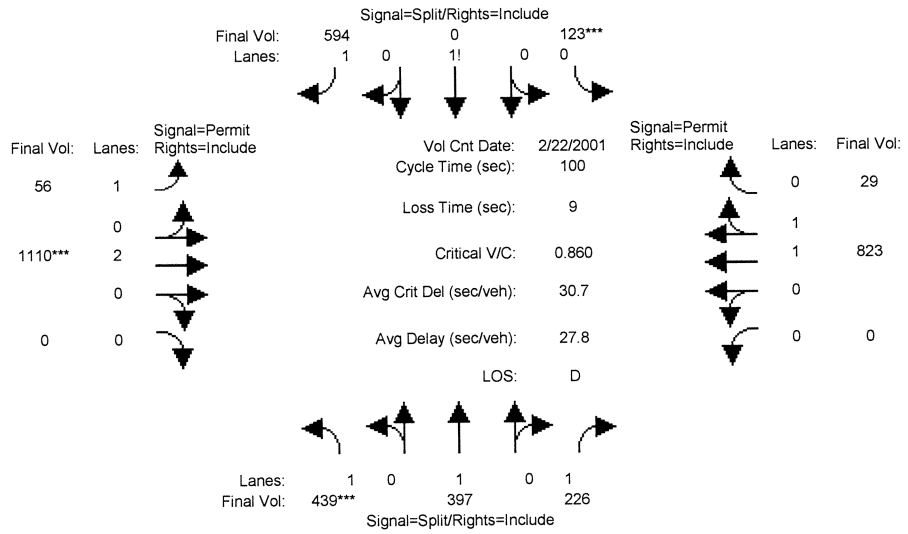
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3477: 11TH/SANTA CLARA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 22 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 439 | 397 | 226 | 123 | 0 | 594 | 56 | 1110 | 0 | 0 | 823 | 29 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 439 | 397 | 226 | 123 | 0 | 594 | 56 | 1110 | 0 | 0 | 823 | 29 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 439 | 397 | 226 | 123 | 0 | 594 | 56 | 1110 | 0 | 0 | 823 | 29 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 439 | 397 | 226 | 123 | 0 | 594 | 56 | 1110 | 0 | 0 | 823 | 29 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 439 | 397 | 226 | 123 | 0 | 594 | 56 | 1110 | 0 | 0 | 823 | 29 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 439 | 397 | 226 | 123 | 0 | 594 | 56 | 1110 | 0 | 0 | 823 | 29 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 0.29 | 0.00 | 1.71 | 1.00 | 2.00 | 0.00 | 0.00 | 1.93 | 0.07 |
| Final Sat.: | 1750 | 1900 | 1750 | 512 | 0 | 2987 | 1750 | 3800 | 0 | 0 | 3574 | 126 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.21 | 0.13 | 0.24 | 0.00 | 0.20 | 0.03 | 0.29 | 0.00 | 0.00 | 0.23 | 0.23 |
| Crit Moves: | **** | | | **** | | | | **** | | | | |
| Green Time: | 29.2 | 29.2 | 29.2 | 27.9 | 0.0 | 27.9 | 33.9 | 33.9 | 0.0 | 0.0 | 33.9 | 33.9 |
| Volume/Cap: | 0.86 | 0.72 | 0.44 | 0.86 | 0.00 | 0.71 | 0.09 | 0.86 | 0.00 | 0.00 | 0.68 | 0.68 |
| Delay/Veh: | 35.2 | 27.2 | 22.3 | 32.4 | 0.0 | 26.3 | 17.1 | 27.8 | 0.0 | 0.0 | 22.6 | 22.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.2 | 27.2 | 22.3 | 32.4 | 0.0 | 26.3 | 17.1 | 27.8 | 0.0 | 0.0 | 22.6 | 22.6 |
| DesignQueue: | 18 | 17 | 9 | 5 | 0 | 25 | 2 | 44 | 0 | 0 | 32 | 1 |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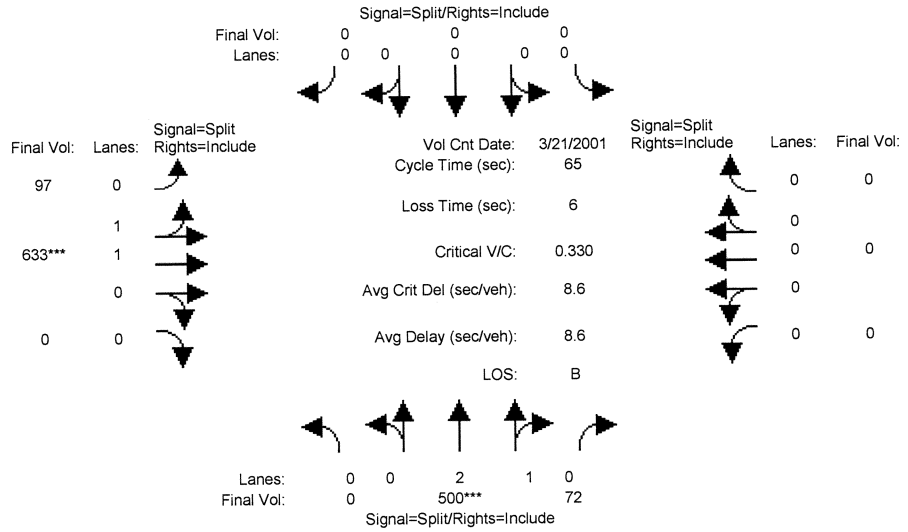
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3478: 11TH/ST. JAMES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 21 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 500 | 72 | 0 | 0 | 0 | 97 | 633 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 500 | 72 | 0 | 0 | 0 | 97 | 633 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 500 | 72 | 0 | 0 | 0 | 97 | 633 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 500 | 72 | 0 | 0 | 0 | 97 | 633 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 500 | 72 | 0 | 0 | 0 | 97 | 633 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 500 | 72 | 0 | 0 | 0 | 97 | 633 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 2.61 | 0.39 | 0.00 | 0.00 | 0.00 | 0.27 | 1.73 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 4894 | 705 | 0 | 0 | 0 | 492 | 3208 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.10 | 0.10 | 0.00 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 0.0 | 20.1 | 20.1 | 0.0 | 0.0 | 0.0 | 38.9 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.33 | 0.33 | 0.00 | 0.00 | 0.00 | 0.33 | 0.33 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 13.2 | 13.2 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 13.2 | 13.2 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 13 | 2 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 0 |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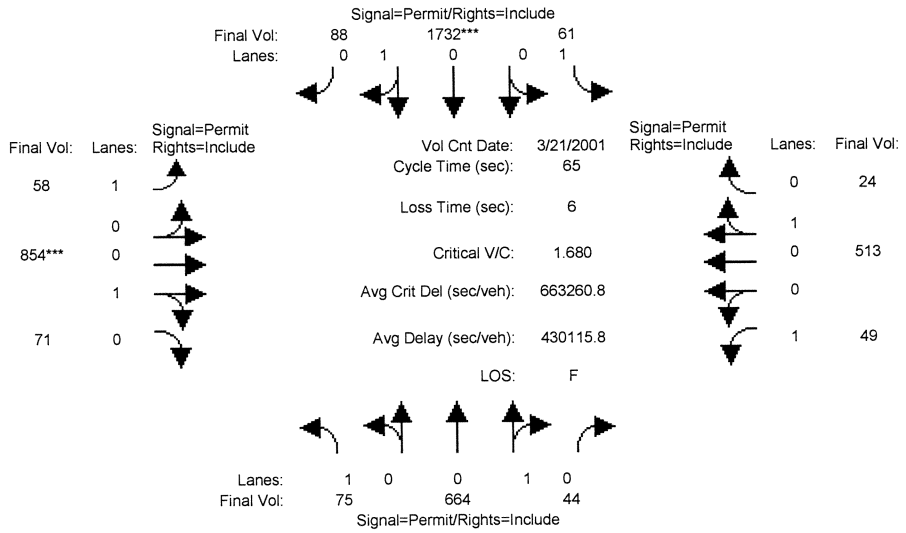
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3478: 11TH/ST. JAMES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 21 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 75 | 664 | 44 | 61 | 1732 | 88 | 58 | 854 | 71 | 49 | 513 | 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: | 75 | 664 | 44 | 61 | 1732 | 88 | 58 | 854 | 71 | 49 | 513 | 24 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 75 | 664 | 44 | 61 | 1732 | 88 | 58 | 854 | 71 | 49 | 513 | 24 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 75 | 664 | 44 | 61 | 1732 | 88 | 58 | 854 | 71 | 49 | 513 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 75 | 664 | 44 | 61 | 1732 | 88 | 58 | 854 | 71 | 49 | 513 | 24 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 75 | 664 | 44 | 61 | 1732 | 88 | 58 | 854 | 71 | 49 | 513 | 24 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.94 | 0.06 | 1.00 | 0.95 | 0.05 | 1.00 | 0.92 | 0.08 | 1.00 | 0.96 | 0.04 |
| Final Sat.: | 1750 | 1688 | 112 | 1750 | 1713 | 87 | 1750 | 1662 | 138 | 1750 | 1720 | 80 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.39 | 0.39 | 0.03 | 1.01 | 1.01 | 0.03 | 0.51 | 0.51 | 0.03 | 0.30 | 0.30 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 39.1 | 39.1 | 39.1 | 39.1 | 39.1 | 39.1 | 19.9 | 19.9 | 19.9 | 19.9 | 19.9 | 19.9 |
| Volume/Cap: | 0.07 | 0.65 | 0.65 | 0.06 | 1.68 | 1.68 | 0.11 | 1.68 | 1.68 | 0.09 | 0.98 | 0.98 |
| Delay/Veh: | 4.1 | 7.5 | 7.5 | 4.1 | xxxx | xxxxx | 12.3 | 706 | 705.8 | 12.2 | 40.9 | 40.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 4.1 | 7.5 | 7.5 | 4.1 | xxxx | xxxxx | 12.3 | 706 | 705.8 | 12.2 | 40.9 | 40.9 |
| DesignQueue: | 1 | 11 | 1 | 1 | 33 | 2 | 1 | 25 | 2 | 1 | 14 | 1 |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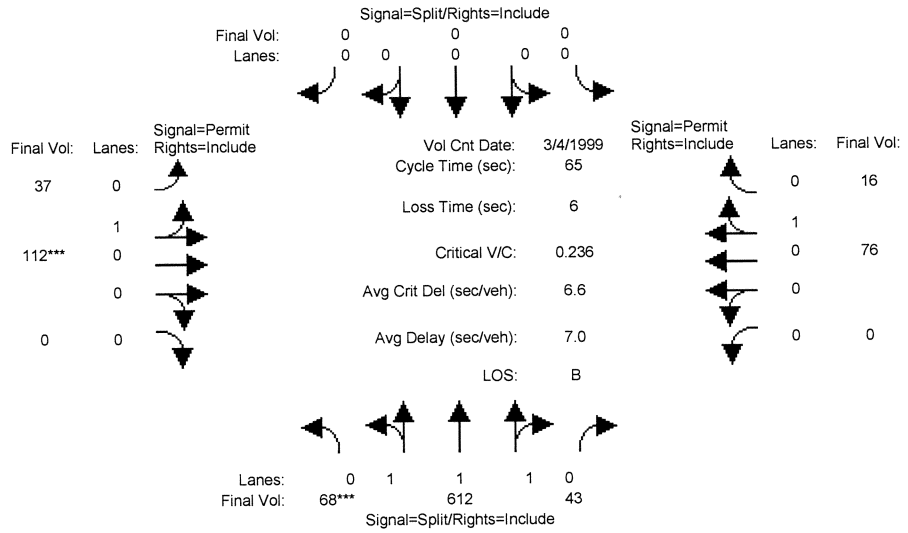
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3479: 11TH/ST. JOHN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 4 Mar 1999 << | | | | | | | | | | | | |
| Base Vol: | 68 | 612 | 43 | 0 | 0 | 0 | 37 | 112 | 0 | 0 | 76 | 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: | 68 | 612 | 43 | 0 | 0 | 0 | 37 | 112 | 0 | 0 | 76 | 16 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 68 | 612 | 43 | 0 | 0 | 0 | 37 | 112 | 0 | 0 | 76 | 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: | 68 | 612 | 43 | 0 | 0 | 0 | 37 | 112 | 0 | 0 | 76 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 68 | 612 | 43 | 0 | 0 | 0 | 37 | 112 | 0 | 0 | 76 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 68 | 612 | 43 | 0 | 0 | 0 | 37 | 112 | 0 | 0 | 76 | 16 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.29 | 2.53 | 0.18 | 0.00 | 0.00 | 0.00 | 0.25 | 0.75 | 0.00 | 0.00 | 0.83 | 0.17 |
| Final Sat.: | 517 | 4655 | 327 | 0 | 0 | 0 | 447 | 1353 | 0 | 0 | 1487 | 313 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.13 | 0.13 | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.00 | 0.00 | 0.05 | 0.05 |
| Crit Moves: | **** | | | | | | | **** | | | | |
| Green Time: | 36.2 | 36.2 | 36.2 | 0.0 | 0.0 | 0.0 | 22.8 | 22.8 | 0.0 | 0.0 | 22.8 | 22.8 |
| Volume/Cap: | 0.24 | 0.24 | 0.24 | 0.00 | 0.00 | 0.00 | 0.24 | 0.24 | 0.00 | 0.00 | 0.15 | 0.15 |
| Delay/Veh: | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 11.4 | 11.4 | 0.0 | 0.0 | 11.0 | 11.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 11.4 | 11.4 | 0.0 | 0.0 | 11.0 | 11.0 |
| DesignQueue: | 1 | 10 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 2 | 0 |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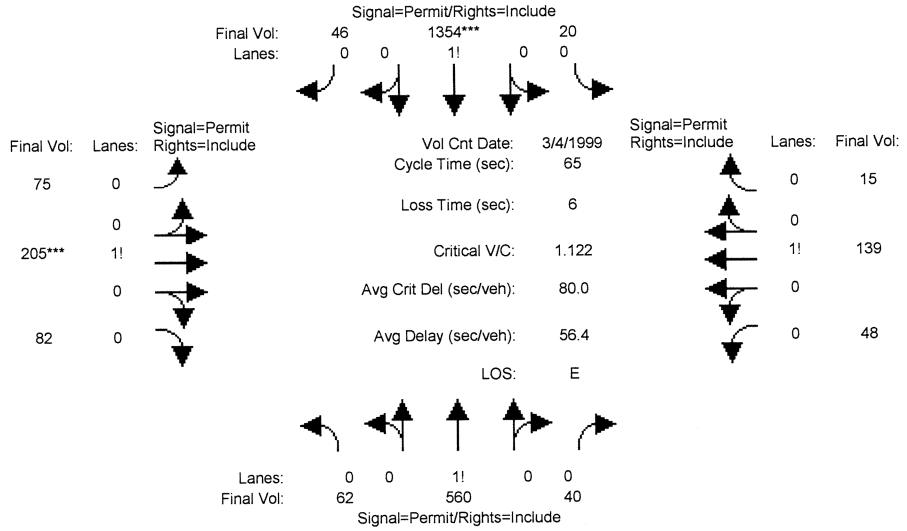
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3479: 11TH/ST. JOHN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 4 Mar 1999 << | | | | | | | | | | | | |
| Base Vol: | 62 | 560 | 40 | 20 | 1354 | 46 | 75 | 205 | 82 | 48 | 139 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 62 | 560 | 40 | 20 | 1354 | 46 | 75 | 205 | 82 | 48 | 139 | 15 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 62 | 560 | 40 | 20 | 1354 | 46 | 75 | 205 | 82 | 48 | 139 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 62 | 560 | 40 | 20 | 1354 | 46 | 75 | 205 | 82 | 48 | 139 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 62 | 560 | 40 | 20 | 1354 | 46 | 75 | 205 | 82 | 48 | 139 | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 62 | 560 | 40 | 20 | 1354 | 46 | 75 | 205 | 82 | 48 | 139 | 15 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.09 | 0.85 | 0.06 | 0.01 | 0.96 | 0.03 | 0.21 | 0.56 | 0.23 | 0.24 | 0.69 | 0.07 |
| Final Sat.: | 164 | 1480 | 106 | 25 | 1669 | 57 | 363 | 991 | 396 | 416 | 1204 | 130 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.38 | 0.38 | 0.38 | 0.81 | 0.81 | 0.81 | 0.21 | 0.21 | 0.21 | 0.12 | 0.12 | 0.12 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 47.0 | 47.0 | 47.0 | 47.0 | 47.0 | 47.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| Volume/Cap: | 0.52 | 0.52 | 0.52 | 1.12 | 1.12 | 1.12 | 1.12 | 1.12 | 1.12 | 0.63 | 0.63 | 0.63 |
| Delay/Veh: | 3.4 | 3.4 | 3.4 | 73.6 | 73.6 | 73.6 | 105.0 | 105 | 105.0 | 21.2 | 21.2 | 21.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 3.4 | 3.4 | 3.4 | 73.6 | 73.6 | 73.6 | 105.0 | 105 | 105.0 | 21.2 | 21.2 | 21.2 |
| DesignQueue: | 1 | 6 | 0 | 0 | 17 | 1 | 2 | 6 | 3 | 1 | 4 | 0 |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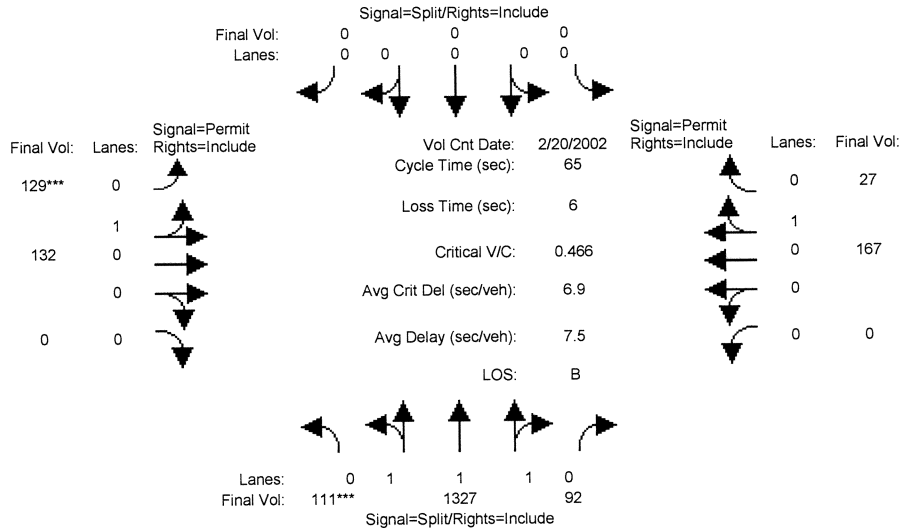
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3480: 11TH/WILLIAM




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 20 Feb 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 111 | 1327 | 92 | 0 | 0 | 0 | 129 | 132 | 0 | 0 | 167 | 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: | 111 | 1327 | 92 | 0 | 0 | 0 | 129 | 132 | 0 | 0 | 167 | 27 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 111 | 1327 | 92 | 0 | 0 | 0 | 129 | 132 | 0 | 0 | 167 | 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: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 111 | 1327 | 92 | 0 | 0 | 0 | 129 | 132 | 0 | 0 | 167 | 27 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 111 | 1327 | 92 | 0 | 0 | 0 | 129 | 132 | 0 | 0 | 167 | 27 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 111 | 1327 | 92 | 0 | 0 | 0 | 129 | 132 | 0 | 0 | 167 | 27 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.22 | 2.60 | 0.18 | 0.00 | 0.00 | 0.00 | 0.49 | 0.51 | 0.00 | 0.00 | 0.86 | 0.14 |
| Final Sat.: | 399 | 4770 | 331 | 0 | 0 | 0 | 890 | 910 | 0 | 0 | 1549 | 251 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.28 | 0.28 | 0.00 | 0.00 | 0.00 | 0.15 | 0.14 | 0.00 | 0.00 | 0.11 | 0.11 |
| Crit Moves: | **** | | | | | | **** | | | | | |
| Green Time: | 38.8 | 38.8 | 38.8 | 0.0 | 0.0 | 0.0 | 20.2 | 20.2 | 0.0 | 0.0 | 20.2 | 20.2 |
| Volume/Cap: | 0.47 | 0.47 | 0.47 | 0.00 | 0.00 | 0.00 | 0.47 | 0.47 | 0.00 | 0.00 | 0.35 | 0.35 |
| Delay/Veh: | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 14.2 | 14.2 | 0.0 | 0.0 | 13.3 | 13.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 14.2 | 14.2 | 0.0 | 0.0 | 13.3 | 13.3 |
| DesignQueue: | 2 | 21 | 1 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 4 | 1 |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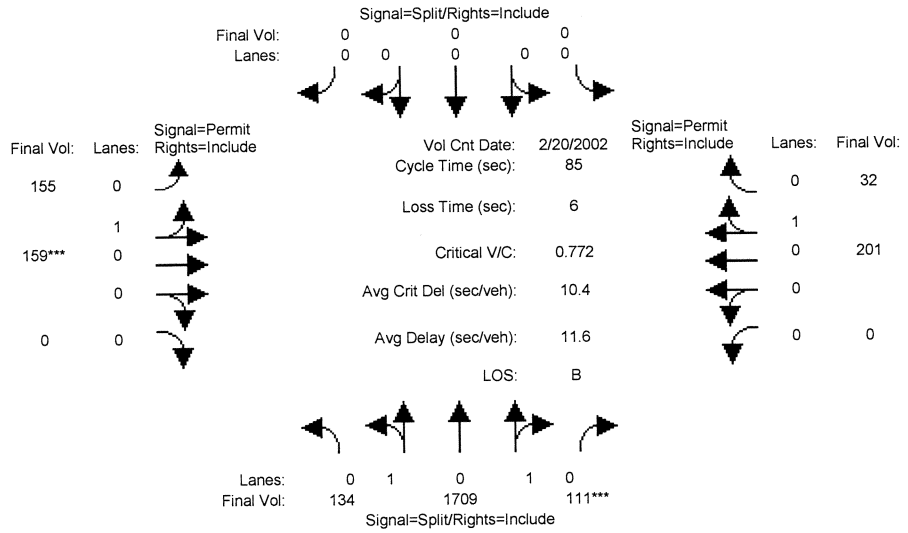
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3480: 11TH/WILLIAM




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 20 Feb 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 134 | 1709 | 111 | 0 | 0 | 0 | 155 | 159 | 0 | 0 | 201 | 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: | 134 | 1709 | 111 | 0 | 0 | 0 | 155 | 159 | 0 | 0 | 201 | 32 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 134 | 1709 | 111 | 0 | 0 | 0 | 155 | 159 | 0 | 0 | 201 | 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: | 134 | 1709 | 111 | 0 | 0 | 0 | 155 | 159 | 0 | 0 | 201 | 32 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 1709 | 111 | 0 | 0 | 0 | 155 | 159 | 0 | 0 | 201 | 32 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 134 | 1709 | 111 | 0 | 0 | 0 | 155 | 159 | 0 | 0 | 201 | 32 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.14 | 1.75 | 0.11 | 0.00 | 0.00 | 0.00 | 0.49 | 0.51 | 0.00 | 0.00 | 0.86 | 0.14 |
| Final Sat.: | 247 | 3149 | 205 | 0 | 0 | 0 | 889 | 911 | 0 | 0 | 1553 | 247 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.54 | 0.54 | 0.54 | 0.00 | 0.00 | 0.00 | 0.17 | 0.17 | 0.00 | 0.00 | 0.13 | 0.13 |
| Crit Moves: | | | **** | | | | | **** | | | | |
| Green Time: | 59.8 | 59.8 | 59.8 | 0.0 | 0.0 | 0.0 | 19.2 | 19.2 | 0.0 | 0.0 | 19.2 | 19.2 |
| Volume/Cap: | 0.77 | 0.77 | 0.77 | 0.00 | 0.00 | 0.00 | 0.77 | 0.77 | 0.00 | 0.00 | 0.57 | 0.57 |
| Delay/Veh: | 7.3 | 7.3 | 7.3 | 0.0 | 0.0 | 0.0 | 29.5 | 29.5 | 0.0 | 0.0 | 23.7 | 23.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 7.3 | 7.3 | 7.3 | 0.0 | 0.0 | 0.0 | 29.5 | 29.5 | 0.0 | 0.0 | 23.7 | 23.7 |
| DesignQueue: | 2 | 28 | 2 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 8 | 1 |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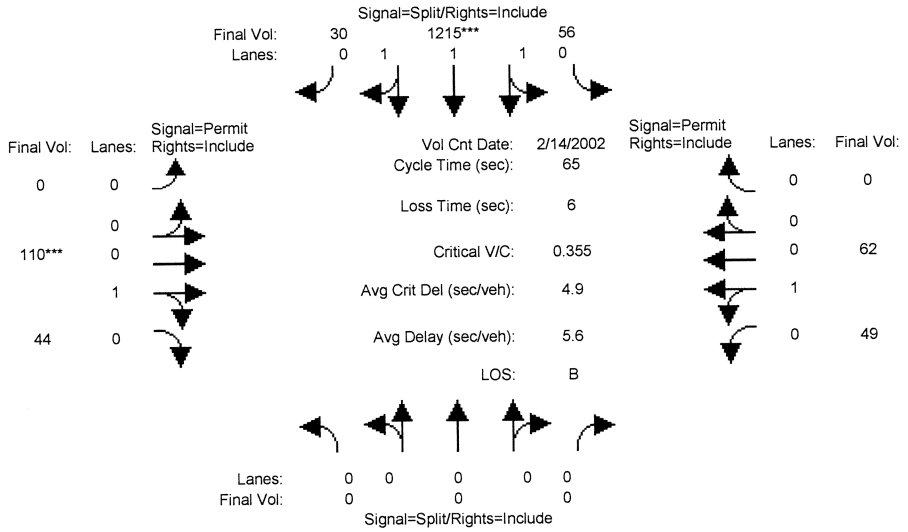
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3481: EMPIRE/10TH




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 0 | | 0 | 0 | 10 | | 10 | 10 | 0 | | 10 | 10 | 10 | | 10 | 0 |
| Volume Module: >> Count Date: 14 Feb 2002 << 4:30-5:30PM | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 0 | 0 | 56 | | 1215 | 30 | 0 | | 110 | 44 | 49 | | 62 | 0 |
| Growth Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 0 | | 0 | 0 | 56 | | 1215 | 30 | 0 | | 110 | 44 | 49 | | 62 | 0 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| ATI: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 0 | | 0 | 0 | 56 | | 1215 | 30 | 0 | | 110 | 44 | 49 | | 62 | 0 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 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 | 56 | | 1215 | 30 | 0 | | 110 | 44 | 49 | | 62 | 0 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | | 0 | 0 | 56 | | 1215 | 30 | 0 | | 110 | 44 | 49 | | 62 | 0 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 0 | | 0 | 0 | 56 | | 1215 | 30 | 0 | | 110 | 44 | 49 | | 62 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | | 1.06 | 0.97 | 1.00 | | 1.02 | 1.00 | 0.97 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.97 |
| Lanes: | 0.00 | | 0.00 | 0.00 | 0.13 | | 2.80 | 0.07 | 0.00 | | 0.71 | 0.29 | 0.44 | | 0.56 | 0.00 |
| Final Sat.: | 0 | | 0 | 0 | 237 | | 5136 | 127 | 0 | | 1286 | 514 | 795 | | 1005 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.00 | 0.00 | 0.24 | | 0.24 | 0.24 | 0.00 | | 0.09 | 0.09 | 0.06 | | 0.06 | 0.00 |
| Crit Moves: | | | | | | | **** | | | | **** | | | | | |
| Green Time: | 0.0 | | 0.0 | 0.0 | 43.3 | | 43.3 | 43.3 | 0.0 | | 15.7 | 15.7 | 15.7 | | 15.7 | 0.0 |
| Volume/Cap: | 0.00 | | 0.00 | 0.00 | 0.35 | | 0.35 | 0.35 | 0.00 | | 0.35 | 0.35 | 0.26 | | 0.26 | 0.00 |
| Delay/Veh: | 0.0 | | 0.0 | 0.0 | 3.6 | | 3.6 | 3.6 | 0.0 | | 15.8 | 15.8 | 15.2 | | 15.2 | 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 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | | 0.0 | 0.0 | 3.6 | | 3.6 | 3.6 | 0.0 | | 15.8 | 15.8 | 15.2 | | 15.2 | 0.0 |
| DesignQueue: | 0 | | 0 | 0 | 1 | | 16 | 0 | 0 | | 3 | 1 | 1 | | 2 | 0 |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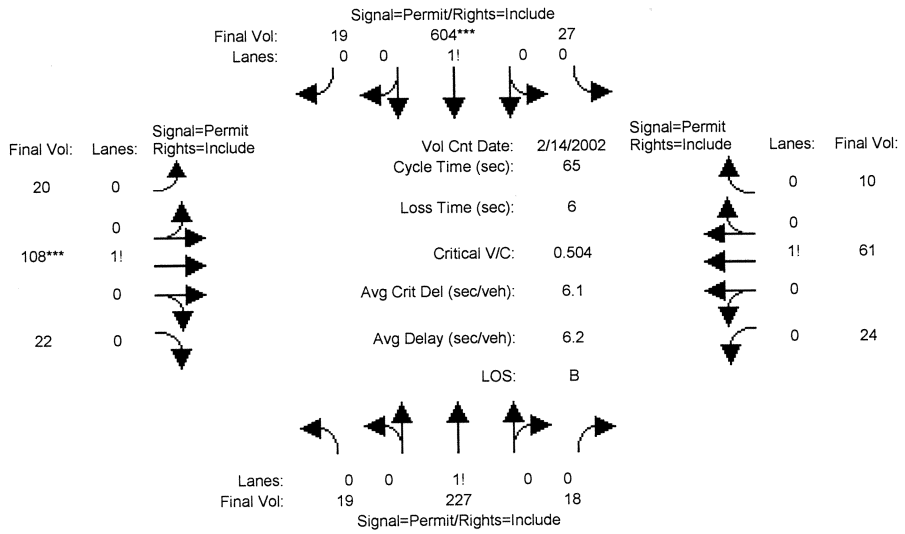
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3481: EMPIRE/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 14 Feb 2002 << 4:30-5:30PM | | | | | | | | | | | | |
| Base Vol: | 19 | 227 | 18 | 27 | 604 | 19 | 20 | 108 | 22 | 24 | 61 | 10 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 19 | 227 | 18 | 27 | 604 | 19 | 20 | 108 | 22 | 24 | 61 | 10 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 19 | 227 | 18 | 27 | 604 | 19 | 20 | 108 | 22 | 24 | 61 | 10 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 227 | 18 | 27 | 604 | 19 | 20 | 108 | 22 | 24 | 61 | 10 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 19 | 227 | 18 | 27 | 604 | 19 | 20 | 108 | 22 | 24 | 61 | 10 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 19 | 227 | 18 | 27 | 604 | 19 | 20 | 108 | 22 | 24 | 61 | 10 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.07 | 0.86 | 0.07 | 0.04 | 0.93 | 0.03 | 0.13 | 0.72 | 0.15 | 0.25 | 0.64 | 0.11 |
| Final Sat.: | 126 | 1505 | 119 | 73 | 1626 | 51 | 233 | 1260 | 257 | 442 | 1124 | 184 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.15 | 0.15 | 0.37 | 0.37 | 0.37 | 0.09 | 0.09 | 0.09 | 0.05 | 0.05 | 0.05 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 47.9 | 47.9 | 47.9 | 47.9 | 47.9 | 47.9 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 |
| Volume/Cap: | 0.20 | 0.20 | 0.20 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.32 | 0.32 | 0.32 |
| Delay/Veh: | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.0 | 19.8 | 19.8 | 19.8 | 18.2 | 18.2 | 18.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.0 | 19.8 | 19.8 | 19.8 | 18.2 | 18.2 | 18.2 |
| DesignQueue: | 0 | 2 | 0 | 0 | 6 | 0 | 1 | 3 | 1 | 1 | 2 | 0 |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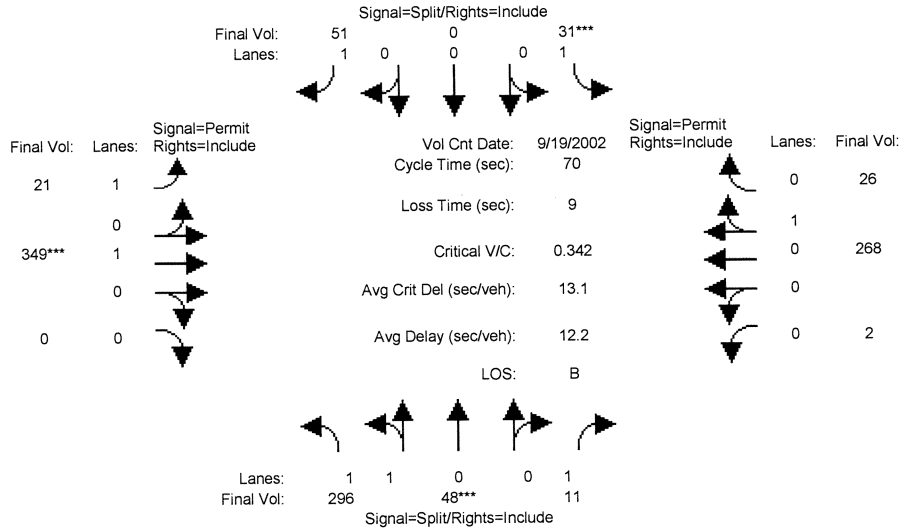
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3488: FIFTH/REED




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 19 Sep 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 296 | 48 | 11 | 31 | 0 | 51 | 21 | 349 | 0 | 2 | 268 | 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: | 296 | 48 | 11 | 31 | 0 | 51 | 21 | 349 | 0 | 2 | 268 | 26 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 296 | 48 | 11 | 31 | 0 | 51 | 21 | 349 | 0 | 2 | 268 | 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: | 296 | 48 | 11 | 31 | 0 | 51 | 21 | 349 | 0 | 2 | 268 | 26 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 296 | 48 | 11 | 31 | 0 | 51 | 21 | 349 | 0 | 2 | 268 | 26 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 296 | 48 | 11 | 31 | 0 | 51 | 21 | 349 | 0 | 2 | 268 | 26 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.98 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 1.72 | 0.28 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.01 | 0.90 | 0.09 |
| Final Sat.: | 3055 | 495 | 1750 | 1750 | 0 | 1750 | 1750 | 1900 | 0 | 12 | 1584 | 154 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.01 | 0.02 | 0.00 | 0.03 | 0.01 | 0.18 | 0.00 | 0.17 | 0.17 | 0.17 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green Time: | 17.6 | 17.6 | 17.6 | 10.0 | 0.0 | 10.0 | 33.4 | 33.4 | 0.0 | 33.4 | 33.4 | 33.4 |
| Volume/Cap: | 0.39 | 0.39 | 0.02 | 0.12 | 0.00 | 0.20 | 0.03 | 0.39 | 0.00 | 0.35 | 0.35 | 0.35 |
| Delay/Veh: | 16.6 | 16.6 | 15.0 | 19.9 | 0.0 | 20.2 | 7.4 | 9.1 | 0.0 | 8.9 | 8.9 | 8.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 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 | 15.0 | 19.9 | 0.0 | 20.2 | 7.4 | 9.1 | 0.0 | 8.9 | 8.9 | 8.9 |
| DesignQueue: | 9 | 1 | 0 | 1 | 0 | 2 | 0 | 7 | 0 | 0 | 6 | 1 |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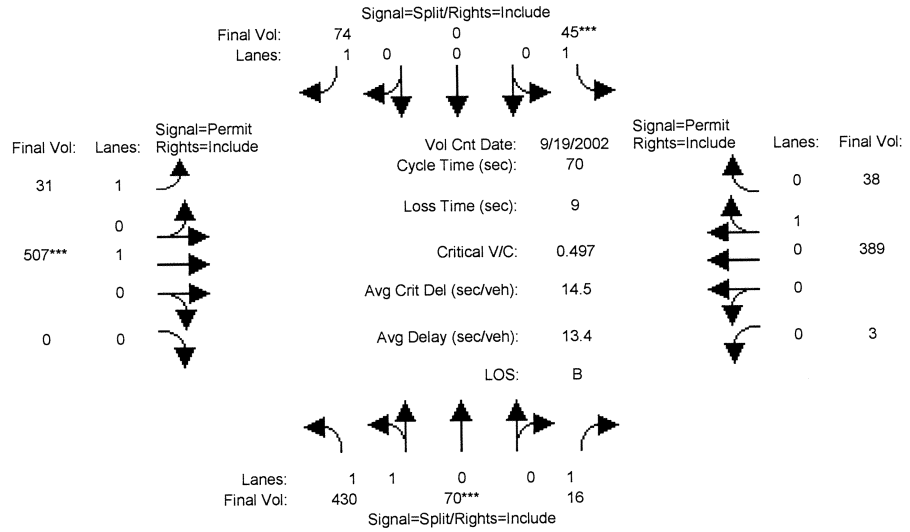
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3488: FIFTH/REED




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 10 | | 10 | 10 | 10 | | 0 | 10 | 10 | | 10 | 0 | 0 | | 10 | 10 |
| Volume Module: >> Count Date: 19 Sep 2002 << 5:00-6:00PM | | | | | | | | | | | | | | | | |
| Base Vol: | 430 | | 70 | 16 | 45 | | 0 | 74 | 31 | | 507 | 0 | 3 | | 389 | 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: | 430 | | 70 | 16 | 45 | | 0 | 74 | 31 | | 507 | 0 | 3 | | 389 | 38 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| PasserByVol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 430 | | 70 | 16 | 45 | | 0 | 74 | 31 | | 507 | 0 | 3 | | 389 | 38 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 430 | | 70 | 16 | 45 | | 0 | 74 | 31 | | 507 | 0 | 3 | | 389 | 38 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 430 | | 70 | 16 | 45 | | 0 | 74 | 31 | | 507 | 0 | 3 | | 389 | 38 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 430 | | 70 | 16 | 45 | | 0 | 74 | 31 | | 507 | 0 | 3 | | 389 | 38 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.98 | | 1.00 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 0.97 | 0.97 |
| Lanes: | 1.72 | | 0.28 | 1.00 | 1.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 0.01 | | 0.90 | 0.09 |
| Final Sat.: | 3053 | | 497 | 1750 | 1750 | | 0 | 1750 | 1750 | | 1900 | 0 | 12 | | 1583 | 155 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | | 0.14 | 0.01 | 0.03 | | 0.00 | 0.04 | 0.02 | | 0.27 | 0.00 | 0.25 | | 0.25 | 0.25 |
| Crit Moves: | | | **** | | **** | | | | | | **** | | | | | |
| Green Time: | 17.6 | | 17.6 | 17.6 | 10.0 | | 0.0 | 10.0 | 33.4 | | 33.4 | 0.0 | 33.4 | | 33.4 | 33.4 |
| Volume/Cap: | 0.56 | | 0.56 | 0.04 | 0.18 | | 0.00 | 0.30 | 0.04 | | 0.56 | 0.00 | 0.52 | | 0.52 | 0.52 |
| Delay/Veh: | 17.9 | | 17.9 | 15.0 | 20.1 | | 0.0 | 20.6 | 7.4 | | 10.5 | 0.0 | 10.1 | | 10.1 | 10.1 |
| 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 |
| ProgAdjFctr: | 1.00 | | 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 | 15.0 | 20.1 | | 0.0 | 20.6 | 7.4 | | 10.5 | 0.0 | 10.1 | | 10.1 | 10.1 |
| DesignQueue: | 13 | | 2 | 0 | 2 | | 0 | 2 | 1 | | 11 | 0 | 0 | | 8 | 1 |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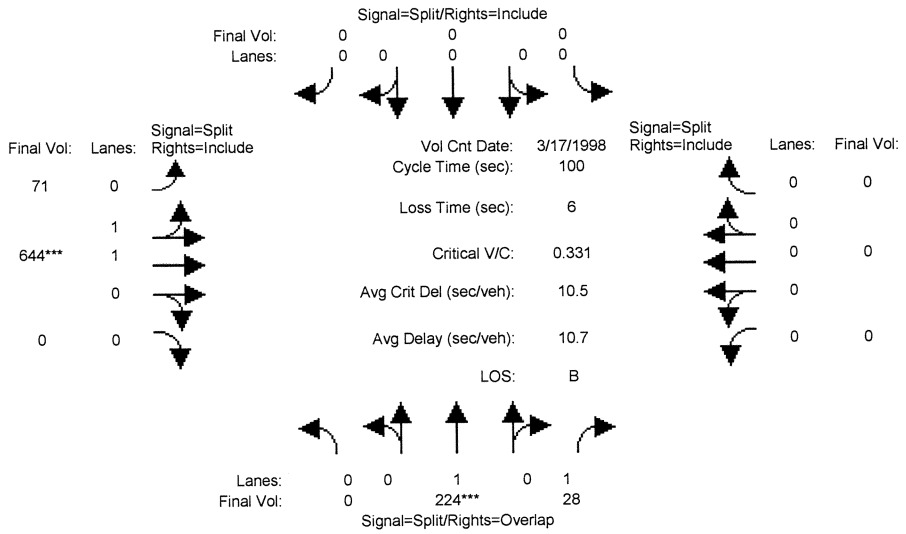
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3491: FIRST/ST. JAMES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 17 Mar 1998 << | | | | | | | | | | | | |
| Base Vol: | 0 | 224 | 28 | 0 | 0 | 0 | 71 | 644 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 224 | 28 | 0 | 0 | 0 | 71 | 644 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 224 | 28 | 0 | 0 | 0 | 71 | 644 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 224 | 28 | 0 | 0 | 0 | 71 | 644 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 224 | 28 | 0 | 0 | 0 | 71 | 644 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 224 | 28 | 0 | 0 | 0 | 71 | 644 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.20 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1900 | 1750 | 0 | 0 | 0 | 367 | 3332 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.12 | 0.02 | 0.00 | 0.00 | 0.00 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 0.0 | 35.6 | 35.6 | 0.0 | 0.0 | 0.0 | 58.4 | 58.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.33 | 0.04 | 0.00 | 0.00 | 0.00 | 0.33 | 0.33 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 18.0 | 16.0 | 0.0 | 0.0 | 0.0 | 8.2 | 8.2 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 18.0 | 16.0 | 0.0 | 0.0 | 0.0 | 8.2 | 8.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 8 | 1 | 0 | 0 | 0 | 2 | 16 | 0 | 0 | 0 | 0 |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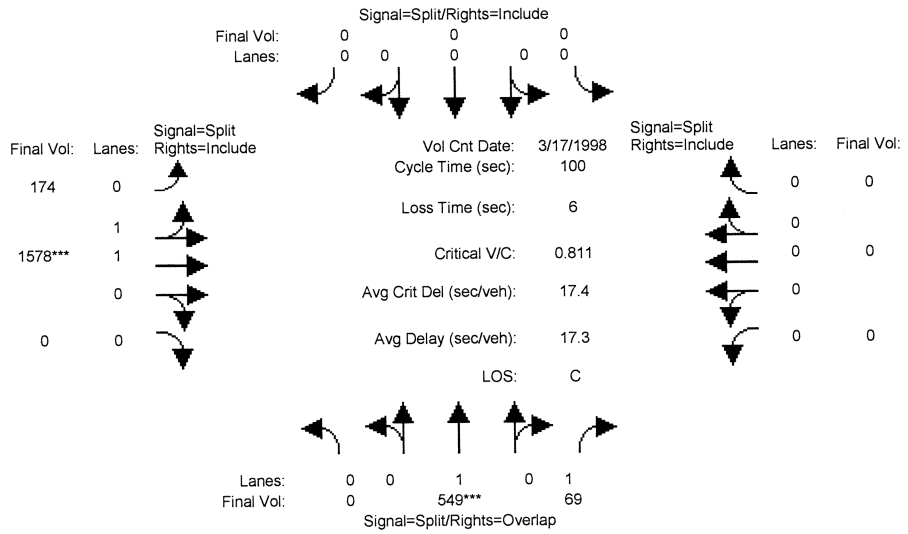
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3491: FIRST/ST. JAMES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 17 Mar 1998 << | | | | | | | | | | | | |
| Base Vol: | 0 | 549 | 69 | 0 | 0 | 0 | 174 | 1578 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 549 | 69 | 0 | 0 | 0 | 174 | 1578 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 549 | 69 | 0 | 0 | 0 | 174 | 1578 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 549 | 69 | 0 | 0 | 0 | 174 | 1578 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 549 | 69 | 0 | 0 | 0 | 174 | 1578 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 549 | 69 | 0 | 0 | 0 | 174 | 1578 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.20 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1900 | 1750 | 0 | 0 | 0 | 367 | 3332 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.04 | 0.00 | 0.00 | 0.00 | 0.47 | 0.47 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 0.0 | 35.6 | 35.6 | 0.0 | 0.0 | 0.0 | 58.4 | 58.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.81 | 0.11 | 0.00 | 0.00 | 0.00 | 0.81 | 0.81 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 27.3 | 16.4 | 0.0 | 0.0 | 0.0 | 14.2 | 14.2 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 27.3 | 16.4 | 0.0 | 0.0 | 0.0 | 14.2 | 14.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 21 | 2 | 0 | 0 | 0 | 5 | 42 | 0 | 0 | 0 | 0 |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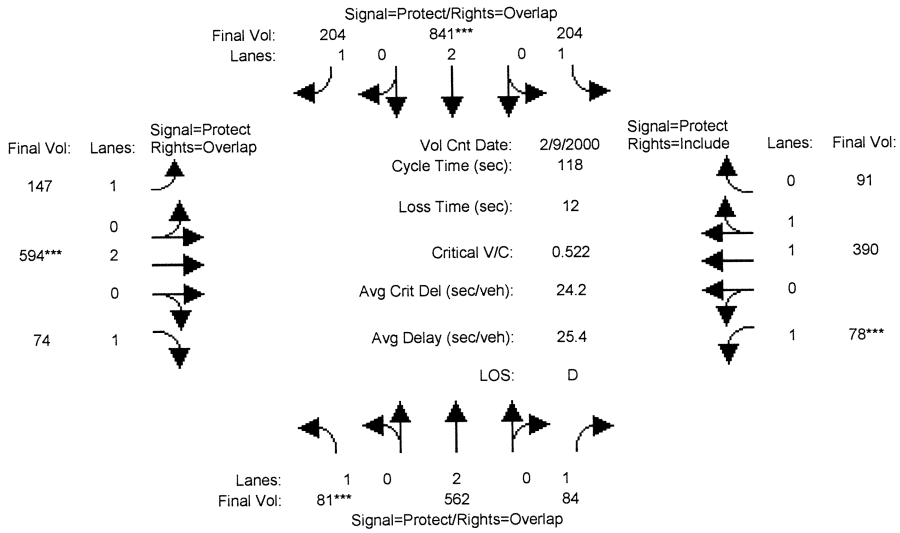
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3496: FIRST/HEDDING




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 9 Feb 2000 << | | | | | | | | | | | | |
| Base Vol: | 81 | 562 | 84 | 204 | 841 | 204 | 147 | 594 | 74 | 78 | 390 | 91 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 81 | 562 | 84 | 204 | 841 | 204 | 147 | 594 | 74 | 78 | 390 | 91 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 81 | 562 | 84 | 204 | 841 | 204 | 147 | 594 | 74 | 78 | 390 | 91 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 81 | 562 | 84 | 204 | 841 | 204 | 147 | 594 | 74 | 78 | 390 | 91 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 81 | 562 | 84 | 204 | 841 | 204 | 147 | 594 | 74 | 78 | 390 | 91 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 81 | 562 | 84 | 204 | 841 | 204 | 147 | 594 | 74 | 78 | 390 | 91 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.61 | 0.39 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 2999 | 700 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.15 | 0.05 | 0.12 | 0.22 | 0.12 | 0.08 | 0.16 | 0.04 | 0.04 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 10.5 | 33.9 | 43.9 | 26.7 | 50.1 | 67.9 | 17.8 | 35.4 | 45.8 | 10.1 | 27.6 | 27.6 |
| Volume/Cap: | 0.52 | 0.52 | 0.13 | 0.52 | 0.52 | 0.20 | 0.56 | 0.52 | 0.11 | 0.52 | 0.56 | 0.56 |
| Delay/Veh: | 41.5 | 27.1 | 18.6 | 31.4 | 19.3 | 9.2 | 37.2 | 26.4 | 17.5 | 41.8 | 30.9 | 30.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.5 | 27.1 | 18.6 | 31.4 | 19.3 | 9.2 | 37.2 | 26.4 | 17.5 | 41.8 | 30.9 | 30.9 |
| DesignQueue: | 5 | 27 | 3 | 11 | 34 | 6 | 8 | 28 | 3 | 5 | 20 | 5 |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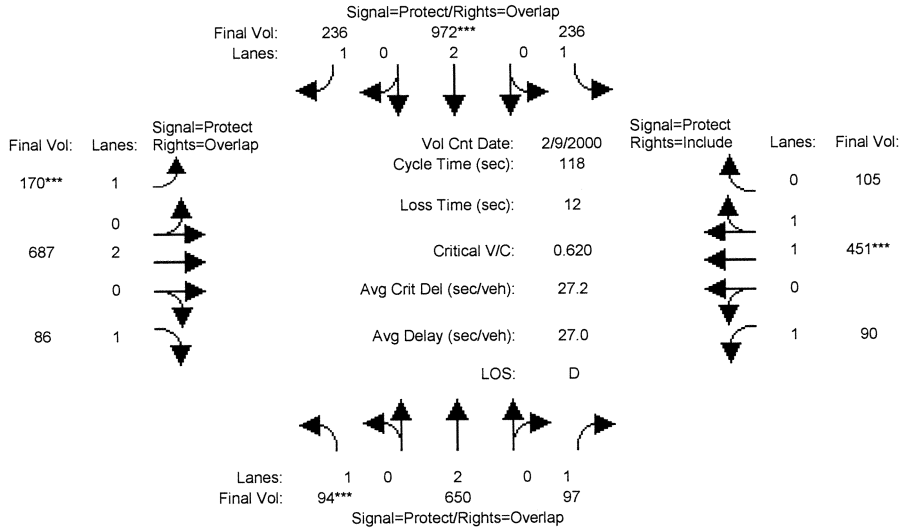
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3496: FIRST/HEDDING




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 9 Feb 2000 << | | | | | | | | | | | | |
| Base Vol: | 94 | 650 | 97 | 236 | 972 | 236 | 170 | 687 | 86 | 90 | 451 | 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: | 94 | 650 | 97 | 236 | 972 | 236 | 170 | 687 | 86 | 90 | 451 | 105 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 94 | 650 | 97 | 236 | 972 | 236 | 170 | 687 | 86 | 90 | 451 | 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: | 94 | 650 | 97 | 236 | 972 | 236 | 170 | 687 | 86 | 90 | 451 | 105 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 94 | 650 | 97 | 236 | 972 | 236 | 170 | 687 | 86 | 90 | 451 | 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 |
| Final Vol.: | 94 | 650 | 97 | 236 | 972 | 236 | 170 | 687 | 86 | 90 | 451 | 105 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.61 | 0.39 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3001 | 699 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.17 | 0.06 | 0.13 | 0.26 | 0.13 | 0.10 | 0.18 | 0.05 | 0.05 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 10.2 | 32.9 | 39.9 | 26.0 | 48.7 | 67.2 | 18.5 | 40.1 | 50.3 | 7.0 | 28.6 | 28.6 |
| Volume/Cap: | 0.62 | 0.61 | 0.16 | 0.61 | 0.62 | 0.24 | 0.62 | 0.53 | 0.12 | 0.87 | 0.62 | 0.62 |
| Delay/Veh: | 44.7 | 28.9 | 20.8 | 33.6 | 21.3 | 9.6 | 38.3 | 24.2 | 15.5 | 75.1 | 31.2 | 31.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.7 | 28.9 | 20.8 | 33.6 | 21.3 | 9.6 | 38.3 | 24.2 | 15.5 | 75.1 | 31.2 | 31.2 |
| DesignQueue: | 6 | 32 | 4 | 12 | 40 | 7 | 10 | 31 | 3 | 6 | 23 | 5 |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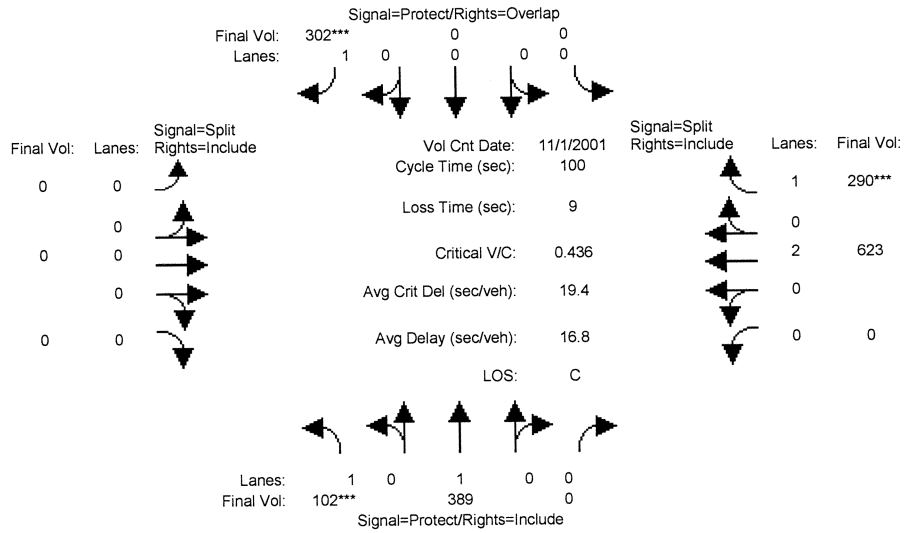
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3499: FIRST/JULIAN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 1 Nov 2001 << 4:45-5:45PM | | | | | | | | | | | | |
| Base Vol: | 102 | 389 | 0 | 0 | 0 | 302 | 0 | 0 | 0 | 0 | 623 | 290 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 102 | 389 | 0 | 0 | 0 | 302 | 0 | 0 | 0 | 0 | 623 | 290 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 102 | 389 | 0 | 0 | 0 | 302 | 0 | 0 | 0 | 0 | 623 | 290 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 102 | 389 | 0 | 0 | 0 | 302 | 0 | 0 | 0 | 0 | 623 | 290 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 102 | 389 | 0 | 0 | 0 | 302 | 0 | 0 | 0 | 0 | 623 | 290 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 102 | 389 | 0 | 0 | 0 | 302 | 0 | 0 | 0 | 0 | 623 | 290 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 0 | 0 | 0 | 1750 | 0 | 0 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.20 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.17 |
| Crit Moves: | **** | | | | | **** | | | | | | **** |
| Green Time: | 13.4 | 53.0 | 0.0 | 0.0 | 0.0 | 39.6 | 0.0 | 0.0 | 0.0 | 0.0 | 38.0 | 38.0 |
| Volume/Cap: | 0.44 | 0.39 | 0.00 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.43 | 0.44 |
| Delay/Veh: | 31.1 | 10.7 | 0.0 | 0.0 | 0.0 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.6 | 17.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.1 | 10.7 | 0.0 | 0.0 | 0.0 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.6 | 17.8 |
| DesignQueue: | 5 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 22 | 10 |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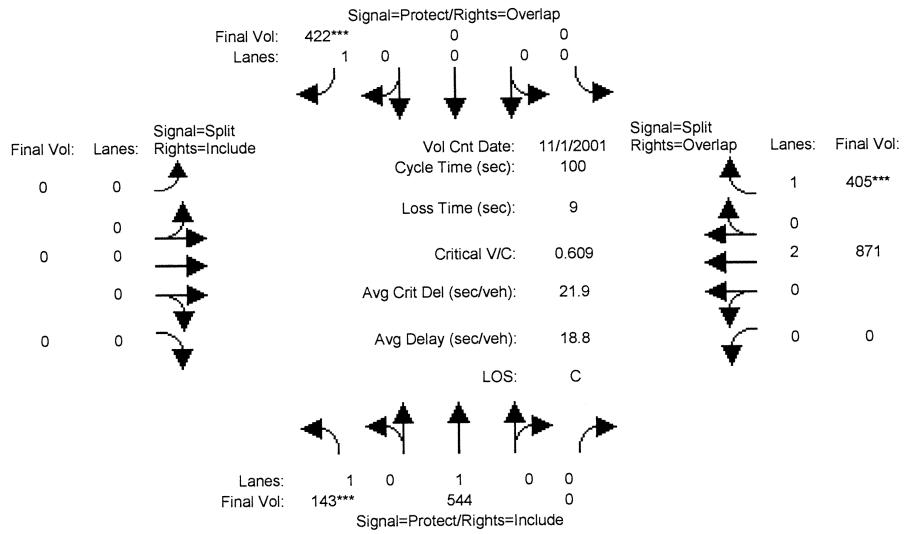
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3499: FIRST/JULIAN




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 7 | | 10 | 0 | 0 | | 0 | 10 | 0 | | 0 | 0 | 0 | | 10 | 10 |
| Volume Module: >> Count Date: 1 Nov 2001 << 4:45-5:45PM | | | | | | | | | | | | | | | | |
| Base Vol: | 143 | | 544 | 0 | 0 | | 0 | 422 | 0 | | 0 | 0 | 0 | | 871 | 405 |
| Growth Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 143 | | 544 | 0 | 0 | | 0 | 422 | 0 | | 0 | 0 | 0 | | 871 | 405 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| PasserByVol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 143 | | 544 | 0 | 0 | | 0 | 422 | 0 | | 0 | 0 | 0 | | 871 | 405 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 143 | | 544 | 0 | 0 | | 0 | 422 | 0 | | 0 | 0 | 0 | | 871 | 405 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 143 | | 544 | 0 | 0 | | 0 | 422 | 0 | | 0 | 0 | 0 | | 871 | 405 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 143 | | 544 | 0 | 0 | | 0 | 422 | 0 | | 0 | 0 | 0 | | 871 | 405 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 |
| Lanes: | 1.00 | | 1.00 | 0.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 1.00 |
| Final Sat.: | 1750 | | 1900 | 0 | 0 | | 0 | 1750 | 0 | | 0 | 0 | 0 | | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | | 0.29 | 0.00 | 0.00 | | 0.00 | 0.24 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.23 | 0.23 |
| Crit Moves: | **** | | | | | | | **** | | | | | | | | **** |
| Green Time: | 13.4 | | 53.0 | 0.0 | 0.0 | | 0.0 | 39.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 38.0 | 38.0 |
| Volume/Cap: | 0.61 | | 0.54 | 0.00 | 0.00 | | 0.00 | 0.61 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.60 | 0.61 |
| Delay/Veh: | 34.2 | | 12.2 | 0.0 | 0.0 | | 0.0 | 19.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 19.5 | 20.2 |
| 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 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 34.2 | | 12.2 | 0.0 | 0.0 | | 0.0 | 19.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 19.5 | 20.2 |
| DesignQueue: | 7 | | 15 | 0 | 0 | | 0 | 15 | 0 | | 0 | 0 | 0 | | 32 | 15 |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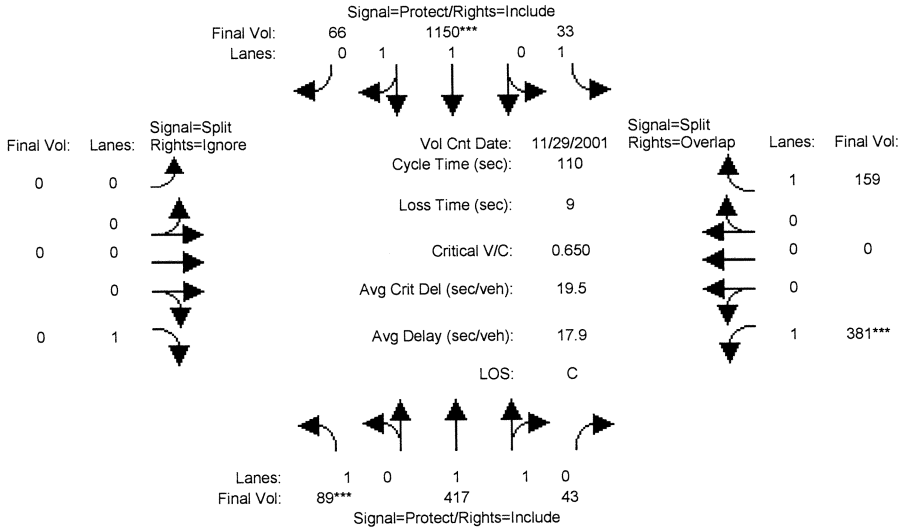
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3506: FIRST/REED




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 10 |
| Volume Module: >> Count Date: 29 Nov 2001 << 4:15-5:15AM | | | | | | | | | | | | |
| Base Vol: | 89 | 417 | 43 | 33 | 1150 | 66 | 0 | 0 | 179 | 381 | 0 | 159 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 89 | 417 | 43 | 33 | 1150 | 66 | 0 | 0 | 179 | 381 | 0 | 159 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 89 | 417 | 43 | 33 | 1150 | 66 | 0 | 0 | 179 | 381 | 0 | 159 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 89 | 417 | 43 | 33 | 1150 | 66 | 0 | 0 | 0 | 381 | 0 | 159 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 89 | 417 | 43 | 33 | 1150 | 66 | 0 | 0 | 0 | 381 | 0 | 159 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 89 | 417 | 43 | 33 | 1150 | 66 | 0 | 0 | 0 | 381 | 0 | 159 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.81 | 0.19 | 1.00 | 1.89 | 0.11 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 1750 | 3354 | 346 | 1750 | 3499 | 201 | 0 | 0 | 1750 | 1750 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.12 | 0.12 | 0.02 | 0.33 | 0.33 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.09 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green Time: | 8.6 | 57.2 | 57.2 | 7.0 | 55.6 | 55.6 | 0.0 | 0.0 | 0.0 | 36.8 | 0.0 | 43.8 |
| Volume/Cap: | 0.65 | 0.24 | 0.24 | 0.30 | 0.65 | 0.65 | 0.00 | 0.00 | 0.00 | 0.65 | 0.00 | 0.23 |
| Delay/Veh: | 44.4 | 11.0 | 11.0 | 37.8 | 15.8 | 15.8 | 0.0 | 0.0 | 0.0 | 25.4 | 0.0 | 16.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.4 | 11.0 | 11.0 | 37.8 | 15.8 | 15.8 | 0.0 | 0.0 | 0.0 | 25.4 | 0.0 | 16.7 |
| DesignQueue: | 5 | 13 | 1 | 2 | 38 | 2 | 0 | 0 | 0 | 16 | 0 | 6 |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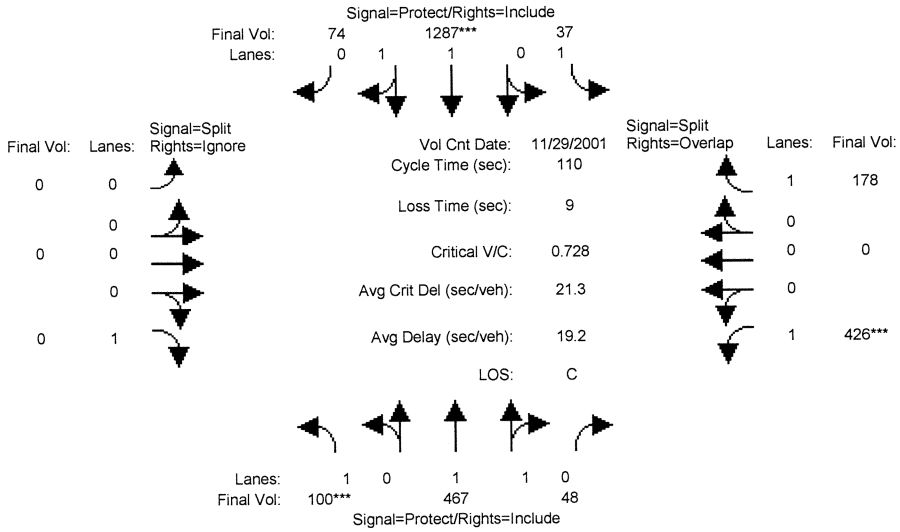
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3506: FIRST/REED




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 10 |
| Volume Module: >> Count Date: 29 Nov 2001 << 4:15-5:15AM | | | | | | | | | | | | |
| Base Vol: | 100 | 467 | 48 | 37 | 1287 | 74 | 0 | 0 | 0 | 426 | 0 | 178 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 100 | 467 | 48 | 37 | 1287 | 74 | 0 | 0 | 0 | 426 | 0 | 178 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 100 | 467 | 48 | 37 | 1287 | 74 | 0 | 0 | 0 | 426 | 0 | 178 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 100 | 467 | 48 | 37 | 1287 | 74 | 0 | 0 | 0 | 426 | 0 | 178 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 100 | 467 | 48 | 37 | 1287 | 74 | 0 | 0 | 0 | 426 | 0 | 178 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 100 | 467 | 48 | 37 | 1287 | 74 | 0 | 0 | 0 | 426 | 0 | 178 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.81 | 0.19 | 1.00 | 1.89 | 0.11 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 1750 | 3355 | 345 | 1750 | 3499 | 201 | 0 | 0 | 1750 | 1750 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.14 | 0.14 | 0.02 | 0.37 | 0.37 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.10 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green Time: | 8.6 | 57.2 | 57.2 | 7.0 | 55.6 | 55.6 | 0.0 | 0.0 | 0.0 | 36.8 | 0.0 | 43.8 |
| Volume/Cap: | 0.73 | 0.27 | 0.27 | 0.33 | 0.73 | 0.73 | 0.00 | 0.00 | 0.00 | 0.73 | 0.00 | 0.26 |
| Delay/Veh: | 49.2 | 11.2 | 11.2 | 38.1 | 17.2 | 17.2 | 0.0 | 0.0 | 0.0 | 27.6 | 0.0 | 16.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.2 | 11.2 | 11.2 | 38.1 | 17.2 | 17.2 | 0.0 | 0.0 | 0.0 | 27.6 | 0.0 | 16.9 |
| DesignQueue: | 6 | 14 | 1 | 2 | 43 | 2 | 0 | 0 | 0 | 18 | 0 | 7 |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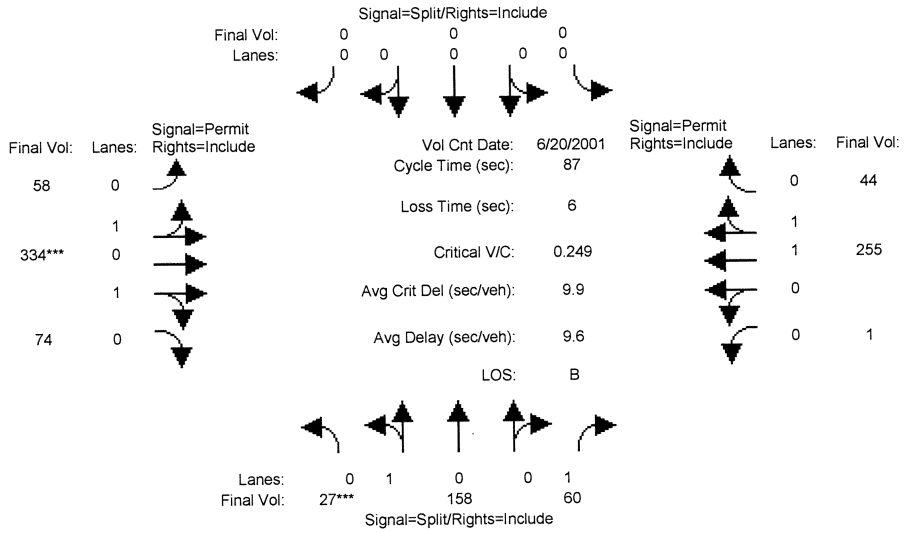
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3510: FIRST/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 20 Jun 2001 << | | | | | | | | | | | | |
| Base Vol: | 27 | 158 | 60 | 0 | 0 | 0 | 58 | 334 | 74 | 1 | 255 | 44 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 27 | 158 | 60 | 0 | 0 | 0 | 58 | 334 | 74 | 1 | 255 | 44 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 27 | 158 | 60 | 0 | 0 | 0 | 58 | 334 | 74 | 1 | 255 | 44 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 27 | 158 | 60 | 0 | 0 | 0 | 58 | 334 | 74 | 1 | 255 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 27 | 158 | 60 | 0 | 0 | 0 | 58 | 334 | 74 | 1 | 255 | 44 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 27 | 158 | 60 | 0 | 0 | 0 | 58 | 334 | 74 | 1 | 255 | 44 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.15 | 0.85 | 1.00 | 0.00 | 0.00 | 0.00 | 0.25 | 1.43 | 0.32 | 0.01 | 1.70 | 0.29 |
| Final Sat.: | 263 | 1537 | 1750 | 0 | 0 | 0 | 448 | 2580 | 572 | 12 | 3060 | 528 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.03 | 0.00 | 0.00 | 0.00 | 0.13 | 0.13 | 0.13 | 0.08 | 0.08 | 0.08 |
| Crit Moves: | **** | | | | | | | **** | | | | |
| Green Time: | 35.8 | 35.8 | 35.8 | 0.0 | 0.0 | 0.0 | 45.2 | 45.2 | 45.2 | 45.2 | 45.2 | 45.2 |
| Volume/Cap: | 0.25 | 0.25 | 0.08 | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 | 0.25 | 0.16 | 0.16 | 0.16 |
| Delay/Veh: | 12.8 | 12.8 | 11.8 | 0.0 | 0.0 | 0.0 | 8.8 | 8.8 | 8.8 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 12.8 | 12.8 | 11.8 | 0.0 | 0.0 | 0.0 | 8.8 | 8.8 | 8.8 | 8.3 | 8.3 | 8.3 |
| DesignQueue: | 1 | 5 | 2 | 0 | 0 | 0 | 1 | 8 | 2 | 0 | 6 | 1 |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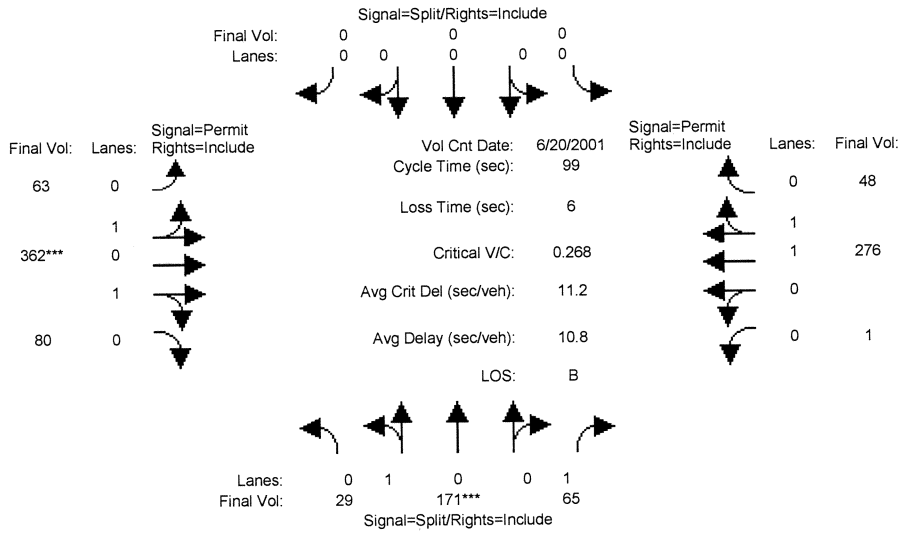
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3510: FIRST/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 20 Jun 2001 << | | | | | | | | | | | | |
| Base Vol: | 29 | 171 | 65 | 0 | 0 | 0 | 63 | 362 | 80 | 1 | 276 | 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: | 29 | 171 | 65 | 0 | 0 | 0 | 63 | 362 | 80 | 1 | 276 | 48 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 29 | 171 | 65 | 0 | 0 | 0 | 63 | 362 | 80 | 1 | 276 | 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: | 29 | 171 | 65 | 0 | 0 | 0 | 63 | 362 | 80 | 1 | 276 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 171 | 65 | 0 | 0 | 0 | 63 | 362 | 80 | 1 | 276 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 29 | 171 | 65 | 0 | 0 | 0 | 63 | 362 | 80 | 1 | 276 | 48 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.15 | 0.85 | 1.00 | 0.00 | 0.00 | 0.00 | 0.25 | 1.43 | 0.32 | 0.01 | 1.70 | 0.29 |
| Final Sat.: | 261 | 1539 | 1750 | 0 | 0 | 0 | 449 | 2581 | 570 | 11 | 3057 | 532 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.04 | 0.00 | 0.00 | 0.00 | 0.14 | 0.14 | 0.14 | 0.09 | 0.09 | 0.09 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 41.1 | 41.1 | 41.1 | 0.0 | 0.0 | 0.0 | 51.9 | 51.9 | 51.9 | 51.9 | 51.9 | 51.9 |
| Volume/Cap: | 0.27 | 0.27 | 0.09 | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 0.27 | 0.17 | 0.17 | 0.17 |
| Delay/Veh: | 14.5 | 14.5 | 13.4 | 0.0 | 0.0 | 0.0 | 9.9 | 9.9 | 9.9 | 9.4 | 9.4 | 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 |
| ProgAdjFctr: | 1.00 | 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 | 13.4 | 0.0 | 0.0 | 0.0 | 9.9 | 9.9 | 9.9 | 9.4 | 9.4 | 9.4 |
| DesignQueue: | 1 | 6 | 2 | 0 | 0 | 0 | 2 | 10 | 2 | 0 | 7 | 1 |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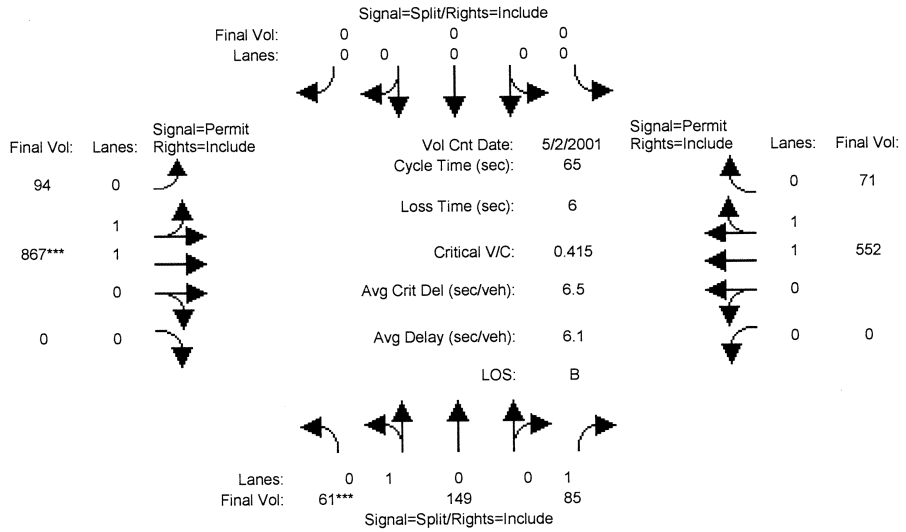
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3513: FIRST/SANTA CLARA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 2 May 2001 << | | | | | | | | | | | | |
| Base Vol: | 61 | 149 | 85 | 0 | 0 | 0 | 94 | 867 | 0 | 0 | 552 | 71 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 61 | 149 | 85 | 0 | 0 | 0 | 94 | 867 | 0 | 0 | 552 | 71 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 61 | 149 | 85 | 0 | 0 | 0 | 94 | 867 | 0 | 0 | 552 | 71 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 61 | 149 | 85 | 0 | 0 | 0 | 94 | 867 | 0 | 0 | 552 | 71 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 149 | 85 | 0 | 0 | 0 | 94 | 867 | 0 | 0 | 552 | 71 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 61 | 149 | 85 | 0 | 0 | 0 | 94 | 867 | 0 | 0 | 552 | 71 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.29 | 0.71 | 1.00 | 0.00 | 0.00 | 0.00 | 0.20 | 1.80 | 0.00 | 0.00 | 1.77 | 0.23 |
| Final Sat.: | 523 | 1277 | 1750 | 0 | 0 | 0 | 362 | 3338 | 0 | 0 | 3278 | 422 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.12 | 0.05 | 0.00 | 0.00 | 0.00 | 0.26 | 0.26 | 0.00 | 0.00 | 0.17 | 0.17 |
| Crit Moves: | **** | | | | | | | **** | | | | |
| Green Time: | 18.3 | 18.3 | 18.3 | 0.0 | 0.0 | 0.0 | 40.7 | 40.7 | 0.0 | 0.0 | 40.7 | 40.7 |
| Volume/Cap: | 0.41 | 0.41 | 0.17 | 0.00 | 0.00 | 0.00 | 0.41 | 0.41 | 0.00 | 0.00 | 0.27 | 0.27 |
| Delay/Veh: | 14.8 | 14.8 | 13.4 | 0.0 | 0.0 | 0.0 | 4.7 | 4.7 | 0.0 | 0.0 | 4.2 | 4.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 14.8 | 14.8 | 13.4 | 0.0 | 0.0 | 0.0 | 4.7 | 4.7 | 0.0 | 0.0 | 4.2 | 4.2 |
| DesignQueue: | 2 | 4 | 2 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 8 | 1 |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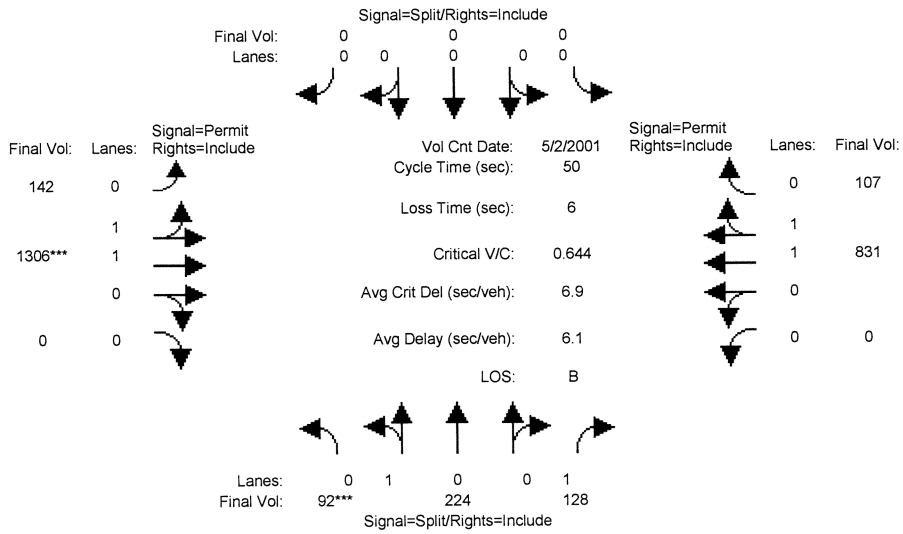
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3513: FIRST/SANTA CLARA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 2 May 2001 << | | | | | | | | | | | | |
| Base Vol: | 92 | 224 | 128 | 0 | 0 | 0 | 142 | 1306 | 0 | 0 | 831 | 107 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 92 | 224 | 128 | 0 | 0 | 0 | 142 | 1306 | 0 | 0 | 831 | 107 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 92 | 224 | 128 | 0 | 0 | 0 | 142 | 1306 | 0 | 0 | 831 | 107 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 92 | 224 | 128 | 0 | 0 | 0 | 142 | 1306 | 0 | 0 | 831 | 107 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 92 | 224 | 128 | 0 | 0 | 0 | 142 | 1306 | 0 | 0 | 831 | 107 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 92 | 224 | 128 | 0 | 0 | 0 | 142 | 1306 | 0 | 0 | 831 | 107 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.29 | 0.71 | 1.00 | 0.00 | 0.00 | 0.00 | 0.20 | 1.80 | 0.00 | 0.00 | 1.77 | 0.23 |
| Final Sat.: | 524 | 1276 | 1750 | 0 | 0 | 0 | 363 | 3337 | 0 | 0 | 3278 | 422 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.18 | 0.07 | 0.00 | 0.00 | 0.00 | 0.39 | 0.39 | 0.00 | 0.00 | 0.25 | 0.25 |
| Crit Moves: | **** | | | | | | | **** | | | | |
| Green Time: | 13.6 | 13.6 | 13.6 | 0.0 | 0.0 | 0.0 | 30.4 | 30.4 | 0.0 | 0.0 | 30.4 | 30.4 |
| Volume/Cap: | 0.64 | 0.64 | 0.27 | 0.00 | 0.00 | 0.00 | 0.64 | 0.64 | 0.00 | 0.00 | 0.42 | 0.42 |
| Delay/Veh: | 14.2 | 14.2 | 10.9 | 0.0 | 0.0 | 0.0 | 5.3 | 5.3 | 0.0 | 0.0 | 4.0 | 4.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 14.2 | 14.2 | 10.9 | 0.0 | 0.0 | 0.0 | 5.3 | 5.3 | 0.0 | 0.0 | 4.0 | 4.0 |
| DesignQueue: | 2 | 5 | 3 | 0 | 0 | 0 | 2 | 16 | 0 | 0 | 10 | 1 |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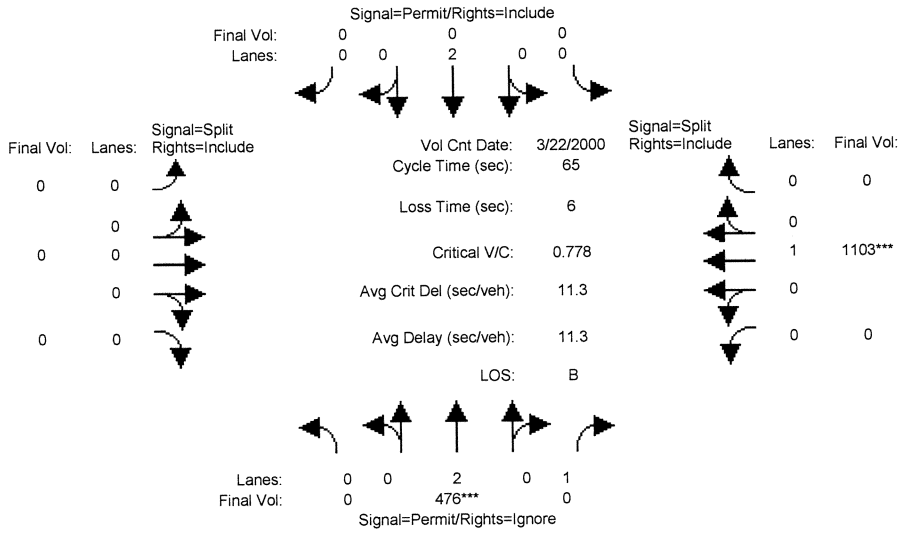
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3514: FIRST/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| Volume Module: >> Count Date: 22 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 476 | 385 | 0 | 748 | 0 | 0 | 0 | 0 | 0 | 1103 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 476 | 385 | 0 | 748 | 0 | 0 | 0 | 0 | 0 | 1103 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 476 | 385 | 0 | 748 | 0 | 0 | 0 | 0 | 0 | 1103 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 476 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1103 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 476 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1103 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 476 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1103 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 0 | 0 | 0 | 0 | 0 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 0.0 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48.5 | 0.0 |
| Volume/Cap: | 0.00 | 0.78 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.78 | 0.00 |
| Delay/Veh: | 0.0 | 24.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.8 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 24.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.8 | 0.0 |
| DesignQueue: | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |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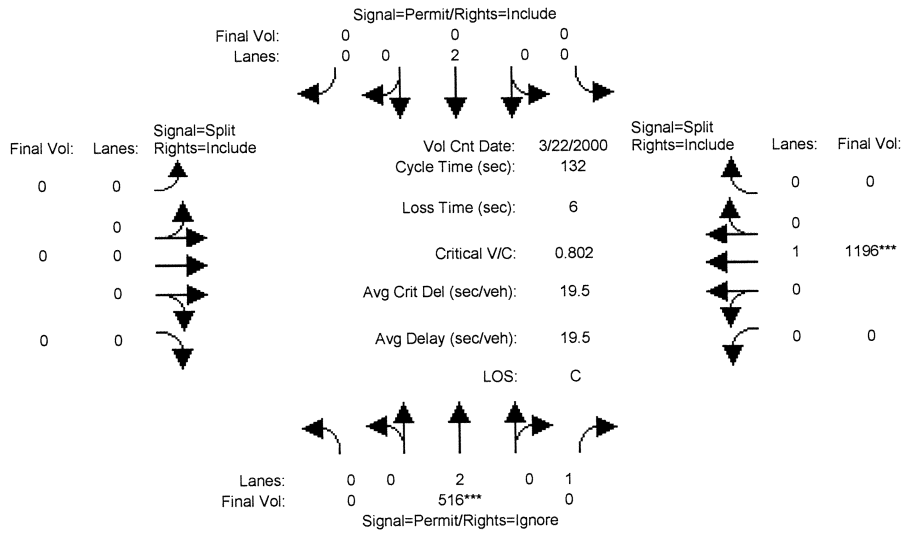
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3514: FIRST/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| Volume Module: >> Count Date: 22 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 516 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1196 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 516 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1196 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 516 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1196 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 516 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1196 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 516 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1196 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 516 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1196 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 0 | 0 | 0 | 0 | 0 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.63 | 0.00 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 0.0 | 22.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 104 | 0.0 |
| Volume/Cap: | 0.00 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.80 | 0.00 |
| Delay/Veh: | 0.0 | 45.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.5 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 45.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.5 | 0.0 |
| DesignQueue: | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 |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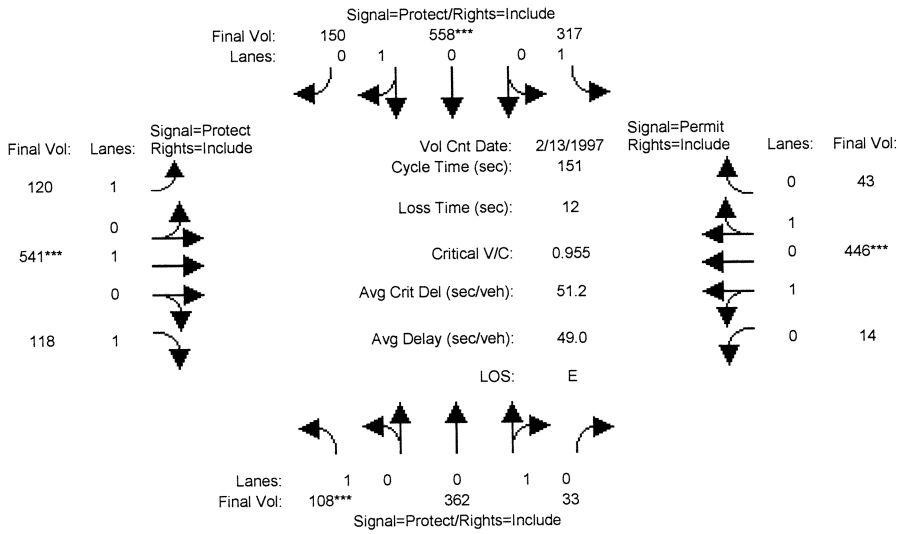
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3519: FIRST/TAYLOR




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 13 Feb 1997 << | | | | | | | | | | | | |
| Base Vol: | 108 | 362 | 33 | 317 | 558 | 150 | 120 | 541 | 118 | 14 | 446 | 43 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 108 | 362 | 33 | 317 | 558 | 150 | 120 | 541 | 118 | 14 | 446 | 43 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 108 | 362 | 33 | 317 | 558 | 150 | 120 | 541 | 118 | 14 | 446 | 43 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 108 | 362 | 33 | 317 | 558 | 150 | 120 | 541 | 118 | 14 | 446 | 43 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 108 | 362 | 33 | 317 | 558 | 150 | 120 | 541 | 118 | 14 | 446 | 43 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 108 | 362 | 33 | 317 | 558 | 150 | 120 | 541 | 118 | 14 | 446 | 43 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.92 | 0.08 | 1.00 | 0.79 | 0.21 | 1.00 | 1.00 | 1.00 | 0.06 | 1.77 | 0.17 |
| Final Sat.: | 1750 | 1650 | 150 | 1750 | 1419 | 381 | 1750 | 1900 | 1750 | 100 | 3192 | 308 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.22 | 0.22 | 0.18 | 0.39 | 0.39 | 0.07 | 0.28 | 0.07 | 0.14 | 0.14 | 0.14 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green Time: | 9.8 | 39.4 | 39.4 | 32.5 | 62.2 | 62.2 | 45.0 | 67.1 | 67.1 | 22.1 | 22.1 | 22.1 |
| Volume/Cap: | 0.96 | 0.84 | 0.84 | 0.84 | 0.96 | 0.96 | 0.23 | 0.64 | 0.15 | 0.96 | 0.96 | 0.96 |
| Delay/Veh: | 105.0 | 49.1 | 49.1 | 53.9 | 49.4 | 49.4 | 30.4 | 26.0 | 19.0 | 69.4 | 69.4 | 69.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 105.0 | 49.1 | 49.1 | 53.9 | 49.4 | 49.4 | 30.4 | 26.0 | 19.0 | 69.4 | 69.4 | 69.4 |
| DesignQueue: | 9 | 24 | 2 | 22 | 31 | 8 | 7 | 27 | 6 | 1 | 33 | 3 |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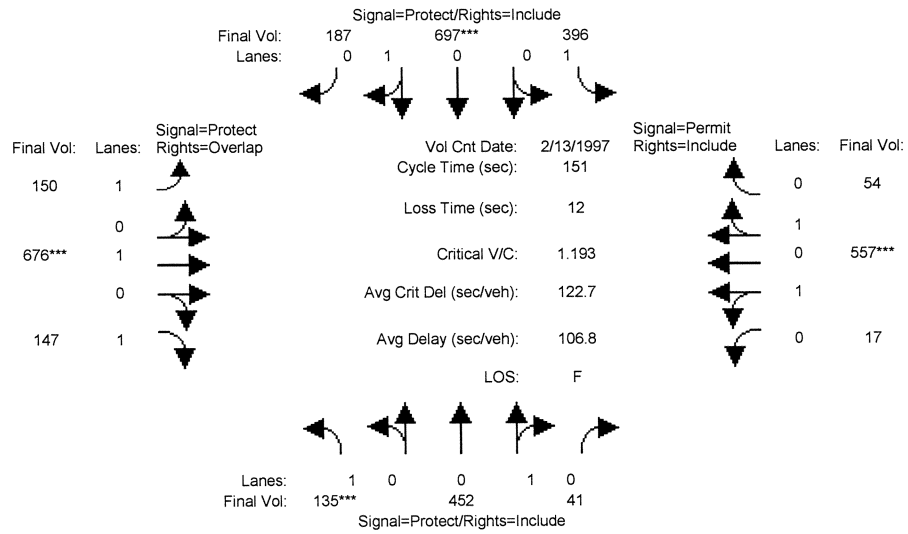
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3519: FIRST/TAYLOR




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 13 Feb 1997 << | | | | | | | | | | | | |
| Base Vol: | 135 | 452 | 41 | 396 | 697 | 187 | 150 | 676 | 147 | 17 | 557 | 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: | 135 | 452 | 41 | 396 | 697 | 187 | 150 | 676 | 147 | 17 | 557 | 54 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 135 | 452 | 41 | 396 | 697 | 187 | 150 | 676 | 147 | 17 | 557 | 54 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 135 | 452 | 41 | 396 | 697 | 187 | 150 | 676 | 147 | 17 | 557 | 54 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 135 | 452 | 41 | 396 | 697 | 187 | 150 | 676 | 147 | 17 | 557 | 54 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 135 | 452 | 41 | 396 | 697 | 187 | 150 | 676 | 147 | 17 | 557 | 54 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.92 | 0.08 | 1.00 | 0.79 | 0.21 | 1.00 | 1.00 | 1.00 | 0.05 | 1.78 | 0.17 |
| Final Sat.: | 1750 | 1650 | 150 | 1750 | 1419 | 381 | 1750 | 1900 | 1750 | 97 | 3193 | 310 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.27 | 0.27 | 0.23 | 0.49 | 0.49 | 0.09 | 0.36 | 0.08 | 0.17 | 0.17 | 0.17 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green Time: | 9.8 | 39.4 | 39.4 | 32.5 | 62.1 | 62.1 | 45.0 | 67.1 | 76.9 | 22.1 | 22.1 | 22.1 |
| Volume/Cap: | 1.19 | 1.05 | 1.05 | 1.05 | 1.19 | 1.19 | 0.29 | 0.80 | 0.17 | 1.19 | 1.19 | 1.19 |
| Delay/Veh: | 213.9 | 90.2 | 90.2 | 96.7 | 149 | 148.6 | 31.0 | 31.4 | 15.1 | 165.2 | 165 | 165.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 213.9 | 90.2 | 90.2 | 96.7 | 149 | 148.6 | 31.0 | 31.4 | 15.1 | 165.2 | 165 | 165.2 |
| DesignQueue: | 11 | 30 | 3 | 28 | 39 | 11 | 9 | 35 | 6 | 1 | 42 | 4 |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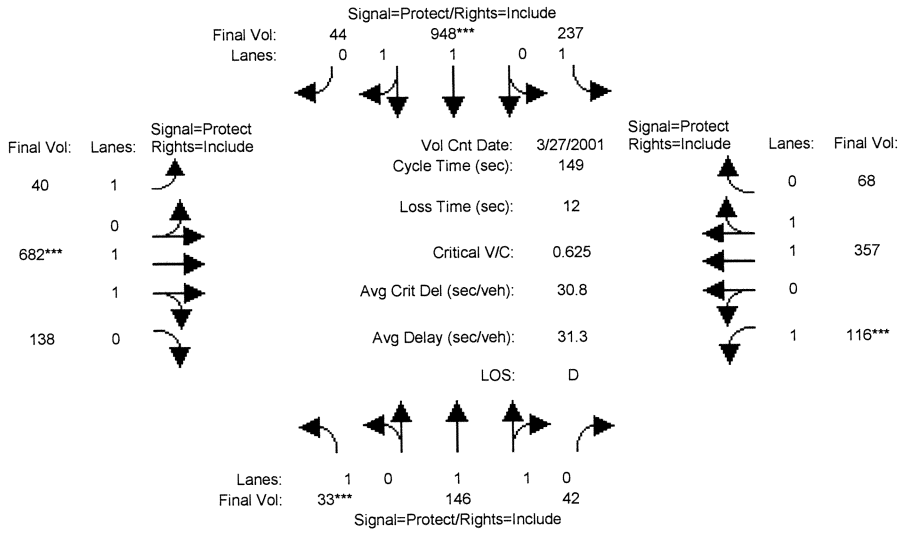
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3534: FOURTH/HEDDING




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 27 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 33 | 146 | 42 | 237 | 948 | 44 | 40 | 682 | 138 | 116 | 357 | 68 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 33 | 146 | 42 | 237 | 948 | 44 | 40 | 682 | 138 | 116 | 357 | 68 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 33 | 146 | 42 | 237 | 948 | 44 | 40 | 682 | 138 | 116 | 357 | 68 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 33 | 146 | 42 | 237 | 948 | 44 | 40 | 682 | 138 | 116 | 357 | 68 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 33 | 146 | 42 | 237 | 948 | 44 | 40 | 682 | 138 | 116 | 357 | 68 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 33 | 146 | 42 | 237 | 948 | 44 | 40 | 682 | 138 | 116 | 357 | 68 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.04 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 1.54 | 0.46 | 1.00 | 1.91 | 0.09 | 1.00 | 1.65 | 0.35 | 1.00 | 1.67 | 0.33 |
| Final Sat.: | 1750 | 2873 | 826 | 1750 | 3536 | 164 | 1750 | 3077 | 623 | 1750 | 3108 | 592 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.05 | 0.05 | 0.14 | 0.27 | 0.27 | 0.02 | 0.22 | 0.22 | 0.07 | 0.11 | 0.11 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 7.0 | 10.0 | 10.0 | 59.7 | 62.7 | 62.7 | 7.0 | 51.8 | 51.8 | 15.5 | 60.3 | 60.3 |
| Volume/Cap: | 0.40 | 0.76 | 0.76 | 0.34 | 0.64 | 0.64 | 0.49 | 0.64 | 0.64 | 0.64 | 0.28 | 0.28 |
| Delay/Veh: | 54.1 | 60.4 | 60.4 | 23.6 | 26.6 | 26.6 | 56.1 | 31.7 | 31.7 | 53.6 | 22.7 | 22.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.1 | 60.4 | 60.4 | 23.6 | 26.6 | 26.6 | 56.1 | 31.7 | 31.7 | 53.6 | 22.7 | 22.7 |
| DesignQueue: | 3 | 11 | 3 | 12 | 49 | 2 | 3 | 39 | 8 | 9 | 18 | 3 |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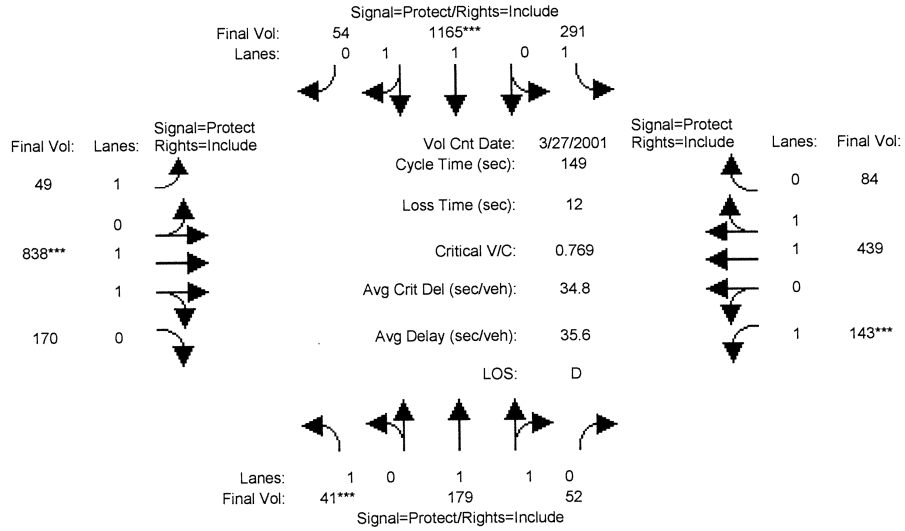
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3534: FOURTH/HEDDING




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 27 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 41 | 179 | 52 | 291 | 1165 | 54 | 49 | 838 | 170 | 143 | 439 | 84 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 41 | 179 | 52 | 291 | 1165 | 54 | 49 | 838 | 170 | 143 | 439 | 84 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 41 | 179 | 52 | 291 | 1165 | 54 | 49 | 838 | 170 | 143 | 439 | 84 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 41 | 179 | 52 | 291 | 1165 | 54 | 49 | 838 | 170 | 143 | 439 | 84 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 41 | 179 | 52 | 291 | 1165 | 54 | 49 | 838 | 170 | 143 | 439 | 84 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 41 | 179 | 52 | 291 | 1165 | 54 | 49 | 838 | 170 | 143 | 439 | 84 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.04 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 1.54 | 0.46 | 1.00 | 1.91 | 0.09 | 1.00 | 1.65 | 0.35 | 1.00 | 1.67 | 0.33 |
| Final Sat.: | 1750 | 2866 | 833 | 1750 | 3536 | 164 | 1750 | 3076 | 624 | 1750 | 3105 | 594 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.06 | 0.06 | 0.17 | 0.33 | 0.33 | 0.03 | 0.27 | 0.27 | 0.08 | 0.14 | 0.14 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 7.0 | 10.0 | 10.0 | 59.6 | 62.6 | 62.6 | 7.0 | 51.8 | 51.8 | 15.5 | 60.4 | 60.4 |
| Volume/Cap: | 0.50 | 0.93 | 0.93 | 0.42 | 0.78 | 0.78 | 0.60 | 0.78 | 0.78 | 0.78 | 0.35 | 0.35 |
| Delay/Veh: | 56.5 | 80.3 | 80.3 | 24.7 | 30.3 | 30.3 | 60.6 | 35.4 | 35.4 | 62.6 | 23.4 | 23.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 56.5 | 80.3 | 80.3 | 24.7 | 30.3 | 30.3 | 60.6 | 35.4 | 35.4 | 62.6 | 23.4 | 23.4 |
| DesignQueue: | 3 | 14 | 4 | 15 | 61 | 3 | 4 | 49 | 10 | 11 | 22 | 4 |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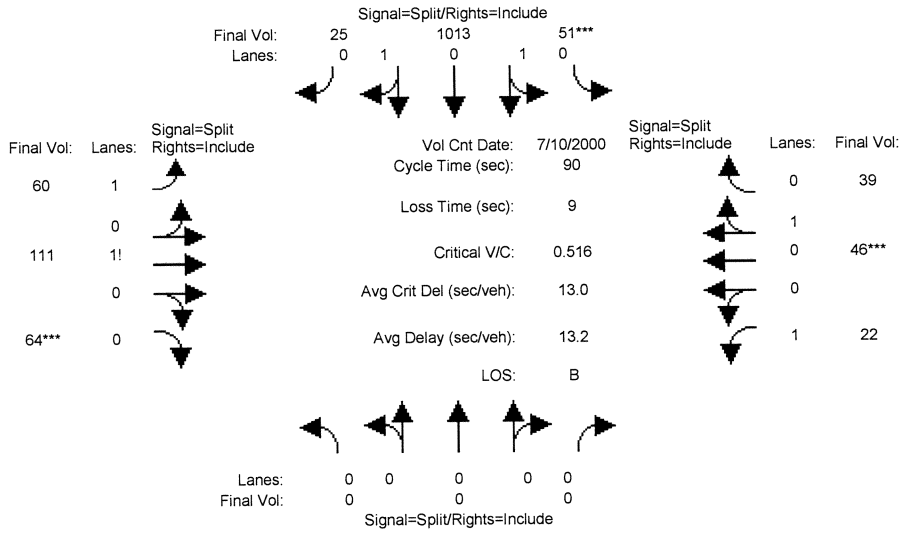
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3535: FOURTH/JACKSON




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 10 Jul 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 51 | 1013 | 25 | 60 | 111 | 64 | 22 | 46 | 39 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 51 | 1013 | 25 | 60 | 111 | 64 | 22 | 46 | 39 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 51 | 1013 | 25 | 60 | 111 | 64 | 22 | 46 | 39 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 51 | 1013 | 25 | 60 | 111 | 64 | 22 | 46 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 51 | 1013 | 25 | 60 | 111 | 64 | 22 | 46 | 39 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 51 | 1013 | 25 | 60 | 111 | 64 | 22 | 46 | 39 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.09 | 1.86 | 0.05 | 1.15 | 0.54 | 0.31 | 1.00 | 0.54 | 0.46 |
| Final Sat.: | 0 | 0 | 0 | 169 | 3349 | 83 | 2012 | 971 | 560 | 1750 | 974 | 826 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.30 | 0.30 | 0.30 | 0.03 | 0.11 | 0.11 | 0.01 | 0.05 | 0.05 |
| Crit Moves: | | | | **** | | | | | **** | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 51.5 | 51.5 | 51.5 | 19.5 | 19.5 | 19.5 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.53 | 0.53 | 0.53 | 0.14 | 0.53 | 0.53 | 0.11 | 0.42 | 0.43 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 9.2 | 9.2 | 9.2 | 21.6 | 24.7 | 24.7 | 27.4 | 29.3 | 29.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 9.2 | 9.2 | 9.2 | 21.6 | 24.7 | 24.7 | 27.4 | 29.3 | 29.3 |
| DesignQueue: | 0 | 0 | 0 | 1 | 23 | 1 | 2 | 4 | 3 | 1 | 2 | 2 |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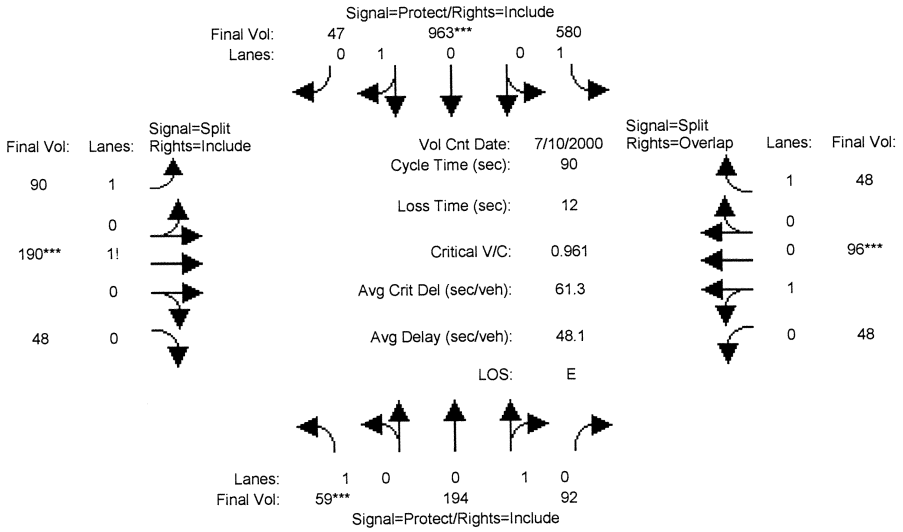
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3535: FOURTH/JACKSON




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 10 Jul 2000 << | | | | | | | | | | | | |
| Base Vol: | 59 | 194 | 92 | 580 | 963 | 47 | 90 | 190 | 48 | 48 | 96 | 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: | 59 | 194 | 92 | 580 | 963 | 47 | 90 | 190 | 48 | 48 | 96 | 48 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 59 | 194 | 92 | 580 | 963 | 47 | 90 | 190 | 48 | 48 | 96 | 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: | 59 | 194 | 92 | 580 | 963 | 47 | 90 | 190 | 48 | 48 | 96 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 59 | 194 | 92 | 580 | 963 | 47 | 90 | 190 | 48 | 48 | 96 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 59 | 194 | 92 | 580 | 963 | 47 | 90 | 190 | 48 | 48 | 96 | 48 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 1.00 | 0.68 | 0.32 | 1.00 | 0.95 | 0.05 | 1.16 | 0.67 | 0.17 | 0.33 | 0.67 | 1.00 |
| Final Sat.: | 1750 | 1221 | 579 | 1750 | 1716 | 84 | 2035 | 1203 | 304 | 600 | 1200 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.16 | 0.16 | 0.33 | 0.56 | 0.56 | 0.04 | 0.16 | 0.16 | 0.08 | 0.08 | 0.03 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green Time: | 7.0 | 17.7 | 17.7 | 36.9 | 47.6 | 47.6 | 13.4 | 13.4 | 13.4 | 10.0 | 10.0 | 46.9 |
| Volume/Cap: | 0.43 | 0.81 | 0.81 | 0.81 | 1.06 | 1.06 | 0.30 | 1.06 | 1.06 | 0.72 | 0.72 | 0.05 |
| Delay/Veh: | 31.5 | 35.2 | 35.2 | 22.6 | 57.7 | 57.7 | 26.0 | 88.4 | 88.4 | 37.3 | 37.3 | 8.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.5 | 35.2 | 35.2 | 22.6 | 57.7 | 57.7 | 26.0 | 88.4 | 88.4 | 37.3 | 37.3 | 8.1 |
| DesignQueue: | 3 | 8 | 4 | 19 | 26 | 1 | 4 | 8 | 2 | 2 | 4 | 1 |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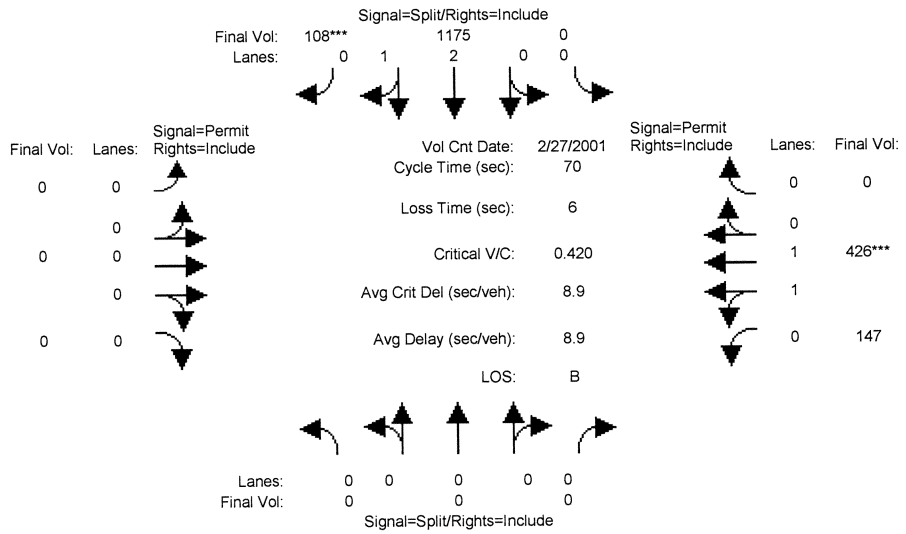
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3536: FOURTH/JULIAN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 27 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 1175 | 108 | 0 | 0 | 0 | 147 | 426 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 1175 | 108 | 0 | 0 | 0 | 147 | 426 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 1175 | 108 | 0 | 0 | 0 | 147 | 426 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 1175 | 108 | 0 | 0 | 0 | 147 | 426 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 1175 | 108 | 0 | 0 | 0 | 147 | 426 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 1175 | 108 | 0 | 0 | 0 | 147 | 426 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.04 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 2.74 | 0.26 | 0.00 | 0.00 | 0.00 | 0.53 | 1.47 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 5128 | 471 | 0 | 0 | 0 | 949 | 2750 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 |
| Crit Moves: | | | | | | **** | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 38.2 | 38.2 | 0.0 | 0.0 | 0.0 | 25.8 | 25.8 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.42 | 0.42 | 0.00 | 0.00 | 0.00 | 0.42 | 0.42 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 7.2 | 7.2 | 0.0 | 0.0 | 0.0 | 12.7 | 12.7 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 7.2 | 7.2 | 0.0 | 0.0 | 0.0 | 12.7 | 12.7 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 22 | 2 | 0 | 0 | 0 | 4 | 11 | 0 |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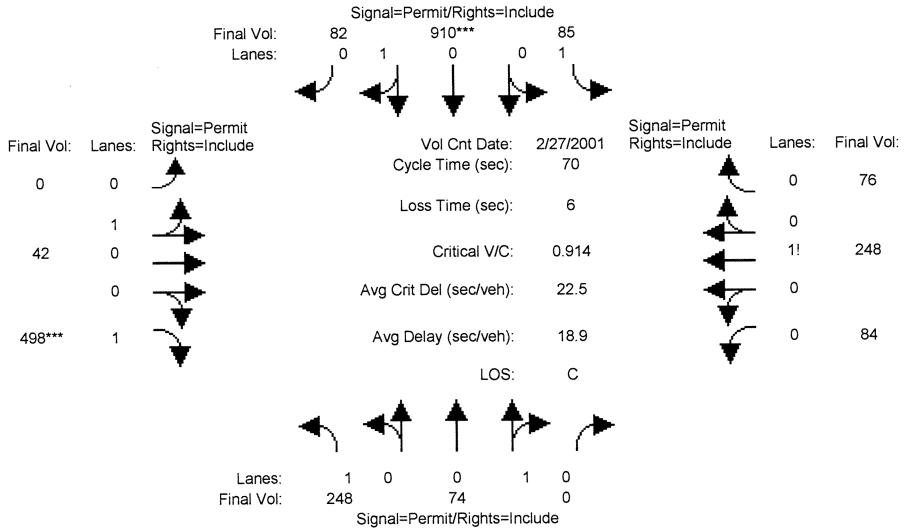
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3536: FOURTH/JULIAN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 27 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 248 | 74 | 0 | 85 | 910 | 82 | 0 | 42 | 498 | 84 | 248 | 76 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 248 | 74 | 0 | 85 | 910 | 82 | 0 | 42 | 498 | 84 | 248 | 76 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 248 | 74 | 0 | 85 | 910 | 82 | 0 | 42 | 498 | 84 | 248 | 76 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 248 | 74 | 0 | 85 | 910 | 82 | 0 | 42 | 498 | 84 | 248 | 76 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 248 | 74 | 0 | 85 | 910 | 82 | 0 | 42 | 498 | 84 | 248 | 76 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 248 | 74 | 0 | 85 | 910 | 82 | 0 | 42 | 498 | 84 | 248 | 76 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 0.92 | 0.08 | 0.00 | 1.00 | 1.00 | 0.20 | 0.61 | 0.19 |
| Final Sat.: | 1750 | 1800 | 0 | 1750 | 1651 | 149 | 0 | 1800 | 1750 | 360 | 1064 | 326 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.04 | 0.00 | 0.05 | 0.55 | 0.55 | 0.00 | 0.02 | 0.28 | 0.23 | 0.23 | 0.23 |
| Crit Moves: | | | | | **** | | | | **** | | | |
| Green Time: | 42.2 | 42.2 | 0.0 | 42.2 | 42.2 | 42.2 | 0.0 | 21.8 | 21.8 | 21.8 | 21.8 | 21.8 |
| Volume/Cap: | 0.24 | 0.07 | 0.00 | 0.08 | 0.91 | 0.91 | 0.00 | 0.07 | 0.91 | 0.75 | 0.75 | 0.75 |
| Delay/Veh: | 4.9 | 4.4 | 0.0 | 4.4 | 17.8 | 17.8 | 0.0 | 12.9 | 31.9 | 20.4 | 20.4 | 20.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 4.9 | 4.4 | 0.0 | 4.4 | 17.8 | 17.8 | 0.0 | 12.9 | 31.9 | 20.4 | 20.4 | 20.4 |
| DesignQueue: | 4 | 1 | 0 | 1 | 16 | 1 | 0 | 1 | 14 | 2 | 7 | 2 |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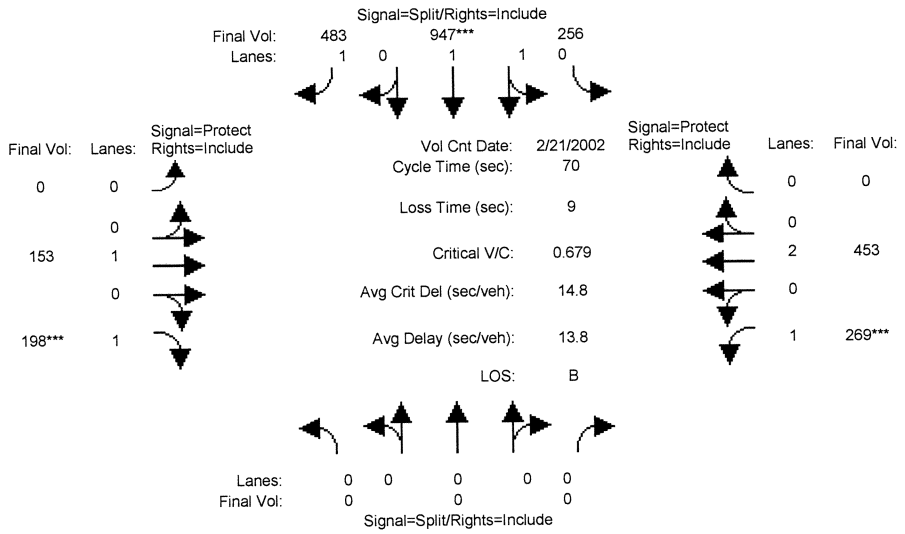
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3537: FOURTH/REED




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 21 Feb 2002 << 4:45-5:45PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 256 | 947 | 483 | 0 | 153 | 198 | 269 | 453 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 256 | 947 | 483 | 0 | 153 | 198 | 269 | 453 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 256 | 947 | 483 | 0 | 153 | 198 | 269 | 453 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 256 | 947 | 483 | 0 | 153 | 198 | 269 | 453 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 256 | 947 | 483 | 0 | 153 | 198 | 269 | 453 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 256 | 947 | 483 | 0 | 153 | 198 | 269 | 453 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.04 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.44 | 1.56 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 787 | 2912 | 1750 | 0 | 1900 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.33 | 0.33 | 0.28 | 0.00 | 0.08 | 0.11 | 0.15 | 0.12 | 0.00 |
| Crit Moves: | | | | | **** | | | | **** | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 33.5 | 33.5 | 33.5 | 0.0 | 11.7 | 11.7 | 15.8 | 27.5 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.68 | 0.68 | 0.58 | 0.00 | 0.48 | 0.68 | 0.68 | 0.30 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 11.5 | 11.5 | 10.7 | 0.0 | 21.0 | 25.1 | 22.0 | 11.2 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 11.5 | 11.5 | 10.7 | 0.0 | 21.0 | 25.1 | 22.0 | 11.2 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 6 | 21 | 10 | 0 | 5 | 7 | 8 | 11 | 0 |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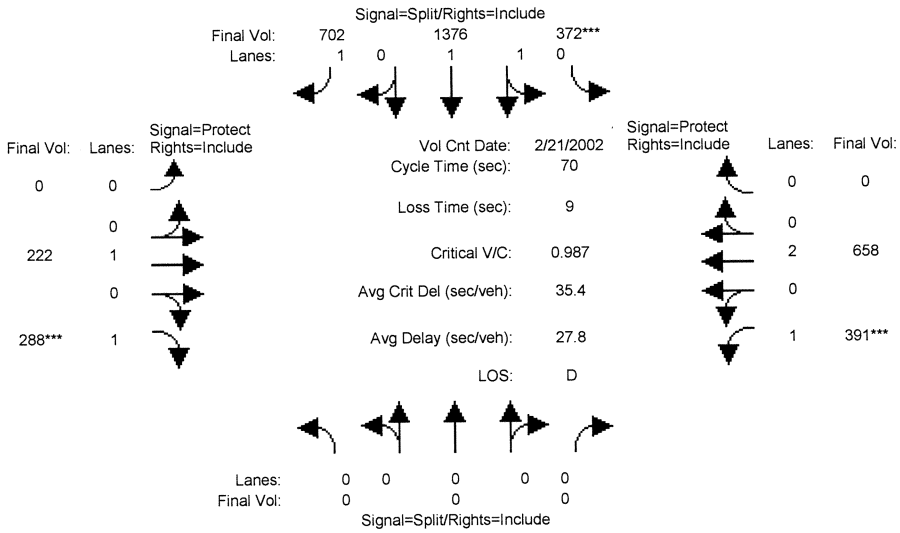
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3537: FOURTH/REED




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

Volume Module: >> Count Date: 21 Feb 2002 << 4:45-5:45PM

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Vol: | 0 | 0 | 0 | 372 | 1376 | 702 | 0 | 222 | 288 | 391 | 658 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 372 | 1376 | 702 | 0 | 222 | 288 | 391 | 658 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 372 | 1376 | 702 | 0 | 222 | 288 | 391 | 658 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 372 | 1376 | 702 | 0 | 222 | 288 | 391 | 658 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 372 | 1376 | 702 | 0 | 222 | 288 | 391 | 658 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 372 | 1376 | 702 | 0 | 222 | 288 | 391 | 658 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.04 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.44 | 1.56 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 787 | 2912 | 1750 | 0 | 1900 | 1750 | 1750 | 3800 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.47 | 0.47 | 0.40 | 0.00 | 0.12 | 0.16 | 0.22 | 0.17 | 0.00 |
| Crit Moves: | | | | **** | | | | | **** | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 33.5 | 33.5 | 33.5 | 0.0 | 11.7 | 11.7 | 15.8 | 27.5 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.99 | 0.99 | 0.84 | 0.00 | 0.70 | 0.99 | 0.99 | 0.44 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 27.7 | 27.7 | 17.4 | 0.0 | 25.5 | 59.3 | 52.2 | 12.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 27.7 | 27.7 | 17.4 | 0.0 | 25.5 | 59.3 | 52.2 | 12.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 9 | 32 | 16 | 0 | 7 | 10 | 12 | 16 | 0 |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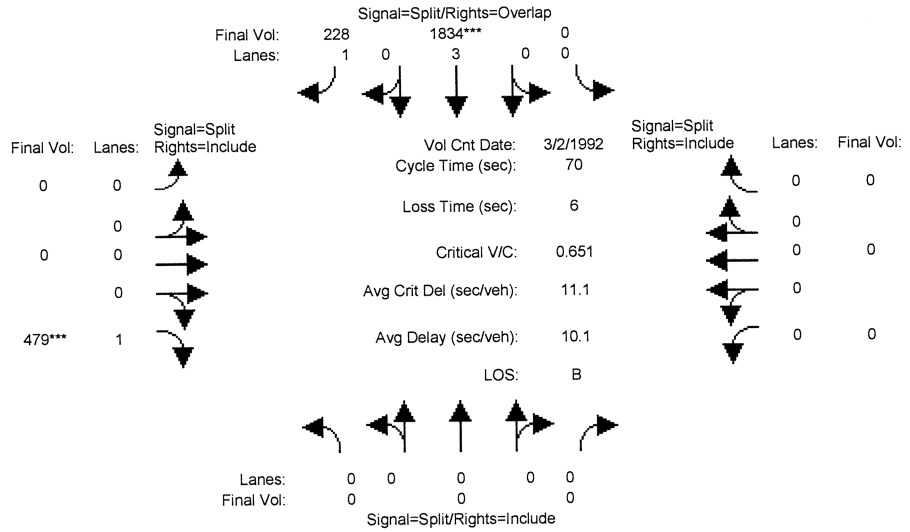
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3538: FOURTH/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 2 Mar 1992 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 1834 | 228 | 0 | 0 | 479 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 1834 | 228 | 0 | 0 | 479 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 1834 | 228 | 0 | 0 | 479 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 1834 | 228 | 0 | 0 | 479 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 1834 | 228 | 0 | 0 | 479 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 1834 | 228 | 0 | 0 | 479 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 5700 | 1750 | 0 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.32 | 0.13 | 0.00 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | | | **** | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 34.6 | 64.0 | 0.0 | 0.0 | 29.4 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.65 | 0.14 | 0.00 | 0.00 | 0.65 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 10.4 | 0.2 | 0.0 | 0.0 | 13.8 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 10.4 | 0.2 | 0.0 | 0.0 | 13.8 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 39 | 1 | 0 | 0 | 12 | 0 | 0 | 0 |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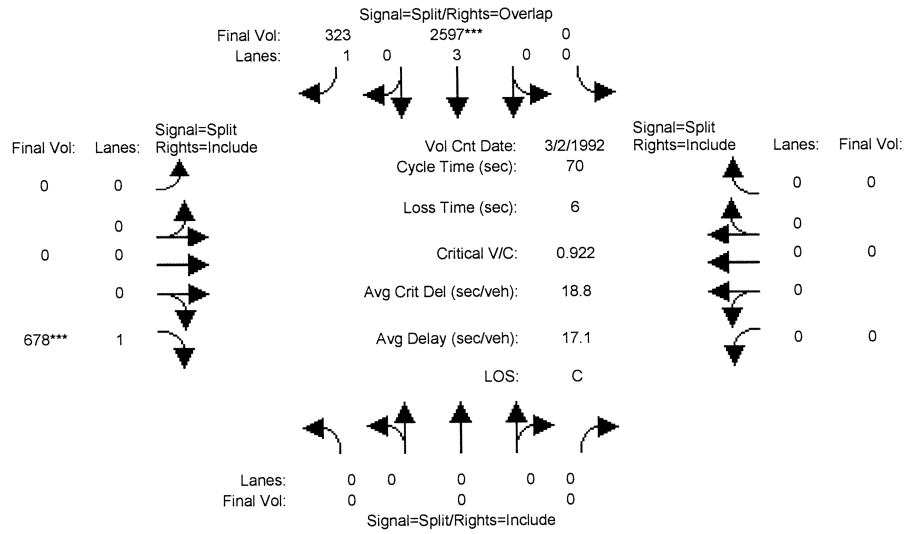
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3538: FOURTH/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 2 Mar 1992 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 2597 | 323 | 0 | 0 | 678 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 2597 | 323 | 0 | 0 | 678 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 2597 | 323 | 0 | 0 | 678 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 2597 | 323 | 0 | 0 | 678 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 2597 | 323 | 0 | 0 | 678 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 2597 | 323 | 0 | 0 | 678 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 5700 | 1750 | 0 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.46 | 0.18 | 0.00 | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | | | **** | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 34.6 | 64.0 | 0.0 | 0.0 | 29.4 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.92 | 0.20 | 0.00 | 0.00 | 0.92 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 0.2 | 0.0 | 0.0 | 26.9 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 0.2 | 0.0 | 0.0 | 26.9 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 58 | 1 | 0 | 0 | 17 | 0 | 0 | 0 |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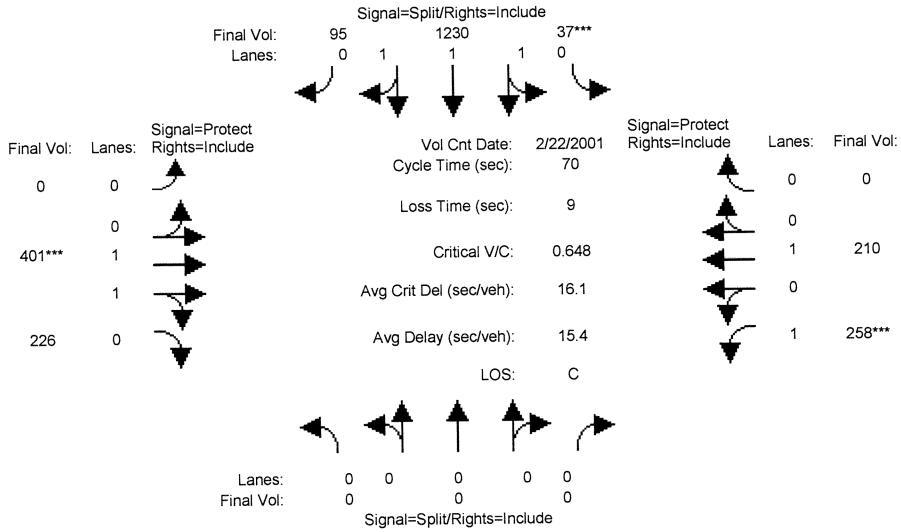
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3539: FOURTH/SAN FERNANDO




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 22 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 37 | 1230 | 95 | 0 | 401 | 226 | 258 | 210 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 37 | 1230 | 95 | 0 | 401 | 226 | 258 | 210 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 37 | 1230 | 95 | 0 | 401 | 226 | 258 | 210 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 37 | 1230 | 95 | 0 | 401 | 226 | 258 | 210 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 37 | 1230 | 95 | 0 | 401 | 226 | 258 | 210 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 37 | 1230 | 95 | 0 | 401 | 226 | 258 | 210 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.08 | 2.71 | 0.21 | 0.00 | 1.26 | 0.74 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 149 | 4967 | 384 | 0 | 2365 | 1333 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 | 0.25 | 0.00 | 0.17 | 0.17 | 0.15 | 0.11 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 26.8 | 26.8 | 26.8 | 0.0 | 18.3 | 18.3 | 15.9 | 34.2 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.65 | 0.65 | 0.65 | 0.00 | 0.65 | 0.65 | 0.65 | 0.23 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 14.0 | 14.0 | 14.0 | 0.0 | 18.5 | 18.5 | 21.2 | 7.8 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 14.0 | 14.0 | 14.0 | 0.0 | 18.5 | 18.5 | 21.2 | 7.8 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 32 | 2 | 0 | 12 | 7 | 8 | 4 | 0 |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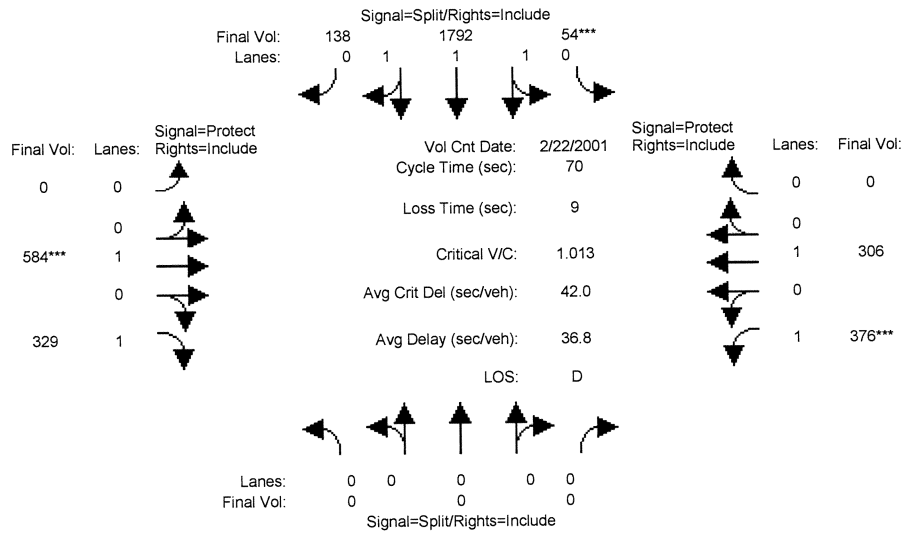
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3539: FOURTH/SAN FERNANDO




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 22 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 54 | 1792 | 138 | 0 | 584 | 329 | 376 | 306 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 54 | 1792 | 138 | 0 | 584 | 329 | 376 | 306 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 54 | 1792 | 138 | 0 | 584 | 329 | 376 | 306 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 54 | 1792 | 138 | 0 | 584 | 329 | 376 | 306 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 54 | 1792 | 138 | 0 | 584 | 329 | 376 | 306 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 54 | 1792 | 138 | 0 | 584 | 329 | 376 | 306 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.08 | 2.71 | 0.21 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 150 | 4968 | 383 | 0 | 1900 | 1750 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.36 | 0.36 | 0.36 | 0.00 | 0.31 | 0.19 | 0.21 | 0.16 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 24.9 | 24.9 | 24.9 | 0.0 | 21.2 | 21.2 | 14.8 | 36.1 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 1.01 | 1.01 | 1.01 | 0.00 | 1.01 | 0.62 | 1.01 | 0.31 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 35.9 | 35.9 | 35.9 | 0.0 | 50.9 | 17.5 | 60.6 | 7.5 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 35.9 | 35.9 | 35.9 | 0.0 | 50.9 | 17.5 | 60.6 | 7.5 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 49 | 4 | 0 | 17 | 9 | 12 | 6 | 0 |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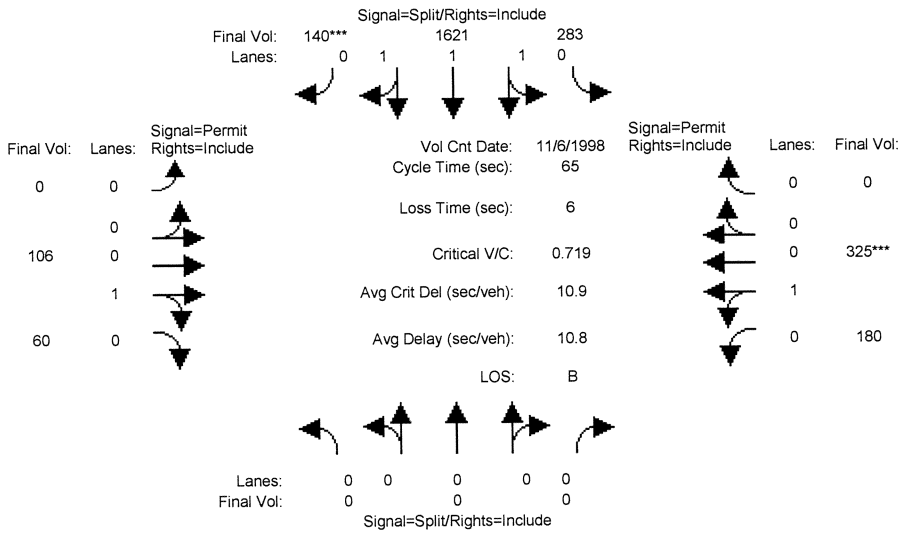
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3540: FOURTH/SAN SALVADOR




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 6 Nov 1998 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 283 | 1621 | 140 | 0 | 106 | 60 | 180 | 325 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 283 | 1621 | 140 | 0 | 106 | 60 | 180 | 325 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 283 | 1621 | 140 | 0 | 106 | 60 | 180 | 325 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 283 | 1621 | 140 | 0 | 106 | 60 | 180 | 325 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 283 | 1621 | 140 | 0 | 106 | 60 | 180 | 325 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 283 | 1621 | 140 | 0 | 106 | 60 | 180 | 325 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.42 | 2.37 | 0.21 | 0.00 | 0.64 | 0.36 | 0.36 | 0.64 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 761 | 4361 | 377 | 0 | 1149 | 651 | 642 | 1158 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.37 | 0.37 | 0.37 | 0.00 | 0.09 | 0.09 | 0.28 | 0.28 | 0.00 |
| Crit Moves: | | | | | | **** | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 33.6 | 33.6 | 33.6 | 0.0 | 25.4 | 25.4 | 25.4 | 25.4 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.72 | 0.72 | 0.72 | 0.00 | 0.24 | 0.24 | 0.72 | 0.72 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 9.8 | 9.8 | 9.8 | 0.0 | 10.1 | 10.1 | 15.2 | 15.2 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 9.8 | 9.8 | 9.8 | 0.0 | 10.1 | 10.1 | 15.2 | 15.2 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 5 | 31 | 3 | 0 | 2 | 1 | 4 | 8 | 0 |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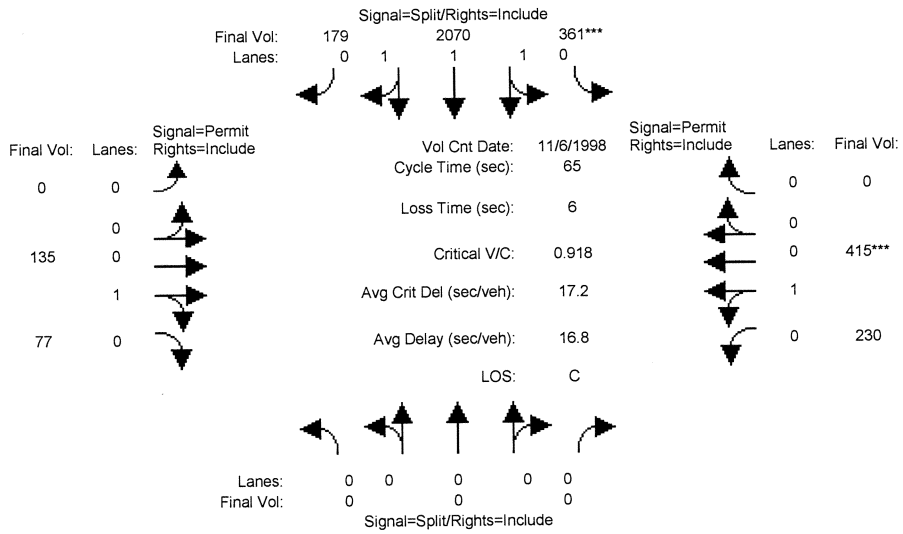
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3540: FOURTH/SAN SALVADOR




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 6 Nov 1998 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 361 | 2070 | 179 | 0 | 135 | 77 | 230 | 415 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 361 | 2070 | 179 | 0 | 135 | 77 | 230 | 415 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 361 | 2070 | 179 | 0 | 135 | 77 | 230 | 415 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 361 | 2070 | 179 | 0 | 135 | 77 | 230 | 415 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 361 | 2070 | 179 | 0 | 135 | 77 | 230 | 415 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 361 | 2070 | 179 | 0 | 135 | 77 | 230 | 415 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.42 | 2.37 | 0.21 | 0.00 | 0.64 | 0.36 | 0.36 | 0.64 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 761 | 4362 | 377 | 0 | 1146 | 654 | 642 | 1158 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.47 | 0.47 | 0.47 | 0.00 | 0.12 | 0.12 | 0.36 | 0.36 | 0.00 |
| Crit Moves: | | | | **** | | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 33.6 | 33.6 | 33.6 | 0.0 | 25.4 | 25.4 | 25.4 | 25.4 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.92 | 0.92 | 0.92 | 0.00 | 0.30 | 0.30 | 0.92 | 0.92 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 14.9 | 14.9 | 14.9 | 0.0 | 10.5 | 10.5 | 26.5 | 26.5 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 14.9 | 14.9 | 14.9 | 0.0 | 10.5 | 10.5 | 26.5 | 26.5 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 7 | 41 | 4 | 0 | 3 | 2 | 6 | 10 | 0 |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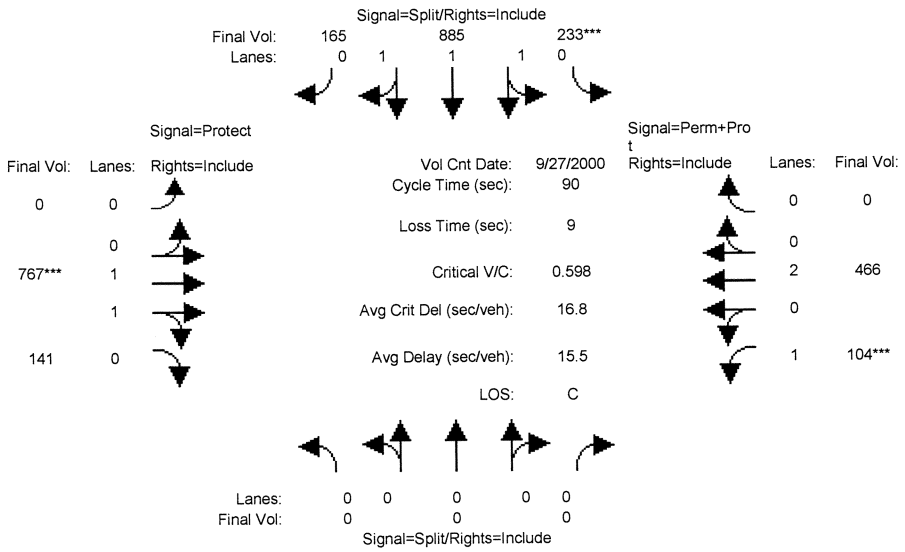
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3541: FOURTH/SANTA CLARA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 27 Sep 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 233 | 885 | 165 | 0 | 767 | 141 | 104 | 466 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 233 | 885 | 165 | 0 | 767 | 141 | 104 | 466 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 233 | 885 | 165 | 0 | 767 | 141 | 104 | 466 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 233 | 885 | 165 | 0 | 767 | 141 | 104 | 466 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 233 | 885 | 165 | 0 | 767 | 141 | 104 | 466 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 233 | 885 | 165 | 0 | 767 | 141 | 104 | 466 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.55 | 2.06 | 0.39 | 0.00 | 1.68 | 0.32 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 999 | 3793 | 707 | 0 | 3125 | 574 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.23 | 0.23 | 0.23 | 0.00 | 0.25 | 0.25 | 0.06 | 0.12 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 34.6 | 34.6 | 34.6 | 0.0 | 36.4 | 36.4 | 10.0 | 46.4 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.61 | 0.61 | 0.61 | 0.00 | 0.61 | 0.61 | 0.53 | 0.24 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 17.3 | 17.3 | 17.3 | 0.0 | 16.6 | 16.6 | 13.3 | 9.2 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 17.3 | 17.3 | 17.3 | 0.0 | 16.6 | 16.6 | 13.3 | 9.2 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 8 | 29 | 5 | 0 | 24 | 4 | 5 | 12 | 0 |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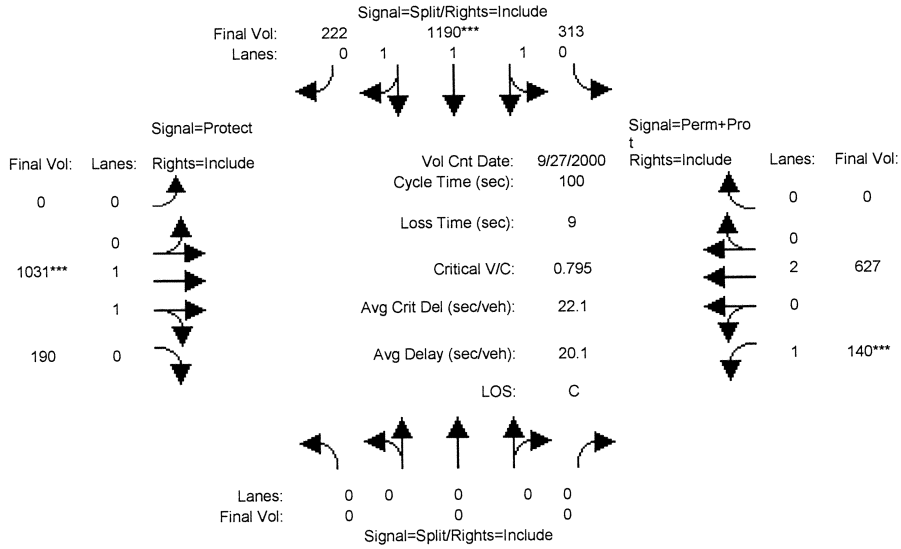
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3541: FOURTH/SANTA CLARA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 27 Sep 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 313 | 1190 | 222 | 0 | 1031 | 190 | 140 | 627 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 313 | 1190 | 222 | 0 | 1031 | 190 | 140 | 627 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 313 | 1190 | 222 | 0 | 1031 | 190 | 140 | 627 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 313 | 1190 | 222 | 0 | 1031 | 190 | 140 | 627 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 313 | 1190 | 222 | 0 | 1031 | 190 | 140 | 627 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 313 | 1190 | 222 | 0 | 1031 | 190 | 140 | 627 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.55 | 2.06 | 0.39 | 0.00 | 1.68 | 0.32 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 998 | 3794 | 708 | 0 | 3124 | 576 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.31 | 0.31 | 0.31 | 0.00 | 0.33 | 0.33 | 0.08 | 0.16 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 39.4 | 39.4 | 39.4 | 0.0 | 41.5 | 41.5 | 10.1 | 51.6 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.80 | 0.80 | 0.80 | 0.00 | 0.80 | 0.80 | 0.80 | 0.32 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 21.8 | 21.8 | 21.8 | 0.0 | 21.5 | 21.5 | 29.7 | 10.7 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 21.8 | 21.8 | 21.8 | 0.0 | 21.5 | 21.5 | 29.7 | 10.7 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 11 | 44 | 8 | 0 | 37 | 7 | 7 | 18 | 0 |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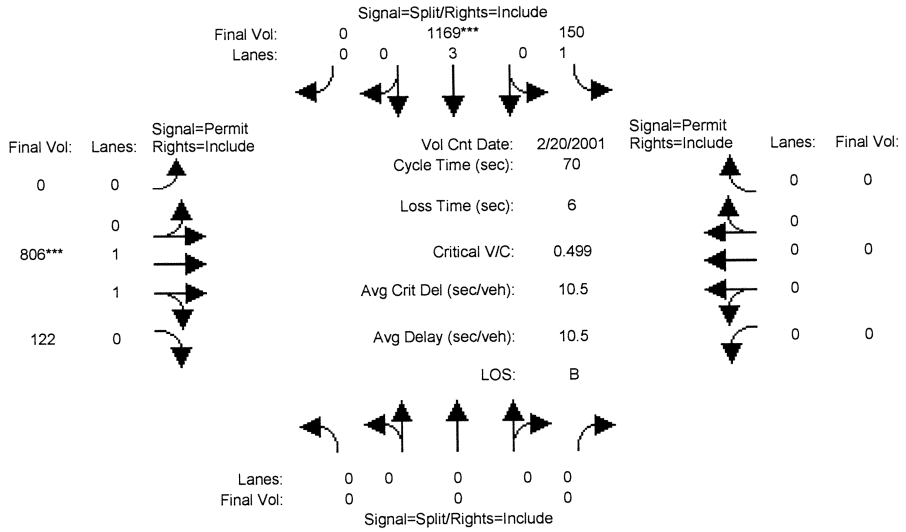
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3542: FOURTH/ST. JAMES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 20 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 150 | 1169 | 0 | 0 | 806 | 122 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 150 | 1169 | 0 | 0 | 806 | 122 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 150 | 1169 | 0 | 0 | 806 | 122 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 150 | 1169 | 0 | 0 | 806 | 122 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 150 | 1169 | 0 | 0 | 806 | 122 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 150 | 1169 | 0 | 0 | 806 | 122 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 3.00 | 0.00 | 0.00 | 1.73 | 0.27 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 5700 | 0 | 0 | 3213 | 486 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.21 | 0.00 | 0.00 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 28.8 | 28.8 | 0.0 | 0.0 | 35.2 | 35.2 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.21 | 0.50 | 0.00 | 0.00 | 0.50 | 0.50 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 10.1 | 11.7 | 0.0 | 0.0 | 9.0 | 9.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 10.1 | 11.7 | 0.0 | 0.0 | 9.0 | 9.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 4 | 28 | 0 | 0 | 17 | 3 | 0 | 0 | 0 |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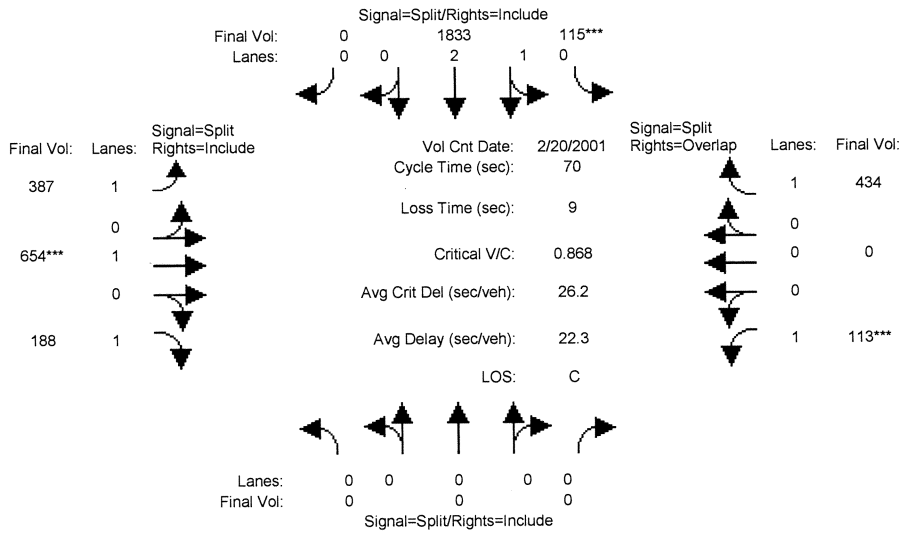
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3542: FOURTH/ST. JAMES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 | 10 |
| Volume Module: >> Count Date: 20 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 115 | 1833 | 0 | 387 | 654 | 188 | 113 | 0 | 434 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 115 | 1833 | 0 | 387 | 654 | 188 | 113 | 0 | 434 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 115 | 1833 | 0 | 387 | 654 | 188 | 113 | 0 | 434 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 115 | 1833 | 0 | 387 | 654 | 188 | 113 | 0 | 434 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 115 | 1833 | 0 | 387 | 654 | 188 | 113 | 0 | 434 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 115 | 1833 | 0 | 387 | 654 | 188 | 113 | 0 | 434 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.04 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.18 | 2.82 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 331 | 5269 | 0 | 1750 | 1900 | 1750 | 1750 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.35 | 0.35 | 0.00 | 0.22 | 0.34 | 0.11 | 0.06 | 0.00 | 0.25 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 25.6 | 25.6 | 0.0 | 25.4 | 25.4 | 25.4 | 10.0 | 0.0 | 35.6 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.95 | 0.95 | 0.00 | 0.61 | 0.95 | 0.30 | 0.45 | 0.00 | 0.49 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 24.1 | 24.1 | 0.0 | 15.1 | 33.2 | 12.2 | 21.8 | 0.0 | 8.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 24.1 | 24.1 | 0.0 | 15.1 | 33.2 | 12.2 | 21.8 | 0.0 | 8.9 |
| DesignQueue: | 0 | 0 | 0 | 3 | 50 | 0 | 10 | 18 | 5 | 4 | 0 | 9 |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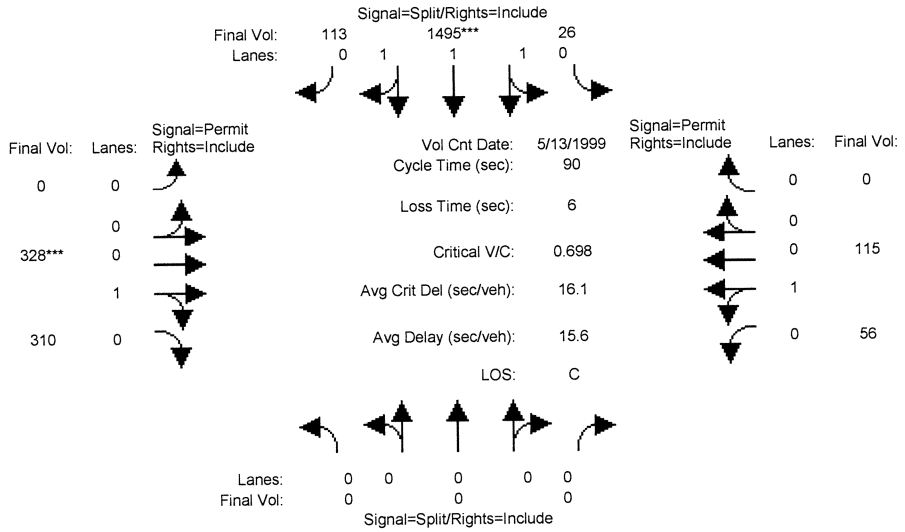
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3543: FOURTH/ST. JOHN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 13 May 1999 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 26 | 1495 | 113 | 0 | 328 | 310 | 56 | 115 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 26 | 1495 | 113 | 0 | 328 | 310 | 56 | 115 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 26 | 1495 | 113 | 0 | 328 | 310 | 56 | 115 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 26 | 1495 | 113 | 0 | 328 | 310 | 56 | 115 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 26 | 1495 | 113 | 0 | 328 | 310 | 56 | 115 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 26 | 1495 | 113 | 0 | 328 | 310 | 56 | 115 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.05 | 2.74 | 0.21 | 0.00 | 0.51 | 0.49 | 0.33 | 0.67 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 88 | 5032 | 380 | 0 | 925 | 875 | 589 | 1211 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.30 | 0.30 | 0.30 | 0.00 | 0.35 | 0.35 | 0.10 | 0.09 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 38.3 | 38.3 | 38.3 | 0.0 | 45.7 | 45.7 | 45.7 | 45.7 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.70 | 0.70 | 0.70 | 0.00 | 0.70 | 0.70 | 0.19 | 0.19 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 16.7 | 16.7 | 16.7 | 0.0 | 14.5 | 14.5 | 9.2 | 9.2 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 16.7 | 16.7 | 16.7 | 0.0 | 14.5 | 14.5 | 9.2 | 9.2 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 46 | 4 | 0 | 9 | 8 | 1 | 3 | 0 |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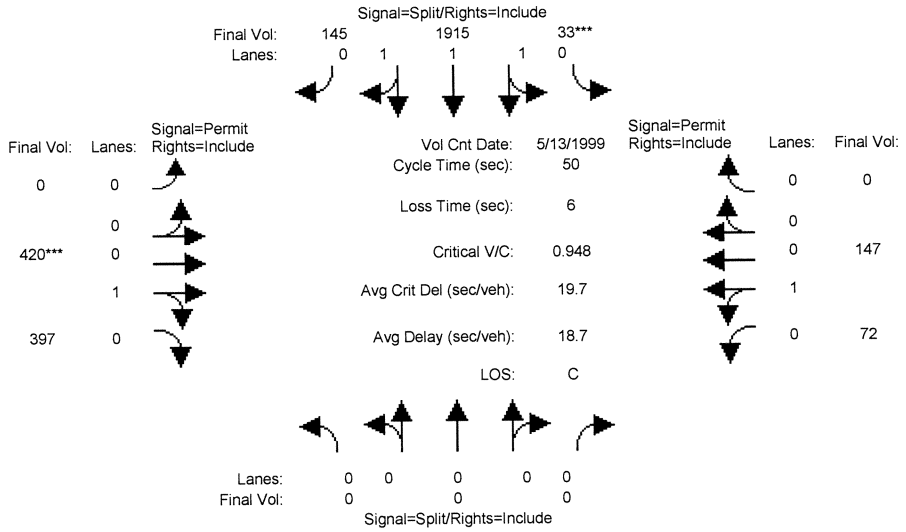
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3543: FOURTH/ST. JOHN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 13 May 1999 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 33 | 1915 | 145 | 0 | 420 | 397 | 72 | 147 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 33 | 1915 | 145 | 0 | 420 | 397 | 72 | 147 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 33 | 1915 | 145 | 0 | 420 | 397 | 72 | 147 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 33 | 1915 | 145 | 0 | 420 | 397 | 72 | 147 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 33 | 1915 | 145 | 0 | 420 | 397 | 72 | 147 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 33 | 1915 | 145 | 0 | 420 | 397 | 72 | 147 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.05 | 2.74 | 0.21 | 0.00 | 0.51 | 0.49 | 0.33 | 0.67 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 87 | 5032 | 381 | 0 | 925 | 875 | 592 | 1208 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.38 | 0.38 | 0.38 | 0.00 | 0.45 | 0.45 | 0.12 | 0.12 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 20.1 | 20.1 | 20.1 | 0.0 | 23.9 | 23.9 | 23.9 | 23.9 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.25 | 0.25 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 18.1 | 18.1 | 18.1 | 0.0 | 23.6 | 23.6 | 5.9 | 5.9 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 18.1 | 18.1 | 18.1 | 0.0 | 23.6 | 23.6 | 5.9 | 5.9 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 35 | 3 | 0 | 7 | 6 | 1 | 2 | 0 |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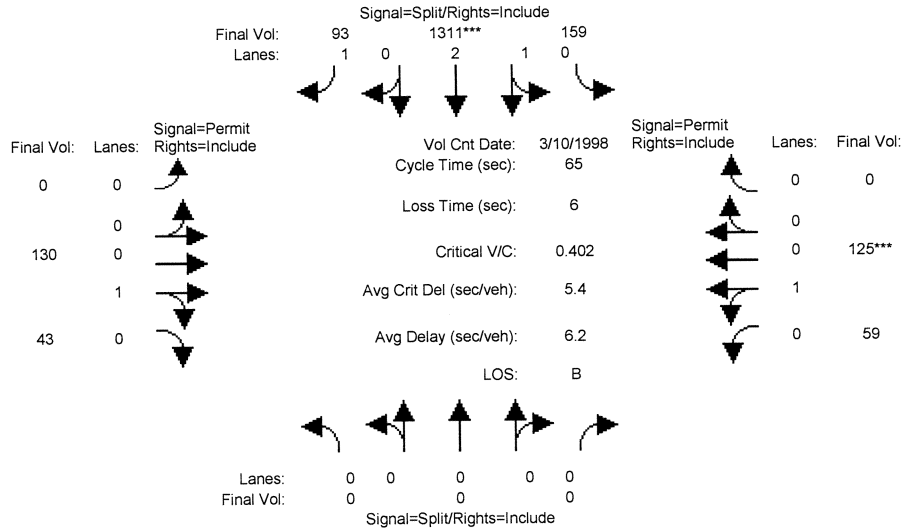
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3545: FOURTH/WILLIAM




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 10 Mar 1998 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 159 | 1311 | 93 | 0 | 130 | 43 | 59 | 125 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 159 | 1311 | 93 | 0 | 130 | 43 | 59 | 125 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 159 | 1311 | 93 | 0 | 130 | 43 | 59 | 125 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 159 | 1311 | 93 | 0 | 130 | 43 | 59 | 125 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 159 | 1311 | 93 | 0 | 130 | 43 | 59 | 125 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 159 | 1311 | 93 | 0 | 130 | 43 | 59 | 125 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.04 | 0.97 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.34 | 2.66 | 1.00 | 0.00 | 0.75 | 0.25 | 0.32 | 0.68 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 606 | 4993 | 1750 | 0 | 1353 | 447 | 577 | 1223 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.26 | 0.26 | 0.05 | 0.00 | 0.10 | 0.10 | 0.10 | 0.10 | 0.00 |
| Crit Moves: | | | | | **** | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 42.5 | 42.5 | 42.5 | 0.0 | 16.5 | 16.5 | 16.5 | 16.5 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.40 | 0.40 | 0.08 | 0.00 | 0.38 | 0.38 | 0.40 | 0.40 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 4.1 | 4.1 | 3.1 | 0.0 | 15.5 | 15.5 | 15.6 | 15.6 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 4.1 | 4.1 | 3.1 | 0.0 | 15.5 | 15.5 | 15.6 | 15.6 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 2 | 18 | 1 | 0 | 4 | 1 | 2 | 3 | 0 |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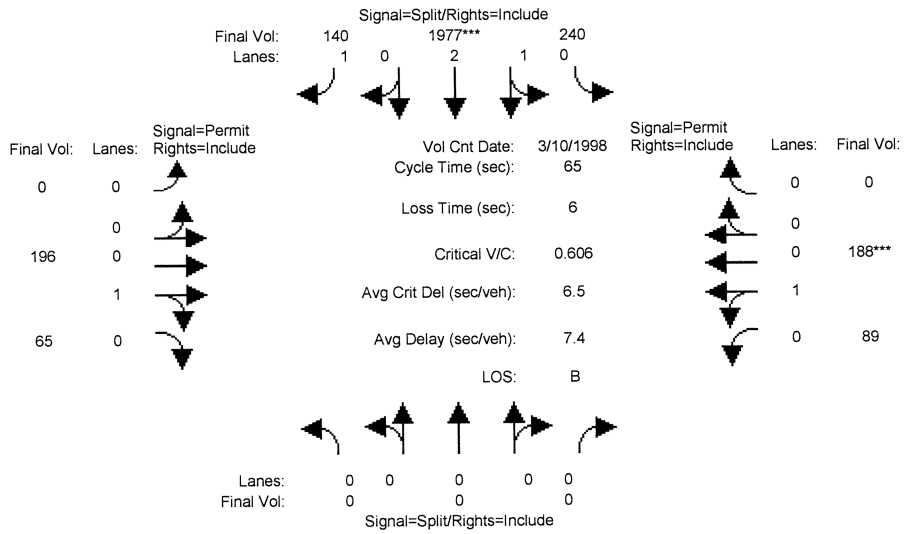
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3545: FOURTH/WILLIAM




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 10 Mar 1998 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 240 | 1977 | 140 | 0 | 196 | 65 | 89 | 188 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 240 | 1977 | 140 | 0 | 196 | 65 | 89 | 188 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 240 | 1977 | 140 | 0 | 196 | 65 | 89 | 188 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 240 | 1977 | 140 | 0 | 196 | 65 | 89 | 188 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 240 | 1977 | 140 | 0 | 196 | 65 | 89 | 188 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 240 | 1977 | 140 | 0 | 196 | 65 | 89 | 188 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.04 | 0.97 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.34 | 2.66 | 1.00 | 0.00 | 0.75 | 0.25 | 0.32 | 0.68 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 606 | 4993 | 1750 | 0 | 1352 | 448 | 578 | 1222 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.40 | 0.40 | 0.08 | 0.00 | 0.14 | 0.15 | 0.15 | 0.15 | 0.00 |
| Crit Moves: | | | | | **** | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 42.5 | 42.5 | 42.5 | 0.0 | 16.5 | 16.5 | 16.5 | 16.5 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.61 | 0.61 | 0.12 | 0.00 | 0.57 | 0.57 | 0.61 | 0.61 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 5.1 | 5.1 | 3.2 | 0.0 | 17.4 | 17.4 | 17.9 | 17.9 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 5.1 | 5.1 | 3.2 | 0.0 | 17.4 | 17.4 | 17.9 | 17.9 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 3 | 28 | 2 | 0 | 5 | 2 | 2 | 5 | 0 |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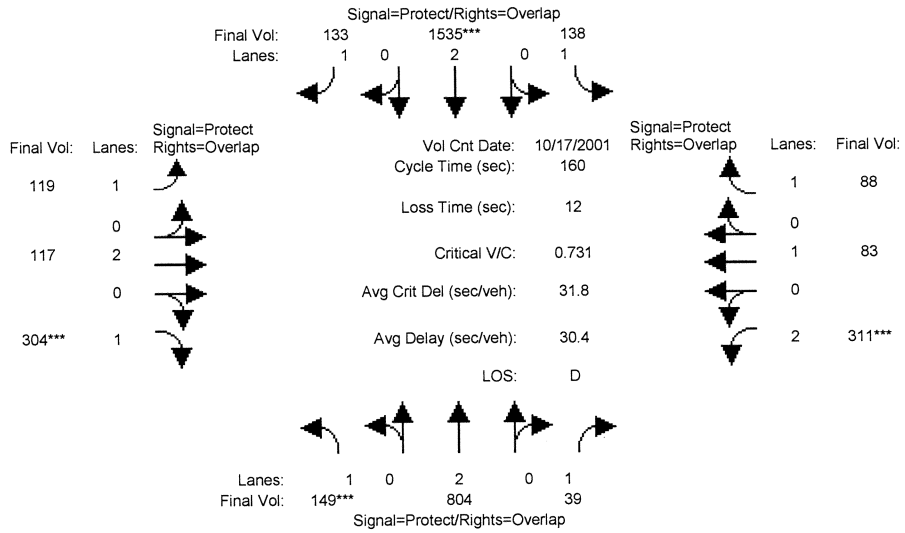
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3552: FRUITDALE/MERIDIAN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 17 Oct 2001 << 5:00-6:00AM | | | | | | | | | | | | |
| Base Vol: | 149 | 804 | 39 | 138 | 1535 | 133 | 119 | 117 | 304 | 311 | 83 | 88 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 149 | 804 | 39 | 138 | 1535 | 133 | 119 | 117 | 304 | 311 | 83 | 88 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 149 | 804 | 39 | 138 | 1535 | 133 | 119 | 117 | 304 | 311 | 83 | 88 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 149 | 804 | 39 | 138 | 1535 | 133 | 119 | 117 | 304 | 311 | 83 | 88 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 149 | 804 | 39 | 138 | 1535 | 133 | 119 | 117 | 304 | 311 | 83 | 88 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 149 | 804 | 39 | 138 | 1535 | 133 | 119 | 117 | 304 | 311 | 83 | 88 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3150 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.21 | 0.02 | 0.08 | 0.40 | 0.08 | 0.07 | 0.03 | 0.17 | 0.10 | 0.04 | 0.05 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 18.6 | 78.0 | 99.6 | 29.1 | 88.4 | 119.4 | 31.0 | 19.4 | 38.0 | 21.6 | 10.0 | 39.1 |
| Volume/Cap: | 0.73 | 0.43 | 0.04 | 0.43 | 0.73 | 0.10 | 0.35 | 0.25 | 0.73 | 0.73 | 0.70 | 0.21 |
| Delay/Veh: | 60.3 | 20.4 | 8.9 | 44.8 | 21.4 | 4.2 | 42.7 | 48.5 | 47.2 | 54.8 | 66.8 | 36.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.3 | 20.4 | 8.9 | 44.8 | 21.4 | 4.2 | 42.7 | 48.5 | 47.2 | 54.8 | 66.8 | 36.6 |
| DesignQueue: | 12 | 39 | 1 | 10 | 68 | 3 | 9 | 9 | 22 | 24 | 7 | 6 |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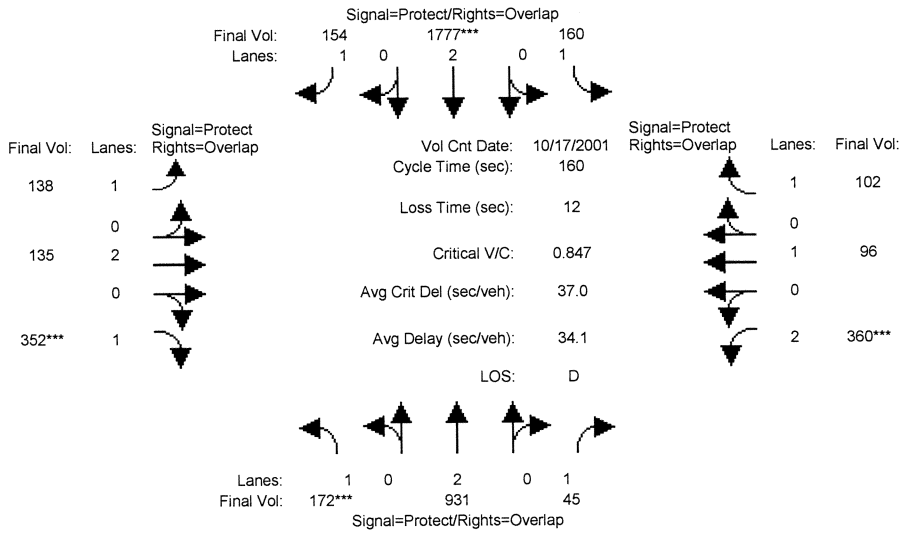
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3552: FRUITDALE/MERIDIAN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 17 Oct 2001 << 5:00-6:00AM | | | | | | | | | | | | |
| Base Vol: | 172 | 931 | 45 | 160 | 1777 | 154 | 138 | 135 | 352 | 360 | 96 | 102 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 172 | 931 | 45 | 160 | 1777 | 154 | 138 | 135 | 352 | 360 | 96 | 102 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 172 | 931 | 45 | 160 | 1777 | 154 | 138 | 135 | 352 | 360 | 96 | 102 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 172 | 931 | 45 | 160 | 1777 | 154 | 138 | 135 | 352 | 360 | 96 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 172 | 931 | 45 | 160 | 1777 | 154 | 138 | 135 | 352 | 360 | 96 | 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 |
| Final Vol.: | 172 | 931 | 45 | 160 | 1777 | 154 | 138 | 135 | 352 | 360 | 96 | 102 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3150 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.24 | 0.03 | 0.09 | 0.47 | 0.09 | 0.08 | 0.04 | 0.20 | 0.11 | 0.05 | 0.06 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 18.6 | 77.9 | 99.5 | 29.1 | 88.4 | 119.4 | 31.0 | 19.4 | 38.0 | 21.6 | 10.0 | 39.1 |
| Volume/Cap: | 0.85 | 0.50 | 0.04 | 0.50 | 0.85 | 0.12 | 0.41 | 0.29 | 0.85 | 0.85 | 0.81 | 0.24 |
| Delay/Veh: | 70.9 | 21.4 | 8.9 | 45.9 | 25.3 | 4.3 | 43.3 | 48.8 | 54.6 | 61.5 | 77.8 | 36.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 70.9 | 21.4 | 8.9 | 45.9 | 25.3 | 4.3 | 43.3 | 48.8 | 54.6 | 61.5 | 77.8 | 36.9 |
| DesignQueue: | 14 | 45 | 2 | 12 | 81 | 4 | 10 | 11 | 25 | 28 | 8 | 7 |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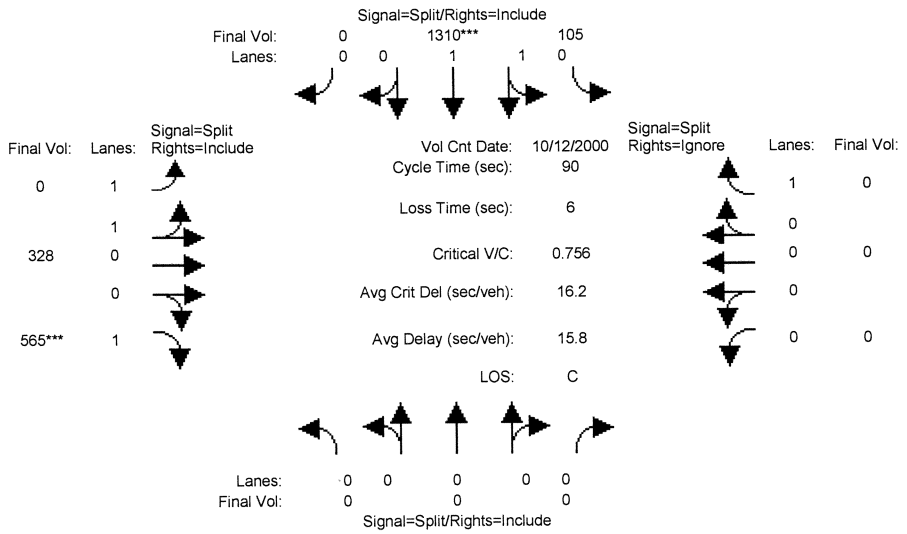
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3559: GRANT/VINE




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 10 |
| Volume Module: >> Count Date: 12 Oct 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 105 | 1310 | 0 | 0 | 328 | 565 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 105 | 1310 | 0 | 0 | 328 | 565 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 105 | 1310 | 0 | 0 | 328 | 565 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 105 | 1310 | 0 | 0 | 328 | 565 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 105 | 1310 | 0 | 0 | 328 | 565 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Vol.: | 0 | 0 | 0 | 105 | 1310 | 0 | 0 | 328 | 565 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.15 | 1.85 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 275 | 3425 | 0 | 1750 | 1900 | 1750 | 0 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.38 | 0.38 | 0.00 | 0.00 | 0.17 | 0.32 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | | | **** | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 45.5 | 45.5 | 0.0 | 0.0 | 38.5 | 38.5 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.76 | 0.76 | 0.00 | 0.00 | 0.40 | 0.76 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 14.8 | 14.8 | 0.0 | 0.0 | 13.7 | 19.6 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 14.8 | 14.8 | 0.0 | 0.0 | 13.7 | 19.6 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 3 | 36 | 0 | 0 | 10 | 18 | 0 | 0 | 0 |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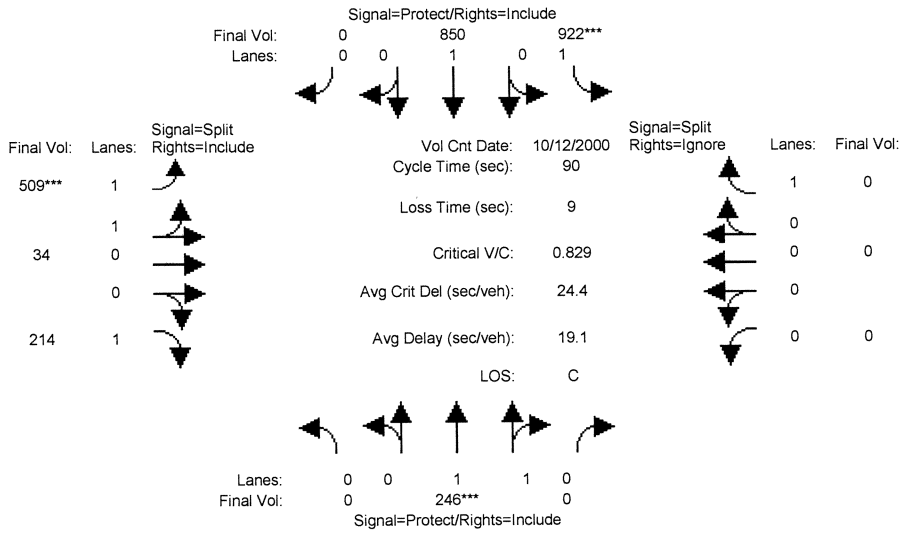
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3559: GRANT/VINE




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 10 |
| Volume Module: >> Count Date: 12 Oct 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 246 | 0 | 922 | 850 | 0 | 509 | 34 | 214 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 246 | 0 | 922 | 850 | 0 | 509 | 34 | 214 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 246 | 0 | 922 | 850 | 0 | 509 | 34 | 214 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 246 | 0 | 922 | 850 | 0 | 509 | 34 | 214 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 246 | 0 | 922 | 850 | 0 | 509 | 34 | 214 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Vol.: | 0 | 246 | 0 | 922 | 850 | 0 | 509 | 34 | 214 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 | 0.99 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.88 | 0.12 | 1.00 | 0.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3700 | 0 | 1750 | 1900 | 0 | 3328 | 222 | 1750 | 0 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.07 | 0.00 | 0.53 | 0.45 | 0.00 | 0.15 | 0.15 | 0.12 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 10.0 | 0.0 | 55.0 | 65.0 | 0.0 | 16.0 | 16.0 | 16.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.60 | 0.00 | 0.86 | 0.62 | 0.00 | 0.86 | 0.86 | 0.69 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 30.7 | 0.0 | 16.1 | 5.4 | 0.0 | 35.6 | 35.6 | 30.7 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 30.7 | 0.0 | 16.1 | 5.4 | 0.0 | 35.6 | 35.6 | 30.7 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 11 | 0 | 21 | 13 | 0 | 22 | 1 | 9 | 0 | 0 | 0 |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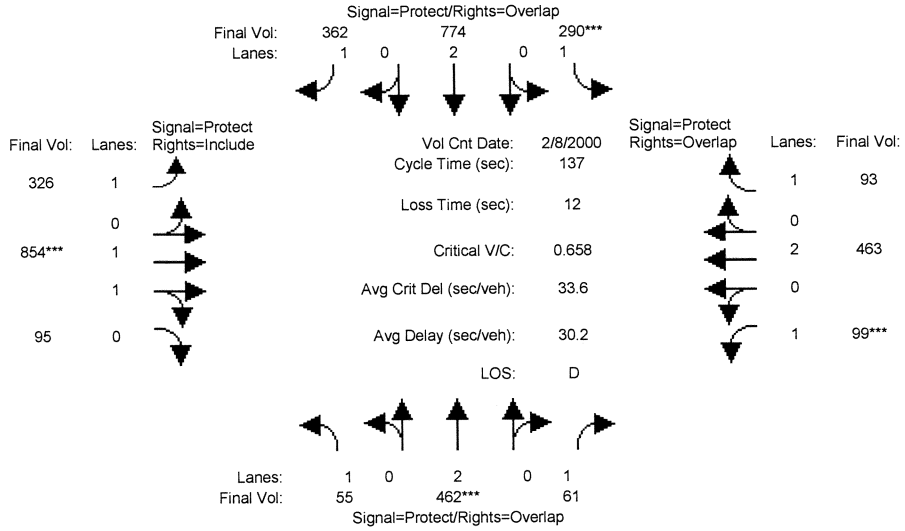
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3576: HEDDING/OAKLAND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 8 Feb 2000 << | | | | | | | | | | | | |
| Base Vol: | 55 | 462 | 61 | 290 | 774 | 362 | 326 | 854 | 95 | 99 | 463 | 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: | 55 | 462 | 61 | 290 | 774 | 362 | 326 | 854 | 95 | 99 | 463 | 93 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 55 | 462 | 61 | 290 | 774 | 362 | 326 | 854 | 95 | 99 | 463 | 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: | 55 | 462 | 61 | 290 | 774 | 362 | 326 | 854 | 95 | 99 | 463 | 93 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 55 | 462 | 61 | 290 | 774 | 362 | 326 | 854 | 95 | 99 | 463 | 93 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 55 | 462 | 61 | 290 | 774 | 362 | 326 | 854 | 95 | 99 | 463 | 93 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.79 | 0.21 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3329 | 370 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.12 | 0.03 | 0.17 | 0.20 | 0.21 | 0.19 | 0.26 | 0.26 | 0.06 | 0.12 | 0.05 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 7.0 | 25.3 | 37.1 | 34.5 | 52.8 | 92.2 | 39.4 | 53.4 | 53.4 | 11.8 | 25.8 | 60.3 |
| Volume/Cap: | 0.62 | 0.66 | 0.13 | 0.66 | 0.53 | 0.31 | 0.65 | 0.66 | 0.66 | 0.66 | 0.65 | 0.12 |
| Delay/Veh: | 56.5 | 41.0 | 28.7 | 37.4 | 25.0 | 7.1 | 34.5 | 26.9 | 26.9 | 52.9 | 40.5 | 17.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 56.5 | 41.0 | 28.7 | 37.4 | 25.0 | 7.1 | 34.5 | 26.9 | 26.9 | 52.9 | 40.5 | 17.2 |
| DesignQueue: | 4 | 30 | 3 | 17 | 38 | 9 | 19 | 42 | 5 | 7 | 30 | 4 |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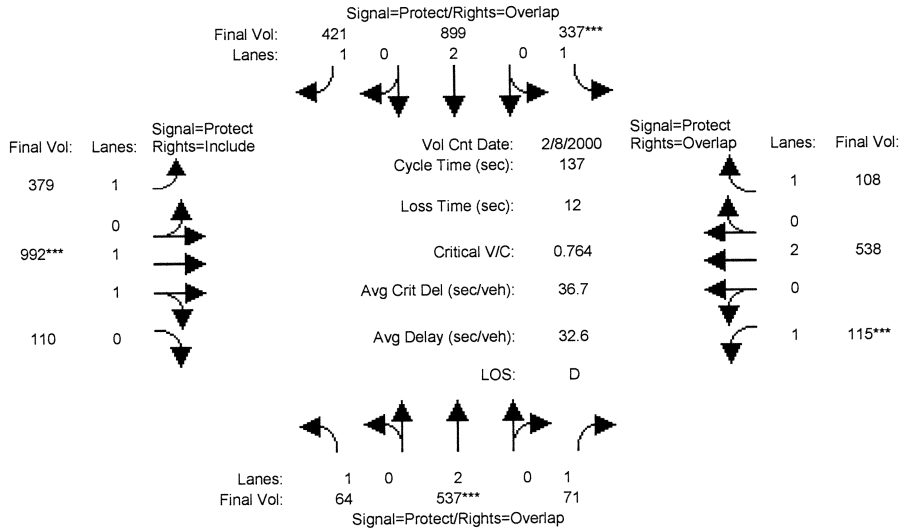
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3576: HEDDING/OAKLAND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 8 Feb 2000 << | | | | | | | | | | | | |
| Base Vol: | 64 | 537 | 71 | 337 | 899 | 421 | 379 | 992 | 110 | 115 | 538 | 108 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 64 | 537 | 71 | 337 | 899 | 421 | 379 | 992 | 110 | 115 | 538 | 108 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 64 | 537 | 71 | 337 | 899 | 421 | 379 | 992 | 110 | 115 | 538 | 108 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 64 | 537 | 71 | 337 | 899 | 421 | 379 | 992 | 110 | 115 | 538 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 537 | 71 | 337 | 899 | 421 | 379 | 992 | 110 | 115 | 538 | 108 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 64 | 537 | 71 | 337 | 899 | 421 | 379 | 992 | 110 | 115 | 538 | 108 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.79 | 0.21 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3330 | 369 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.14 | 0.04 | 0.19 | 0.24 | 0.24 | 0.22 | 0.30 | 0.30 | 0.07 | 0.14 | 0.06 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 7.0 | 25.3 | 37.1 | 34.5 | 52.8 | 92.2 | 39.4 | 53.4 | 53.4 | 11.8 | 25.8 | 60.3 |
| Volume/Cap: | 0.72 | 0.76 | 0.15 | 0.76 | 0.61 | 0.36 | 0.75 | 0.76 | 0.76 | 0.76 | 0.75 | 0.14 |
| Delay/Veh: | 64.0 | 43.8 | 28.9 | 41.4 | 26.3 | 7.4 | 38.1 | 29.4 | 29.4 | 60.1 | 43.1 | 17.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 64.0 | 43.8 | 28.9 | 41.4 | 26.3 | 7.4 | 38.1 | 29.4 | 29.4 | 60.1 | 43.1 | 17.4 |
| DesignQueue: | 5 | 35 | 4 | 20 | 45 | 11 | 22 | 50 | 6 | 8 | 35 | 5 |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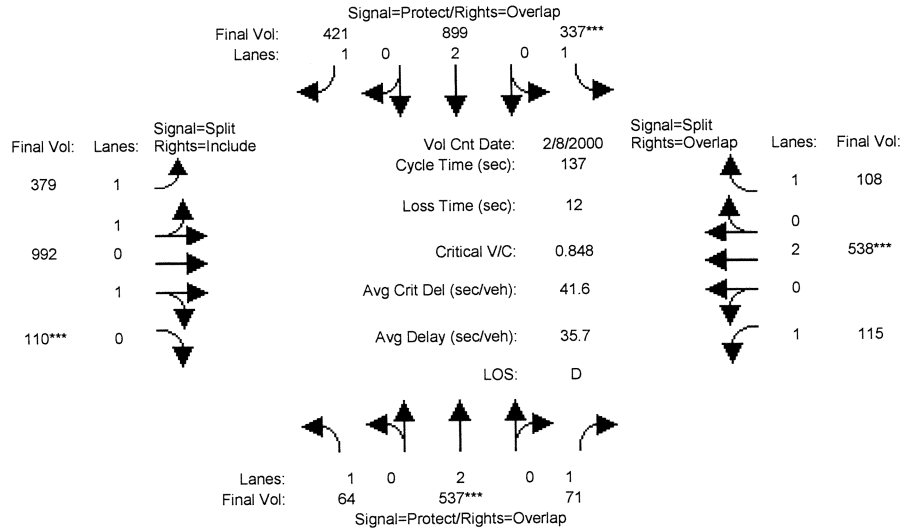
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Mitigated PM

## Intersection #3576: HEDDING/OAKLAND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 8 Feb 2000 << | | | | | | | | | | | | |
| Base Vol: | 64 | 537 | 71 | 337 | 899 | 421 | 379 | 992 | 110 | 115 | 538 | 108 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 64 | 537 | 71 | 337 | 899 | 421 | 379 | 992 | 110 | 115 | 538 | 108 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 64 | 537 | 71 | 337 | 899 | 421 | 379 | 992 | 110 | 115 | 538 | 108 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 64 | 537 | 71 | 337 | 899 | 421 | 379 | 992 | 110 | 115 | 538 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 537 | 71 | 337 | 899 | 421 | 379 | 992 | 110 | 115 | 538 | 108 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 64 | 537 | 71 | 337 | 899 | 421 | 379 | 992 | 110 | 115 | 538 | 108 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.79 | 0.21 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3330 | 369 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.14 | 0.04 | 0.19 | 0.24 | 0.24 | 0.22 | 0.30 | 0.30 | 0.07 | 0.14 | 0.06 |
| Crit Moves: | | **** | | **** | | | | | **** | | **** | |
| Green Time: | 7.0 | 22.8 | 45.7 | 31.1 | 47.0 | 95.1 | 48.1 | 48.1 | 48.1 | 22.9 | 22.9 | 54.0 |
| Volume/Cap: | 0.72 | 0.85 | 0.12 | 0.85 | 0.69 | 0.35 | 0.62 | 0.85 | 0.85 | 0.39 | 0.85 | 0.16 |
| Delay/Veh: | 64.0 | 49.4 | 24.1 | 49.3 | 30.6 | 6.5 | 28.3 | 34.1 | 34.1 | 39.1 | 49.4 | 20.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 64.0 | 49.4 | 24.1 | 49.3 | 30.6 | 6.5 | 28.3 | 34.1 | 34.1 | 39.1 | 49.4 | 20.4 |
| DesignQueue: | 5 | 35 | 4 | 21 | 48 | 10 | 20 | 53 | 6 | 7 | 35 | 5 |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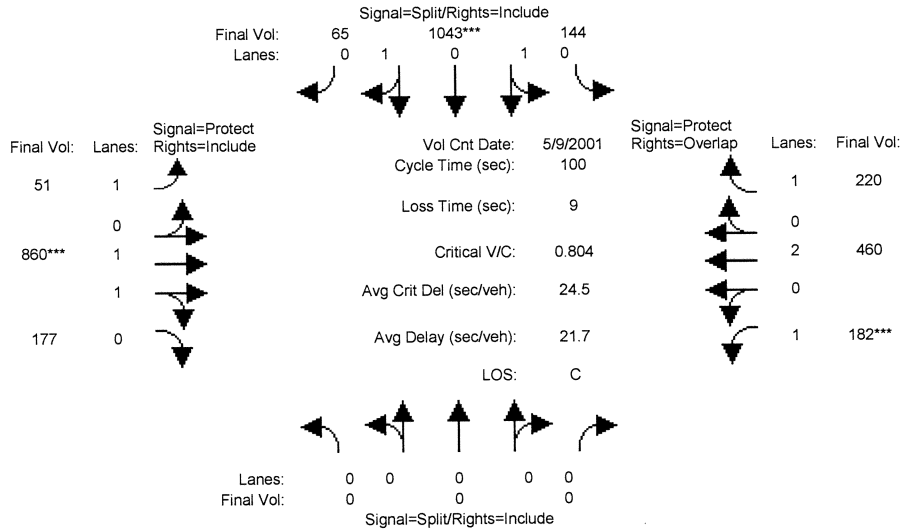
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3581: HEDDING/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 9 May 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 144 | 1043 | 65 | 51 | 860 | 177 | 182 | 460 | 220 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 144 | 1043 | 65 | 51 | 860 | 177 | 182 | 460 | 220 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 144 | 1043 | 65 | 51 | 860 | 177 | 182 | 460 | 220 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 144 | 1043 | 65 | 51 | 860 | 177 | 182 | 460 | 220 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 144 | 1043 | 65 | 51 | 860 | 177 | 182 | 460 | 220 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 144 | 1043 | 65 | 51 | 860 | 177 | 182 | 460 | 220 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.23 | 1.67 | 0.10 | 1.00 | 1.65 | 0.35 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 414 | 2999 | 187 | 1750 | 3068 | 631 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.35 | 0.35 | 0.35 | 0.03 | 0.28 | 0.28 | 0.10 | 0.12 | 0.13 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 43.2 | 43.2 | 43.2 | 7.0 | 34.8 | 34.8 | 12.9 | 40.8 | 84.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.80 | 0.80 | 0.80 | 0.42 | 0.80 | 0.80 | 0.80 | 0.30 | 0.15 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 21.0 | 21.0 | 21.0 | 35.2 | 25.1 | 25.1 | 44.8 | 15.2 | 1.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 21.0 | 21.0 | 21.0 | 35.2 | 25.1 | 25.1 | 44.8 | 15.2 | 1.1 |
| DesignQueue: | 0 | 0 | 0 | 5 | 36 | 2 | 3 | 34 | 7 | 9 | 16 | 2 |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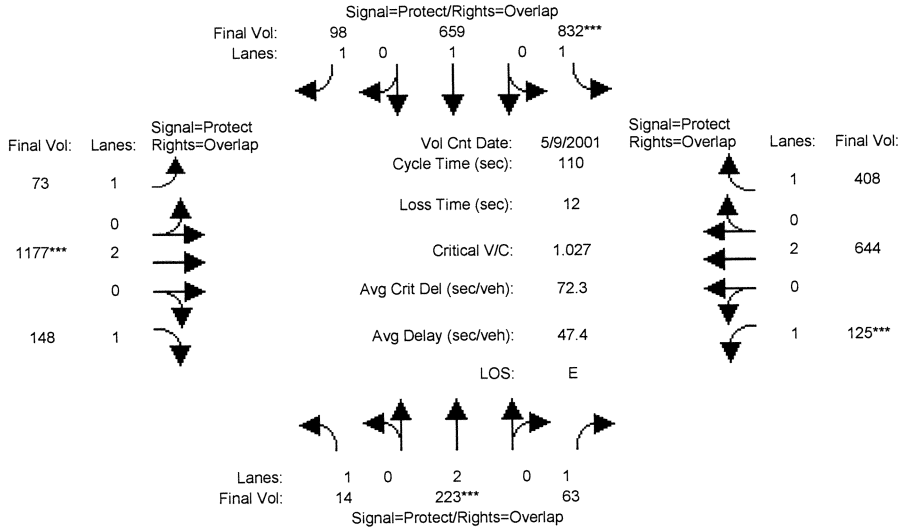
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3581: HEDDING/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 9 May 2001 << | | | | | | | | | | | | |
| Base Vol: | 14 | 223 | 63 | 832 | 659 | 98 | 73 | 1177 | 148 | 125 | 644 | 408 |
| Growth Adj: | 1.00 | 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 | 223 | 63 | 832 | 659 | 98 | 73 | 1177 | 148 | 125 | 644 | 408 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 14 | 223 | 63 | 832 | 659 | 98 | 73 | 1177 | 148 | 125 | 644 | 408 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 223 | 63 | 832 | 659 | 98 | 73 | 1177 | 148 | 125 | 644 | 408 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 14 | 223 | 63 | 832 | 659 | 98 | 73 | 1177 | 148 | 125 | 644 | 408 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 14 | 223 | 63 | 832 | 659 | 98 | 73 | 1177 | 148 | 125 | 644 | 408 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.06 | 0.04 | 0.48 | 0.35 | 0.06 | 0.04 | 0.31 | 0.08 | 0.07 | 0.17 | 0.23 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 7.0 | 10.0 | 17.3 | 48.8 | 51.8 | 58.8 | 7.0 | 31.8 | 38.8 | 7.3 | 32.2 | 81.0 |
| Volume/Cap: | 0.13 | 0.65 | 0.23 | 1.07 | 0.74 | 0.10 | 0.66 | 1.07 | 0.24 | 1.07 | 0.58 | 0.32 |
| Delay/Veh: | 37.0 | 39.6 | 30.8 | 71.3 | 20.1 | 9.6 | 46.9 | 73.1 | 19.2 | 130.5 | 25.8 | 3.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.0 | 39.6 | 30.8 | 71.3 | 20.1 | 9.6 | 46.9 | 73.1 | 19.2 | 130.5 | 25.8 | 3.8 |
| DesignQueue: | 1 | 13 | 3 | 32 | 23 | 3 | 4 | 56 | 6 | 7 | 29 | 7 |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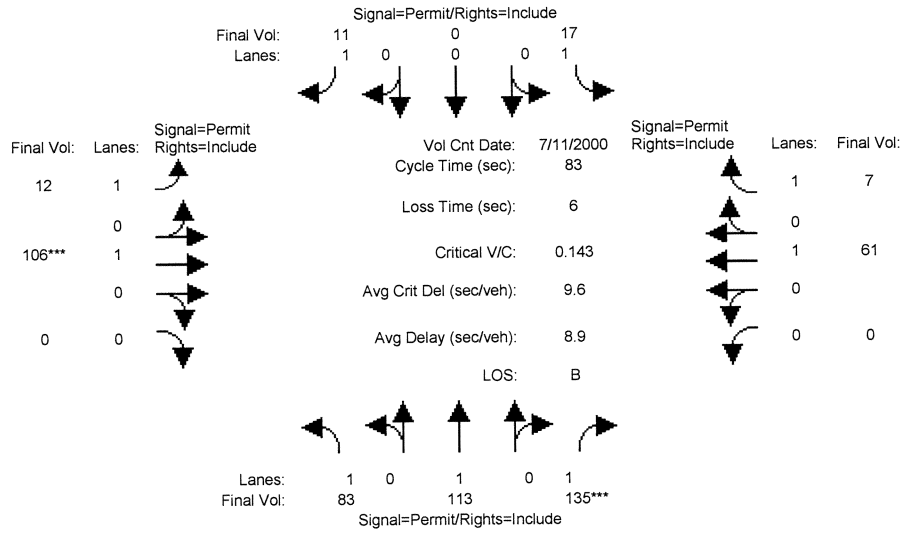
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3599: JACKSON/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 0 | 10 | 7 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 11 Jul 2000 << | | | | | | | | | | | | |
| Base Vol: | 83 | 113 | 135 | 17 | 0 | 11 | 12 | 106 | 0 | 0 | 61 | 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: | 83 | 113 | 135 | 17 | 0 | 11 | 12 | 106 | 0 | 0 | 61 | 7 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 83 | 113 | 135 | 17 | 0 | 11 | 12 | 106 | 0 | 0 | 61 | 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: | 83 | 113 | 135 | 17 | 0 | 11 | 12 | 106 | 0 | 0 | 61 | 7 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 113 | 135 | 17 | 0 | 11 | 12 | 106 | 0 | 0 | 61 | 7 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 83 | 113 | 135 | 17 | 0 | 11 | 12 | 106 | 0 | 0 | 61 | 7 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 0 | 1750 | 1750 | 1900 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.06 | 0.08 | 0.01 | 0.00 | 0.01 | 0.01 | 0.06 | 0.00 | 0.00 | 0.03 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | | | |
| Green Time: | 44.7 | 44.7 | 44.7 | 44.7 | 0.0 | 44.7 | 32.3 | 32.3 | 0.0 | 0.0 | 32.3 | 32.3 |
| Volume/Cap: | 0.09 | 0.11 | 0.14 | 0.02 | 0.00 | 0.01 | 0.02 | 0.14 | 0.00 | 0.00 | 0.08 | 0.01 |
| Delay/Veh: | 7.1 | 7.1 | 7.3 | 6.8 | 0.0 | 6.8 | 11.8 | 12.5 | 0.0 | 0.0 | 12.2 | 11.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 7.1 | 7.1 | 7.3 | 6.8 | 0.0 | 6.8 | 11.8 | 12.5 | 0.0 | 0.0 | 12.2 | 11.8 |
| DesignQueue: | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 |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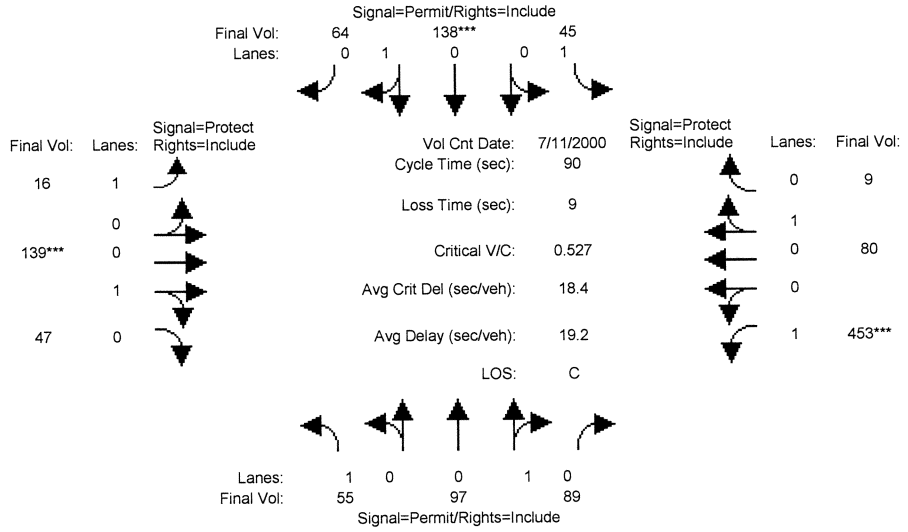
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3599: JACKSON/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 11 Jul 2000 << | | | | | | | | | | | | |
| Base Vol: | 55 | 97 | 89 | 45 | 138 | 64 | 16 | 139 | 47 | 453 | 80 | 9 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 55 | 97 | 89 | 45 | 138 | 64 | 16 | 139 | 47 | 453 | 80 | 9 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 55 | 97 | 89 | 45 | 138 | 64 | 16 | 139 | 47 | 453 | 80 | 9 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 97 | 89 | 45 | 138 | 64 | 16 | 139 | 47 | 453 | 80 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 55 | 97 | 89 | 45 | 138 | 64 | 16 | 139 | 47 | 453 | 80 | 9 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 55 | 97 | 89 | 45 | 138 | 64 | 16 | 139 | 47 | 453 | 80 | 9 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.52 | 0.48 | 1.00 | 0.68 | 0.32 | 1.00 | 0.75 | 0.25 | 1.00 | 0.90 | 0.10 |
| Final Sat.: | 1750 | 939 | 861 | 1750 | 1230 | 570 | 1750 | 1345 | 455 | 1750 | 1618 | 182 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.10 | 0.10 | 0.03 | 0.11 | 0.11 | 0.01 | 0.10 | 0.10 | 0.26 | 0.05 | 0.05 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 19.2 | 19.2 | 19.2 | 19.2 | 19.2 | 19.2 | 25.5 | 17.6 | 17.6 | 44.2 | 36.4 | 36.4 |
| Volume/Cap: | 0.15 | 0.49 | 0.49 | 0.12 | 0.53 | 0.53 | 0.03 | 0.53 | 0.53 | 0.53 | 0.12 | 0.12 |
| Delay/Veh: | 21.9 | 24.4 | 24.4 | 21.8 | 25.0 | 25.0 | 17.7 | 25.8 | 25.8 | 12.4 | 12.8 | 12.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 21.9 | 24.4 | 24.4 | 21.8 | 25.0 | 25.0 | 17.7 | 25.8 | 25.8 | 12.4 | 12.8 | 12.8 |
| DesignQueue: | 2 | 4 | 4 | 2 | 6 | 3 | 1 | 6 | 2 | 12 | 2 | 0 |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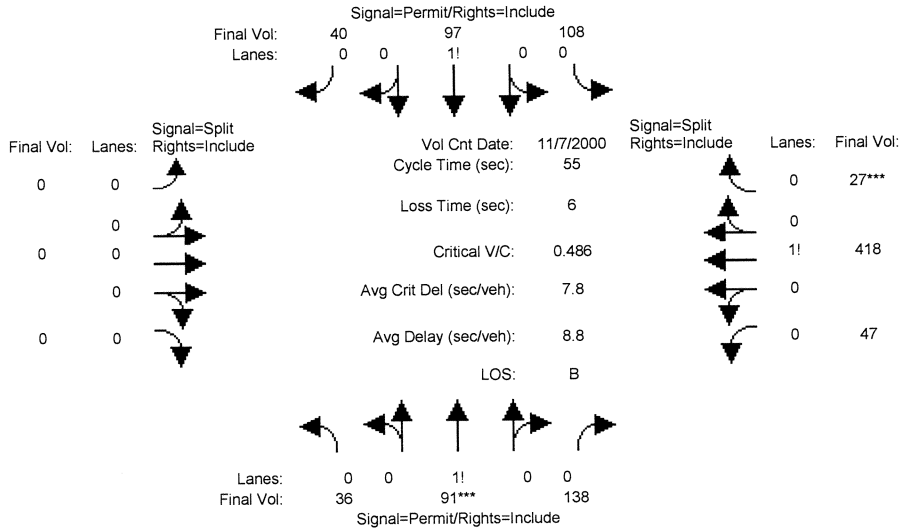
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3603: JULIAN/17TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 7 Nov 2000 << | | | | | | | | | | | | |
| Base Vol: | 36 | 91 | 138 | 108 | 97 | 40 | 0 | 0 | 0 | 47 | 418 | 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: | 36 | 91 | 138 | 108 | 97 | 40 | 0 | 0 | 0 | 47 | 418 | 27 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 36 | 91 | 138 | 108 | 97 | 40 | 0 | 0 | 0 | 47 | 418 | 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: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 36 | 91 | 138 | 108 | 97 | 40 | 0 | 0 | 0 | 47 | 418 | 27 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 36 | 91 | 138 | 108 | 97 | 40 | 0 | 0 | 0 | 47 | 418 | 27 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 36 | 91 | 138 | 108 | 97 | 40 | 0 | 0 | 0 | 47 | 418 | 27 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.14 | 0.34 | 0.52 | 0.44 | 0.40 | 0.16 | 0.00 | 0.00 | 0.00 | 0.10 | 0.85 | 0.05 |
| Final Sat.: | 238 | 601 | 911 | 771 | 693 | 286 | 0 | 0 | 0 | 167 | 1487 | 96 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.15 | 0.15 | 0.14 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 0.28 |
| Crit Moves: | | **** | | | | | | | | | | **** |
| Green Time: | 17.2 | 17.2 | 17.2 | 17.2 | 17.2 | 17.2 | 0.0 | 0.0 | 0.0 | 31.8 | 31.8 | 31.8 |
| Volume/Cap: | 0.49 | 0.49 | 0.49 | 0.45 | 0.45 | 0.45 | 0.00 | 0.00 | 0.00 | 0.49 | 0.49 | 0.49 |
| Delay/Veh: | 12.2 | 12.2 | 12.2 | 11.9 | 11.9 | 11.9 | 0.0 | 0.0 | 0.0 | 5.5 | 5.5 | 5.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 12.2 | 12.2 | 12.2 | 11.9 | 11.9 | 11.9 | 0.0 | 0.0 | 0.0 | 5.5 | 5.5 | 5.5 |
| DesignQueue: | 1 | 2 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 1 | 6 | 0 |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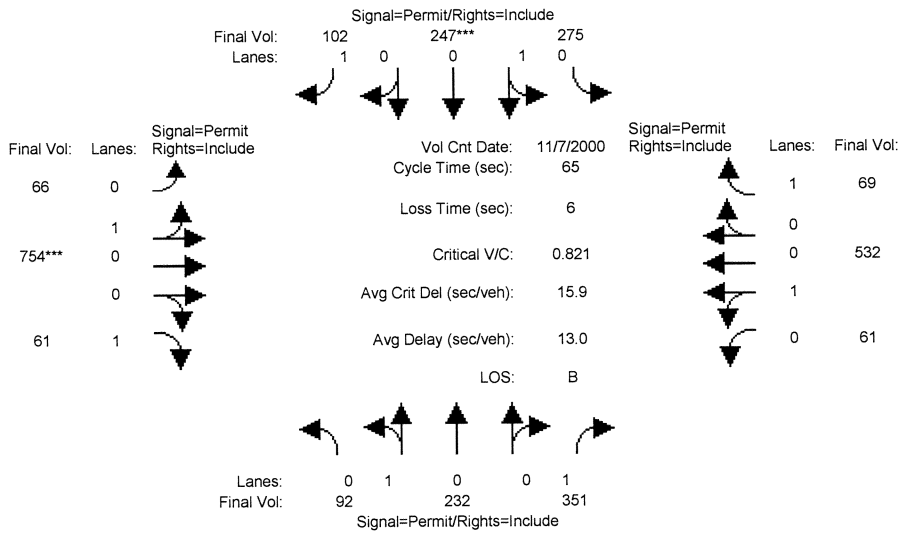
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3603: JULIAN/17TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 7 Nov 2000 << | | | | | | | | | | | | |
| Base Vol: | 92 | 232 | 351 | 275 | 247 | 102 | 66 | 754 | 61 | 61 | 532 | 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: | 92 | 232 | 351 | 275 | 247 | 102 | 66 | 754 | 61 | 61 | 532 | 69 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 92 | 232 | 351 | 275 | 247 | 102 | 66 | 754 | 61 | 61 | 532 | 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: | 92 | 232 | 351 | 275 | 247 | 102 | 66 | 754 | 61 | 61 | 532 | 69 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 92 | 232 | 351 | 275 | 247 | 102 | 66 | 754 | 61 | 61 | 532 | 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 |
| Final Vol.: | 92 | 232 | 351 | 275 | 247 | 102 | 66 | 754 | 61 | 61 | 532 | 69 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.28 | 0.72 | 1.00 | 0.53 | 0.47 | 1.00 | 0.08 | 0.92 | 1.00 | 0.10 | 0.90 | 1.00 |
| Final Sat.: | 511 | 1289 | 1750 | 948 | 852 | 1750 | 145 | 1655 | 1750 | 185 | 1615 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.18 | 0.20 | 0.29 | 0.29 | 0.06 | 0.46 | 0.46 | 0.03 | 0.33 | 0.33 | 0.04 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 22.9 | 22.9 | 22.9 | 22.9 | 22.9 | 22.9 | 36.1 | 36.1 | 36.1 | 36.1 | 36.1 | 36.1 |
| Volume/Cap: | 0.51 | 0.51 | 0.57 | 0.82 | 0.82 | 0.17 | 0.82 | 0.82 | 0.06 | 0.59 | 0.59 | 0.07 |
| Delay/Veh: | 13.2 | 13.2 | 13.9 | 20.5 | 20.5 | 11.0 | 12.9 | 12.9 | 5.1 | 8.0 | 8.0 | 5.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.2 | 13.2 | 13.9 | 20.5 | 20.5 | 11.0 | 12.9 | 12.9 | 5.1 | 8.0 | 8.0 | 5.1 |
| DesignQueue: | 2 | 6 | 9 | 7 | 6 | 2 | 1 | 14 | 1 | 1 | 9 | 1 |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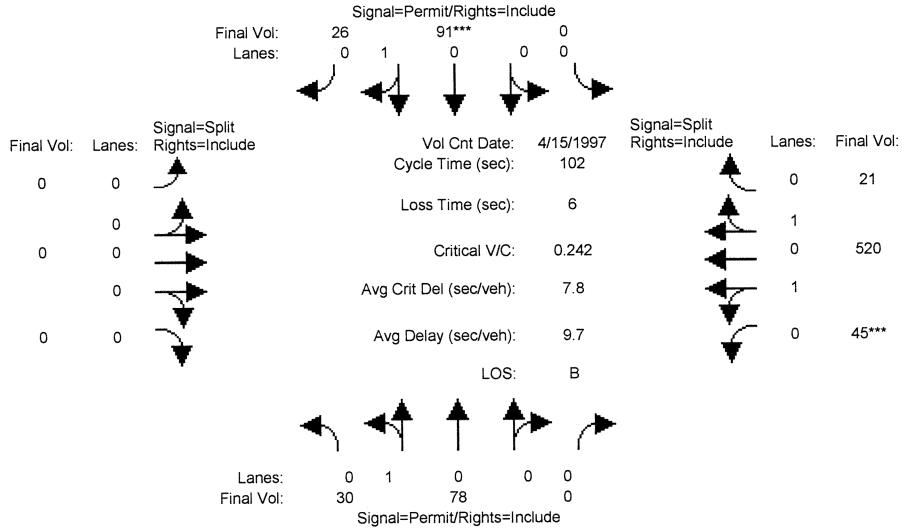
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3604: JULIAN/SEVENTH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 15 Apr 1997 << | | | | | | | | | | | | |
| Base Vol: | 30 | 78 | 0 | 0 | 91 | 26 | 0 | 0 | 0 | 45 | 520 | 21 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 30 | 78 | 0 | 0 | 91 | 26 | 0 | 0 | 0 | 45 | 520 | 21 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 30 | 78 | 0 | 0 | 91 | 26 | 0 | 0 | 0 | 45 | 520 | 21 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 30 | 78 | 0 | 0 | 91 | 26 | 0 | 0 | 0 | 45 | 520 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 30 | 78 | 0 | 0 | 91 | 26 | 0 | 0 | 0 | 45 | 520 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 30 | 78 | 0 | 0 | 91 | 26 | 0 | 0 | 0 | 45 | 520 | 21 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.28 | 0.72 | 0.00 | 0.00 | 0.78 | 0.22 | 0.00 | 0.00 | 0.00 | 0.15 | 1.78 | 0.07 |
| Final Sat.: | 500 | 1300 | 0 | 0 | 1400 | 400 | 0 | 0 | 0 | 276 | 3195 | 129 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.00 | 0.00 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | 0.16 | 0.16 | 0.16 |
| Crit Moves: | | | | | **** | | | | | **** | | |
| Green Time: | 27.4 | 27.4 | 0.0 | 0.0 | 27.4 | 27.4 | 0.0 | 0.0 | 0.0 | 68.6 | 68.6 | 68.6 |
| Volume/Cap: | 0.22 | 0.22 | 0.00 | 0.00 | 0.24 | 0.24 | 0.00 | 0.00 | 0.00 | 0.24 | 0.24 | 0.24 |
| Delay/Veh: | 22.1 | 22.1 | 0.0 | 0.0 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 | 5.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 22.1 | 22.1 | 0.0 | 0.0 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 | 5.0 |
| DesignQueue: | 1 | 3 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 10 | 0 |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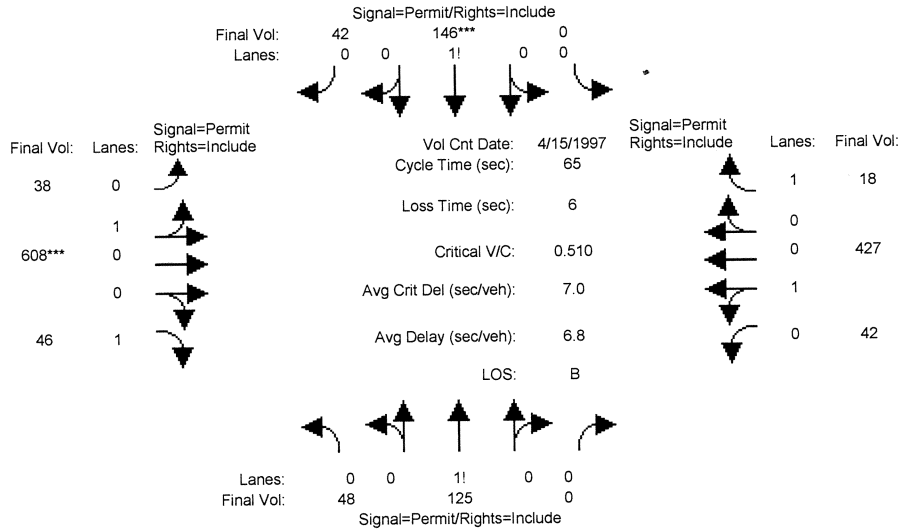
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3604: JULIAN/SEVENTH




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 10 | | 10 | 10 | 10 | | 10 | 10 | 10 | | 10 | 10 | 10 | | 10 | 10 |
| Volume Module: >> Count Date: 15 Apr 1997 << | | | | | | | | | | | | | | | | |
| Base Vol: | 48 | | 125 | 0 | 0 | | 146 | 42 | 38 | | 608 | 46 | 42 | | 427 | 18 |
| Growth Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 48 | | 125 | 0 | 0 | | 146 | 42 | 38 | | 608 | 46 | 42 | | 427 | 18 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| PasserByVol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 48 | | 125 | 0 | 0 | | 146 | 42 | 38 | | 608 | 46 | 42 | | 427 | 18 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 48 | | 125 | 0 | 0 | | 146 | 42 | 38 | | 608 | 46 | 42 | | 427 | 18 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 48 | | 125 | 0 | 0 | | 146 | 42 | 38 | | 608 | 46 | 42 | | 427 | 18 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 48 | | 125 | 0 | 0 | | 146 | 42 | 38 | | 608 | 46 | 42 | | 427 | 18 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 1.00 | | 1.00 | 0.97 | 0.97 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.97 | 1.00 | | 1.00 | 0.97 |
| Lanes: | 0.28 | | 0.72 | 0.00 | 0.00 | | 0.78 | 0.22 | 0.06 | | 0.94 | 1.00 | 0.09 | | 0.91 | 1.00 |
| Final Sat.: | 499 | | 1301 | 0 | 0 | | 1398 | 402 | 106 | | 1694 | 1750 | 161 | | 1639 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | | 0.10 | 0.00 | 0.00 | | 0.10 | 0.10 | 0.36 | | 0.36 | 0.03 | 0.26 | | 0.26 | 0.01 |
| Crit Moves: | | | | | | | **** | | | | **** | | | | | |
| Green Time: | 13.3 | | 13.3 | 0.0 | 0.0 | | 13.3 | 13.3 | 45.7 | | 45.7 | 45.7 | 45.7 | | 45.7 | 45.7 |
| Volume/Cap: | 0.47 | | 0.47 | 0.00 | 0.00 | | 0.51 | 0.51 | 0.51 | | 0.51 | 0.04 | 0.37 | | 0.37 | 0.01 |
| Delay/Veh: | 18.0 | | 18.0 | 0.0 | 0.0 | | 18.4 | 18.4 | 3.7 | | 3.7 | 2.2 | 3.0 | | 3.0 | 2.2 |
| 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 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 18.0 | | 18.0 | 0.0 | 0.0 | | 18.4 | 18.4 | 3.7 | | 3.7 | 2.2 | 3.0 | | 3.0 | 2.2 |
| DesignQueue: | 1 | | 4 | 0 | 0 | | 4 | 1 | 0 | | 7 | 0 | 0 | | 5 | 0 |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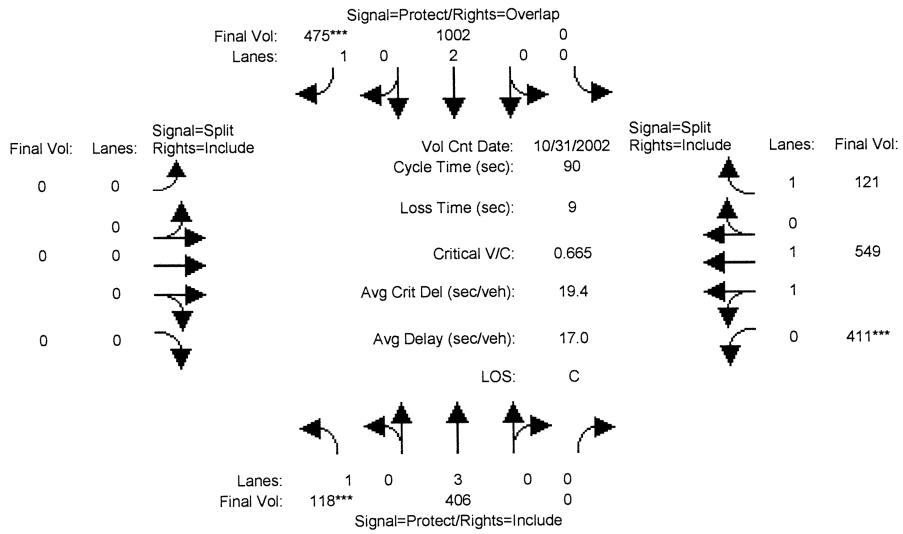
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3605: JULIAN/MARKET




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 31 Oct 2002 << | | | | | | | | | | | | |
| Base Vol: | 118 | 406 | 0 | 0 | 1002 | 475 | 0 | 0 | 0 | 411 | 549 | 121 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 118 | 406 | 0 | 0 | 1002 | 475 | 0 | 0 | 0 | 411 | 549 | 121 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 118 | 406 | 0 | 0 | 1002 | 475 | 0 | 0 | 0 | 411 | 549 | 121 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 118 | 406 | 0 | 0 | 1002 | 475 | 0 | 0 | 0 | 411 | 549 | 121 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 118 | 406 | 0 | 0 | 1002 | 475 | 0 | 0 | 0 | 411 | 549 | 121 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 118 | 406 | 0 | 0 | 1002 | 475 | 0 | 0 | 0 | 411 | 549 | 121 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.05 | 0.97 |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.88 | 1.12 | 1.00 |
| Final Sat.: | 1750 | 5700 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 1583 | 2115 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.07 | 0.00 | 0.00 | 0.26 | 0.27 | 0.00 | 0.00 | 0.00 | 0.26 | 0.26 | 0.07 |
| Crit Moves: | **** | | | | | **** | | | | **** | | |
| Green Time: | 9.1 | 45.9 | 0.0 | 0.0 | 36.7 | 36.7 | 0.0 | 0.0 | 0.0 | 35.1 | 35.1 | 35.1 |
| Volume/Cap: | 0.66 | 0.14 | 0.00 | 0.00 | 0.65 | 0.66 | 0.00 | 0.00 | 0.00 | 0.66 | 0.66 | 0.18 |
| Delay/Veh: | 35.7 | 8.9 | 0.0 | 0.0 | 16.9 | 18.1 | 0.0 | 0.0 | 0.0 | 18.0 | 18.0 | 13.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.7 | 8.9 | 0.0 | 0.0 | 16.9 | 18.1 | 0.0 | 0.0 | 0.0 | 18.0 | 18.0 | 13.7 |
| DesignQueue: | 5 | 10 | 0 | 0 | 32 | 15 | 0 | 0 | 0 | 13 | 18 | 4 |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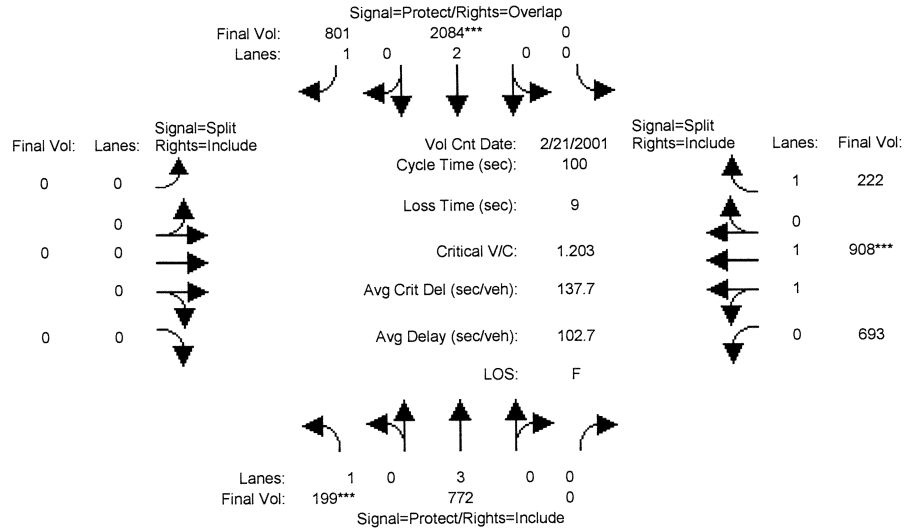
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3605: JULIAN/MARKET




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 7 | | 10 | 0 | 0 | | 10 | 0 | 0 | | 0 | 0 | 10 | | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | | | | | |
| Base Vol: | 199 | | 772 | 0 | 0 | | 2084 | 801 | 0 | | 0 | 0 | 693 | | 908 | 222 |
| Growth Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 199 | | 772 | 0 | 0 | | 2084 | 801 | 0 | | 0 | 0 | 693 | | 908 | 222 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| PasserByVol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 199 | | 772 | 0 | 0 | | 2084 | 801 | 0 | | 0 | 0 | 693 | | 908 | 222 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 199 | | 772 | 0 | 0 | | 2084 | 801 | 0 | | 0 | 0 | 693 | | 908 | 222 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 199 | | 772 | 0 | 0 | | 2084 | 801 | 0 | | 0 | 0 | 693 | | 908 | 222 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 199 | | 772 | 0 | 0 | | 2084 | 801 | 0 | | 0 | 0 | 693 | | 908 | 222 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 1.00 | | 1.05 | 0.97 |
| Lanes: | 1.00 | | 3.00 | 0.00 | 0.00 | | 2.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.89 | | 1.11 | 1.00 |
| Final Sat.: | 1750 | | 5700 | 0 | 0 | | 3800 | 1750 | 0 | | 0 | 0 | 1601 | | 2097 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | | 0.14 | 0.00 | 0.00 | | 0.55 | 0.46 | 0.00 | | 0.00 | 0.00 | 0.43 | | 0.43 | 0.13 |
| Crit Moves: | **** | | | | | | **** | | | | | | | | **** | |
| Green Time: | 9.4 | | 55.0 | 0.0 | 0.0 | | 45.6 | 45.6 | 0.0 | | 0.0 | 0.0 | 36.0 | | 36.0 | 36.0 |
| Volume/Cap: | 1.20 | | 0.25 | 0.00 | 0.00 | | 1.20 | 1.00 | 0.00 | | 0.00 | 0.00 | 1.20 | | 1.20 | 0.35 |
| Delay/Veh: | 185.6 | | 8.9 | 0.0 | 0.0 | | 133 | 46.3 | 0.0 | | 0.0 | 0.0 | 137.6 | | 138 | 18.0 |
| 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 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 185.6 | | 8.9 | 0.0 | 0.0 | | 133 | 46.3 | 0.0 | | 0.0 | 0.0 | 137.6 | | 138 | 18.0 |
| DesignQueue: | 10 | | 20 | 0 | 0 | | 74 | 27 | 0 | | 0 | 0 | 28 | | 36 | 8 |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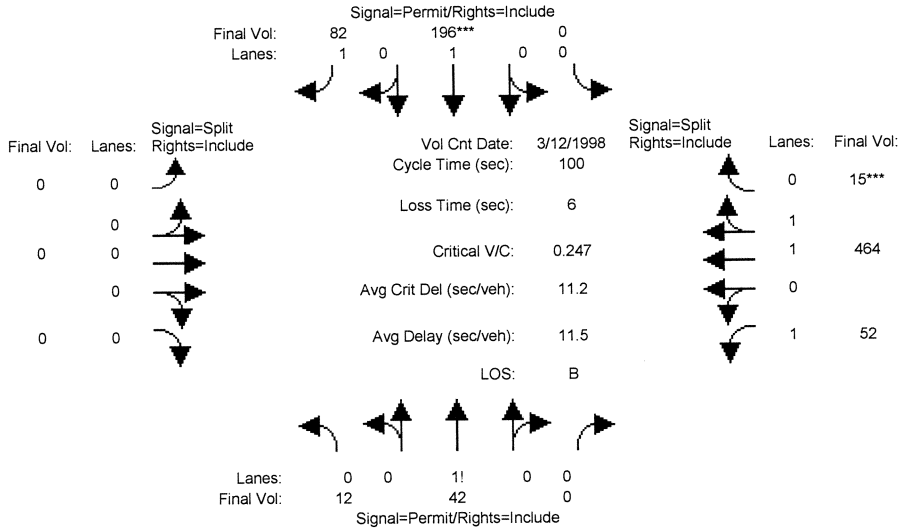
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3607: JULIAN/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 12 Mar 1998 << | | | | | | | | | | | | |
| Base Vol: | 12 | 42 | 0 | 0 | 196 | 82 | 0 | 0 | 0 | 52 | 464 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 12 | 42 | 0 | 0 | 196 | 82 | 0 | 0 | 0 | 52 | 464 | 15 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 12 | 42 | 0 | 0 | 196 | 82 | 0 | 0 | 0 | 52 | 464 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 12 | 42 | 0 | 0 | 196 | 82 | 0 | 0 | 0 | 52 | 464 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 12 | 42 | 0 | 0 | 196 | 82 | 0 | 0 | 0 | 52 | 464 | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 12 | 42 | 0 | 0 | 196 | 82 | 0 | 0 | 0 | 52 | 464 | 15 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.22 | 0.78 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.94 | 0.06 |
| Final Sat.: | 400 | 1400 | 0 | 0 | 1900 | 1750 | 0 | 0 | 0 | 1750 | 3584 | 116 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.03 | 0.00 | 0.00 | 0.10 | 0.05 | 0.00 | 0.00 | 0.00 | 0.03 | 0.13 | 0.13 |
| Crit Moves: | | | | | **** | | | | | | | **** |
| Green Time: | 41.7 | 41.7 | 0.0 | 0.0 | 41.7 | 41.7 | 0.0 | 0.0 | 0.0 | 52.3 | 52.3 | 52.3 |
| Volume/Cap: | 0.07 | 0.07 | 0.00 | 0.00 | 0.25 | 0.11 | 0.00 | 0.00 | 0.00 | 0.06 | 0.25 | 0.25 |
| Delay/Veh: | 13.3 | 13.3 | 0.0 | 0.0 | 14.4 | 13.6 | 0.0 | 0.0 | 0.0 | 8.9 | 9.9 | 9.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.3 | 13.3 | 0.0 | 0.0 | 14.4 | 13.6 | 0.0 | 0.0 | 0.0 | 8.9 | 9.9 | 9.9 |
| DesignQueue: | 0 | 1 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 1 | 13 | 0 |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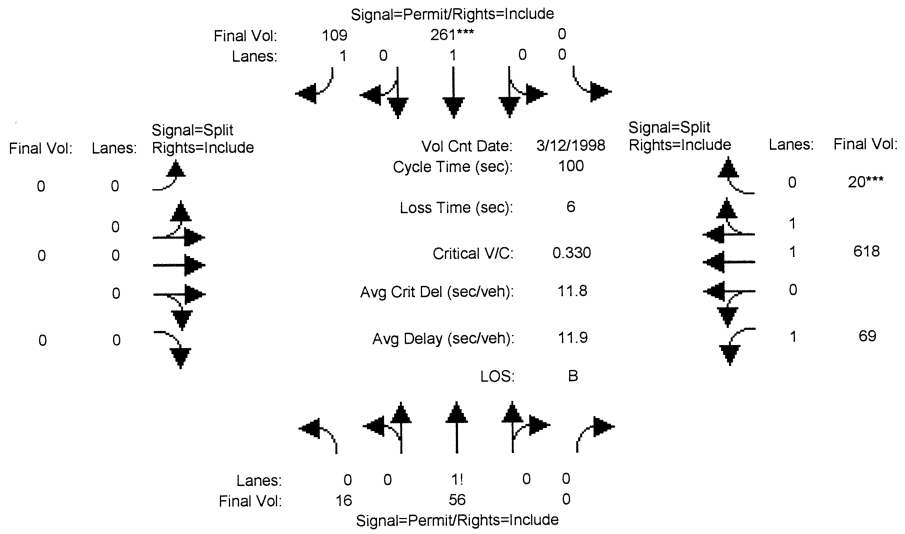
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3607: JULIAN/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 12 Mar 1998 << | | | | | | | | | | | | |
| Base Vol: | 16 | 56 | 0 | 0 | 261 | 109 | 0 | 0 | 0 | 69 | 618 | 20 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 16 | 56 | 0 | 0 | 261 | 109 | 0 | 0 | 0 | 69 | 618 | 20 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 16 | 56 | 0 | 0 | 261 | 109 | 0 | 0 | 0 | 69 | 618 | 20 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 16 | 56 | 0 | 0 | 261 | 109 | 0 | 0 | 0 | 69 | 618 | 20 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 16 | 56 | 0 | 0 | 261 | 109 | 0 | 0 | 0 | 69 | 618 | 20 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 16 | 56 | 0 | 0 | 261 | 109 | 0 | 0 | 0 | 69 | 618 | 20 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.22 | 0.78 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.94 | 0.06 |
| Final Sat.: | 400 | 1400 | 0 | 0 | 1900 | 1750 | 0 | 0 | 0 | 1750 | 3584 | 116 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.00 | 0.00 | 0.14 | 0.06 | 0.00 | 0.00 | 0.00 | 0.04 | 0.17 | 0.17 |
| Crit Moves: | | | | | **** | | | | | | | **** |
| Green Time: | 41.7 | 41.7 | 0.0 | 0.0 | 41.7 | 41.7 | 0.0 | 0.0 | 0.0 | 52.3 | 52.3 | 52.3 |
| Volume/Cap: | 0.10 | 0.10 | 0.00 | 0.00 | 0.33 | 0.15 | 0.00 | 0.00 | 0.00 | 0.08 | 0.33 | 0.33 |
| Delay/Veh: | 13.5 | 13.5 | 0.0 | 0.0 | 15.1 | 13.8 | 0.0 | 0.0 | 0.0 | 9.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.5 | 13.5 | 0.0 | 0.0 | 15.1 | 13.8 | 0.0 | 0.0 | 0.0 | 9.0 | 10.5 | 10.5 |
| DesignQueue: | 1 | 2 | 0 | 0 | 9 | 4 | 0 | 0 | 0 | 2 | 17 | 1 |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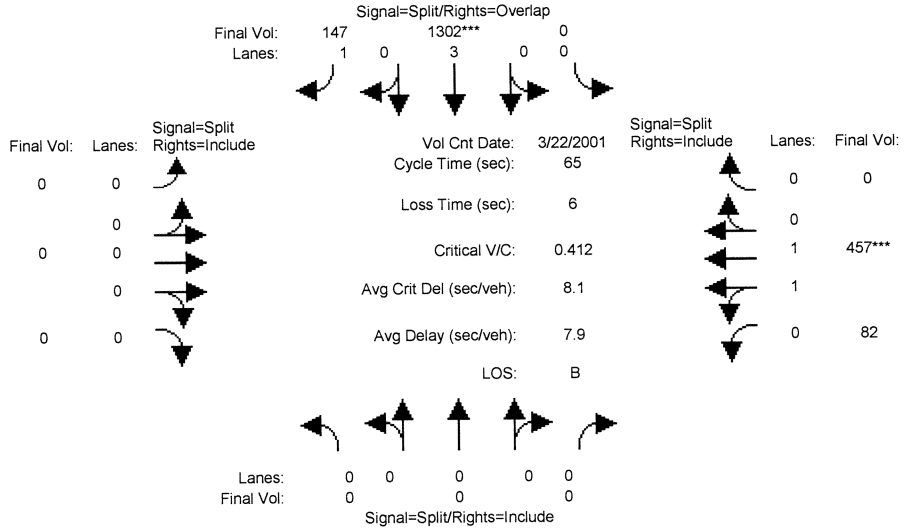
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3609: JULIAN/10TH




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 0 | | 0 | 0 | 0 | | 10 | 10 | 0 | | 0 | 0 | 10 | | 10 | 0 |
| Volume Module: >> Count Date: 22 Mar 2001 << | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 0 | 0 | 0 | | 1302 | 147 | 0 | | 0 | 0 | 82 | | 457 | 0 |
| Growth Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 0 | | 0 | 0 | 0 | | 1302 | 147 | 0 | | 0 | 0 | 82 | | 457 | 0 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| ATI: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 0 | | 0 | 0 | 0 | | 1302 | 147 | 0 | | 0 | 0 | 82 | | 457 | 0 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 0 | | 0 | 0 | 0 | | 1302 | 147 | 0 | | 0 | 0 | 82 | | 457 | 0 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | | 0 | 0 | 0 | | 1302 | 147 | 0 | | 0 | 0 | 82 | | 457 | 0 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 0 | | 0 | 0 | 0 | | 1302 | 147 | 0 | | 0 | 0 | 82 | | 457 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 1.00 | | 1.03 | 0.97 |
| Lanes: | 0.00 | | 0.00 | 0.00 | 0.00 | | 3.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.31 | | 1.69 | 0.00 |
| Final Sat.: | 0 | | 0 | 0 | 0 | | 5700 | 1750 | 0 | | 0 | 0 | 563 | | 3137 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.23 | 0.08 | 0.00 | | 0.00 | 0.00 | 0.15 | | 0.15 | 0.00 |
| Crit Moves: | | | | | | | **** | | | | | | | | **** | |
| Green Time: | 0.0 | | 0.0 | 0.0 | 0.0 | | 36.0 | 36.0 | 0.0 | | 0.0 | 0.0 | 23.0 | | 23.0 | 0.0 |
| Volume/Cap: | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.41 | 0.15 | 0.00 | | 0.00 | 0.00 | 0.41 | | 0.41 | 0.00 |
| Delay/Veh: | 0.0 | | 0.0 | 0.0 | 0.0 | | 6.4 | 5.4 | 0.0 | | 0.0 | 0.0 | 12.2 | | 12.2 | 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 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | | 0.0 | 0.0 | 0.0 | | 6.4 | 5.4 | 0.0 | | 0.0 | 0.0 | 12.2 | | 12.2 | 0.0 |
| DesignQueue: | 0 | | 0 | 0 | 0 | | 22 | 2 | 0 | | 0 | 0 | 2 | | 11 | 0 |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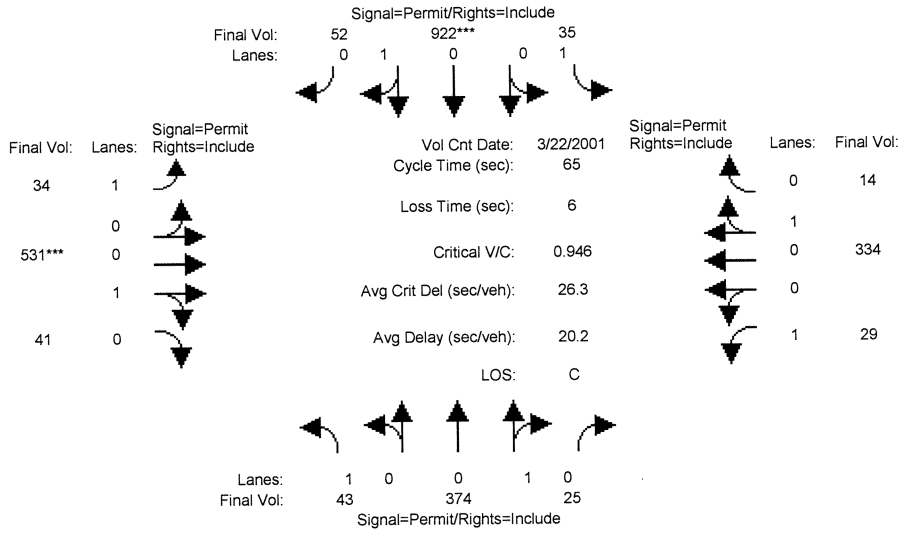
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3609: JULIAN/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 22 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 43 | 374 | 25 | 35 | 922 | 52 | 34 | 531 | 41 | 29 | 334 | 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: | 43 | 374 | 25 | 35 | 922 | 52 | 34 | 531 | 41 | 29 | 334 | 14 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 43 | 374 | 25 | 35 | 922 | 52 | 34 | 531 | 41 | 29 | 334 | 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: | 43 | 374 | 25 | 35 | 922 | 52 | 34 | 531 | 41 | 29 | 334 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 43 | 374 | 25 | 35 | 922 | 52 | 34 | 531 | 41 | 29 | 334 | 14 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 43 | 374 | 25 | 35 | 922 | 52 | 34 | 531 | 41 | 29 | 334 | 14 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.94 | 0.06 | 1.00 | 0.95 | 0.05 | 1.00 | 0.93 | 0.07 | 1.00 | 0.96 | 0.04 |
| Final Sat.: | 1750 | 1687 | 113 | 1750 | 1704 | 96 | 1750 | 1671 | 129 | 1750 | 1728 | 72 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.22 | 0.22 | 0.02 | 0.54 | 0.54 | 0.02 | 0.32 | 0.32 | 0.02 | 0.19 | 0.19 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 37.2 | 37.2 | 37.2 | 37.2 | 37.2 | 37.2 | 21.8 | 21.8 | 21.8 | 21.8 | 21.8 | 21.8 |
| Volume/Cap: | 0.04 | 0.39 | 0.39 | 0.03 | 0.95 | 0.95 | 0.06 | 0.95 | 0.95 | 0.05 | 0.58 | 0.58 |
| Delay/Veh: | 4.6 | 5.9 | 5.9 | 4.6 | 22.1 | 22.1 | 11.1 | 33.5 | 33.5 | 11.1 | 14.5 | 14.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 4.6 | 5.9 | 5.9 | 4.6 | 22.1 | 22.1 | 11.1 | 33.5 | 33.5 | 11.1 | 14.5 | 14.5 |
| DesignQueue: | 1 | 6 | 0 | 1 | 16 | 1 | 1 | 14 | 1 | 1 | 8 | 0 |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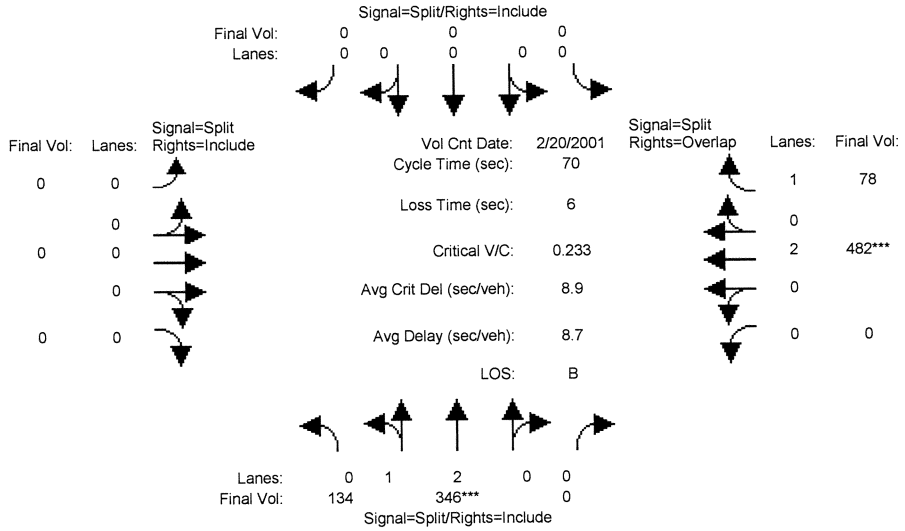
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3610: JULIAN/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 20 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 134 | 346 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 482 | 78 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 134 | 346 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 482 | 78 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 134 | 346 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 482 | 78 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 134 | 346 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 482 | 78 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 346 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 482 | 78 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 134 | 346 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 482 | 78 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.05 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.87 | 2.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 1563 | 4035 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.04 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 25.8 | 25.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38.2 | 38.2 |
| Volume/Cap: | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.08 |
| Delay/Veh: | 11.6 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 5.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 11.6 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 5.8 |
| DesignQueue: | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 |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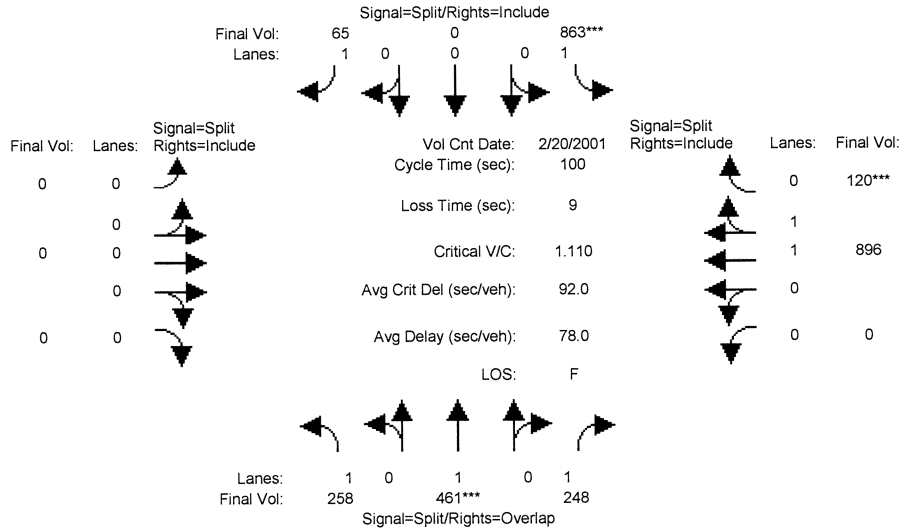
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3610: JULIAN/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 20 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 258 | 461 | 248 | 863 | 0 | 65 | 0 | 0 | 0 | 0 | 896 | 120 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 258 | 461 | 248 | 863 | 0 | 65 | 0 | 0 | 0 | 0 | 896 | 120 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 258 | 461 | 248 | 863 | 0 | 65 | 0 | 0 | 0 | 0 | 896 | 120 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 258 | 461 | 248 | 863 | 0 | 65 | 0 | 0 | 0 | 0 | 896 | 120 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 258 | 461 | 248 | 863 | 0 | 65 | 0 | 0 | 0 | 0 | 896 | 120 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 258 | 461 | 248 | 863 | 0 | 65 | 0 | 0 | 0 | 0 | 896 | 120 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.76 | 0.24 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 3263 | 437 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.24 | 0.14 | 0.49 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 |
| Crit Moves: | | **** | | **** | | | | | | | | **** |
| Green Time: | 21.9 | 21.9 | 46.6 | 44.4 | 0.0 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 24.7 | 24.7 |
| Volume/Cap: | 0.67 | 1.11 | 0.30 | 1.11 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 1.11 | 1.11 |
| Delay/Veh: | 30.4 | 104 | 12.7 | 86.6 | 0.0 | 12.2 | 0.0 | 0.0 | 0.0 | 0.0 | 91.1 | 91.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 30.4 | 104 | 12.7 | 86.6 | 0.0 | 12.2 | 0.0 | 0.0 | 0.0 | 0.0 | 91.1 | 91.1 |
| DesignQueue: | 12 | 21 | 8 | 30 | 0 | 2 | 0 | 0 | 0 | 0 | 40 | 5 |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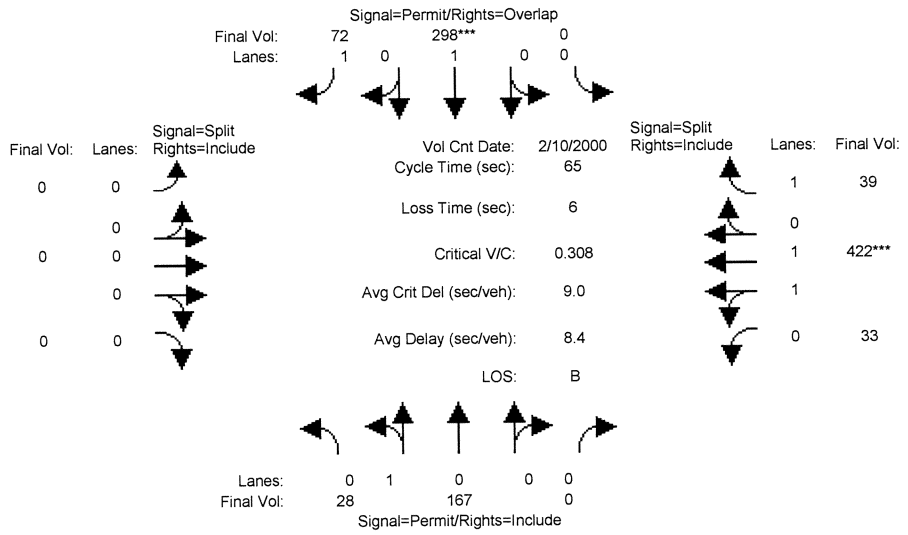
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3611: JULIAN/13TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 10 Feb 2000 << | | | | | | | | | | | | |
| Base Vol: | 28 | 167 | 0 | 0 | 298 | 72 | 0 | 0 | 0 | 33 | 422 | 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: | 28 | 167 | 0 | 0 | 298 | 72 | 0 | 0 | 0 | 33 | 422 | 39 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 28 | 167 | 0 | 0 | 298 | 72 | 0 | 0 | 0 | 33 | 422 | 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: | 28 | 167 | 0 | 0 | 298 | 72 | 0 | 0 | 0 | 33 | 422 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 28 | 167 | 0 | 0 | 298 | 72 | 0 | 0 | 0 | 33 | 422 | 39 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 28 | 167 | 0 | 0 | 298 | 72 | 0 | 0 | 0 | 33 | 422 | 39 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 |
| Lanes: | 0.14 | 0.86 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.15 | 1.85 | 1.00 |
| Final Sat.: | 258 | 1542 | 0 | 0 | 1900 | 1750 | 0 | 0 | 0 | 268 | 3431 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.00 | 0.00 | 0.16 | 0.04 | 0.00 | 0.00 | 0.00 | 0.12 | 0.12 | 0.02 |
| Crit Moves: | | | | | **** | | | | | | **** | |
| Green Time: | 33.1 | 33.1 | 0.0 | 0.0 | 33.1 | 33.1 | 0.0 | 0.0 | 0.0 | 25.9 | 25.9 | 25.9 |
| Volume/Cap: | 0.21 | 0.21 | 0.00 | 0.00 | 0.31 | 0.08 | 0.00 | 0.00 | 0.00 | 0.31 | 0.31 | 0.06 |
| Delay/Veh: | 6.7 | 6.7 | 0.0 | 0.0 | 7.1 | 6.2 | 0.0 | 0.0 | 0.0 | 10.2 | 10.2 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 6.7 | 6.7 | 0.0 | 0.0 | 7.1 | 6.2 | 0.0 | 0.0 | 0.0 | 10.2 | 10.2 | 9.1 |
| DesignQueue: | 1 | 3 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 9 | 1 |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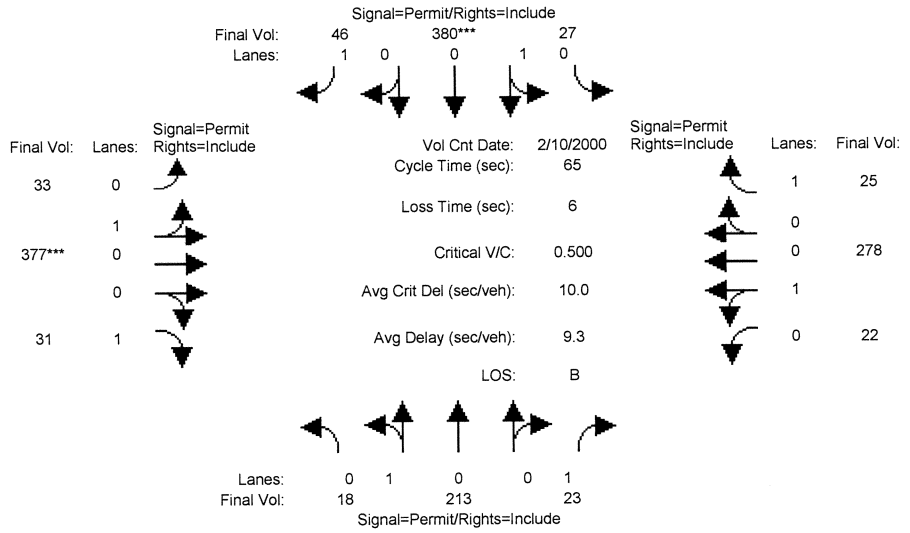
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3611: JULIAN/13TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 10 Feb 2000 << | | | | | | | | | | | | |
| Base Vol: | 18 | 213 | 23 | 27 | 380 | 46 | 33 | 377 | 31 | 22 | 278 | 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: | 18 | 213 | 23 | 27 | 380 | 46 | 33 | 377 | 31 | 22 | 278 | 25 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 18 | 213 | 23 | 27 | 380 | 46 | 33 | 377 | 31 | 22 | 278 | 25 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 18 | 213 | 23 | 27 | 380 | 46 | 33 | 377 | 31 | 22 | 278 | 25 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 18 | 213 | 23 | 27 | 380 | 46 | 33 | 377 | 31 | 22 | 278 | 25 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 18 | 213 | 23 | 27 | 380 | 46 | 33 | 377 | 31 | 22 | 278 | 25 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.08 | 0.92 | 1.00 | 0.07 | 0.93 | 1.00 | 0.08 | 0.92 | 1.00 | 0.07 | 0.93 | 1.00 |
| Final Sat.: | 140 | 1660 | 1750 | 119 | 1681 | 1750 | 145 | 1655 | 1750 | 132 | 1668 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.13 | 0.01 | 0.23 | 0.23 | 0.03 | 0.23 | 0.23 | 0.02 | 0.17 | 0.17 | 0.01 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 29.4 | 29.4 | 29.4 | 29.4 | 29.4 | 29.4 | 29.6 | 29.6 | 29.6 | 29.6 | 29.6 | 29.6 |
| Volume/Cap: | 0.28 | 0.28 | 0.03 | 0.50 | 0.50 | 0.06 | 0.50 | 0.50 | 0.04 | 0.37 | 0.37 | 0.03 |
| Delay/Veh: | 8.6 | 8.6 | 7.5 | 10.0 | 10.0 | 7.6 | 9.9 | 9.9 | 7.5 | 8.9 | 8.9 | 7.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 8.6 | 8.6 | 7.5 | 10.0 | 10.0 | 7.6 | 9.9 | 9.9 | 7.5 | 8.9 | 8.9 | 7.4 |
| DesignQueue: | 0 | 4 | 0 | 1 | 8 | 1 | 1 | 8 | 1 | 0 | 6 | 0 |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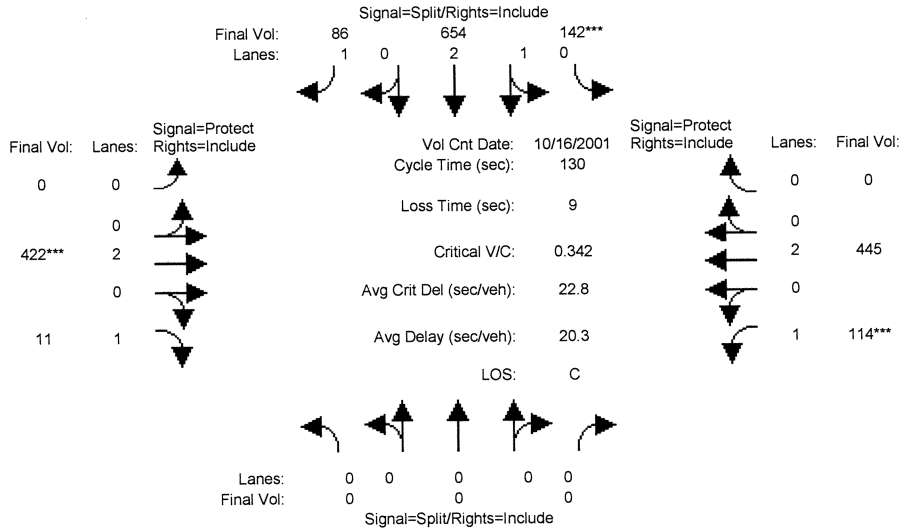
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3616: KEYES/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 16 Oct 2001 << 4:45-5:45PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 142 | 654 | 86 | 0 | 422 | 11 | 114 | 445 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 142 | 654 | 86 | 0 | 422 | 11 | 114 | 445 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 142 | 654 | 86 | 0 | 422 | 11 | 114 | 445 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 142 | 654 | 86 | 0 | 422 | 11 | 114 | 445 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 142 | 654 | 86 | 0 | 422 | 11 | 114 | 445 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 142 | 654 | 86 | 0 | 422 | 11 | 114 | 445 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.05 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.55 | 2.45 | 1.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 999 | 4600 | 1750 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.14 | 0.14 | 0.05 | 0.00 | 0.11 | 0.01 | 0.07 | 0.12 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 54.0 | 54.0 | 54.0 | 0.0 | 42.2 | 42.2 | 24.8 | 67.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.34 | 0.34 | 0.12 | 0.00 | 0.34 | 0.02 | 0.34 | 0.23 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 19.7 | 19.7 | 17.7 | 0.0 | 25.4 | 22.7 | 34.9 | 13.2 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 19.7 | 19.7 | 17.7 | 0.0 | 25.4 | 22.7 | 34.9 | 13.2 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 6 | 29 | 4 | 0 | 21 | 1 | 7 | 16 | 0 |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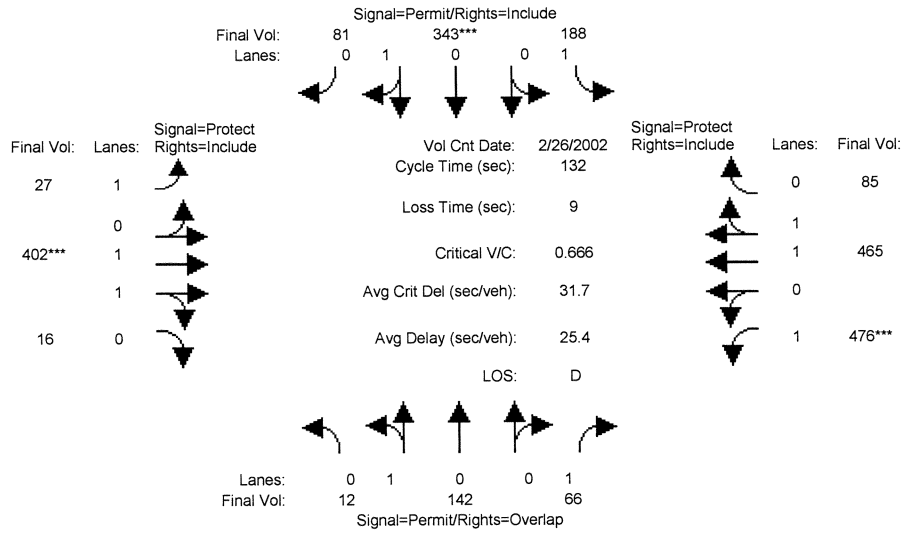
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3616: KEYES/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 26 Feb 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 12 | 142 | 66 | 188 | 343 | 81 | 27 | 402 | 16 | 476 | 465 | 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: | 12 | 142 | 66 | 188 | 343 | 81 | 27 | 402 | 16 | 476 | 465 | 85 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 12 | 142 | 66 | 188 | 343 | 81 | 27 | 402 | 16 | 476 | 465 | 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: | 12 | 142 | 66 | 188 | 343 | 81 | 27 | 402 | 16 | 476 | 465 | 85 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 12 | 142 | 66 | 188 | 343 | 81 | 27 | 402 | 16 | 476 | 465 | 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 |
| Final Vol.: | 12 | 142 | 66 | 188 | 343 | 81 | 27 | 402 | 16 | 476 | 465 | 85 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.08 | 0.92 | 1.00 | 1.00 | 0.81 | 0.19 | 1.00 | 1.92 | 0.08 | 1.00 | 1.68 | 0.32 |
| Final Sat.: | 140 | 1660 | 1750 | 1750 | 1456 | 344 | 1750 | 3558 | 142 | 1750 | 3128 | 572 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.09 | 0.04 | 0.11 | 0.24 | 0.24 | 0.02 | 0.11 | 0.11 | 0.27 | 0.15 | 0.15 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 46.7 | 46.7 | 100.6 | 46.7 | 46.7 | 46.7 | 7.0 | 22.4 | 22.4 | 53.9 | 69.3 | 69.3 |
| Volume/Cap: | 0.24 | 0.24 | 0.05 | 0.30 | 0.67 | 0.67 | 0.29 | 0.67 | 0.67 | 0.67 | 0.28 | 0.28 |
| Delay/Veh: | 23.0 | 23.0 | 2.9 | 23.6 | 29.3 | 29.3 | 46.2 | 40.9 | 40.9 | 25.8 | 13.3 | 13.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 23.0 | 23.0 | 2.9 | 23.6 | 29.3 | 29.3 | 46.2 | 40.9 | 40.9 | 25.8 | 13.3 | 13.3 |
| DesignQueue: | 1 | 7 | 1 | 9 | 17 | 4 | 2 | 25 | 1 | 22 | 17 | 3 |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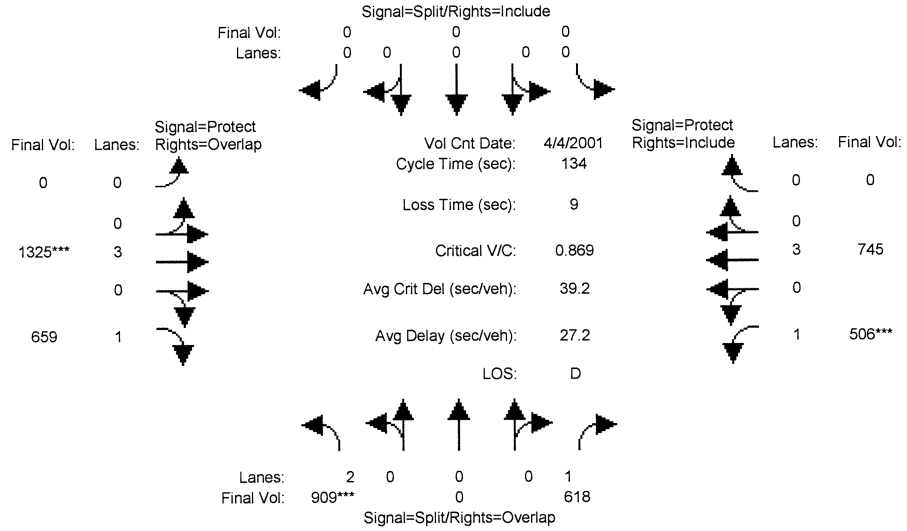
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3617: KEYES/SENTER




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 4 Apr 2001 << | | | | | | | | | | | | |
| Base Vol: | 909 | 0 | 618 | 0 | 0 | 0 | 0 | 1325 | 659 | 506 | 745 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 909 | 0 | 618 | 0 | 0 | 0 | 0 | 1325 | 659 | 506 | 745 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 909 | 0 | 618 | 0 | 0 | 0 | 0 | 1325 | 659 | 506 | 745 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 909 | 0 | 618 | 0 | 0 | 0 | 0 | 1325 | 659 | 506 | 745 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 909 | 0 | 618 | 0 | 0 | 0 | 0 | 1325 | 659 | 506 | 745 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 909 | 0 | 618 | 0 | 0 | 0 | 0 | 1325 | 659 | 506 | 745 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.88 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 3150 | 0 | 1750 | 0 | 0 | 0 | 0 | 5700 | 1750 | 1750 | 5700 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.38 | 0.29 | 0.13 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 44.5 | 0.0 | 89.1 | 0.0 | 0.0 | 0.0 | 0.0 | 35.9 | 80.4 | 44.6 | 80.5 | 0.0 |
| Volume/Cap: | 0.87 | 0.00 | 0.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.87 | 0.63 | 0.87 | 0.22 | 0.00 |
| Delay/Veh: | 37.6 | 0.0 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 39.6 | 13.9 | 41.2 | 9.4 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.6 | 0.0 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 39.6 | 13.9 | 41.2 | 9.4 | 0.0 |
| DesignQueue: | 48 | 0 | 17 | 0 | 0 | 0 | 0 | 77 | 22 | 27 | 23 | 0 |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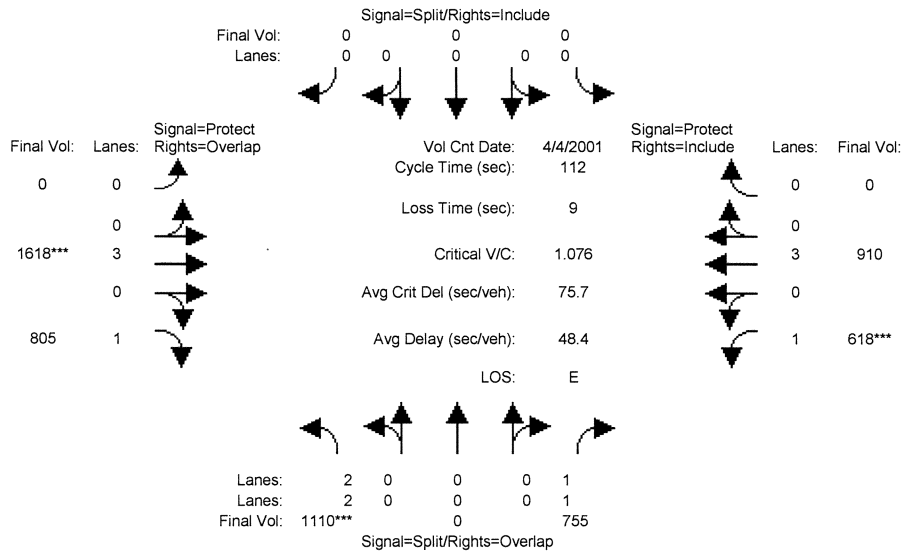
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3617: KEYES/SENTER




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 4 Apr 2001 << | | | | | | | | | | | | |
| Base Vol: | 1110 | 0 | 755 | 0 | 0 | 0 | 0 | 1618 | 805 | 618 | 910 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1110 | 0 | 755 | 0 | 0 | 0 | 0 | 1618 | 805 | 618 | 910 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 1110 | 0 | 755 | 0 | 0 | 0 | 0 | 1618 | 805 | 618 | 910 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1110 | 0 | 755 | 0 | 0 | 0 | 0 | 1618 | 805 | 618 | 910 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1110 | 0 | 755 | 0 | 0 | 0 | 0 | 1618 | 805 | 618 | 910 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 1110 | 0 | 755 | 0 | 0 | 0 | 0 | 1618 | 805 | 618 | 910 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.88 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 3150 | 0 | 1750 | 0 | 0 | 0 | 0 | 5700 | 1750 | 1750 | 5700 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.46 | 0.35 | 0.16 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 36.7 | 0.0 | 73.4 | 0.0 | 0.0 | 0.0 | 0.0 | 29.6 | 66.2 | 36.8 | 66.3 | 0.0 |
| Volume/Cap: | 1.08 | 0.00 | 0.66 | 0.00 | 0.00 | 0.00 | 0.00 | 1.08 | 0.78 | 1.08 | 0.27 | 0.00 |
| Delay/Veh: | 74.9 | 0.0 | 9.9 | 0.0 | 0.0 | 0.0 | 0.0 | 73.6 | 15.8 | 82.7 | 8.4 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 74.9 | 0.0 | 9.9 | 0.0 | 0.0 | 0.0 | 0.0 | 73.6 | 15.8 | 82.7 | 8.4 | 0.0 |
| DesignQueue: | 50 | 0 | 18 | 0 | 0 | 0 | 0 | 80 | 23 | 28 | 24 | 0 |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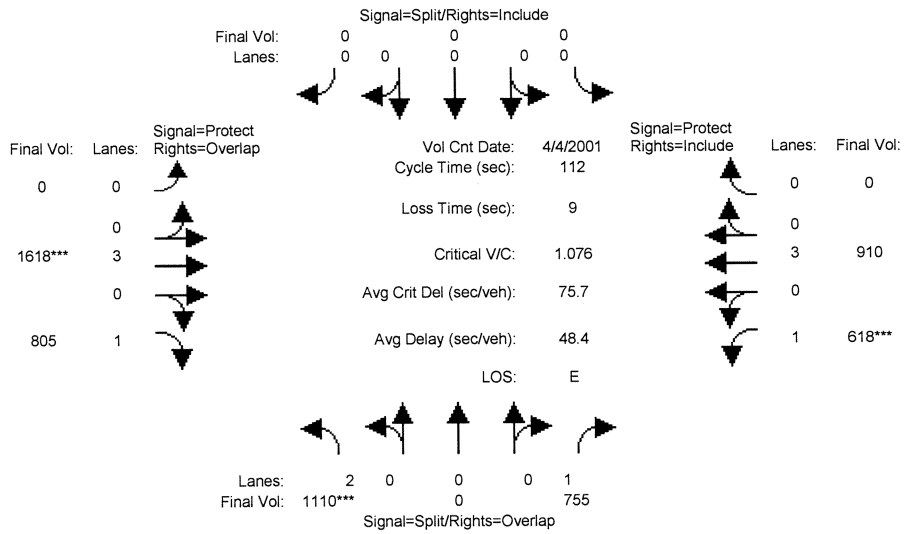
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Mitigated PM

## Intersection #3617: KEYES/SENTER




| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Min. Green: | 10 | | 0 | | 10 | | 0 | | 0 | | 0 | | 0 | | 10 | | 10 | | 7 | | 10 | | 0 | |
| Volume Module: >> Count Date: 4 Apr 2001 << | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 1110 | | 0 | | 755 | | 0 | | 0 | | 0 | | 0 | | 1618 | | 805 | | 618 | | 910 | | 0 | |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 |
| Initial Bse: | 1110 | | 0 | | 755 | | 0 | | 0 | | 0 | | 0 | | 1618 | | 805 | | 618 | | 910 | | 0 | |
| Added Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| PasserByVol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 1110 | | 0 | | 755 | | 0 | | 0 | | 0 | | 0 | | 1618 | | 805 | | 618 | | 910 | | 0 | |
| User Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 |
| PHF Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 |
| PHF Volume: | 1110 | | 0 | | 755 | | 0 | | 0 | | 0 | | 0 | | 1618 | | 805 | | 618 | | 910 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 1110 | | 0 | | 755 | | 0 | | 0 | | 0 | | 0 | | 1618 | | 805 | | 618 | | 910 | | 0 | |
| PCE Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 |
| MLF Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 |
| Final Vol.: | 1110 | | 0 | | 755 | | 0 | | 0 | | 0 | | 0 | | 1618 | | 805 | | 618 | | 910 | | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | 1800 | 1800 | | 1800 | | 1800 | 1800 | 1800 | | 1800 | | 1800 |
| Adjustment: | 0.88 | 1.06 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | | 0.97 | 0.97 | 1.06 | | 0.97 | | 0.97 | 1.06 | 0.97 | | 0.97 | | 0.97 |
| Lanes: | 2.00 | 0.00 | | 1.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 3.00 | | 1.00 | | 1.00 | 3.00 | 0.00 | | 1.00 | | 0.00 |
| Final Sat.: | 3150 | | 0 | | 1750 | | 0 | | 0 | | 0 | | 0 | | 5700 | | 1750 | | 1750 | | 5700 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.00 | | 0.43 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.28 | | 0.46 | | 0.35 | 0.16 | 0.00 | | | | |
| Crit Moves: | **** | | | | | | | | | | | | | **** | | | | **** | | | | | | |
| Green Time: | 36.7 | | 0.0 | | 73.4 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 29.6 | | 66.2 | | 36.8 | 66.3 | | | 0.0 | | |
| Volume/Cap: | 1.08 | 0.00 | | 0.66 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 1.08 | | 0.78 | | 1.08 | 0.27 | 0.00 | | | | |
| Delay/Veh: | 74.9 | | 0.0 | | 9.9 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 73.6 | | 15.8 | | 82.7 | 8.4 | | | 0.0 | | |
| Delay Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | | | | |
| ProgAdjFctr: | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 74.9 | | 0.0 | | 9.9 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 73.6 | | 15.8 | | 82.7 | 8.4 | | | 0.0 | | |
| DesignQueue: | 50 | | 0 | | 18 | | 0 | | 0 | | 0 | | 0 | 80 | | 23 | | 28 | 24 | | | 0 | | |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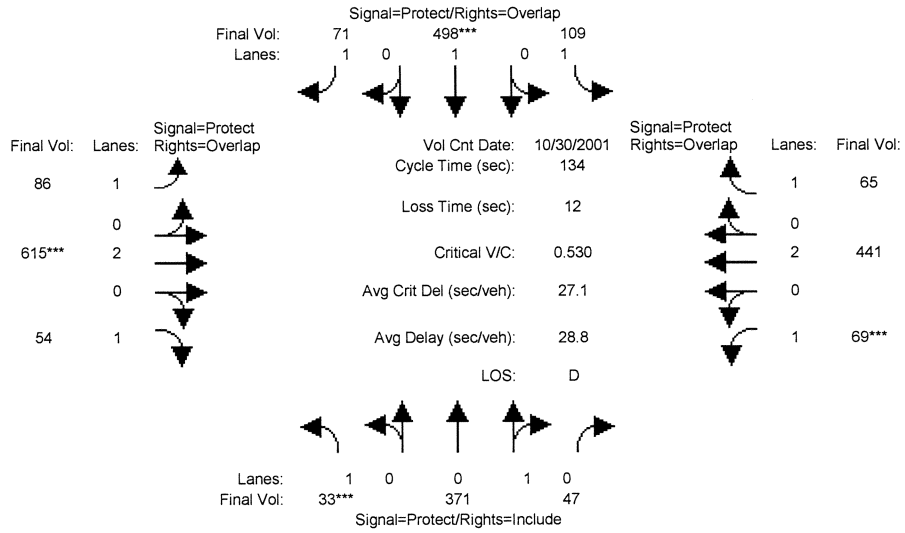
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3618: KEYES/SEVENTH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 30 Oct 2001 << 5:00-6:00AM | | | | | | | | | | | | |
| Base Vol: | 33 | 371 | 47 | 109 | 498 | 71 | 86 | 615 | 54 | 69 | 441 | 65 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 33 | 371 | 47 | 109 | 498 | 71 | 86 | 615 | 54 | 69 | 441 | 65 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 33 | 371 | 47 | 109 | 498 | 71 | 86 | 615 | 54 | 69 | 441 | 65 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 33 | 371 | 47 | 109 | 498 | 71 | 86 | 615 | 54 | 69 | 441 | 65 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 33 | 371 | 47 | 109 | 498 | 71 | 86 | 615 | 54 | 69 | 441 | 65 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 33 | 371 | 47 | 109 | 498 | 71 | 86 | 615 | 54 | 69 | 441 | 65 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 0.89 | 0.11 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1598 | 202 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.23 | 0.23 | 0.06 | 0.26 | 0.04 | 0.05 | 0.16 | 0.03 | 0.04 | 0.12 | 0.04 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 7.0 | 56.8 | 56.8 | 15.2 | 65.0 | 72.0 | 7.0 | 40.2 | 47.2 | 9.8 | 43.0 | 58.2 |
| Volume/Cap: | 0.36 | 0.55 | 0.55 | 0.55 | 0.54 | 0.08 | 0.94 | 0.54 | 0.09 | 0.54 | 0.36 | 0.09 |
| Delay/Veh: | 47.7 | 22.7 | 22.7 | 45.1 | 18.8 | 11.3 | 101.8 | 30.2 | 22.1 | 49.0 | 26.7 | 16.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.7 | 22.7 | 22.7 | 45.1 | 18.8 | 11.3 | 101.8 | 30.2 | 22.1 | 49.0 | 26.7 | 16.9 |
| DesignQueue: | 2 | 17 | 2 | 7 | 20 | 2 | 6 | 33 | 3 | 5 | 23 | 3 |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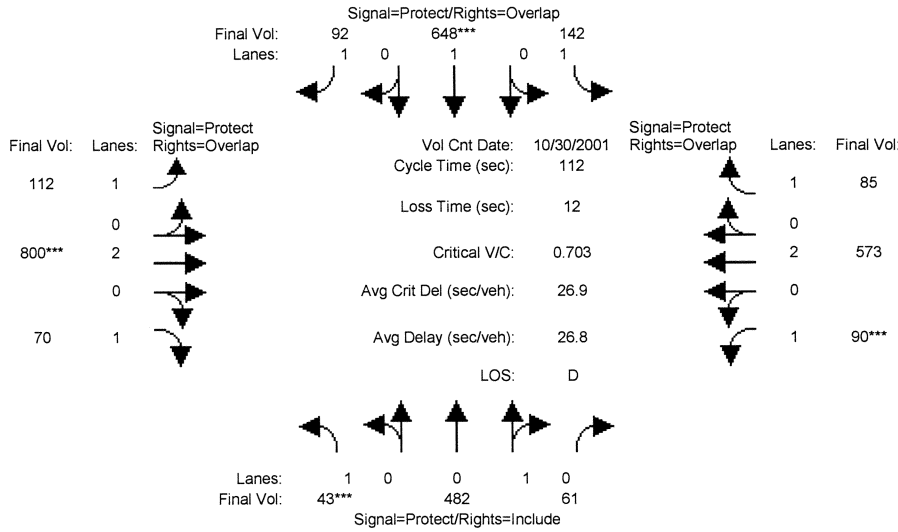
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3618: KEYES/SEVENTH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 30 Oct 2001 << 5:00-6:00AM | | | | | | | | | | | | |
| Base Vol: | 43 | 482 | 61 | 142 | 648 | 92 | 112 | 800 | 70 | 90 | 573 | 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: | 43 | 482 | 61 | 142 | 648 | 92 | 112 | 800 | 70 | 90 | 573 | 85 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 43 | 482 | 61 | 142 | 648 | 92 | 112 | 800 | 70 | 90 | 573 | 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: | 43 | 482 | 61 | 142 | 648 | 92 | 112 | 800 | 70 | 90 | 573 | 85 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 43 | 482 | 61 | 142 | 648 | 92 | 112 | 800 | 70 | 90 | 573 | 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 |
| Final Vol.: | 43 | 482 | 61 | 142 | 648 | 92 | 112 | 800 | 70 | 90 | 573 | 85 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 0.89 | 0.11 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1598 | 202 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.30 | 0.30 | 0.08 | 0.34 | 0.05 | 0.06 | 0.21 | 0.04 | 0.05 | 0.15 | 0.05 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 7.0 | 47.0 | 47.0 | 12.6 | 52.6 | 64.6 | 12.0 | 32.5 | 39.5 | 7.9 | 28.4 | 41.0 |
| Volume/Cap: | 0.39 | 0.72 | 0.72 | 0.72 | 0.73 | 0.09 | 0.60 | 0.73 | 0.11 | 0.73 | 0.60 | 0.13 |
| Delay/Veh: | 39.6 | 22.9 | 22.9 | 44.5 | 20.3 | 8.0 | 39.8 | 28.9 | 18.6 | 51.2 | 28.7 | 18.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.6 | 22.9 | 22.9 | 44.5 | 20.3 | 8.0 | 39.8 | 28.9 | 18.6 | 51.2 | 28.7 | 18.0 |
| DesignQueue: | 3 | 19 | 2 | 8 | 23 | 2 | 6 | 37 | 3 | 5 | 28 | 3 |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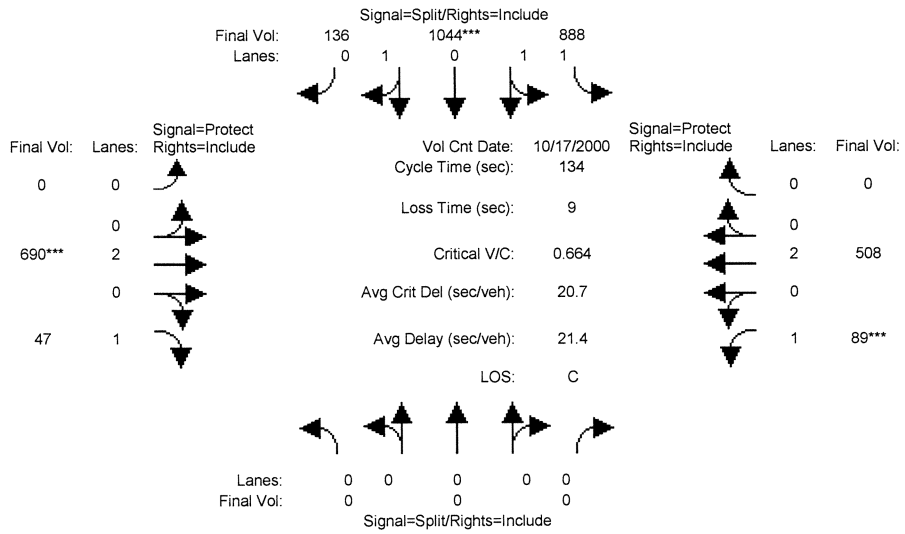
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3619: KEYES/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 17 Oct 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 888 | 1044 | 136 | 0 | 690 | 47 | 89 | 508 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 888 | 1044 | 136 | 0 | 690 | 47 | 89 | 508 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 888 | 1044 | 136 | 0 | 690 | 47 | 89 | 508 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 888 | 1044 | 136 | 0 | 690 | 47 | 89 | 508 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 888 | 1044 | 136 | 0 | 690 | 47 | 89 | 508 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 888 | 1044 | 136 | 0 | 690 | 47 | 89 | 508 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.98 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.30 | 1.50 | 0.20 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 2297 | 2701 | 352 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.39 | 0.39 | 0.39 | 0.00 | 0.18 | 0.03 | 0.05 | 0.13 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 78.1 | 78.1 | 78.1 | 0.0 | 36.7 | 36.7 | 10.3 | 46.9 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.66 | 0.66 | 0.66 | 0.00 | 0.66 | 0.10 | 0.66 | 0.38 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 14.8 | 14.8 | 14.8 | 0.0 | 34.0 | 27.6 | 53.5 | 24.9 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 14.8 | 14.8 | 14.8 | 0.0 | 34.0 | 27.6 | 53.5 | 24.9 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 30 | 36 | 5 | 0 | 39 | 3 | 6 | 25 | 0 |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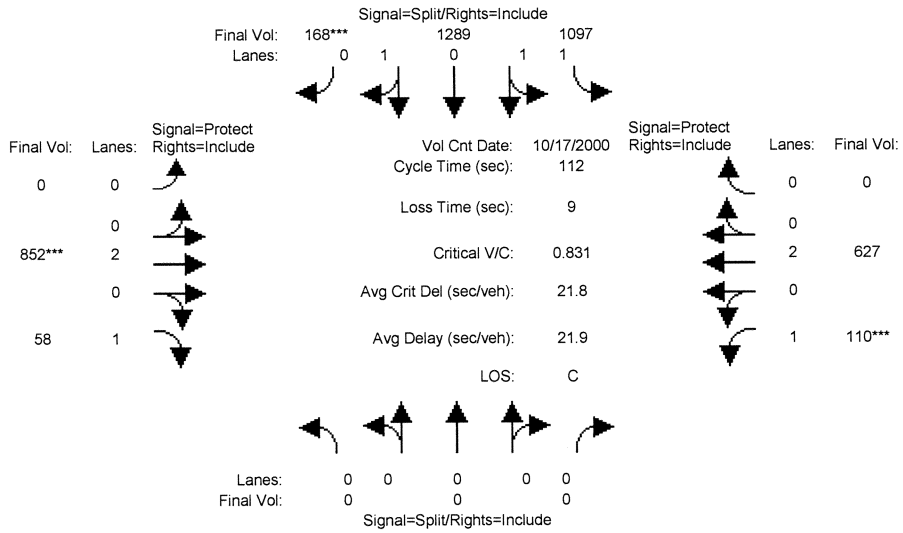
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3619: KEYES/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 17 Oct 2000 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 1097 | 1289 | 168 | 0 | 852 | 58 | 110 | 627 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 1097 | 1289 | 168 | 0 | 852 | 58 | 110 | 627 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 1097 | 1289 | 168 | 0 | 852 | 58 | 110 | 627 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 1097 | 1289 | 168 | 0 | 852 | 58 | 110 | 627 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 1097 | 1289 | 168 | 0 | 852 | 58 | 110 | 627 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 1097 | 1289 | 168 | 0 | 852 | 58 | 110 | 627 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.98 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.30 | 1.50 | 0.20 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 2298 | 2700 | 352 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.48 | 0.48 | 0.48 | 0.00 | 0.22 | 0.03 | 0.06 | 0.16 | 0.00 |
| Crit Moves: | | | | | | **** | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 64.3 | 64.3 | 64.3 | 0.0 | 30.2 | 30.2 | 8.5 | 38.7 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.83 | 0.83 | 0.83 | 0.00 | 0.83 | 0.12 | 0.83 | 0.48 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 16.2 | 16.2 | 16.2 | 0.0 | 33.4 | 23.5 | 61.6 | 22.1 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 16.2 | 16.2 | 16.2 | 0.0 | 33.4 | 23.5 | 61.6 | 22.1 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 33 | 39 | 5 | 0 | 41 | 3 | 6 | 27 | 0 |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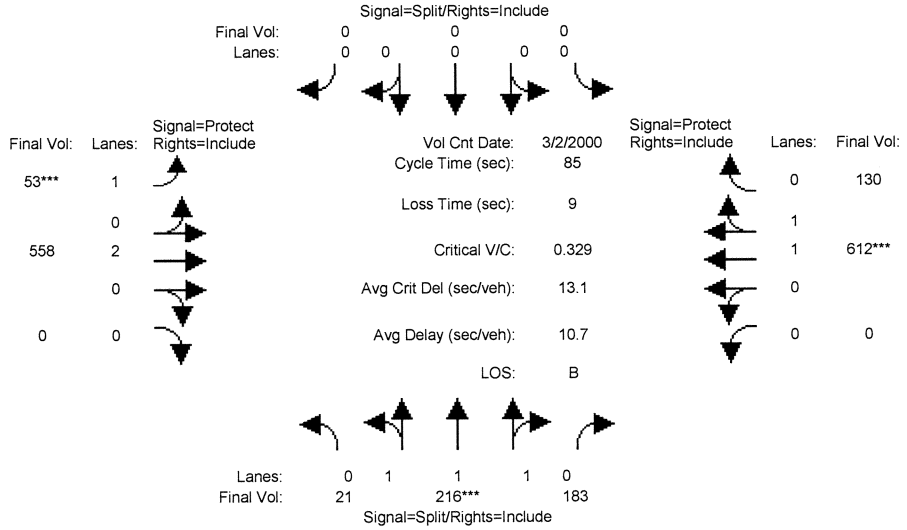
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3620: KEYES/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 2 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 21 | 216 | 183 | 0 | 0 | 0 | 53 | 558 | 0 | 0 | 612 | 130 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 21 | 216 | 183 | 0 | 0 | 0 | 53 | 558 | 0 | 0 | 612 | 130 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 21 | 216 | 183 | 0 | 0 | 0 | 53 | 558 | 0 | 0 | 612 | 130 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 21 | 216 | 183 | 0 | 0 | 0 | 53 | 558 | 0 | 0 | 612 | 130 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 216 | 183 | 0 | 0 | 0 | 53 | 558 | 0 | 0 | 612 | 130 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 21 | 216 | 183 | 0 | 0 | 0 | 53 | 558 | 0 | 0 | 612 | 130 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.18 | 1.82 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.64 | 0.36 |
| Final Sat.: | 329 | 3388 | 1800 | 0 | 0 | 0 | 1750 | 3800 | 0 | 0 | 3051 | 648 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.10 | 0.00 | 0.00 | 0.00 | 0.03 | 0.15 | 0.00 | 0.00 | 0.20 | 0.20 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green Time: | 23.2 | 23.2 | 23.2 | 0.0 | 0.0 | 0.0 | 7.0 | 52.8 | 0.0 | 0.0 | 45.8 | 45.8 |
| Volume/Cap: | 0.23 | 0.23 | 0.37 | 0.00 | 0.00 | 0.00 | 0.37 | 0.24 | 0.00 | 0.00 | 0.37 | 0.37 |
| Delay/Veh: | 18.2 | 18.2 | 19.1 | 0.0 | 0.0 | 0.0 | 28.8 | 5.4 | 0.0 | 0.0 | 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 |
| ProgAdjFctr: | 1.00 | 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 | 19.1 | 0.0 | 0.0 | 0.0 | 28.8 | 5.4 | 0.0 | 0.0 | 8.7 | 8.7 |
| DesignQueue: | 1 | 8 | 6 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | 14 | 3 |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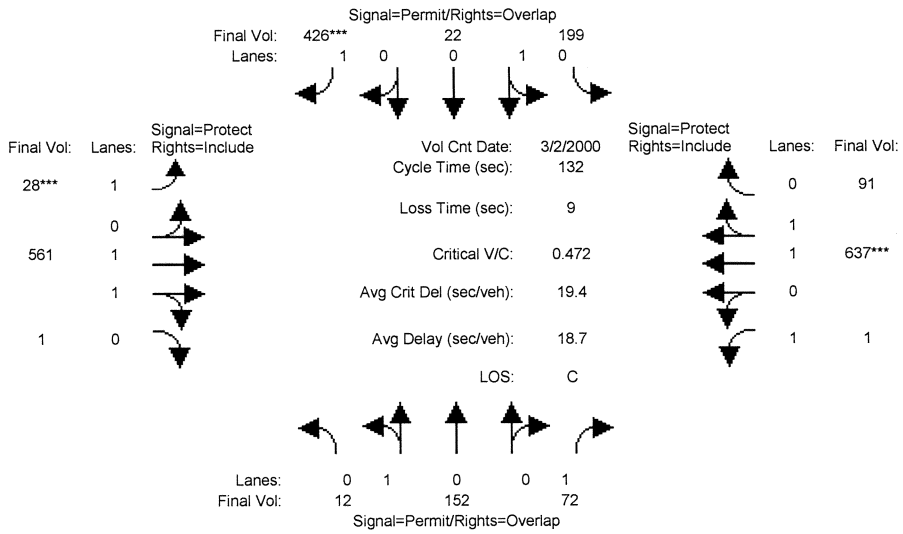
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3620: KEYES/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 2 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 12 | 152 | 72 | 199 | 22 | 426 | 28 | 561 | 1 | 1 | 637 | 91 |
| Growth Adj: | 1.00 | 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 | 152 | 72 | 199 | 22 | 426 | 28 | 561 | 1 | 1 | 637 | 91 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 12 | 152 | 72 | 199 | 22 | 426 | 28 | 561 | 1 | 1 | 637 | 91 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 152 | 72 | 199 | 22 | 426 | 28 | 561 | 1 | 1 | 637 | 91 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 12 | 152 | 72 | 199 | 22 | 426 | 28 | 561 | 1 | 1 | 637 | 91 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 12 | 152 | 72 | 199 | 22 | 426 | 28 | 561 | 1 | 1 | 637 | 91 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.07 | 0.93 | 1.00 | 0.90 | 0.10 | 1.00 | 1.00 | 1.99 | 0.01 | 1.00 | 1.74 | 0.26 |
| Final Sat.: | 132 | 1668 | 1750 | 1621 | 179 | 1750 | 1750 | 3693 | 7 | 1750 | 3237 | 462 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.09 | 0.04 | 0.12 | 0.12 | 0.24 | 0.02 | 0.15 | 0.15 | 0.00 | 0.20 | 0.20 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 57.0 | 57.0 | 64.0 | 57.0 | 57.0 | 64.0 | 7.0 | 59.0 | 59.0 | 7.0 | 59.0 | 59.0 |
| Volume/Cap: | 0.21 | 0.21 | 0.08 | 0.28 | 0.28 | 0.50 | 0.30 | 0.34 | 0.34 | 0.01 | 0.44 | 0.44 |
| Delay/Veh: | 17.8 | 17.8 | 13.9 | 18.5 | 18.5 | 18.0 | 46.3 | 18.2 | 18.2 | 45.0 | 19.3 | 19.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 17.8 | 17.8 | 13.9 | 18.5 | 18.5 | 18.0 | 46.3 | 18.2 | 18.2 | 45.0 | 19.3 | 19.3 |
| DesignQueue: | 1 | 6 | 3 | 9 | 1 | 17 | 2 | 24 | 0 | 0 | 27 | 4 |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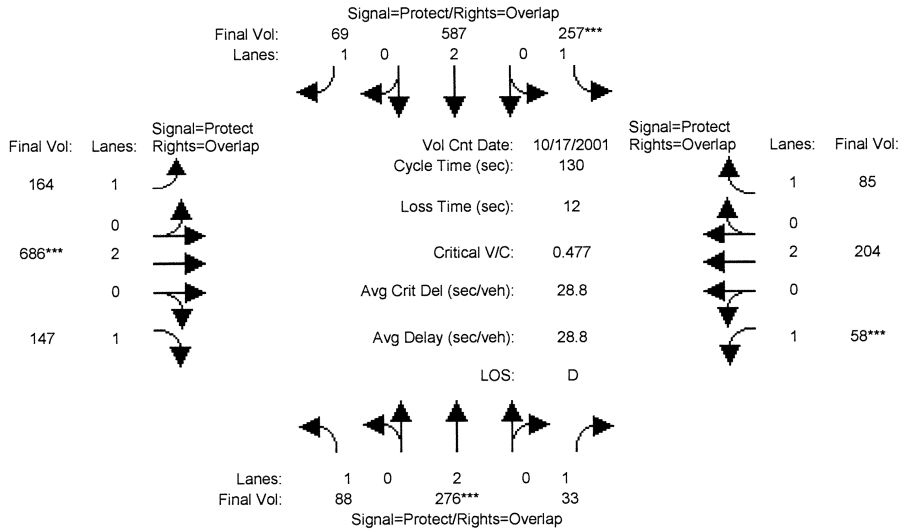
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3623: KING/MABURY




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 17 Oct 2001 << 5:00-6:00AM | | | | | | | | | | | | |
| Base Vol: | 88 | 276 | 33 | 257 | 587 | 69 | 164 | 686 | 147 | 58 | 204 | 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: | 88 | 276 | 33 | 257 | 587 | 69 | 164 | 686 | 147 | 58 | 204 | 85 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 88 | 276 | 33 | 257 | 587 | 69 | 164 | 686 | 147 | 58 | 204 | 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: | 88 | 276 | 33 | 257 | 587 | 69 | 164 | 686 | 147 | 58 | 204 | 85 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 88 | 276 | 33 | 257 | 587 | 69 | 164 | 686 | 147 | 58 | 204 | 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 |
| Final Vol.: | 88 | 276 | 33 | 257 | 587 | 69 | 164 | 686 | 147 | 58 | 204 | 85 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.07 | 0.02 | 0.15 | 0.15 | 0.04 | 0.09 | 0.18 | 0.08 | 0.03 | 0.05 | 0.05 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 7.0 | 19.8 | 28.8 | 40.0 | 52.8 | 101.0 | 48.2 | 49.2 | 56.2 | 9.0 | 10.0 | 50.0 |
| Volume/Cap: | 0.93 | 0.48 | 0.09 | 0.48 | 0.38 | 0.05 | 0.25 | 0.48 | 0.19 | 0.48 | 0.70 | 0.13 |
| Delay/Veh: | 97.5 | 38.8 | 30.5 | 28.3 | 20.7 | 2.6 | 21.6 | 23.5 | 17.4 | 46.5 | 49.3 | 19.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 97.5 | 38.8 | 30.5 | 28.3 | 20.7 | 2.6 | 21.6 | 23.5 | 17.4 | 46.5 | 49.3 | 19.7 |
| DesignQueue: | 6 | 17 | 2 | 13 | 26 | 1 | 8 | 32 | 6 | 4 | 14 | 4 |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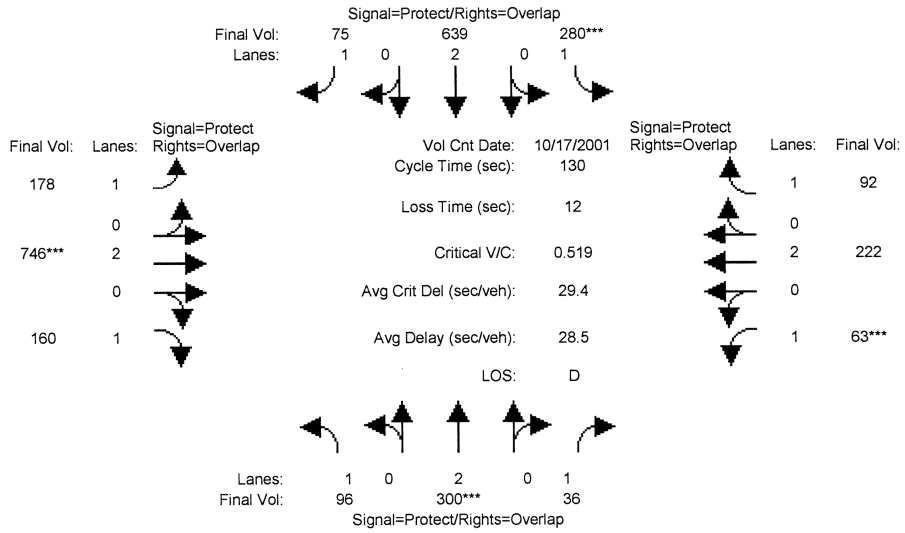
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3623: KING/MABURY




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 17 Oct 2001 << 5:00-6:00AM | | | | | | | | | | | | |
| Base Vol: | 96 | 300 | 36 | 280 | 639 | 75 | 178 | 746 | 160 | 63 | 222 | 92 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 96 | 300 | 36 | 280 | 639 | 75 | 178 | 746 | 160 | 63 | 222 | 92 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 96 | 300 | 36 | 280 | 639 | 75 | 178 | 746 | 160 | 63 | 222 | 92 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 96 | 300 | 36 | 280 | 639 | 75 | 178 | 746 | 160 | 63 | 222 | 92 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 96 | 300 | 36 | 280 | 639 | 75 | 178 | 746 | 160 | 63 | 222 | 92 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 96 | 300 | 36 | 280 | 639 | 75 | 178 | 746 | 160 | 63 | 222 | 92 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.08 | 0.02 | 0.16 | 0.17 | 0.04 | 0.10 | 0.20 | 0.09 | 0.04 | 0.06 | 0.05 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 14.7 | 19.8 | 28.8 | 40.1 | 45.1 | 93.3 | 48.2 | 49.2 | 63.9 | 9.0 | 10.0 | 50.1 |
| Volume/Cap: | 0.48 | 0.52 | 0.09 | 0.52 | 0.48 | 0.06 | 0.27 | 0.52 | 0.19 | 0.52 | 0.76 | 0.14 |
| Delay/Veh: | 42.6 | 39.2 | 30.6 | 28.9 | 25.6 | 4.1 | 21.9 | 24.0 | 14.1 | 47.5 | 52.2 | 19.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.6 | 39.2 | 30.6 | 28.9 | 25.6 | 4.1 | 21.9 | 24.0 | 14.1 | 47.5 | 52.2 | 19.7 |
| DesignQueue: | 6 | 19 | 2 | 15 | 32 | 2 | 8 | 35 | 6 | 4 | 15 | 4 |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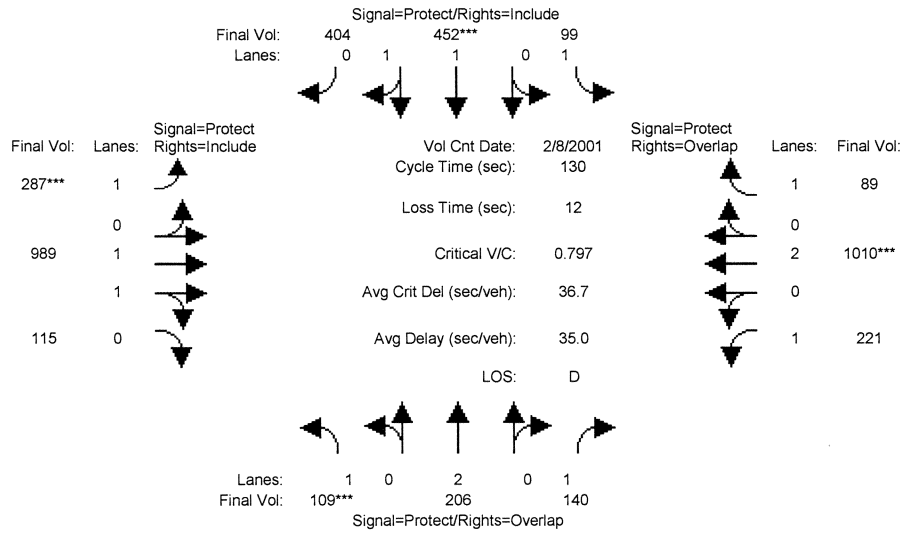
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3625: KING/McKEE




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 8 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 109 | 206 | 140 | 99 | 452 | 404 | 287 | 989 | 115 | 221 | 1010 | 89 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 109 | 206 | 140 | 99 | 452 | 404 | 287 | 989 | 115 | 221 | 1010 | 89 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 109 | 206 | 140 | 99 | 452 | 404 | 287 | 989 | 115 | 221 | 1010 | 89 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 109 | 206 | 140 | 99 | 452 | 404 | 287 | 989 | 115 | 221 | 1010 | 89 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 109 | 206 | 140 | 99 | 452 | 404 | 287 | 989 | 115 | 221 | 1010 | 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 |
| Final Vol.: | 109 | 206 | 140 | 99 | 452 | 404 | 287 | 989 | 115 | 221 | 1010 | 89 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.05 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.03 | 0.97 | 1.00 | 1.79 | 0.21 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 1952 | 1745 | 1750 | 3314 | 385 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.05 | 0.08 | 0.06 | 0.23 | 0.23 | 0.16 | 0.30 | 0.30 | 0.13 | 0.27 | 0.05 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 10.2 | 10.0 | 30.8 | 37.9 | 37.8 | 37.8 | 26.7 | 49.2 | 49.2 | 20.8 | 43.3 | 81.3 |
| Volume/Cap: | 0.80 | 0.70 | 0.34 | 0.19 | 0.80 | 0.80 | 0.80 | 0.79 | 0.79 | 0.79 | 0.80 | 0.08 |
| Delay/Veh: | 62.8 | 49.6 | 31.4 | 26.3 | 35.4 | 35.4 | 45.4 | 29.3 | 29.3 | 49.3 | 32.5 | 7.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 62.8 | 49.6 | 31.4 | 26.3 | 35.4 | 35.4 | 45.4 | 29.3 | 29.3 | 49.3 | 32.5 | 7.3 |
| DesignQueue: | 7 | 14 | 8 | 5 | 25 | 22 | 17 | 48 | 6 | 14 | 52 | 2 |

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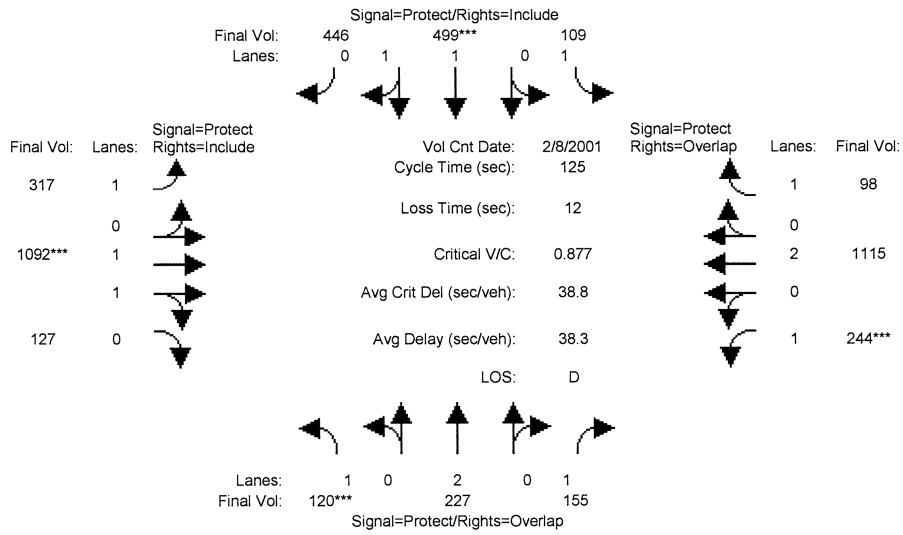
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3625: KING/McKEE




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 8 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 120 | 227 | 155 | 109 | 499 | 446 | 317 | 1092 | 127 | 244 | 1115 | 98 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 120 | 227 | 155 | 109 | 499 | 446 | 317 | 1092 | 127 | 244 | 1115 | 98 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 120 | 227 | 155 | 109 | 499 | 446 | 317 | 1092 | 127 | 244 | 1115 | 98 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 120 | 227 | 155 | 109 | 499 | 446 | 317 | 1092 | 127 | 244 | 1115 | 98 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 120 | 227 | 155 | 109 | 499 | 446 | 317 | 1092 | 127 | 244 | 1115 | 98 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 120 | 227 | 155 | 109 | 499 | 446 | 317 | 1092 | 127 | 244 | 1115 | 98 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.05 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.03 | 0.97 | 1.00 | 1.79 | 0.21 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 1952 | 1745 | 1750 | 3314 | 385 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.06 | 0.09 | 0.06 | 0.26 | 0.26 | 0.18 | 0.33 | 0.33 | 0.14 | 0.29 | 0.06 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 9.8 | 10.0 | 29.9 | 36.2 | 36.4 | 36.4 | 25.5 | 46.9 | 46.9 | 19.9 | 41.3 | 77.5 |
| Volume/Cap: | 0.88 | 0.75 | 0.37 | 0.22 | 0.88 | 0.88 | 0.89 | 0.88 | 0.88 | 0.88 | 0.89 | 0.09 |
| Delay/Veh: | 72.7 | 49.4 | 30.5 | 25.6 | 38.0 | 38.0 | 52.7 | 32.4 | 32.4 | 56.8 | 35.9 | 7.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 72.7 | 49.4 | 30.5 | 25.6 | 38.0 | 38.0 | 52.7 | 32.4 | 32.4 | 56.8 | 35.9 | 7.3 |
| DesignQueue: | 8 | 15 | 8 | 5 | 26 | 23 | 18 | 52 | 6 | 15 | 56 | 3 |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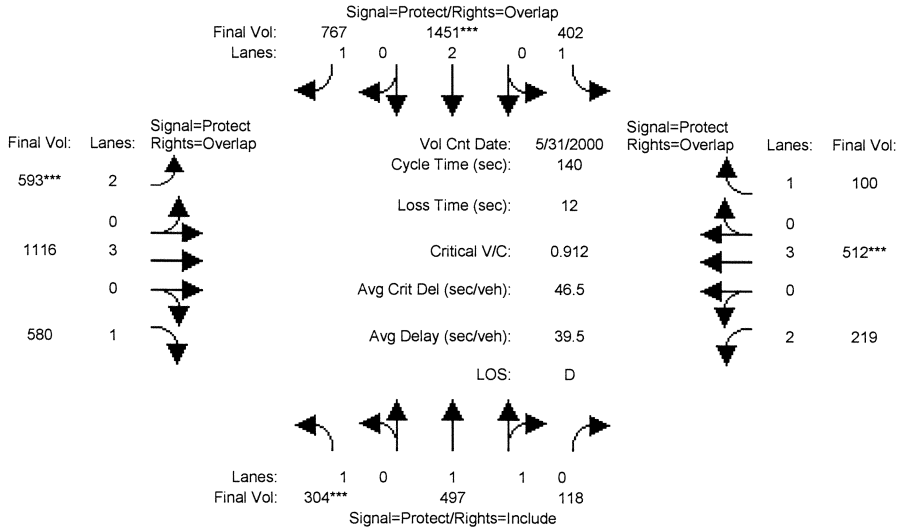
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3628: KING/STORY




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 31 May 2000 << | | | | | | | | | | | | |
| Base Vol: | 304 | 497 | 118 | 402 | 1451 | 767 | 593 | 1116 | 580 | 219 | 512 | 100 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 304 | 497 | 118 | 402 | 1451 | 767 | 593 | 1116 | 580 | 219 | 512 | 100 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 304 | 497 | 118 | 402 | 1451 | 767 | 593 | 1116 | 580 | 219 | 512 | 100 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 304 | 497 | 118 | 402 | 1451 | 767 | 593 | 1116 | 580 | 219 | 512 | 100 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 304 | 497 | 118 | 402 | 1451 | 767 | 593 | 1116 | 580 | 219 | 512 | 100 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 304 | 497 | 118 | 402 | 1451 | 767 | 593 | 1116 | 580 | 219 | 512 | 100 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.61 | 0.39 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1750 | 2990 | 710 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.17 | 0.17 | 0.23 | 0.38 | 0.44 | 0.19 | 0.20 | 0.33 | 0.07 | 0.09 | 0.06 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 26.7 | 35.8 | 35.8 | 49.5 | 58.6 | 87.5 | 28.9 | 31.5 | 58.2 | 11.2 | 13.8 | 63.3 |
| Volume/Cap: | 0.91 | 0.65 | 0.65 | 0.65 | 0.91 | 0.70 | 0.91 | 0.87 | 0.80 | 0.87 | 0.91 | 0.13 |
| Delay/Veh: | 62.2 | 36.5 | 36.5 | 30.6 | 35.1 | 14.7 | 53.6 | 44.5 | 31.5 | 66.6 | 61.2 | 16.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 62.2 | 36.5 | 36.5 | 30.6 | 35.1 | 14.7 | 53.6 | 44.5 | 31.5 | 66.6 | 61.2 | 16.9 |
| DesignQueue: | 20 | 30 | 7 | 21 | 73 | 25 | 38 | 71 | 29 | 16 | 37 | 4 |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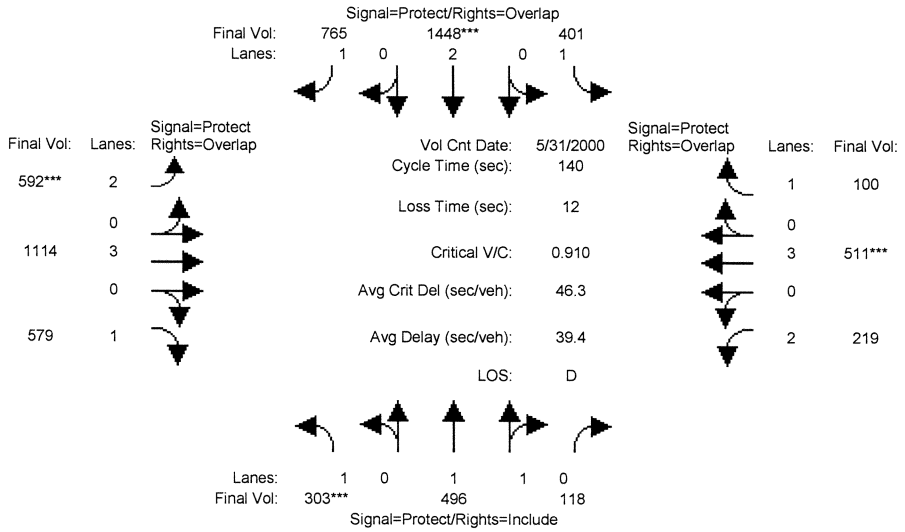
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3628: KING/STORY




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 31 May 2000 << | | | | | | | | | | | | |
| Base Vol: | 303 | 496 | 118 | 401 | 1448 | 765 | 592 | 1114 | 579 | 219 | 511 | 100 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 303 | 496 | 118 | 401 | 1448 | 765 | 592 | 1114 | 579 | 219 | 511 | 100 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 303 | 496 | 118 | 401 | 1448 | 765 | 592 | 1114 | 579 | 219 | 511 | 100 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 303 | 496 | 118 | 401 | 1448 | 765 | 592 | 1114 | 579 | 219 | 511 | 100 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 303 | 496 | 118 | 401 | 1448 | 765 | 592 | 1114 | 579 | 219 | 511 | 100 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 303 | 496 | 118 | 401 | 1448 | 765 | 592 | 1114 | 579 | 219 | 511 | 100 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 | 0.88 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.61 | 0.39 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1750 | 2988 | 711 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.17 | 0.17 | 0.23 | 0.38 | 0.44 | 0.19 | 0.20 | 0.33 | 0.07 | 0.09 | 0.06 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 26.6 | 35.8 | 35.8 | 49.5 | 58.6 | 87.6 | 28.9 | 31.5 | 58.2 | 11.2 | 13.8 | 63.3 |
| Volume/Cap: | 0.91 | 0.65 | 0.65 | 0.65 | 0.91 | 0.70 | 0.91 | 0.87 | 0.80 | 0.87 | 0.91 | 0.13 |
| Delay/Veh: | 61.9 | 36.4 | 36.4 | 30.5 | 34.9 | 14.7 | 53.3 | 44.4 | 31.5 | 66.3 | 61.0 | 17.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 61.9 | 36.4 | 36.4 | 30.5 | 34.9 | 14.7 | 53.3 | 44.4 | 31.5 | 66.3 | 61.0 | 17.0 |
| DesignQueue: | 20 | 30 | 7 | 21 | 73 | 25 | 38 | 71 | 29 | 16 | 37 | 4 |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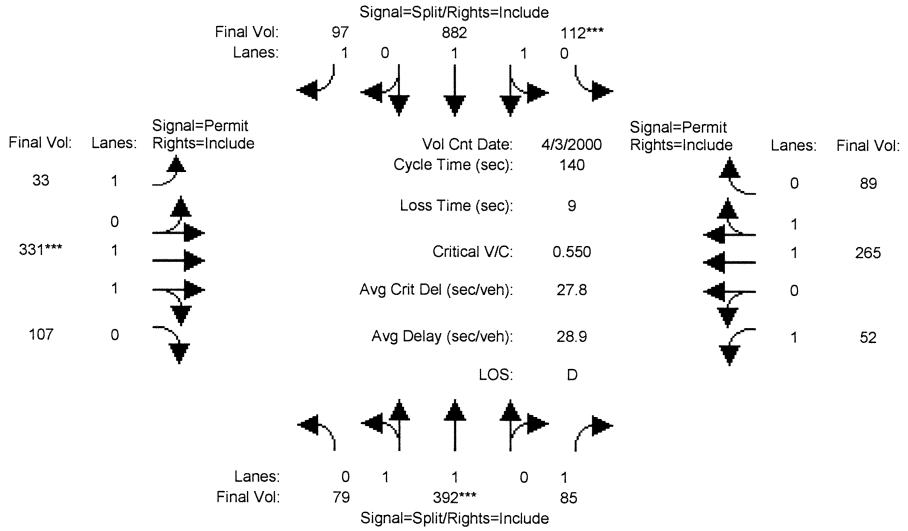
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3650: LINCOLN/MINNESOTA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 3 Apr 2000 << | | | | | | | | | | | | |
| Base Vol: | 79 | 392 | 85 | 112 | 882 | 97 | 33 | 331 | 107 | 52 | 265 | 89 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 79 | 392 | 85 | 112 | 882 | 97 | 33 | 331 | 107 | 52 | 265 | 89 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 79 | 392 | 85 | 112 | 882 | 97 | 33 | 331 | 107 | 52 | 265 | 89 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 79 | 392 | 85 | 112 | 882 | 97 | 33 | 331 | 107 | 52 | 265 | 89 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 79 | 392 | 85 | 112 | 882 | 97 | 33 | 331 | 107 | 52 | 265 | 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 |
| Final Vol.: | 79 | 392 | 85 | 112 | 882 | 97 | 33 | 331 | 107 | 52 | 265 | 89 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.04 | 1.00 |
| Lanes: | 0.34 | 1.66 | 1.00 | 0.23 | 1.77 | 1.00 | 1.00 | 1.50 | 0.50 | 1.00 | 1.48 | 0.52 |
| Final Sat.: | 621 | 3079 | 1750 | 417 | 3283 | 1750 | 1750 | 2795 | 904 | 1750 | 2769 | 930 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.13 | 0.05 | 0.27 | 0.27 | 0.06 | 0.02 | 0.12 | 0.12 | 0.03 | 0.10 | 0.10 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green Time: | 32.4 | 32.4 | 32.4 | 68.4 | 68.4 | 68.4 | 30.2 | 30.2 | 30.2 | 30.2 | 30.2 | 30.2 |
| Volume/Cap: | 0.55 | 0.55 | 0.21 | 0.55 | 0.55 | 0.11 | 0.09 | 0.55 | 0.55 | 0.14 | 0.44 | 0.44 |
| Delay/Veh: | 36.6 | 36.6 | 33.1 | 19.3 | 19.3 | 14.7 | 33.4 | 37.8 | 37.8 | 33.8 | 36.5 | 36.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 36.6 | 36.6 | 33.1 | 19.3 | 19.3 | 14.7 | 33.4 | 37.8 | 37.8 | 33.8 | 36.5 | 36.5 |
| DesignQueue: | 5 | 24 | 5 | 5 | 38 | 4 | 2 | 21 | 7 | 3 | 17 | 6 |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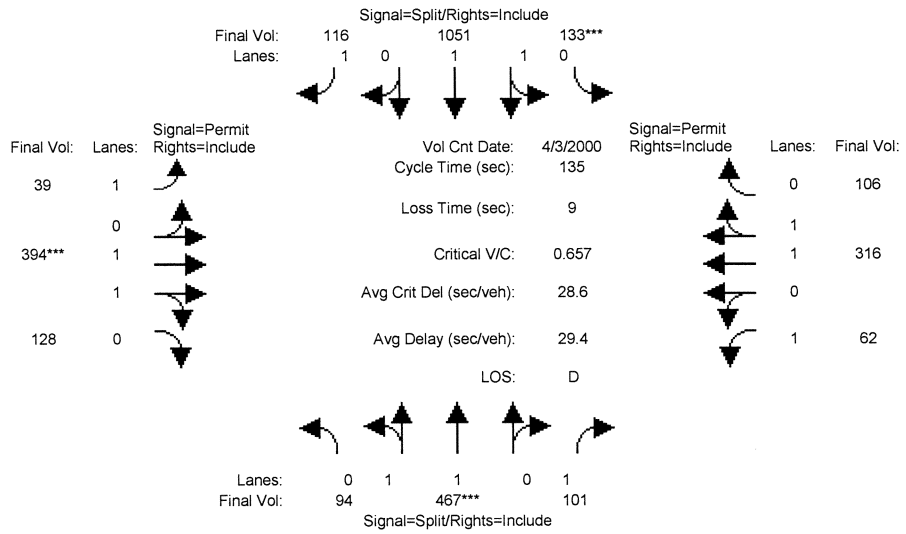
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3650: LINCOLN/MINNESOTA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 3 Apr 2000 << | | | | | | | | | | | | |
| Base Vol: | 94 | 467 | 101 | 133 | 1051 | 116 | 39 | 394 | 128 | 62 | 316 | 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: | 94 | 467 | 101 | 133 | 1051 | 116 | 39 | 394 | 128 | 62 | 316 | 106 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 94 | 467 | 101 | 133 | 1051 | 116 | 39 | 394 | 128 | 62 | 316 | 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: | 94 | 467 | 101 | 133 | 1051 | 116 | 39 | 394 | 128 | 62 | 316 | 106 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 94 | 467 | 101 | 133 | 1051 | 116 | 39 | 394 | 128 | 62 | 316 | 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 |
| Final Vol.: | 94 | 467 | 101 | 133 | 1051 | 116 | 39 | 394 | 128 | 62 | 316 | 106 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.04 | 1.00 |
| Lanes: | 0.34 | 1.66 | 1.00 | 0.23 | 1.77 | 1.00 | 1.00 | 1.50 | 0.50 | 1.00 | 1.48 | 0.52 |
| Final Sat.: | 620 | 3080 | 1750 | 416 | 3284 | 1750 | 1750 | 2792 | 907 | 1750 | 2770 | 929 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.15 | 0.06 | 0.32 | 0.32 | 0.07 | 0.02 | 0.14 | 0.14 | 0.04 | 0.11 | 0.11 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green Time: | 31.2 | 31.2 | 31.2 | 65.8 | 65.8 | 65.8 | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 |
| Volume/Cap: | 0.66 | 0.66 | 0.25 | 0.66 | 0.66 | 0.14 | 0.10 | 0.66 | 0.66 | 0.16 | 0.53 | 0.53 |
| Delay/Veh: | 37.1 | 37.1 | 32.3 | 20.4 | 20.4 | 14.4 | 32.3 | 38.2 | 38.2 | 32.8 | 36.2 | 36.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.1 | 37.1 | 32.3 | 20.4 | 20.4 | 14.4 | 32.3 | 38.2 | 38.2 | 32.8 | 36.2 | 36.2 |
| DesignQueue: | 6 | 28 | 6 | 6 | 44 | 5 | 2 | 24 | 8 | 4 | 19 | 6 |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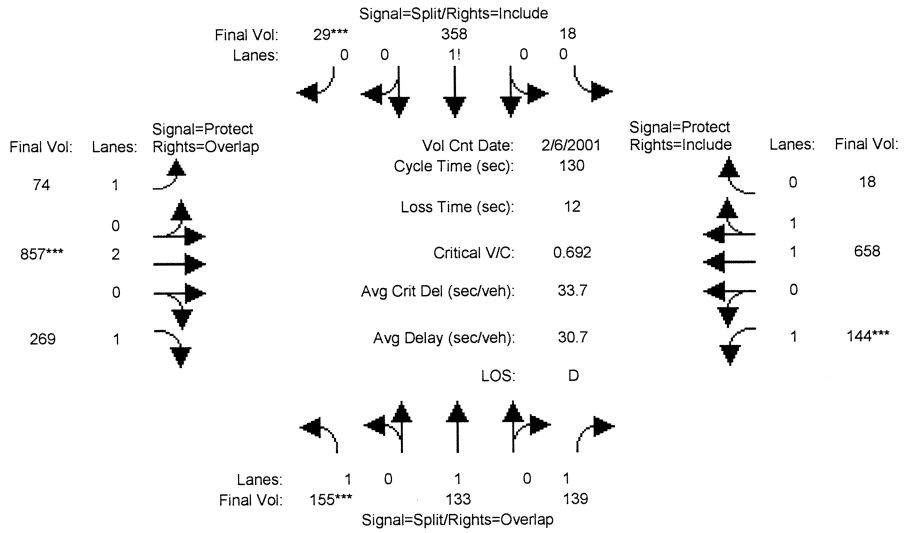
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3653: LINCOLN/SAN CARLOS




| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Min. Green: | 10 | | 10 | | 10 | | 10 | | 10 | | 10 | | 7 | | 10 | | 10 | | 7 | | 10 | | 10 | |
| Volume Module: >> Count Date: 6 Feb 2001 << | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 155 | | 133 | | 139 | | 18 | | 358 | | 29 | | 74 | | 857 | | 269 | | 144 | | 658 | | 18 | |
| Growth Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 155 | | 133 | | 139 | | 18 | | 358 | | 29 | | 74 | | 857 | | 269 | | 144 | | 658 | | 18 | |
| Added Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| ATI: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 155 | | 133 | | 139 | | 18 | | 358 | | 29 | | 74 | | 857 | | 269 | | 144 | | 658 | | 18 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 155 | | 133 | | 139 | | 18 | | 358 | | 29 | | 74 | | 857 | | 269 | | 144 | | 658 | | 18 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 155 | | 133 | | 139 | | 18 | | 358 | | 29 | | 74 | | 857 | | 269 | | 144 | | 658 | | 18 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Final Vol.: | 155 | | 133 | | 139 | | 18 | | 358 | | 29 | | 74 | | 857 | | 269 | | 144 | | 658 | | 18 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | |
| Adjustment: | 0.97 | | 1.06 | | 0.97 | | 0.97 | | 0.97 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | | 0.97 | | 1.03 | | 1.00 | |
| Lanes: | 1.00 | | 1.00 | | 1.00 | | 0.04 | | 0.89 | | 0.07 | | 1.00 | | 2.00 | | 1.00 | | 1.00 | | 1.95 | | 0.05 | |
| Final Sat.: | 1750 | | 1900 | | 1750 | | 78 | | 1547 | | 125 | | 1750 | | 3800 | | 1750 | | 1750 | | 3601 | | 99 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | | 0.07 | | 0.08 | | 0.23 | | 0.23 | | 0.23 | | 0.04 | | 0.23 | | 0.15 | | 0.08 | | 0.18 | | 0.18 | |
| Crit Moves: | **** | | | | | | | | | | **** | | | | **** | | | | **** | | | | | |
| Green Time: | 16.6 | | 16.6 | | 32.1 | | 43.5 | | 43.5 | | 43.5 | | 7.0 | | 42.4 | | 59.0 | | 15.5 | | 50.9 | | 50.9 | |
| Volume/Cap: | 0.69 | | 0.55 | | 0.32 | | 0.69 | | 0.69 | | 0.69 | | 0.79 | | 0.69 | | 0.34 | | 0.69 | | 0.47 | | 0.47 | |
| Delay/Veh: | 47.1 | | 42.4 | | 30.6 | | 30.9 | | 30.9 | | 30.9 | | 68.5 | | 30.1 | | 17.5 | | 48.1 | | 22.6 | | 22.6 | |
| 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 | |
| ProgAdjFctr: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 47.1 | | 42.4 | | 30.6 | | 30.9 | | 30.9 | | 30.9 | | 68.5 | | 30.1 | | 17.5 | | 48.1 | | 22.6 | | 22.6 | |
| DesignQueue: | 10 | | 9 | | 8 | | 1 | | 18 | | 1 | | 5 | | 44 | | 11 | | 9 | | 30 | | 1 | |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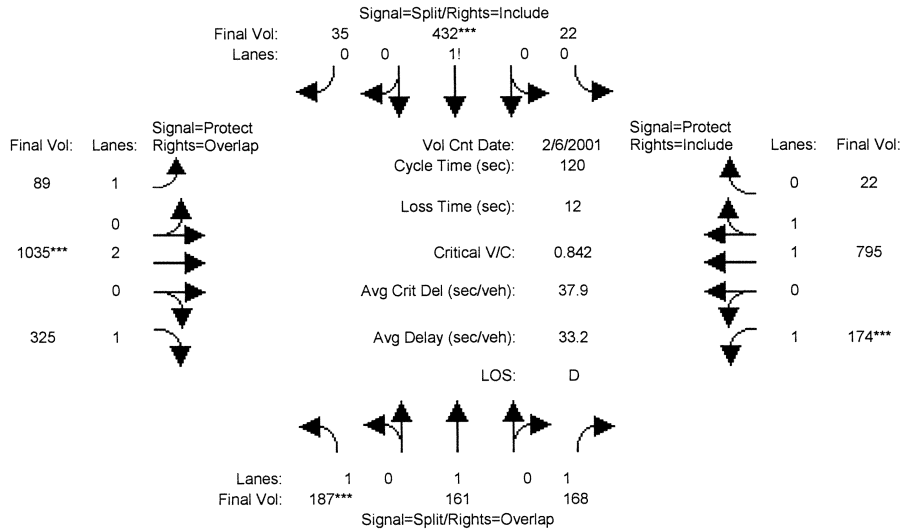
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3653: LINCOLN/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 6 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 187 | 161 | 168 | 22 | 432 | 35 | 89 | 1035 | 325 | 174 | 795 | 22 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 187 | 161 | 168 | 22 | 432 | 35 | 89 | 1035 | 325 | 174 | 795 | 22 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 187 | 161 | 168 | 22 | 432 | 35 | 89 | 1035 | 325 | 174 | 795 | 22 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 187 | 161 | 168 | 22 | 432 | 35 | 89 | 1035 | 325 | 174 | 795 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 187 | 161 | 168 | 22 | 432 | 35 | 89 | 1035 | 325 | 174 | 795 | 22 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 187 | 161 | 168 | 22 | 432 | 35 | 89 | 1035 | 325 | 174 | 795 | 22 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 0.04 | 0.89 | 0.07 | 1.00 | 2.00 | 1.00 | 1.00 | 1.94 | 0.06 |
| Final Sat.: | 1750 | 1900 | 1750 | 79 | 1546 | 125 | 1750 | 3800 | 1750 | 1750 | 3600 | 100 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.08 | 0.10 | 0.28 | 0.28 | 0.28 | 0.05 | 0.27 | 0.19 | 0.10 | 0.22 | 0.22 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 15.2 | 15.2 | 29.4 | 39.8 | 39.8 | 39.8 | 7.0 | 38.8 | 54.0 | 14.2 | 46.0 | 46.0 |
| Volume/Cap: | 0.84 | 0.67 | 0.39 | 0.84 | 0.84 | 0.84 | 0.87 | 0.84 | 0.41 | 0.84 | 0.58 | 0.58 |
| Delay/Veh: | 55.5 | 42.7 | 29.1 | 35.8 | 35.8 | 35.8 | 77.2 | 32.6 | 17.1 | 56.9 | 22.7 | 22.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 55.5 | 42.7 | 29.1 | 35.8 | 35.8 | 35.8 | 77.2 | 32.6 | 17.1 | 56.9 | 22.7 | 22.7 |
| DesignQueue: | 11 | 10 | 9 | 1 | 21 | 2 | 6 | 50 | 12 | 10 | 35 | 1 |

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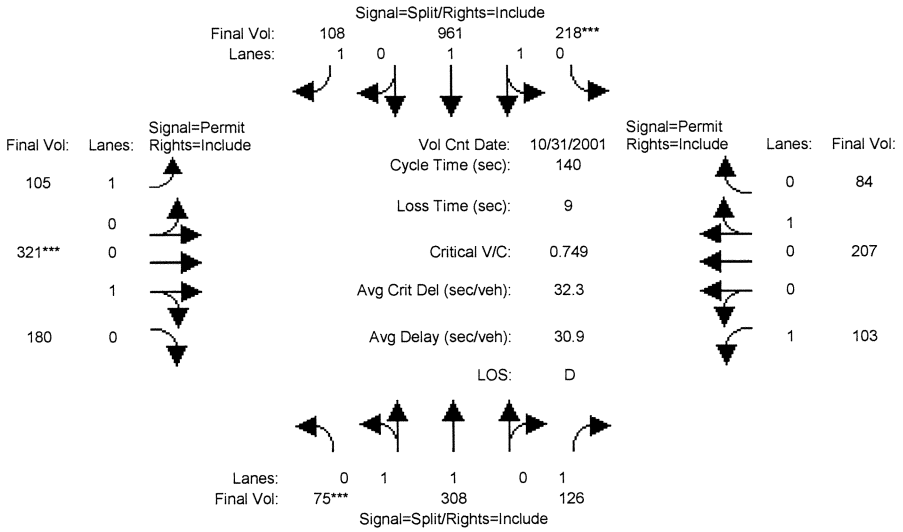
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3654: LINCOLN/WILLOW




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 31 Oct 2001 << 4:30-5:30PM | | | | | | | | | | | | |
| Base Vol: | 75 | 308 | 126 | 218 | 961 | 108 | 105 | 321 | 180 | 103 | 207 | 84 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 75 | 308 | 126 | 218 | 961 | 108 | 105 | 321 | 180 | 103 | 207 | 84 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 75 | 308 | 126 | 218 | 961 | 108 | 105 | 321 | 180 | 103 | 207 | 84 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 75 | 308 | 126 | 218 | 961 | 108 | 105 | 321 | 180 | 103 | 207 | 84 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 75 | 308 | 126 | 218 | 961 | 108 | 105 | 321 | 180 | 103 | 207 | 84 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 75 | 308 | 126 | 218 | 961 | 108 | 105 | 321 | 180 | 103 | 207 | 84 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.40 | 1.60 | 1.00 | 0.38 | 1.62 | 1.00 | 1.00 | 0.64 | 0.36 | 1.00 | 0.71 | 0.29 |
| Final Sat.: | 724 | 2975 | 1750 | 684 | 3015 | 1750 | 1750 | 1153 | 647 | 1750 | 1280 | 520 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.07 | 0.32 | 0.32 | 0.06 | 0.06 | 0.28 | 0.28 | 0.06 | 0.16 | 0.16 |
| Crit Moves: | **** | | | **** | | | | **** | | | | |
| Green Time: | 19.4 | 19.4 | 19.4 | 59.6 | 59.6 | 59.6 | 52.0 | 52.0 | 52.0 | 52.0 | 52.0 | 52.0 |
| Volume/Cap: | 0.75 | 0.75 | 0.52 | 0.75 | 0.75 | 0.14 | 0.16 | 0.75 | 0.75 | 0.16 | 0.43 | 0.43 |
| Delay/Veh: | 48.2 | 48.2 | 44.2 | 27.2 | 27.2 | 18.7 | 22.3 | 32.3 | 32.3 | 22.3 | 25.3 | 25.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.2 | 48.2 | 44.2 | 27.2 | 27.2 | 18.7 | 22.3 | 32.3 | 32.3 | 22.3 | 25.3 | 25.3 |
| DesignQueue: | 5 | 21 | 9 | 11 | 47 | 5 | 5 | 17 | 9 | 5 | 11 | 4 |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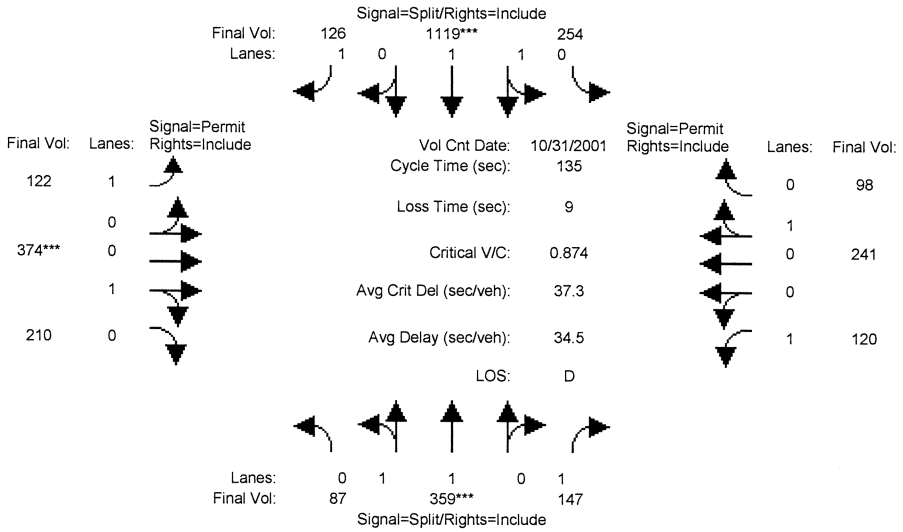
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3654: LINCOLN/WILLOW




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 31 Oct 2001 << 4:30-5:30PM | | | | | | | | | | | | |
| Base Vol: | 87 | 359 | 147 | 254 | 1119 | 126 | 122 | 374 | 210 | 120 | 241 | 98 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 87 | 359 | 147 | 254 | 1119 | 126 | 122 | 374 | 210 | 120 | 241 | 98 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 87 | 359 | 147 | 254 | 1119 | 126 | 122 | 374 | 210 | 120 | 241 | 98 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 87 | 359 | 147 | 254 | 1119 | 126 | 122 | 374 | 210 | 120 | 241 | 98 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 87 | 359 | 147 | 254 | 1119 | 126 | 122 | 374 | 210 | 120 | 241 | 98 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 87 | 359 | 147 | 254 | 1119 | 126 | 122 | 374 | 210 | 120 | 241 | 98 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.40 | 1.60 | 1.00 | 0.38 | 1.62 | 1.00 | 1.00 | 0.64 | 0.36 | 1.00 | 0.71 | 0.29 |
| Final Sat.: | 722 | 2978 | 1750 | 684 | 3015 | 1750 | 1750 | 1153 | 647 | 1750 | 1280 | 520 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.12 | 0.08 | 0.37 | 0.37 | 0.07 | 0.07 | 0.32 | 0.32 | 0.07 | 0.19 | 0.19 |
| Crit Moves: | | **** | | | **** | | | **** | | | | |
| Green Time: | 18.6 | 18.6 | 18.6 | 57.3 | 57.3 | 57.3 | 50.1 | 50.1 | 50.1 | 50.1 | 50.1 | 50.1 |
| Volume/Cap: | 0.87 | 0.87 | 0.61 | 0.87 | 0.87 | 0.17 | 0.19 | 0.87 | 0.87 | 0.18 | 0.51 | 0.51 |
| Delay/Veh: | 54.2 | 54.2 | 44.8 | 31.2 | 31.2 | 18.3 | 21.8 | 38.8 | 38.8 | 21.8 | 25.5 | 25.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.2 | 54.2 | 44.8 | 31.2 | 31.2 | 18.3 | 21.8 | 38.8 | 38.8 | 21.8 | 25.5 | 25.5 |
| DesignQueue: | 6 | 24 | 10 | 12 | 53 | 6 | 6 | 19 | 11 | 6 | 12 | 5 |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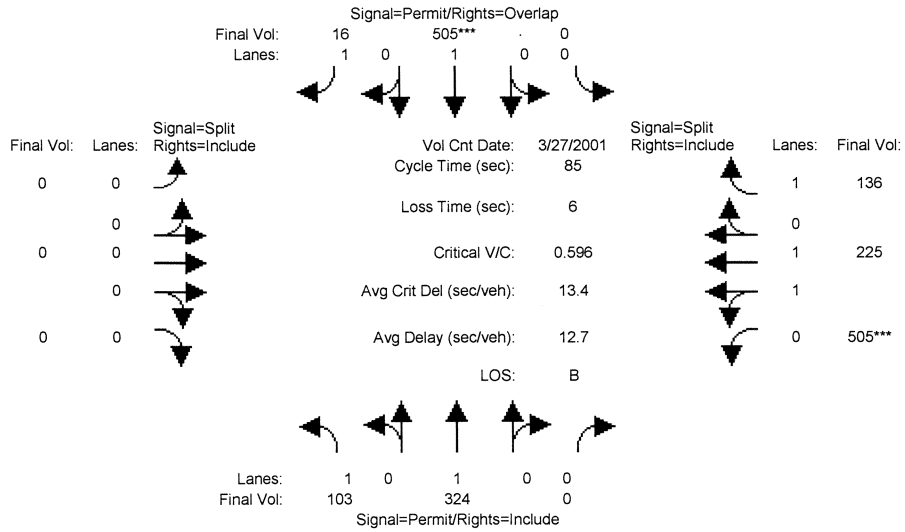
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3666: MARGARET WAY/SEVENTH




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 10 | | 10 | 0 | 0 | | 10 | 10 | 0 | | 0 | 0 | 10 | | 10 | 10 |
| Volume Module: >> Count Date: 27 Mar 2001 << | | | | | | | | | | | | | | | | |
| Base Vol: | 103 | | 324 | 0 | 0 | | 505 | 16 | 0 | | 0 | 0 | 505 | | 225 | 136 |
| Growth Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 103 | | 324 | 0 | 0 | | 505 | 16 | 0 | | 0 | 0 | 505 | | 225 | 136 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| ATI: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 103 | | 324 | 0 | 0 | | 505 | 16 | 0 | | 0 | 0 | 505 | | 225 | 136 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 103 | | 324 | 0 | 0 | | 505 | 16 | 0 | | 0 | 0 | 505 | | 225 | 136 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 103 | | 324 | 0 | 0 | | 505 | 16 | 0 | | 0 | 0 | 505 | | 225 | 136 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 103 | | 324 | 0 | 0 | | 505 | 16 | 0 | | 0 | 0 | 505 | | 225 | 136 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 |
| Lanes: | 1.00 | | 1.00 | 0.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 1.00 | | 1.00 | 1.00 |
| Final Sat.: | 1750 | | 1900 | 0 | 0 | | 1900 | 1750 | 0 | | 0 | 0 | 1750 | | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | | 0.17 | 0.00 | 0.00 | | 0.27 | 0.01 | 0.00 | | 0.00 | 0.00 | 0.29 | | 0.12 | 0.08 |
| Crit Moves: | | | | | | | **** | | | | | | **** | | | |
| Green Time: | 37.9 | | 37.9 | 0.0 | 0.0 | | 37.9 | 37.9 | 0.0 | | 0.0 | 0.0 | 41.1 | | 41.1 | 41.1 |
| Volume/Cap: | 0.13 | | 0.38 | 0.00 | 0.00 | | 0.60 | 0.02 | 0.00 | | 0.00 | 0.00 | 0.60 | | 0.24 | 0.16 |
| Delay/Veh: | 10.6 | | 12.1 | 0.0 | 0.0 | | 14.4 | 10.0 | 0.0 | | 0.0 | 0.0 | 12.7 | | 9.8 | 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 |
| ProgAdjFctr: | 1.00 | | 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 | | 12.1 | 0.0 | 0.0 | | 14.4 | 10.0 | 0.0 | | 0.0 | 0.0 | 12.7 | | 9.8 | 9.3 |
| DesignQueue: | 3 | | 9 | 0 | 0 | | 14 | 0 | 0 | | 0 | 0 | 13 | | 6 | 3 |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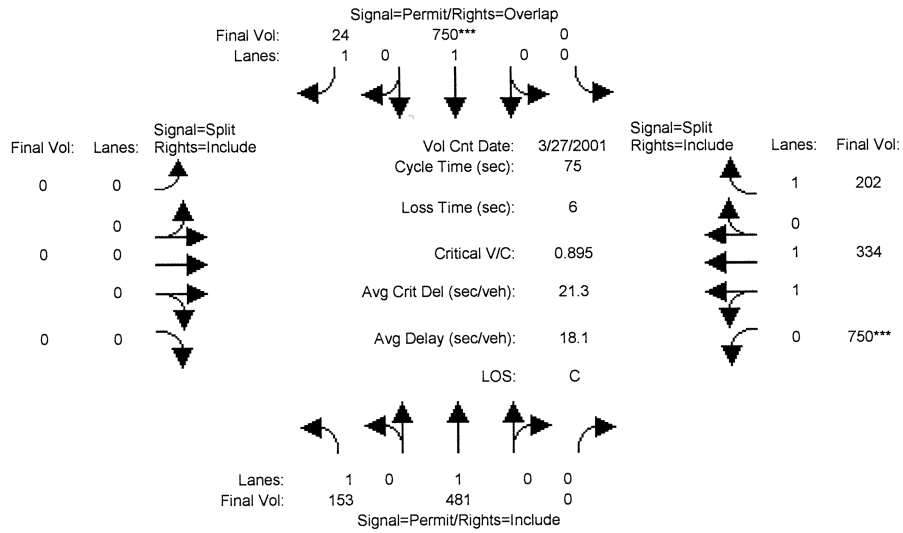
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3666: MARGARET WAY/SEVENTH




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Min. Green: | 10 | 10 | 0 | | 0 | 10 | 10 | | 0 | 0 | 0 | | 10 | 10 | 10 | |
| Volume Module: >> Count Date: 27 Mar 2001 << | | | | | | | | | | | | | | | | |
| Base Vol: | 153 | 481 | 0 | | 0 | 750 | 24 | | 0 | 0 | 0 | | 750 | 334 | 202 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 153 | 481 | 0 | | 0 | 750 | 24 | | 0 | 0 | 0 | | 750 | 334 | 202 | |
| Added Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PasserByVol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Initial Fut: | 153 | 481 | 0 | | 0 | 750 | 24 | | 0 | 0 | 0 | | 750 | 334 | 202 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 153 | 481 | 0 | | 0 | 750 | 24 | | 0 | 0 | 0 | | 750 | 334 | 202 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 153 | 481 | 0 | | 0 | 750 | 24 | | 0 | 0 | 0 | | 750 | 334 | 202 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Vol.: | 153 | 481 | 0 | | 0 | 750 | 24 | | 0 | 0 | 0 | | 750 | 334 | 202 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | |
| Adjustment: | 0.97 | 1.06 | 0.97 | | 0.97 | 1.06 | 0.97 | | 0.97 | 1.06 | 0.97 | | 0.97 | 1.06 | 0.97 | |
| Lanes: | 1.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1750 | 1900 | 0 | | 0 | 1900 | 1750 | | 0 | 0 | 0 | | 1750 | 1900 | 1750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.25 | 0.00 | | 0.00 | 0.39 | 0.01 | | 0.00 | 0.00 | 0.00 | | 0.43 | 0.18 | 0.12 | |
| Crit Moves: | | | | | | **** | | | | | | | **** | | | |
| Green Time: | 33.1 | 33.1 | 0.0 | | 0.0 | 33.1 | 33.1 | | 0.0 | 0.0 | 0.0 | | 35.9 | 35.9 | 35.9 | |
| Volume/Cap: | 0.20 | 0.57 | 0.00 | | 0.00 | 0.89 | 0.03 | | 0.00 | 0.00 | 0.00 | | 0.89 | 0.37 | 0.24 | |
| Delay/Veh: | 9.8 | 12.6 | 0.0 | | 0.0 | 23.4 | 9.0 | | 0.0 | 0.0 | 0.0 | | 19.9 | 9.4 | 8.8 | |
| 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 | |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 9.8 | 12.6 | 0.0 | | 0.0 | 23.4 | 9.0 | | 0.0 | 0.0 | 0.0 | | 19.9 | 9.4 | 8.8 | |
| DesignQueue: | 4 | 12 | 0 | | 0 | 19 | 1 | | 0 | 0 | 0 | | 18 | 8 | 5 | |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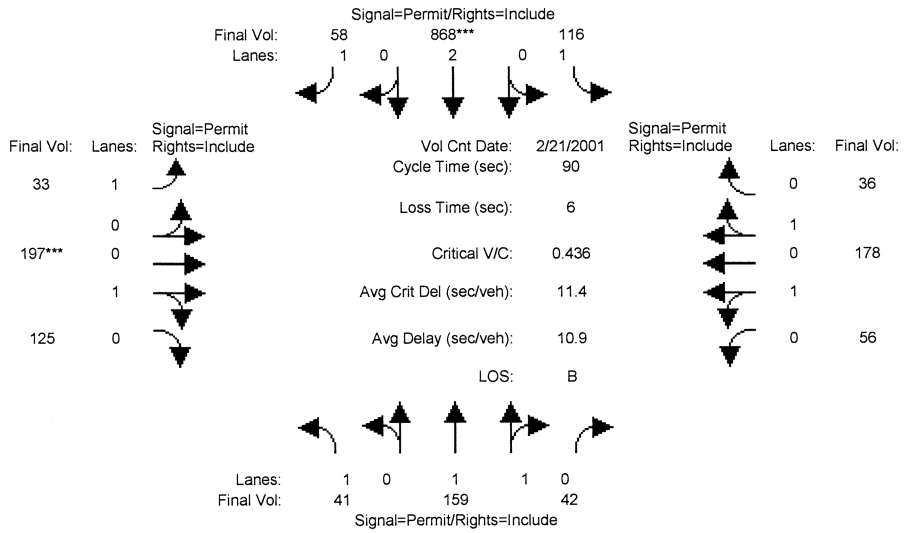
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3667: MARKET/SAN FERNANDO




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 41 | 159 | 42 | 116 | 868 | 58 | 33 | 197 | 125 | 56 | 178 | 36 |
| Growth Adj: | 1.00 | 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 | 159 | 42 | 116 | 868 | 58 | 33 | 197 | 125 | 56 | 178 | 36 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 41 | 159 | 42 | 116 | 868 | 58 | 33 | 197 | 125 | 56 | 178 | 36 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 159 | 42 | 116 | 868 | 58 | 33 | 197 | 125 | 56 | 178 | 36 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 41 | 159 | 42 | 116 | 868 | 58 | 33 | 197 | 125 | 56 | 178 | 36 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 41 | 159 | 42 | 116 | 868 | 58 | 33 | 197 | 125 | 56 | 178 | 36 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.57 | 0.43 | 1.00 | 2.00 | 1.00 | 1.00 | 0.61 | 0.39 | 0.41 | 1.32 | 0.27 |
| Final Sat.: | 1750 | 2926 | 773 | 1750 | 3800 | 1750 | 1750 | 1101 | 699 | 747 | 2373 | 480 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.05 | 0.05 | 0.07 | 0.23 | 0.03 | 0.02 | 0.18 | 0.18 | 0.07 | 0.08 | 0.08 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 47.1 | 47.1 | 47.1 | 47.1 | 47.1 | 47.1 | 36.9 | 36.9 | 36.9 | 36.9 | 36.9 | 36.9 |
| Volume/Cap: | 0.04 | 0.10 | 0.10 | 0.13 | 0.44 | 0.06 | 0.05 | 0.44 | 0.44 | 0.18 | 0.18 | 0.18 |
| Delay/Veh: | 8.0 | 8.2 | 8.2 | 8.3 | 10.2 | 8.0 | 12.1 | 14.8 | 14.8 | 12.9 | 12.9 | 12.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 8.0 | 8.2 | 8.2 | 8.3 | 10.2 | 8.0 | 12.1 | 14.8 | 14.8 | 12.9 | 12.9 | 12.9 |
| DesignQueue: | 1 | 4 | 1 | 3 | 22 | 1 | 1 | 6 | 4 | 2 | 5 | 1 |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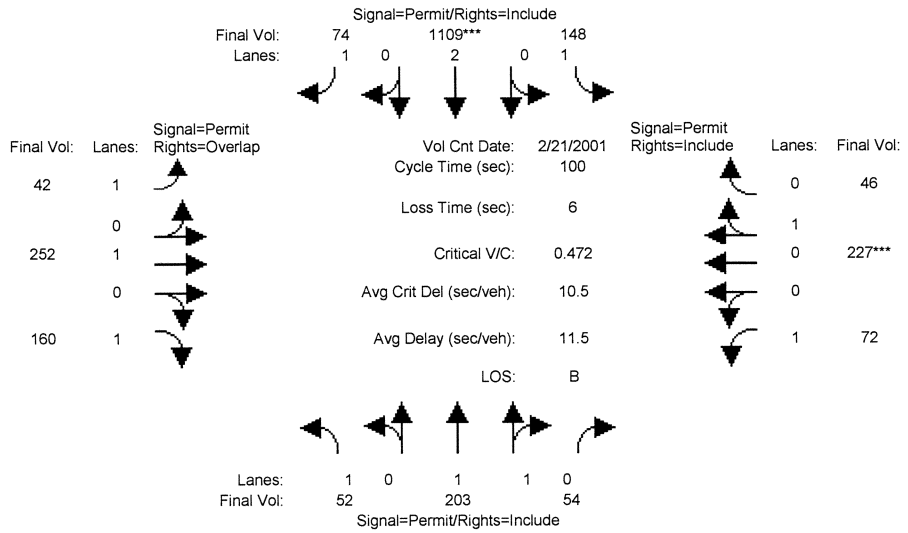
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3667: MARKET/SAN FERNANDO




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 52 | 203 | 54 | 148 | 1109 | 74 | 42 | 252 | 160 | 72 | 227 | 46 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 52 | 203 | 54 | 148 | 1109 | 74 | 42 | 252 | 160 | 72 | 227 | 46 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 52 | 203 | 54 | 148 | 1109 | 74 | 42 | 252 | 160 | 72 | 227 | 46 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 52 | 203 | 54 | 148 | 1109 | 74 | 42 | 252 | 160 | 72 | 227 | 46 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 52 | 203 | 54 | 148 | 1109 | 74 | 42 | 252 | 160 | 72 | 227 | 46 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 52 | 203 | 54 | 148 | 1109 | 74 | 42 | 252 | 160 | 72 | 227 | 46 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.57 | 0.43 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.83 | 0.17 |
| Final Sat.: | 1750 | 2922 | 777 | 1750 | 3800 | 1750 | 1750 | 1900 | 1750 | 1750 | 1497 | 303 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.07 | 0.07 | 0.08 | 0.29 | 0.04 | 0.02 | 0.13 | 0.09 | 0.04 | 0.15 | 0.15 |
| Crit Moves: | | | | | **** | | | | | | **** | |
| Green Time: | 61.9 | 61.9 | 61.9 | 61.9 | 61.9 | 61.9 | 32.1 | 32.1 | 32.1 | 32.1 | 32.1 | 32.1 |
| Volume/Cap: | 0.05 | 0.11 | 0.11 | 0.14 | 0.47 | 0.07 | 0.07 | 0.41 | 0.28 | 0.13 | 0.47 | 0.47 |
| Delay/Veh: | 5.7 | 5.9 | 5.9 | 6.0 | 7.9 | 5.8 | 17.9 | 20.4 | 19.3 | 18.3 | 21.1 | 21.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 5.7 | 5.9 | 5.9 | 6.0 | 7.9 | 5.8 | 17.9 | 20.4 | 19.3 | 18.3 | 21.1 | 21.1 |
| DesignQueue: | 1 | 4 | 1 | 3 | 25 | 2 | 2 | 10 | 6 | 3 | 9 | 2 |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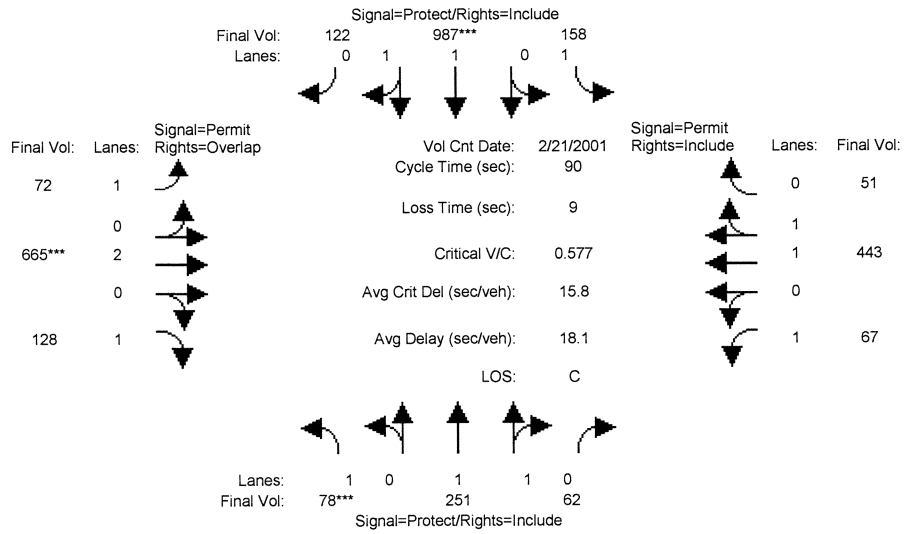
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3670: MARKET/SANTA CLARA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 78 | 251 | 62 | 158 | 987 | 122 | 72 | 665 | 128 | 67 | 443 | 51 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 78 | 251 | 62 | 158 | 987 | 122 | 72 | 665 | 128 | 67 | 443 | 51 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 78 | 251 | 62 | 158 | 987 | 122 | 72 | 665 | 128 | 67 | 443 | 51 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 78 | 251 | 62 | 158 | 987 | 122 | 72 | 665 | 128 | 67 | 443 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 78 | 251 | 62 | 158 | 987 | 122 | 72 | 665 | 128 | 67 | 443 | 51 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 78 | 251 | 62 | 158 | 987 | 122 | 72 | 665 | 128 | 67 | 443 | 51 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 1.59 | 0.41 | 1.00 | 1.77 | 0.23 | 1.00 | 2.00 | 1.00 | 1.00 | 1.79 | 0.21 |
| Final Sat.: | 1750 | 2967 | 733 | 1750 | 3293 | 407 | 1750 | 3800 | 1750 | 1750 | 3318 | 382 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.08 | 0.08 | 0.09 | 0.30 | 0.30 | 0.04 | 0.17 | 0.07 | 0.04 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | **** | | | | |
| Green Time: | 7.0 | 10.0 | 10.0 | 43.7 | 46.7 | 46.7 | 27.3 | 27.3 | 34.3 | 27.3 | 27.3 | 27.3 |
| Volume/Cap: | 0.57 | 0.76 | 0.76 | 0.19 | 0.58 | 0.58 | 0.14 | 0.58 | 0.19 | 0.13 | 0.44 | 0.44 |
| Delay/Veh: | 34.6 | 35.1 | 35.1 | 10.0 | 11.6 | 11.6 | 17.3 | 20.7 | 14.2 | 17.3 | 19.4 | 19.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.6 | 35.1 | 35.1 | 10.0 | 11.6 | 11.6 | 17.3 | 20.7 | 14.2 | 17.3 | 19.4 | 19.4 |
| DesignQueue: | 4 | 11 | 3 | 4 | 26 | 3 | 3 | 24 | 4 | 2 | 16 | 2 |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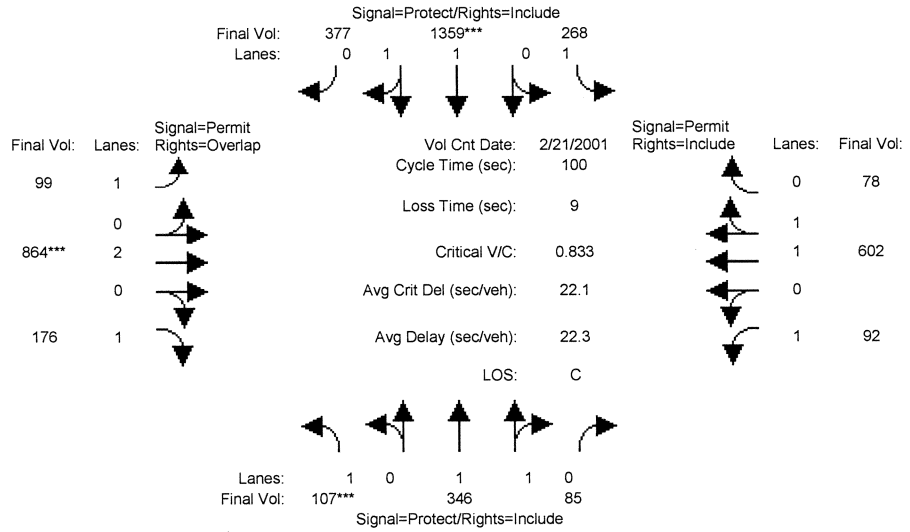
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3670: MARKET/SANTA CLARA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 107 | 346 | 85 | 268 | 1359 | 377 | 99 | 864 | 176 | 92 | 602 | 78 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 107 | 346 | 85 | 268 | 1359 | 377 | 99 | 864 | 176 | 92 | 602 | 78 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 107 | 346 | 85 | 268 | 1359 | 377 | 99 | 864 | 176 | 92 | 602 | 78 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 107 | 346 | 85 | 268 | 1359 | 377 | 99 | 864 | 176 | 92 | 602 | 78 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 346 | 85 | 268 | 1359 | 377 | 99 | 864 | 176 | 92 | 602 | 78 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 107 | 346 | 85 | 268 | 1359 | 377 | 99 | 864 | 176 | 92 | 602 | 78 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 1.00 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 1.59 | 0.41 | 1.00 | 1.55 | 0.45 | 1.00 | 2.00 | 1.00 | 1.00 | 1.76 | 0.24 |
| Final Sat.: | 1750 | 2970 | 730 | 1750 | 2896 | 803 | 1750 | 3800 | 1750 | 1750 | 3275 | 424 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.12 | 0.12 | 0.15 | 0.47 | 0.47 | 0.06 | 0.23 | 0.10 | 0.05 | 0.18 | 0.18 |
| Crit Moves: | **** | | | | **** | | | **** | | | | |
| Green Time: | 7.3 | 27.5 | 27.5 | 36.2 | 56.4 | 56.4 | 27.3 | 27.3 | 34.6 | 27.3 | 27.3 | 27.3 |
| Volume/Cap: | 0.83 | 0.42 | 0.42 | 0.42 | 0.83 | 0.83 | 0.21 | 0.83 | 0.29 | 0.19 | 0.67 | 0.67 |
| Delay/Veh: | 58.2 | 22.8 | 22.8 | 18.6 | 15.8 | 15.8 | 21.3 | 30.2 | 18.1 | 21.2 | 25.9 | 25.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 58.2 | 22.8 | 22.8 | 18.6 | 15.8 | 15.8 | 21.3 | 30.2 | 18.1 | 21.2 | 25.9 | 25.9 |
| DesignQueue: | 6 | 14 | 4 | 10 | 38 | 10 | 4 | 37 | 7 | 4 | 26 | 3 |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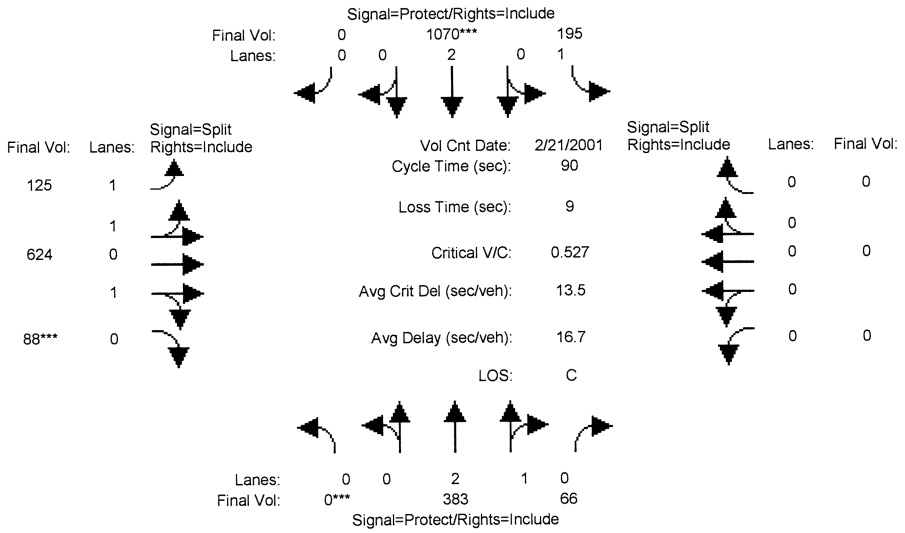
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3671: MARKET/ST. JAMES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 383 | 66 | 195 | 1070 | 0 | 125 | 624 | 88 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 383 | 66 | 195 | 1070 | 0 | 125 | 624 | 88 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 383 | 66 | 195 | 1070 | 0 | 125 | 624 | 88 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 383 | 66 | 195 | 1070 | 0 | 125 | 624 | 88 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 383 | 66 | 195 | 1070 | 0 | 125 | 624 | 88 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 383 | 66 | 195 | 1070 | 0 | 125 | 624 | 88 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 2.54 | 0.46 | 1.00 | 2.00 | 0.00 | 1.00 | 1.75 | 0.25 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 4776 | 823 | 1750 | 3800 | 0 | 1750 | 3242 | 457 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.08 | 0.08 | 0.11 | 0.28 | 0.00 | 0.07 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green Time: | 0.0 | 10.0 | 10.0 | 38.1 | 48.1 | 0.0 | 32.9 | 32.9 | 32.9 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.72 | 0.72 | 0.26 | 0.53 | 0.00 | 0.20 | 0.53 | 0.53 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 32.2 | 32.2 | 12.8 | 10.5 | 0.0 | 14.8 | 17.3 | 17.3 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 32.2 | 32.2 | 12.8 | 10.5 | 0.0 | 14.8 | 17.3 | 17.3 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 17 | 3 | 6 | 27 | 0 | 4 | 21 | 3 | 0 | 0 | 0 |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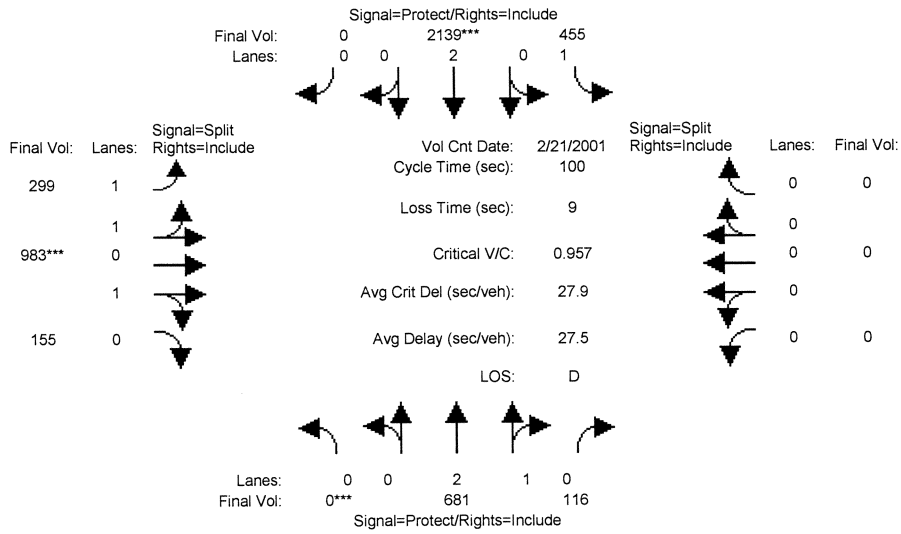
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3671: MARKET/ST. JAMES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 681 | 116 | 455 | 2139 | 0 | 299 | 983 | 155 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 681 | 116 | 455 | 2139 | 0 | 299 | 983 | 155 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 681 | 116 | 455 | 2139 | 0 | 299 | 983 | 155 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 681 | 116 | 455 | 2139 | 0 | 299 | 983 | 155 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 681 | 116 | 455 | 2139 | 0 | 299 | 983 | 155 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 681 | 116 | 455 | 2139 | 0 | 299 | 983 | 155 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 2.55 | 0.45 | 1.00 | 2.00 | 0.00 | 1.00 | 1.72 | 0.28 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 4784 | 815 | 1750 | 3800 | 0 | 1750 | 3196 | 504 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.14 | 0.14 | 0.26 | 0.56 | 0.00 | 0.17 | 0.31 | 0.31 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | **** | | | | |
| Green Time: | 0.0 | 20.8 | 20.8 | 38.0 | 58.8 | 0.0 | 32.2 | 32.2 | 32.2 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.68 | 0.68 | 0.68 | 0.96 | 0.00 | 0.53 | 0.96 | 0.96 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 29.0 | 29.0 | 21.7 | 22.6 | 0.0 | 21.3 | 35.8 | 35.8 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 29.0 | 29.0 | 21.7 | 22.6 | 0.0 | 21.3 | 35.8 | 35.8 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 31 | 5 | 17 | 57 | 0 | 12 | 40 | 6 | 0 | 0 | 0 |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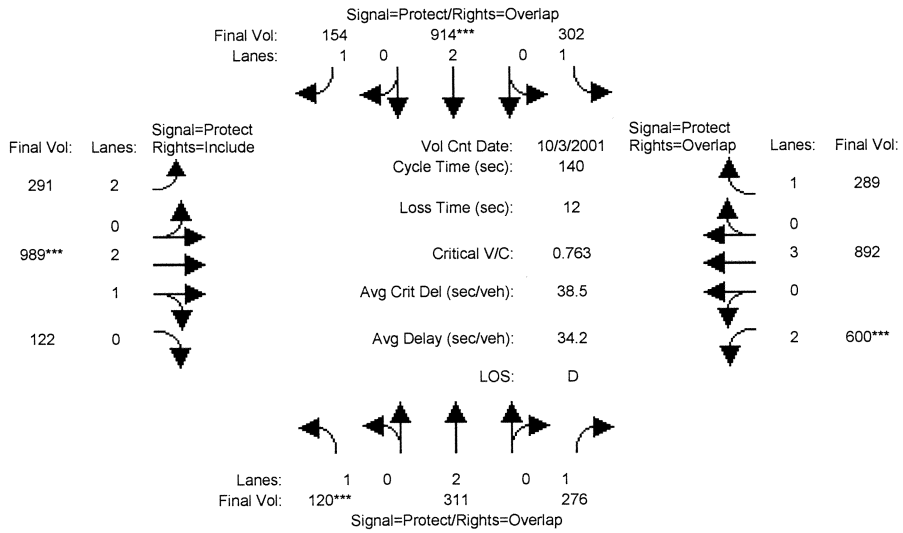
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3683: McLAUGHLIN/STORY




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 3 Oct 2001 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 120 | 311 | 276 | 302 | 914 | 154 | 291 | 989 | 122 | 600 | 892 | 289 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 120 | 311 | 276 | 302 | 914 | 154 | 291 | 989 | 122 | 600 | 892 | 289 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 120 | 311 | 276 | 302 | 914 | 154 | 291 | 989 | 122 | 600 | 892 | 289 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 120 | 311 | 276 | 302 | 914 | 154 | 291 | 989 | 122 | 600 | 892 | 289 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 120 | 311 | 276 | 302 | 914 | 154 | 291 | 989 | 122 | 600 | 892 | 289 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 120 | 311 | 276 | 302 | 914 | 154 | 291 | 989 | 122 | 600 | 892 | 289 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.88 | 1.04 | 1.00 | 0.88 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.66 | 0.34 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3150 | 4984 | 615 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.08 | 0.16 | 0.17 | 0.24 | 0.09 | 0.09 | 0.20 | 0.20 | 0.19 | 0.16 | 0.17 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 12.6 | 18.2 | 53.2 | 38.4 | 44.1 | 70.6 | 26.5 | 36.4 | 36.4 | 34.9 | 44.8 | 83.3 |
| Volume/Cap: | 0.76 | 0.63 | 0.42 | 0.63 | 0.76 | 0.17 | 0.49 | 0.76 | 0.76 | 0.76 | 0.49 | 0.28 |
| Delay/Veh: | 60.3 | 45.6 | 24.6 | 35.7 | 34.9 | 14.4 | 39.1 | 38.1 | 38.1 | 40.1 | 29.3 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.3 | 45.6 | 24.6 | 35.7 | 34.9 | 14.4 | 39.1 | 38.1 | 38.1 | 40.1 | 29.3 | 10.5 |
| DesignQueue: | 9 | 22 | 14 | 18 | 52 | 6 | 19 | 60 | 7 | 37 | 49 | 9 |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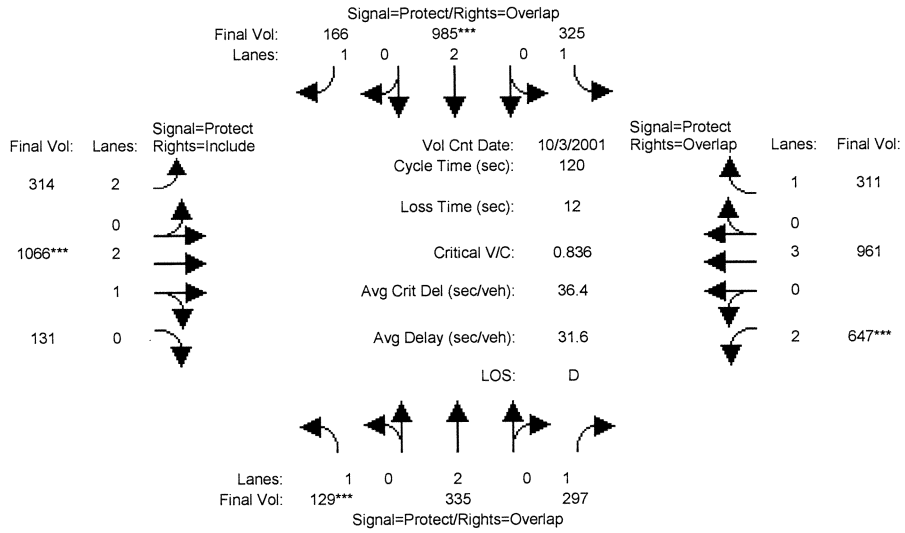
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3683: McLAUGHLIN/STORY




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 3 Oct 2001 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 129 | 335 | 297 | 325 | 985 | 166 | 314 | 1066 | 131 | 647 | 961 | 311 |
| Growth Adj: | 1.00 | 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 | 335 | 297 | 325 | 985 | 166 | 314 | 1066 | 131 | 647 | 961 | 311 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 129 | 335 | 297 | 325 | 985 | 166 | 314 | 1066 | 131 | 647 | 961 | 311 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 335 | 297 | 325 | 985 | 166 | 314 | 1066 | 131 | 647 | 961 | 311 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 129 | 335 | 297 | 325 | 985 | 166 | 314 | 1066 | 131 | 647 | 961 | 311 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 129 | 335 | 297 | 325 | 985 | 166 | 314 | 1066 | 131 | 647 | 961 | 311 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.88 | 1.04 | 1.00 | 0.88 | 1.06 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.66 | 0.34 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3150 | 4986 | 613 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.09 | 0.17 | 0.19 | 0.26 | 0.09 | 0.10 | 0.21 | 0.21 | 0.21 | 0.17 | 0.18 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 10.6 | 15.4 | 44.9 | 32.4 | 37.2 | 59.6 | 22.4 | 30.7 | 30.7 | 29.5 | 37.8 | 70.2 |
| Volume/Cap: | 0.84 | 0.69 | 0.45 | 0.69 | 0.84 | 0.19 | 0.53 | 0.84 | 0.84 | 0.84 | 0.53 | 0.30 |
| Delay/Veh: | 61.8 | 40.8 | 21.9 | 32.7 | 33.1 | 12.8 | 34.3 | 35.3 | 35.3 | 38.2 | 26.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 61.8 | 40.8 | 21.9 | 32.7 | 33.1 | 12.8 | 34.3 | 35.3 | 35.3 | 38.2 | 26.0 | 9.6 |
| DesignQueue: | 8 | 20 | 13 | 17 | 49 | 6 | 17 | 56 | 7 | 34 | 46 | 9 |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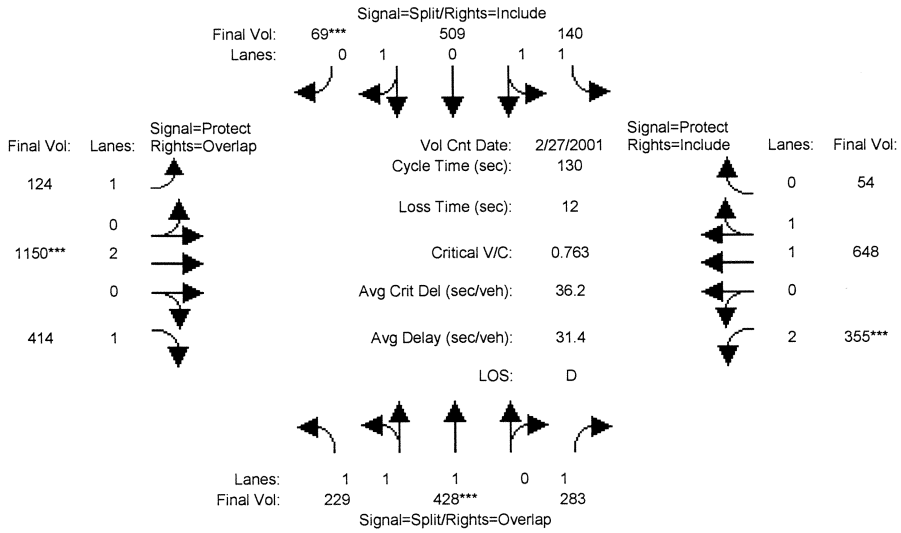
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3693: MERIDIAN/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 27 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 229 | 428 | 283 | 140 | 509 | 69 | 124 | 1150 | 414 | 355 | 648 | 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: | 229 | 428 | 283 | 140 | 509 | 69 | 124 | 1150 | 414 | 355 | 648 | 54 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 229 | 428 | 283 | 140 | 509 | 69 | 124 | 1150 | 414 | 355 | 648 | 54 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 229 | 428 | 283 | 140 | 509 | 69 | 124 | 1150 | 414 | 355 | 648 | 54 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 229 | 428 | 283 | 140 | 509 | 69 | 124 | 1150 | 414 | 355 | 648 | 54 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 229 | 428 | 283 | 140 | 509 | 69 | 124 | 1150 | 414 | 355 | 648 | 54 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.88 | 1.03 | 1.00 |
| Lanes: | 1.08 | 1.92 | 1.00 | 1.00 | 1.75 | 0.25 | 1.00 | 2.00 | 1.00 | 2.00 | 1.84 | 0.16 |
| Final Sat.: | 1898 | 3548 | 1750 | 1750 | 3258 | 442 | 1750 | 3800 | 1750 | 3150 | 3415 | 285 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.12 | 0.16 | 0.08 | 0.16 | 0.16 | 0.07 | 0.30 | 0.24 | 0.11 | 0.19 | 0.19 |
| Crit Moves: | | **** | | | | **** | | **** | | **** | | |
| Green Time: | 20.6 | 20.6 | 39.8 | 26.6 | 26.6 | 26.6 | 19.3 | 51.6 | 72.2 | 19.2 | 51.6 | 51.6 |
| Volume/Cap: | 0.76 | 0.76 | 0.53 | 0.39 | 0.76 | 0.76 | 0.48 | 0.76 | 0.43 | 0.76 | 0.48 | 0.48 |
| Delay/Veh: | 42.6 | 42.6 | 29.2 | 34.0 | 39.6 | 39.6 | 39.7 | 27.4 | 13.0 | 45.5 | 22.4 | 22.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.6 | 42.6 | 29.2 | 34.0 | 39.6 | 39.6 | 39.7 | 27.4 | 13.0 | 45.5 | 22.4 | 22.4 |
| DesignQueue: | 14 | 27 | 15 | 8 | 30 | 4 | 8 | 54 | 14 | 22 | 30 | 2 |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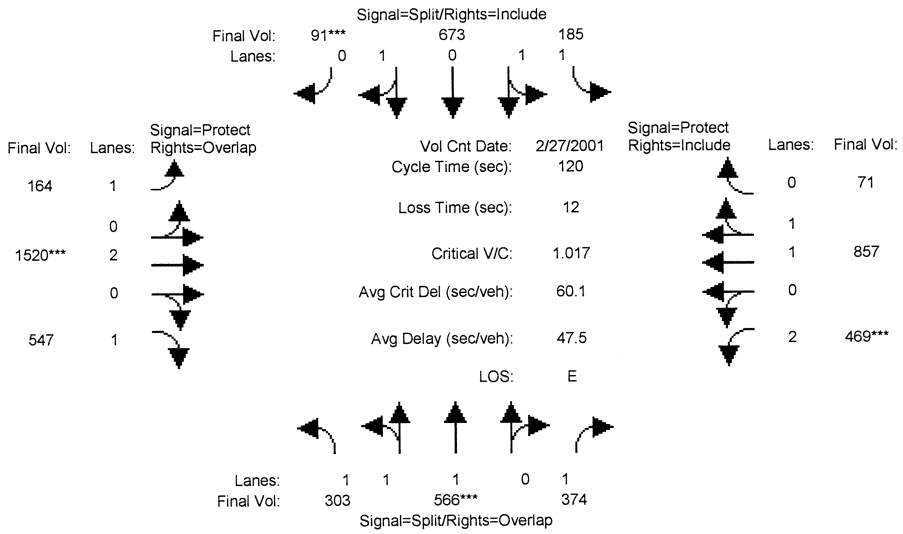
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3693: MERIDIAN/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 27 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 303 | 566 | 374 | 185 | 673 | 91 | 164 | 1520 | 547 | 469 | 857 | 71 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 303 | 566 | 374 | 185 | 673 | 91 | 164 | 1520 | 547 | 469 | 857 | 71 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 303 | 566 | 374 | 185 | 673 | 91 | 164 | 1520 | 547 | 469 | 857 | 71 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 303 | 566 | 374 | 185 | 673 | 91 | 164 | 1520 | 547 | 469 | 857 | 71 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 303 | 566 | 374 | 185 | 673 | 91 | 164 | 1520 | 547 | 469 | 857 | 71 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 303 | 566 | 374 | 185 | 673 | 91 | 164 | 1520 | 547 | 469 | 857 | 71 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.88 | 1.03 | 1.00 |
| Lanes: | 1.08 | 1.92 | 1.00 | 1.00 | 1.76 | 0.24 | 1.00 | 2.00 | 1.00 | 2.00 | 1.84 | 0.16 |
| Final Sat.: | 1899 | 3547 | 1750 | 1750 | 3259 | 441 | 1750 | 3800 | 1750 | 3150 | 3417 | 283 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.16 | 0.21 | 0.11 | 0.21 | 0.21 | 0.09 | 0.40 | 0.31 | 0.15 | 0.25 | 0.25 |
| Crit Moves: | | **** | | | | **** | | **** | | **** | | |
| Green Time: | 18.8 | 18.8 | 36.4 | 24.4 | 24.4 | 24.4 | 17.6 | 47.2 | 66.0 | 17.6 | 47.2 | 47.2 |
| Volume/Cap: | 1.02 | 1.02 | 0.70 | 0.52 | 1.02 | 1.02 | 0.64 | 1.02 | 0.57 | 1.02 | 0.64 | 0.64 |
| Delay/Veh: | 66.4 | 66.4 | 31.1 | 32.6 | 63.3 | 63.3 | 40.2 | 49.8 | 14.0 | 75.7 | 23.1 | 23.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 66.4 | 66.4 | 31.1 | 32.6 | 63.3 | 63.3 | 40.2 | 49.8 | 14.0 | 75.7 | 23.1 | 23.1 |
| DesignQueue: | 18 | 33 | 18 | 10 | 38 | 5 | 10 | 69 | 18 | 28 | 37 | 3 |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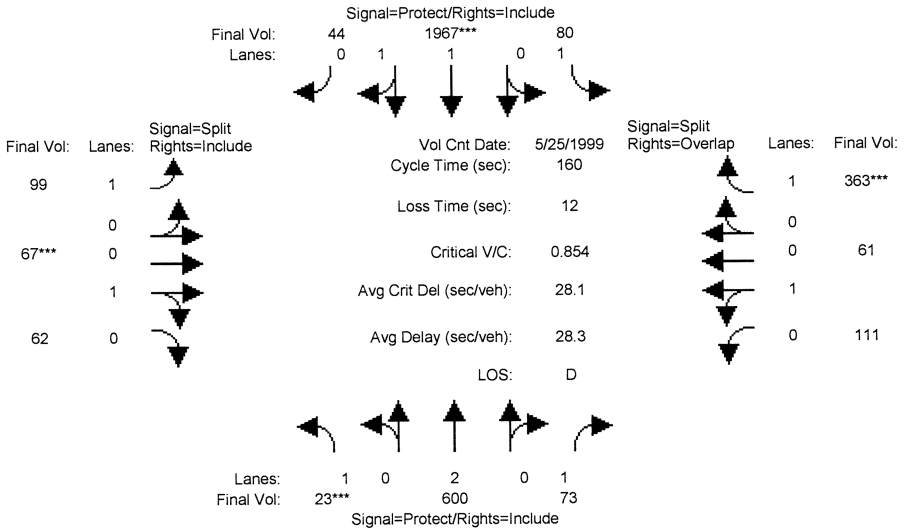
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3694: MERIDIAN/WILLOW




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 7 | | 10 | 10 | 7 | | 10 | 10 | 10 | | 10 | 10 | 10 | | 10 | 10 |
| Volume Module: >> Count Date: 25 May 1999 << | | | | | | | | | | | | | | | | |
| Base Vol: | 23 | | 600 | 73 | 80 | | 1967 | 44 | 99 | | 67 | 62 | 111 | | 61 | 363 |
| Growth Adj: | 1.00 | | 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 | | 600 | 73 | 80 | | 1967 | 44 | 99 | | 67 | 62 | 111 | | 61 | 363 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| ATI: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 23 | | 600 | 73 | 80 | | 1967 | 44 | 99 | | 67 | 62 | 111 | | 61 | 363 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 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 | | 600 | 73 | 80 | | 1967 | 44 | 99 | | 67 | 62 | 111 | | 61 | 363 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 23 | | 600 | 73 | 80 | | 1967 | 44 | 99 | | 67 | 62 | 111 | | 61 | 363 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 23 | | 600 | 73 | 80 | | 1967 | 44 | 99 | | 67 | 62 | 111 | | 61 | 363 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.03 | 1.00 | 0.97 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.97 |
| Lanes: | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.96 | 0.04 | 1.00 | | 0.52 | 0.48 | 0.65 | | 0.35 | 1.00 |
| Final Sat.: | 1750 | | 3800 | 1750 | 1750 | | 3619 | 81 | 1750 | | 935 | 865 | 1162 | | 638 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | | 0.16 | 0.04 | 0.05 | | 0.54 | 0.54 | 0.06 | | 0.07 | 0.07 | 0.10 | | 0.10 | 0.21 |
| Crit Moves: | **** | | | | | | **** | | | | **** | | | | | **** |
| Green Time: | 7.0 | | 81.9 | 81.9 | 23.7 | | 98.6 | 98.6 | 13.0 | | 13.0 | 13.0 | 29.3 | | 29.3 | 53.1 |
| Volume/Cap: | 0.30 | | 0.31 | 0.08 | 0.31 | | 0.88 | 0.88 | 0.70 | | 0.88 | 0.88 | 0.52 | | 0.52 | 0.63 |
| Delay/Veh: | 57.0 | | 17.2 | 15.1 | 46.4 | | 22.8 | 22.8 | 63.5 | | 84.0 | 84.0 | 46.0 | | 46.0 | 35.8 |
| 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 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 57.0 | | 17.2 | 15.1 | 46.4 | | 22.8 | 22.8 | 63.5 | | 84.0 | 84.0 | 46.0 | | 46.0 | 35.8 |
| DesignQueue: | 2 | | 27 | 3 | 6 | | 78 | 2 | 8 | | 6 | 5 | 8 | | 5 | 23 |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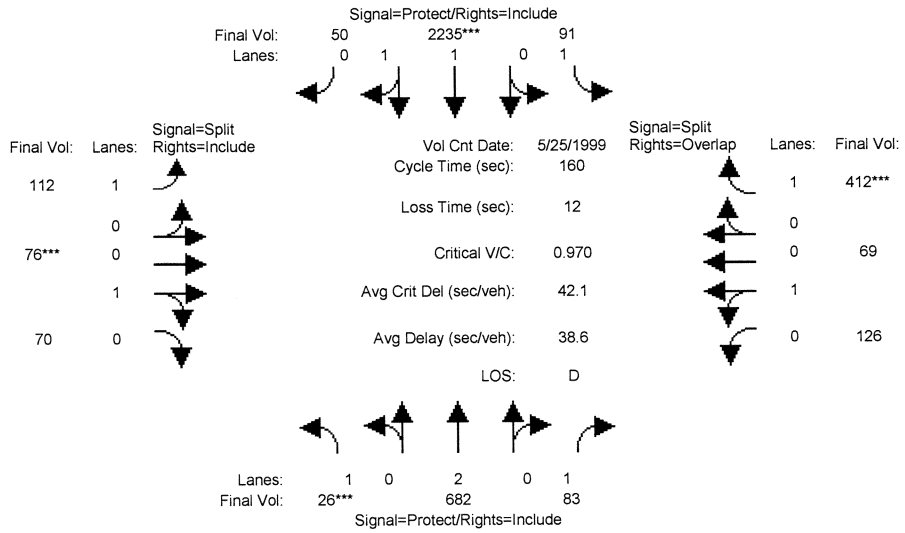
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3694: MERIDIAN/WILLOW




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 25 May 1999 << | | | | | | | | | | | | |
| Base Vol: | 26 | 682 | 83 | 91 | 2235 | 50 | 112 | 76 | 70 | 126 | 69 | 412 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 26 | 682 | 83 | 91 | 2235 | 50 | 112 | 76 | 70 | 126 | 69 | 412 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 26 | 682 | 83 | 91 | 2235 | 50 | 112 | 76 | 70 | 126 | 69 | 412 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 26 | 682 | 83 | 91 | 2235 | 50 | 112 | 76 | 70 | 126 | 69 | 412 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 682 | 83 | 91 | 2235 | 50 | 112 | 76 | 70 | 126 | 69 | 412 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 26 | 682 | 83 | 91 | 2235 | 50 | 112 | 76 | 70 | 126 | 69 | 412 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.96 | 0.04 | 1.00 | 0.52 | 0.48 | 0.65 | 0.35 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3619 | 81 | 1750 | 937 | 863 | 1163 | 637 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.18 | 0.05 | 0.05 | 0.62 | 0.62 | 0.06 | 0.08 | 0.08 | 0.11 | 0.11 | 0.24 |
| Crit Moves: | **** | | | | **** | | | **** | | | | **** |
| Green Time: | 7.0 | 82.0 | 82.0 | 23.7 | 98.7 | 98.7 | 13.0 | 13.0 | 13.0 | 29.3 | 29.3 | 53.1 |
| Volume/Cap: | 0.34 | 0.35 | 0.09 | 0.35 | 1.00 | 1.00 | 0.79 | 1.00 | 1.00 | 0.59 | 0.59 | 0.71 |
| Delay/Veh: | 57.5 | 17.7 | 15.2 | 46.9 | 38.0 | 38.0 | 71.6 | 113 | 113.5 | 47.5 | 47.5 | 38.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 57.5 | 17.7 | 15.2 | 46.9 | 38.0 | 38.0 | 71.6 | 113 | 113.5 | 47.5 | 47.5 | 38.3 |
| DesignQueue: | 2 | 31 | 4 | 7 | 90 | 2 | 9 | 6 | 6 | 9 | 5 | 26 |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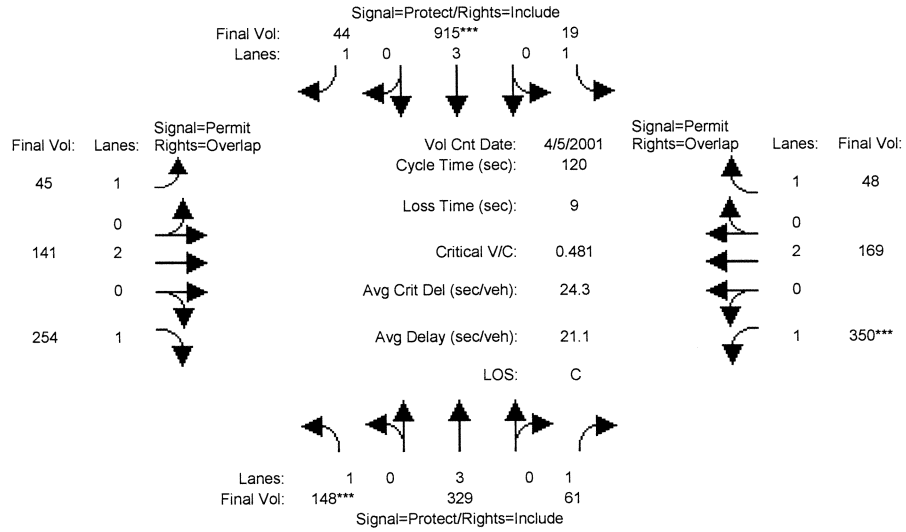
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3709: MONTGOMERY/PARK




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 5 Apr 2001 << | | | | | | | | | | | | |
| Base Vol: | 148 | 329 | 61 | 19 | 915 | 44 | 45 | 141 | 254 | 350 | 169 | 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: | 148 | 329 | 61 | 19 | 915 | 44 | 45 | 141 | 254 | 350 | 169 | 48 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 148 | 329 | 61 | 19 | 915 | 44 | 45 | 141 | 254 | 350 | 169 | 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: | 148 | 329 | 61 | 19 | 915 | 44 | 45 | 141 | 254 | 350 | 169 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 148 | 329 | 61 | 19 | 915 | 44 | 45 | 141 | 254 | 350 | 169 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 148 | 329 | 61 | 19 | 915 | 44 | 45 | 141 | 254 | 350 | 169 | 48 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.06 | 0.03 | 0.01 | 0.16 | 0.03 | 0.03 | 0.04 | 0.15 | 0.20 | 0.04 | 0.03 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green Time: | 21.1 | 36.0 | 36.0 | 25.2 | 40.0 | 40.0 | 49.9 | 49.9 | 71.0 | 49.9 | 49.9 | 75.0 |
| Volume/Cap: | 0.48 | 0.19 | 0.12 | 0.05 | 0.48 | 0.08 | 0.06 | 0.09 | 0.25 | 0.48 | 0.11 | 0.04 |
| Delay/Veh: | 34.8 | 23.7 | 23.2 | 28.8 | 24.3 | 20.8 | 16.0 | 16.2 | 8.9 | 19.9 | 16.3 | 6.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.8 | 23.7 | 23.2 | 28.8 | 24.3 | 20.8 | 16.0 | 16.2 | 8.9 | 19.9 | 16.3 | 6.6 |
| DesignQueue: | 8 | 16 | 3 | 1 | 42 | 2 | 2 | 6 | 7 | 14 | 7 | 1 |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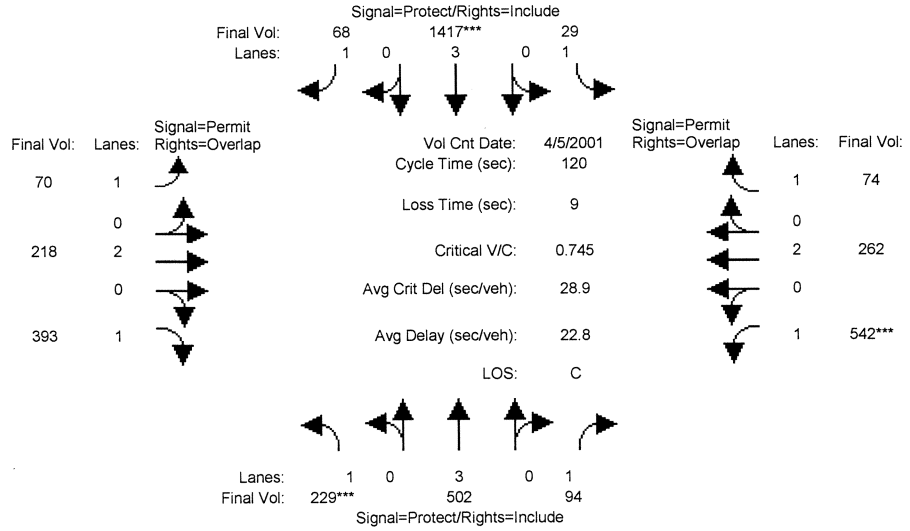
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3709: MONTGOMERY/PARK




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 5 Apr 2001 << | | | | | | | | | | | | |
| Base Vol: | 229 | 502 | 94 | 29 | 1417 | 68 | 70 | 218 | 393 | 542 | 262 | 74 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 229 | 502 | 94 | 29 | 1417 | 68 | 70 | 218 | 393 | 542 | 262 | 74 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 229 | 502 | 94 | 29 | 1417 | 68 | 70 | 218 | 393 | 542 | 262 | 74 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 229 | 502 | 94 | 29 | 1417 | 68 | 70 | 218 | 393 | 542 | 262 | 74 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 229 | 502 | 94 | 29 | 1417 | 68 | 70 | 218 | 393 | 542 | 262 | 74 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 229 | 502 | 94 | 29 | 1417 | 68 | 70 | 218 | 393 | 542 | 262 | 74 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.09 | 0.05 | 0.02 | 0.25 | 0.04 | 0.04 | 0.06 | 0.22 | 0.31 | 0.07 | 0.04 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green Time: | 21.1 | 54.1 | 54.1 | 7.0 | 40.0 | 40.0 | 49.9 | 49.9 | 71.0 | 49.9 | 49.9 | 56.9 |
| Volume/Cap: | 0.75 | 0.20 | 0.12 | 0.28 | 0.75 | 0.12 | 0.10 | 0.14 | 0.38 | 0.75 | 0.17 | 0.09 |
| Delay/Veh: | 42.1 | 15.1 | 14.5 | 41.5 | 28.1 | 21.1 | 16.2 | 16.5 | 9.9 | 25.5 | 16.7 | 13.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.1 | 15.1 | 14.5 | 41.5 | 28.1 | 21.1 | 16.2 | 16.5 | 9.9 | 25.5 | 16.7 | 13.2 |
| DesignQueue: | 13 | 19 | 3 | 2 | 67 | 3 | 3 | 9 | 11 | 23 | 10 | 3 |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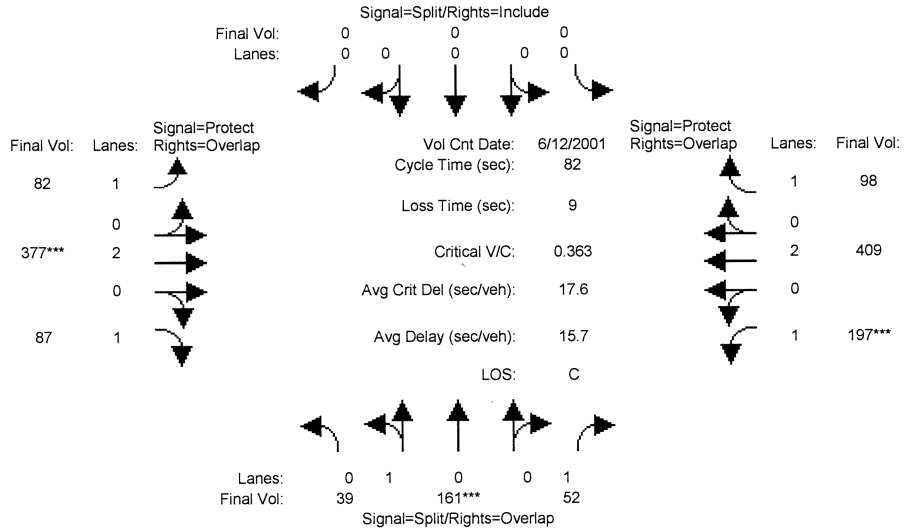
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3731: PARK/WOZ




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 12 Jun 2001 << | | | | | | | | | | | | |
| Base Vol: | 39 | 161 | 52 | 0 | 0 | 0 | 82 | 377 | 87 | 197 | 409 | 98 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 39 | 161 | 52 | 0 | 0 | 0 | 82 | 377 | 87 | 197 | 409 | 98 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 39 | 161 | 52 | 0 | 0 | 0 | 82 | 377 | 87 | 197 | 409 | 98 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 39 | 161 | 52 | 0 | 0 | 0 | 82 | 377 | 87 | 197 | 409 | 98 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 39 | 161 | 52 | 0 | 0 | 0 | 82 | 377 | 87 | 197 | 409 | 98 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 39 | 161 | 52 | 0 | 0 | 0 | 82 | 377 | 87 | 197 | 409 | 98 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.20 | 0.80 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 351 | 1449 | 1750 | 0 | 0 | 0 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.03 | 0.00 | 0.00 | 0.00 | 0.05 | 0.10 | 0.05 | 0.11 | 0.11 | 0.06 |
| Crit Moves: | | **** | | | | | | **** | | **** | | |
| Green Time: | 25.1 | 25.1 | 50.6 | 0.0 | 0.0 | 0.0 | 19.7 | 22.4 | 47.5 | 25.5 | 28.2 | 28.2 |
| Volume/Cap: | 0.36 | 0.36 | 0.05 | 0.00 | 0.00 | 0.00 | 0.19 | 0.36 | 0.09 | 0.36 | 0.31 | 0.16 |
| Delay/Veh: | 17.1 | 17.1 | 4.7 | 0.0 | 0.0 | 0.0 | 18.9 | 18.4 | 5.8 | 16.9 | 15.1 | 14.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 17.1 | 17.1 | 4.7 | 0.0 | 0.0 | 0.0 | 18.9 | 18.4 | 5.8 | 16.9 | 15.1 | 14.2 |
| DesignQueue: | 1 | 5 | 1 | 0 | 0 | 0 | 3 | 13 | 2 | 6 | 13 | 3 |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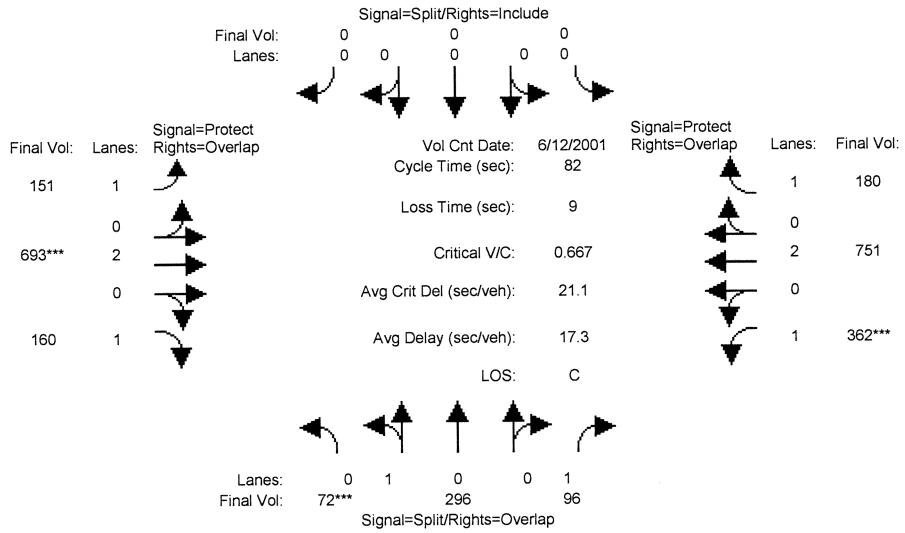
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3731: PARK/WOZ




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 12 Jun 2001 << | | | | | | | | | | | | |
| Base Vol: | 72 | 296 | 96 | 0 | 0 | 0 | 151 | 693 | 160 | 362 | 751 | 180 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 72 | 296 | 96 | 0 | 0 | 0 | 151 | 693 | 160 | 362 | 751 | 180 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 72 | 296 | 96 | 0 | 0 | 0 | 151 | 693 | 160 | 362 | 751 | 180 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 72 | 296 | 96 | 0 | 0 | 0 | 151 | 693 | 160 | 362 | 751 | 180 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 72 | 296 | 96 | 0 | 0 | 0 | 151 | 693 | 160 | 362 | 751 | 180 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 72 | 296 | 96 | 0 | 0 | 0 | 151 | 693 | 160 | 362 | 751 | 180 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.20 | 0.80 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 352 | 1448 | 1750 | 0 | 0 | 0 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.20 | 0.05 | 0.00 | 0.00 | 0.00 | 0.09 | 0.18 | 0.09 | 0.21 | 0.20 | 0.10 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 25.1 | 25.1 | 50.6 | 0.0 | 0.0 | 0.0 | 14.5 | 22.4 | 47.6 | 25.4 | 33.3 | 33.3 |
| Volume/Cap: | 0.67 | 0.67 | 0.09 | 0.00 | 0.00 | 0.00 | 0.49 | 0.67 | 0.16 | 0.67 | 0.49 | 0.25 |
| Delay/Veh: | 21.0 | 21.0 | 4.8 | 0.0 | 0.0 | 0.0 | 24.1 | 21.3 | 6.1 | 20.9 | 13.9 | 12.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 21.0 | 21.0 | 4.8 | 0.0 | 0.0 | 0.0 | 24.1 | 21.3 | 6.1 | 20.9 | 13.9 | 12.3 |
| DesignQueue: | 2 | 10 | 2 | 0 | 0 | 0 | 6 | 24 | 3 | 12 | 21 | 5 |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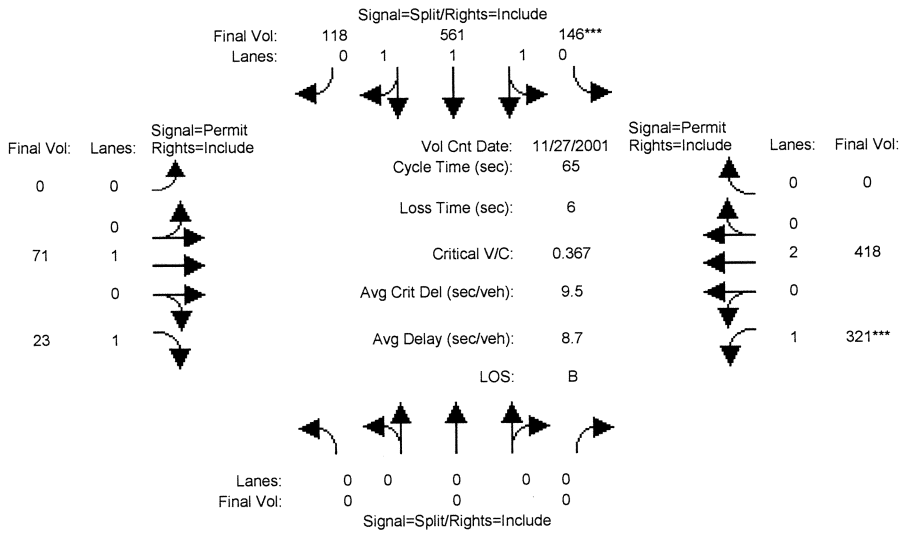
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3750: REED/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 27 Nov 2001 << 4:45-5:45PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 146 | 561 | 118 | 0 | 71 | 23 | 321 | 418 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 146 | 561 | 118 | 0 | 71 | 23 | 321 | 418 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 146 | 561 | 118 | 0 | 71 | 23 | 321 | 418 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 146 | 561 | 118 | 0 | 71 | 23 | 321 | 418 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 146 | 561 | 118 | 0 | 71 | 23 | 321 | 418 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 146 | 561 | 118 | 0 | 71 | 23 | 321 | 418 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.54 | 2.02 | 0.44 | 0.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 973 | 3739 | 787 | 0 | 1900 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.15 | 0.15 | 0.15 | 0.00 | 0.04 | 0.01 | 0.18 | 0.11 | 0.00 |
| Crit Moves: | | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 26.5 | 26.5 | 26.5 | 0.0 | 32.5 | 32.5 | 32.5 | 32.5 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.37 | 0.37 | 0.37 | 0.00 | 0.07 | 0.03 | 0.37 | 0.22 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 10.2 | 10.2 | 10.2 | 0.0 | 6.4 | 6.3 | 7.7 | 7.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 10.2 | 10.2 | 10.2 | 0.0 | 6.4 | 6.3 | 7.7 | 7.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 3 | 12 | 3 | 0 | 1 | 0 | 6 | 8 | 0 |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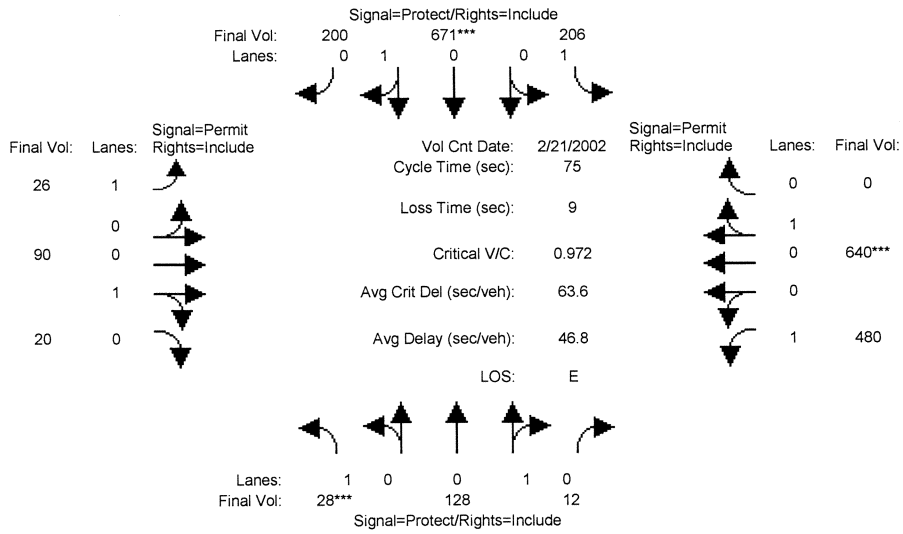
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3750: REED/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 28 | 128 | 12 | 206 | 671 | 200 | 26 | 90 | 20 | 480 | 640 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 28 | 128 | 12 | 206 | 671 | 200 | 26 | 90 | 20 | 480 | 640 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 28 | 128 | 12 | 206 | 671 | 200 | 26 | 90 | 20 | 480 | 640 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 28 | 128 | 12 | 206 | 671 | 200 | 26 | 90 | 20 | 480 | 640 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 28 | 128 | 12 | 206 | 671 | 200 | 26 | 90 | 20 | 480 | 640 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 28 | 128 | 12 | 206 | 671 | 200 | 26 | 90 | 20 | 480 | 640 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.91 | 0.09 | 1.00 | 0.77 | 0.23 | 1.00 | 0.82 | 0.18 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 1750 | 1646 | 154 | 1750 | 1387 | 413 | 1750 | 1473 | 327 | 1750 | 1800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.08 | 0.08 | 0.12 | 0.48 | 0.48 | 0.01 | 0.06 | 0.06 | 0.27 | 0.36 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | | | **** | |
| Green Time: | 7.0 | 10.0 | 10.0 | 31.0 | 34.0 | 34.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 0.0 |
| Volume/Cap: | 0.17 | 0.58 | 0.58 | 0.28 | 1.07 | 1.07 | 0.04 | 0.18 | 0.18 | 0.82 | 1.07 | 0.00 |
| Delay/Veh: | 23.9 | 25.8 | 25.8 | 11.2 | 61.1 | 61.1 | 12.9 | 13.5 | 13.5 | 23.9 | 68.6 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 23.9 | 25.8 | 25.8 | 11.2 | 61.1 | 61.1 | 12.9 | 13.5 | 13.5 | 23.9 | 68.6 | 0.0 |
| DesignQueue: | 1 | 5 | 0 | 5 | 17 | 5 | 1 | 3 | 1 | 14 | 20 | 0 |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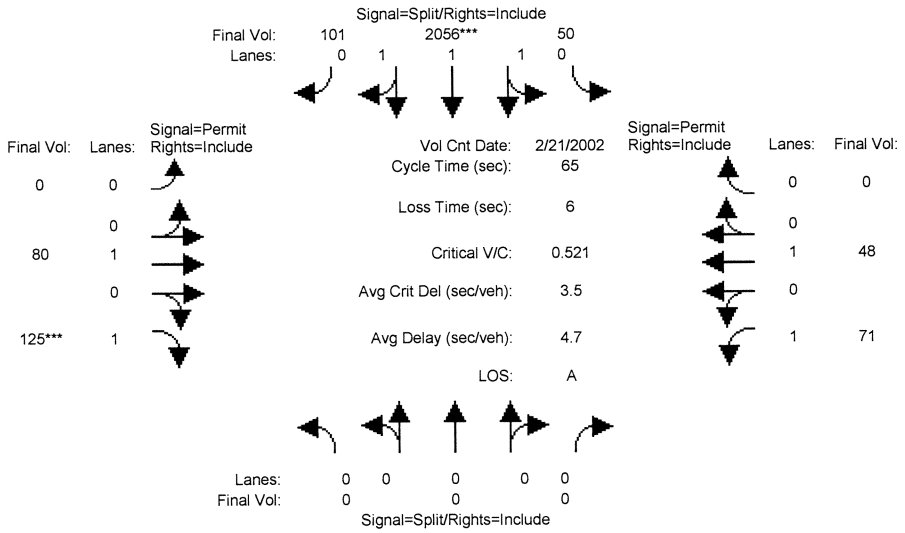
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3752: REED/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 21 Feb 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 50 | 2056 | 101 | 0 | 80 | 125 | 71 | 48 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 50 | 2056 | 101 | 0 | 80 | 125 | 71 | 48 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 50 | 2056 | 101 | 0 | 80 | 125 | 71 | 48 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 50 | 2056 | 101 | 0 | 80 | 125 | 71 | 48 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 50 | 2056 | 101 | 0 | 80 | 125 | 71 | 48 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 50 | 2056 | 101 | 0 | 80 | 125 | 71 | 48 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.07 | 2.79 | 0.14 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 125 | 5124 | 252 | 0 | 1900 | 1750 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.40 | 0.40 | 0.40 | 0.00 | 0.04 | 0.07 | 0.04 | 0.03 | 0.00 |
| Crit Moves: | | | | | **** | | | | **** | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 49.0 | 49.0 | 49.0 | 0.0 | 10.0 | 10.0 | 10.0 | 10.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.53 | 0.53 | 0.53 | 0.00 | 0.27 | 0.46 | 0.26 | 0.16 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 2.6 | 2.6 | 2.6 | 0.0 | 18.6 | 20.0 | 18.6 | 18.2 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 2.6 | 2.6 | 2.6 | 0.0 | 18.6 | 20.0 | 18.6 | 18.2 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 2 | 4 | 2 | 1 | 0 |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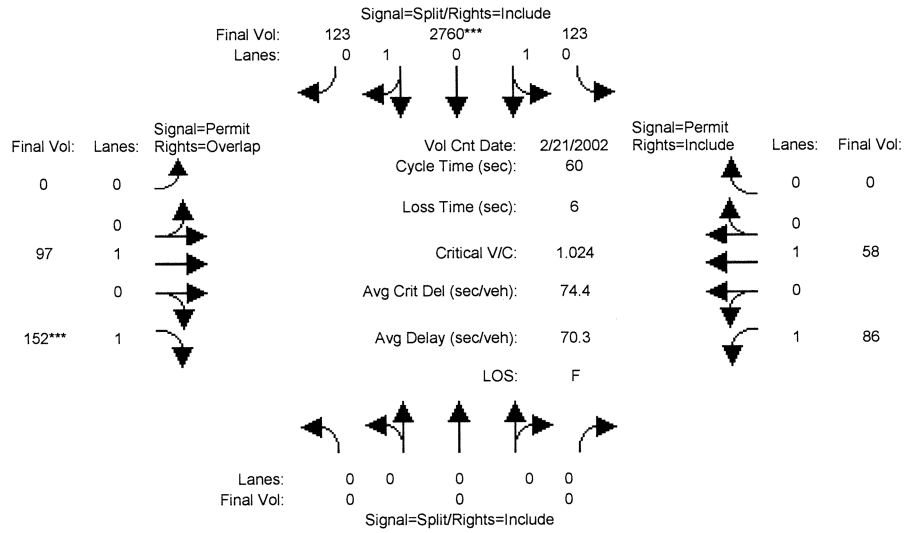
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3752: REED/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 21 Feb 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 123 | 2760 | 123 | 0 | 97 | 152 | 86 | 58 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 123 | 2760 | 123 | 0 | 97 | 152 | 86 | 58 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 123 | 2760 | 123 | 0 | 97 | 152 | 86 | 58 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 123 | 2760 | 123 | 0 | 97 | 152 | 86 | 58 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 123 | 2760 | 123 | 0 | 97 | 152 | 86 | 58 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 123 | 2760 | 123 | 0 | 97 | 152 | 86 | 58 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.08 | 1.84 | 0.08 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 147 | 3305 | 147 | 0 | 1900 | 1750 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.83 | 0.84 | 0.83 | 0.00 | 0.05 | 0.09 | 0.05 | 0.03 | 0.00 |
| Crit Moves: | | | | | **** | | | | **** | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 44.0 | 44.0 | 44.0 | 0.0 | 10.0 | 10.0 | 10.0 | 10.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 1.14 | 1.14 | 1.14 | 0.00 | 0.31 | 0.52 | 0.29 | 0.18 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 77.2 | 77.2 | 77.2 | 0.0 | 16.9 | 18.7 | 16.8 | 16.4 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 77.2 | 77.2 | 77.2 | 0.0 | 16.9 | 18.7 | 16.8 | 16.4 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 31 | 1 | 0 | 3 | 4 | 2 | 2 | 0 |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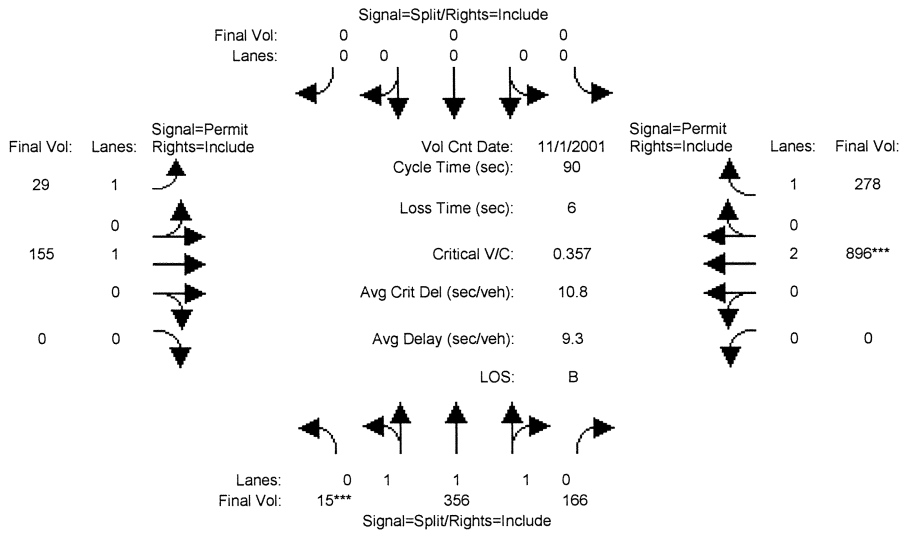
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3753: REED/THIRD




| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Min. Green: | 10 | | 10 | | 10 | | 0 | | 0 | | 0 | | 10 | | 10 | | 0 | | 0 | | 10 | | 10 | |
| Volume Module: >> Count Date: 1 Nov 2001 << 5:00-6:00PM | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 15 | | 356 | | 166 | | 0 | | 0 | | 0 | | 29 | | 155 | | 0 | | 0 | | 896 | | 278 | |
| Growth Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 15 | | 356 | | 166 | | 0 | | 0 | | 0 | | 29 | | 155 | | 0 | | 0 | | 896 | | 278 | |
| Added Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| ATI: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 15 | | 356 | | 166 | | 0 | | 0 | | 0 | | 29 | | 155 | | 0 | | 0 | | 896 | | 278 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 15 | | 356 | | 166 | | 0 | | 0 | | 0 | | 29 | | 155 | | 0 | | 0 | | 896 | | 278 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 15 | | 356 | | 166 | | 0 | | 0 | | 0 | | 29 | | 155 | | 0 | | 0 | | 896 | | 278 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Final Vol.: | 15 | | 356 | | 166 | | 0 | | 0 | | 0 | | 29 | | 155 | | 0 | | 0 | | 896 | | 278 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | |
| Adjustment: | 1.00 | | 1.03 | | 1.00 | | 0.97 | | 1.06 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | |
| Lanes: | 0.09 | | 1.97 | | 0.94 | | 0.00 | | 0.00 | | 0.00 | | 1.00 | | 1.00 | | 0.00 | | 0.00 | | 2.00 | | 1.00 | |
| Final Sat.: | 154 | | 3646 | | 1700 | | 0 | | 0 | | 0 | | 1750 | | 1900 | | 0 | | 0 | | 3800 | | 1750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | | 0.10 | | 0.10 | | 0.00 | | 0.00 | | 0.00 | | 0.02 | | 0.08 | | 0.00 | | 0.00 | | 0.24 | | 0.16 | |
| Crit Moves: | **** | | | | | | | | | | | | | | | | | | | | **** | | | |
| Green Time: | 24.6 | | 24.6 | | 24.6 | | 0.0 | | 0.0 | | 0.0 | | 59.4 | | 59.4 | | 0.0 | | 0.0 | | 59.4 | | 59.4 | |
| Volume/Cap: | 0.36 | | 0.36 | | 0.36 | | 0.00 | | 0.00 | | 0.00 | | 0.03 | | 0.12 | | 0.00 | | 0.00 | | 0.36 | | 0.24 | |
| Delay/Veh: | 20.1 | | 20.1 | | 20.1 | | 0.0 | | 0.0 | | 0.0 | | 4.0 | | 4.3 | | 0.0 | | 0.0 | | 5.2 | | 4.7 | |
| 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 | |
| ProgAdjFctr: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 20.1 | | 20.1 | | 20.1 | | 0.0 | | 0.0 | | 0.0 | | 4.0 | | 4.3 | | 0.0 | | 0.0 | | 5.2 | | 4.7 | |
| DesignQueue: | 1 | | 13 | | 6 | | 0 | | 0 | | 0 | | 0 | | 3 | | 0 | | 0 | | 16 | | 5 | |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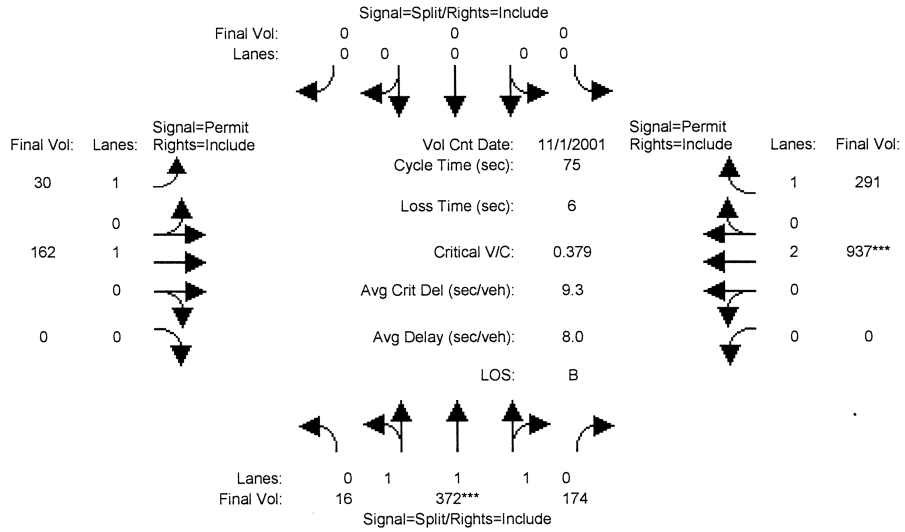
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3753: REED/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 1 Nov 2001 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 16 | 372 | 174 | 0 | 0 | 0 | 30 | 162 | 0 | 0 | 937 | 291 |
| Growth Adj: | 1.00 | 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 | 372 | 174 | 0 | 0 | 0 | 30 | 162 | 0 | 0 | 937 | 291 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 16 | 372 | 174 | 0 | 0 | 0 | 30 | 162 | 0 | 0 | 937 | 291 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 372 | 174 | 0 | 0 | 0 | 30 | 162 | 0 | 0 | 937 | 291 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 16 | 372 | 174 | 0 | 0 | 0 | 30 | 162 | 0 | 0 | 937 | 291 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 16 | 372 | 174 | 0 | 0 | 0 | 30 | 162 | 0 | 0 | 937 | 291 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.09 | 1.97 | 0.94 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 157 | 3640 | 1703 | 0 | 0 | 0 | 1750 | 1900 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.10 | 0.00 | 0.00 | 0.00 | 0.02 | 0.09 | 0.00 | 0.00 | 0.25 | 0.17 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 20.2 | 20.2 | 20.2 | 0.0 | 0.0 | 0.0 | 48.8 | 48.8 | 0.0 | 0.0 | 48.8 | 48.8 |
| Volume/Cap: | 0.38 | 0.38 | 0.38 | 0.00 | 0.00 | 0.00 | 0.03 | 0.13 | 0.00 | 0.00 | 0.38 | 0.26 |
| Delay/Veh: | 17.0 | 17.0 | 17.0 | 0.0 | 0.0 | 0.0 | 3.5 | 3.8 | 0.0 | 0.0 | 4.7 | 4.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 17.0 | 17.0 | 17.0 | 0.0 | 0.0 | 0.0 | 3.5 | 3.8 | 0.0 | 0.0 | 4.7 | 4.2 |
| DesignQueue: | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 15 | 4 |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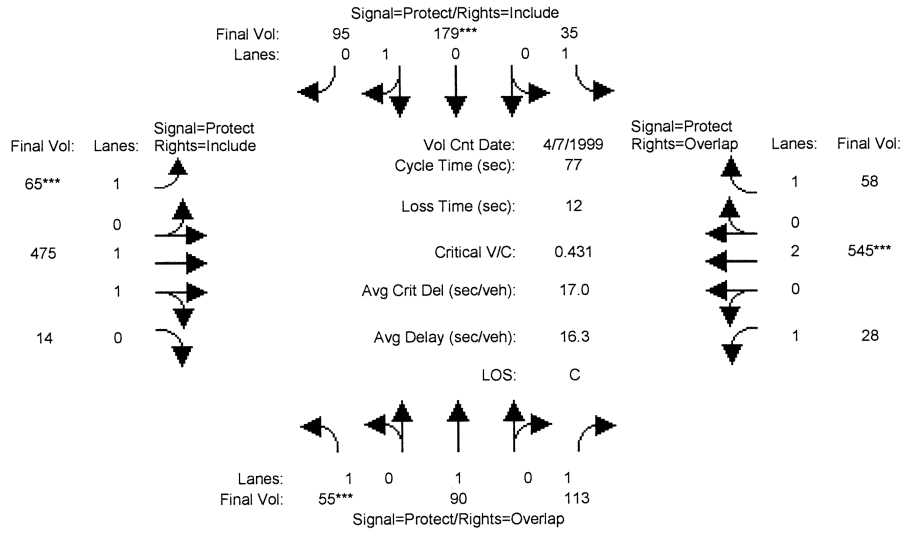
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3763: SAN CARLOS/WOZ




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 7 Apr 1999 << | | | | | | | | | | | | |
| Base Vol: | 55 | 90 | 113 | 35 | 179 | 95 | 65 | 475 | 14 | 28 | 545 | 58 |
| Growth Adj: | 1.00 | 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 | 90 | 113 | 35 | 179 | 95 | 65 | 475 | 14 | 28 | 545 | 58 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 55 | 90 | 113 | 35 | 179 | 95 | 65 | 475 | 14 | 28 | 545 | 58 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 90 | 113 | 35 | 179 | 95 | 65 | 475 | 14 | 28 | 545 | 58 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 55 | 90 | 113 | 35 | 179 | 95 | 65 | 475 | 14 | 28 | 545 | 58 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 55 | 90 | 113 | 35 | 179 | 95 | 65 | 475 | 14 | 28 | 545 | 58 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.65 | 0.35 | 1.00 | 1.94 | 0.06 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1176 | 624 | 1750 | 3594 | 106 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.05 | 0.06 | 0.02 | 0.15 | 0.15 | 0.04 | 0.13 | 0.13 | 0.02 | 0.14 | 0.03 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 7.0 | 19.6 | 26.6 | 13.7 | 26.3 | 26.3 | 7.0 | 24.7 | 24.7 | 7.0 | 24.7 | 38.4 |
| Volume/Cap: | 0.35 | 0.19 | 0.19 | 0.11 | 0.45 | 0.45 | 0.41 | 0.41 | 0.41 | 0.18 | 0.45 | 0.07 |
| Delay/Veh: | 25.5 | 17.1 | 13.4 | 20.2 | 15.3 | 15.3 | 26.1 | 15.7 | 15.7 | 24.6 | 15.9 | 7.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 25.5 | 17.1 | 13.4 | 20.2 | 15.3 | 15.3 | 26.1 | 15.7 | 15.7 | 24.6 | 15.9 | 7.6 |
| DesignQueue: | 2 | 3 | 3 | 1 | 5 | 3 | 3 | 14 | 0 | 1 | 16 | 1 |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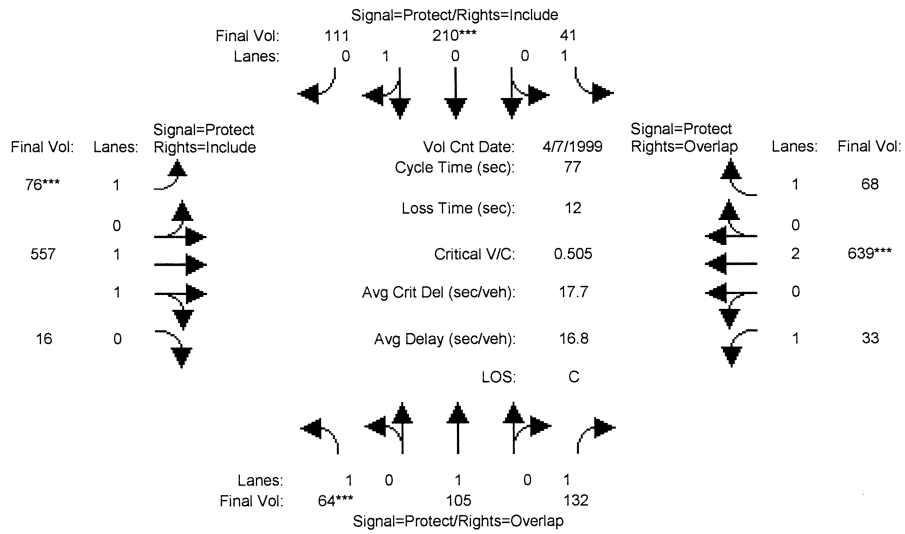
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3763: SAN CARLOS/WOZ




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 7 Apr 1999 << | | | | | | | | | | | | |
| Base Vol: | 64 | 105 | 132 | 41 | 210 | 111 | 76 | 557 | 16 | 33 | 639 | 68 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 64 | 105 | 132 | 41 | 210 | 111 | 76 | 557 | 16 | 33 | 639 | 68 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 64 | 105 | 132 | 41 | 210 | 111 | 76 | 557 | 16 | 33 | 639 | 68 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 64 | 105 | 132 | 41 | 210 | 111 | 76 | 557 | 16 | 33 | 639 | 68 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 105 | 132 | 41 | 210 | 111 | 76 | 557 | 16 | 33 | 639 | 68 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 64 | 105 | 132 | 41 | 210 | 111 | 76 | 557 | 16 | 33 | 639 | 68 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.65 | 0.35 | 1.00 | 1.94 | 0.06 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1178 | 622 | 1750 | 3597 | 103 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.06 | 0.08 | 0.02 | 0.18 | 0.18 | 0.04 | 0.15 | 0.15 | 0.02 | 0.17 | 0.04 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 7.0 | 19.6 | 26.6 | 13.7 | 26.2 | 26.2 | 7.0 | 24.8 | 24.8 | 7.0 | 24.8 | 38.4 |
| Volume/Cap: | 0.40 | 0.22 | 0.22 | 0.13 | 0.52 | 0.52 | 0.48 | 0.48 | 0.48 | 0.21 | 0.52 | 0.08 |
| Delay/Veh: | 26.0 | 17.3 | 13.6 | 20.3 | 16.1 | 16.1 | 27.0 | 16.2 | 16.2 | 24.7 | 16.5 | 7.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 26.0 | 17.3 | 13.6 | 20.3 | 16.1 | 16.1 | 27.0 | 16.2 | 16.2 | 24.7 | 16.5 | 7.6 |
| DesignQueue: | 3 | 3 | 4 | 1 | 6 | 3 | 3 | 17 | 0 | 1 | 19 | 1 |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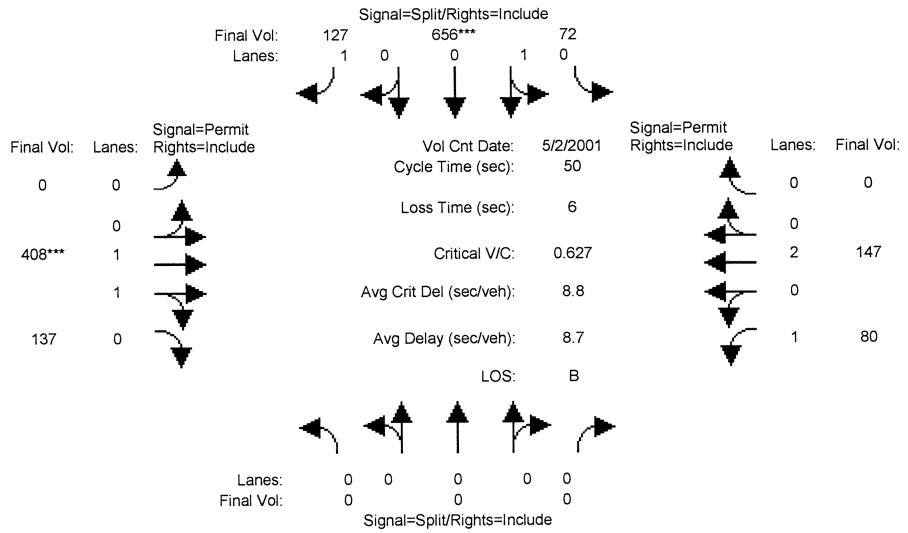
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3764: SAN CARLOS/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 2 May 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 72 | 656 | 127 | 0 | 408 | 137 | 80 | 147 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 72 | 656 | 127 | 0 | 408 | 137 | 80 | 147 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 72 | 656 | 127 | 0 | 408 | 137 | 80 | 147 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 72 | 656 | 127 | 0 | 408 | 137 | 80 | 147 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 72 | 656 | 127 | 0 | 408 | 137 | 80 | 147 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 72 | 656 | 127 | 0 | 408 | 137 | 80 | 147 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.10 | 0.90 | 1.00 | 0.00 | 1.48 | 0.52 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 178 | 1622 | 1750 | 0 | 2769 | 930 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.40 | 0.40 | 0.07 | 0.00 | 0.15 | 0.15 | 0.05 | 0.04 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 32.3 | 32.3 | 32.3 | 0.0 | 11.7 | 11.7 | 11.7 | 11.7 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.63 | 0.63 | 0.11 | 0.00 | 0.63 | 0.63 | 0.19 | 0.16 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 4.8 | 4.8 | 2.6 | 0.0 | 14.1 | 14.1 | 11.7 | 11.6 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 4.8 | 4.8 | 2.6 | 0.0 | 14.1 | 14.1 | 11.7 | 11.6 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 7 | 1 | 0 | 9 | 3 | 2 | 3 | 0 |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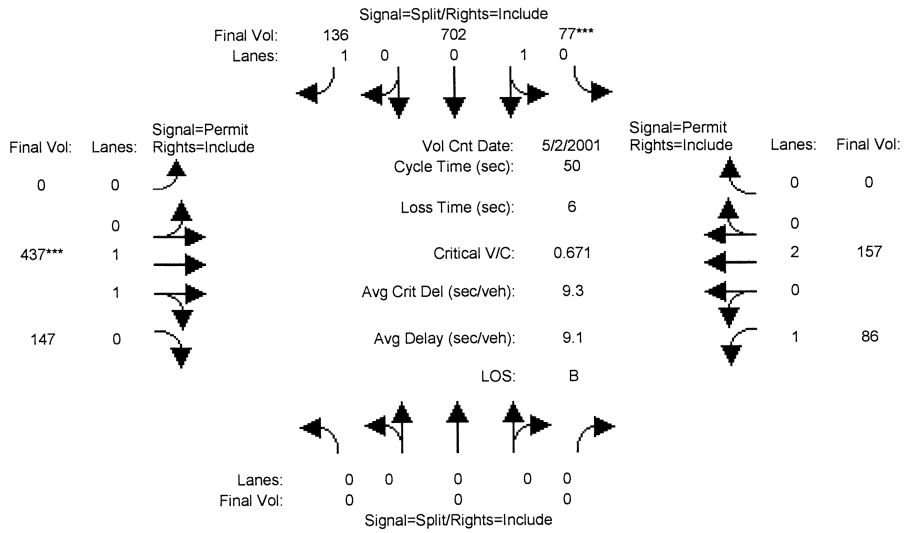
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3764: SAN CARLOS/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 2 May 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 77 | 702 | 136 | 0 | 437 | 147 | 86 | 157 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 77 | 702 | 136 | 0 | 437 | 147 | 86 | 157 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 77 | 702 | 136 | 0 | 437 | 147 | 86 | 157 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 77 | 702 | 136 | 0 | 437 | 147 | 86 | 157 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 77 | 702 | 136 | 0 | 437 | 147 | 86 | 157 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 77 | 702 | 136 | 0 | 437 | 147 | 86 | 157 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.10 | 0.90 | 1.00 | 0.00 | 1.48 | 0.52 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 178 | 1622 | 1750 | 0 | 2768 | 931 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.43 | 0.43 | 0.08 | 0.00 | 0.16 | 0.16 | 0.05 | 0.04 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 32.2 | 32.2 | 32.2 | 0.0 | 11.8 | 11.8 | 11.8 | 11.8 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.67 | 0.67 | 0.12 | 0.00 | 0.67 | 0.67 | 0.21 | 0.18 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 5.3 | 5.3 | 2.6 | 0.0 | 14.6 | 14.6 | 11.7 | 11.6 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 5.3 | 5.3 | 2.6 | 0.0 | 14.6 | 14.6 | 11.7 | 11.6 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 8 | 1 | 0 | 10 | 3 | 2 | 3 | 0 |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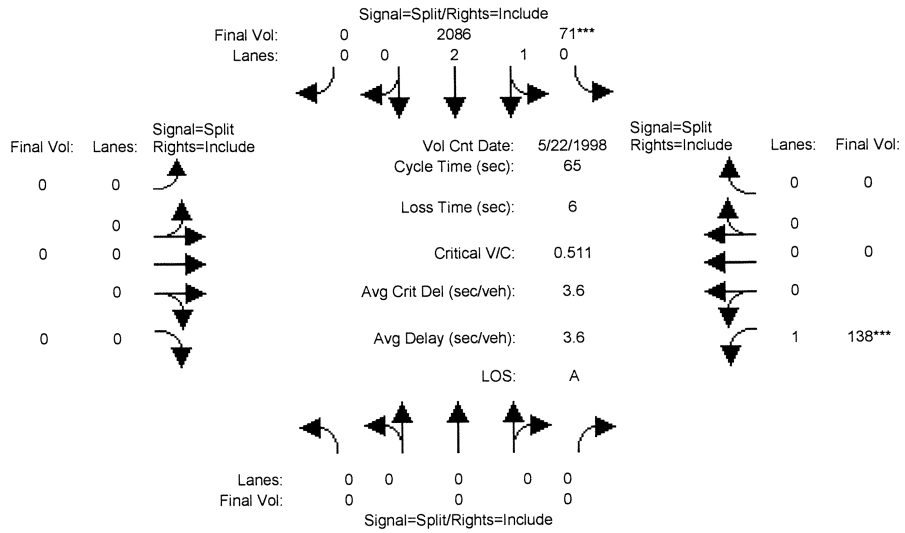
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3765: SAN CARLOS/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Volume Module: >> Count Date: 22 May 1998 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 71 | 2086 | 0 | 0 | 0 | 0 | 138 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 71 | 2086 | 0 | 0 | 0 | 0 | 138 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 71 | 2086 | 0 | 0 | 0 | 0 | 138 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 71 | 2086 | 0 | 0 | 0 | 0 | 138 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 71 | 2086 | 0 | 0 | 0 | 0 | 138 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 71 | 2086 | 0 | 0 | 0 | 0 | 138 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.04 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.10 | 2.90 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 184 | 5415 | 0 | 0 | 0 | 0 | 1750 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.39 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 |
| Crit Moves: | | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 49.0 | 49.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.51 | 0.51 | 0.00 | 0.00 | 0.00 | 0.00 | 0.51 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 2.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 20.5 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 2.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 20.5 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 21 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |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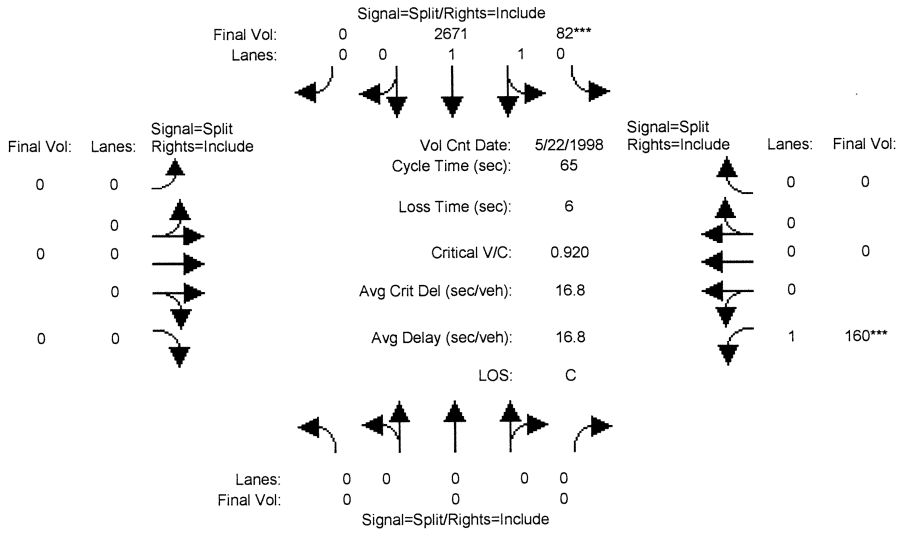
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3765: SAN CARLOS/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Volume Module: >> Count Date: 22 May 1998 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 82 | 2671 | 0 | 0 | 0 | 0 | 160 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 82 | 2671 | 0 | 0 | 0 | 0 | 160 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 82 | 2671 | 0 | 0 | 0 | 0 | 160 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 82 | 2671 | 0 | 0 | 0 | 0 | 160 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 82 | 2671 | 0 | 0 | 0 | 0 | 160 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 82 | 2671 | 0 | 0 | 0 | 0 | 160 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.06 | 1.94 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 110 | 3590 | 0 | 0 | 0 | 0 | 1750 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.74 | 0.74 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.00 |
| Crit Moves: | | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 49.0 | 49.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.99 | 0.99 | 0.00 | 0.00 | 0.00 | 0.00 | 0.59 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 16.5 | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 16.5 | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 29 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |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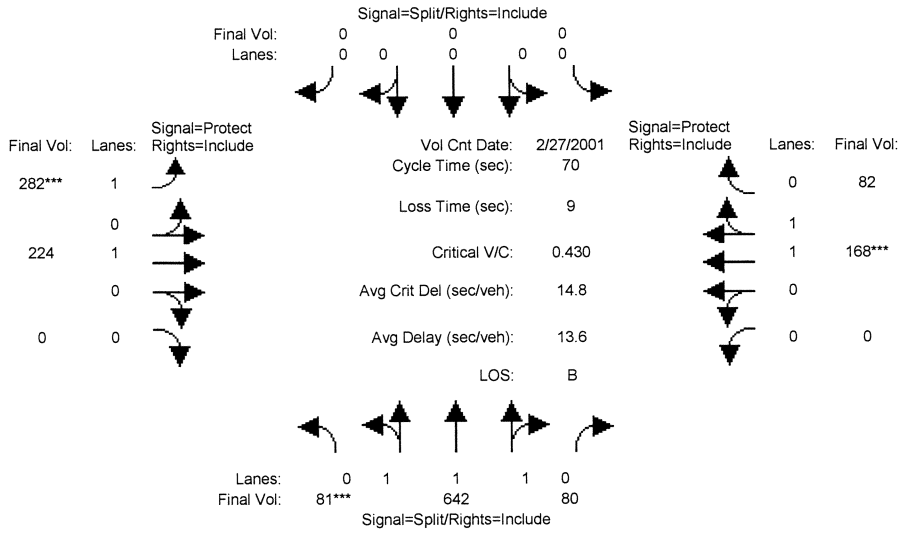
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3766: SAN CARLOS/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 27 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 81 | 642 | 80 | 0 | 0 | 0 | 282 | 224 | 0 | 0 | 168 | 82 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 81 | 642 | 80 | 0 | 0 | 0 | 282 | 224 | 0 | 0 | 168 | 82 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 81 | 642 | 80 | 0 | 0 | 0 | 282 | 224 | 0 | 0 | 168 | 82 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 81 | 642 | 80 | 0 | 0 | 0 | 282 | 224 | 0 | 0 | 168 | 82 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 81 | 642 | 80 | 0 | 0 | 0 | 282 | 224 | 0 | 0 | 168 | 82 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 81 | 642 | 80 | 0 | 0 | 0 | 282 | 224 | 0 | 0 | 168 | 82 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 |
| Lanes: | 0.31 | 2.39 | 0.30 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.33 | 0.67 |
| Final Sat.: | 555 | 4397 | 548 | 0 | 0 | 0 | 1750 | 1900 | 0 | 0 | 2486 | 1213 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 | 0.16 | 0.12 | 0.00 | 0.00 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 23.8 | 23.8 | 23.8 | 0.0 | 0.0 | 0.0 | 26.2 | 37.2 | 0.0 | 0.0 | 11.0 | 11.0 |
| Volume/Cap: | 0.43 | 0.43 | 0.43 | 0.00 | 0.00 | 0.00 | 0.43 | 0.22 | 0.00 | 0.00 | 0.43 | 0.43 |
| Delay/Veh: | 13.7 | 13.7 | 13.7 | 0.0 | 0.0 | 0.0 | 12.7 | 6.6 | 0.0 | 0.0 | 20.6 | 20.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.7 | 13.7 | 13.7 | 0.0 | 0.0 | 0.0 | 12.7 | 6.6 | 0.0 | 0.0 | 20.6 | 20.6 |
| DesignQueue: | 2 | 17 | 2 | 0 | 0 | 0 | 7 | 4 | 0 | 0 | 6 | 3 |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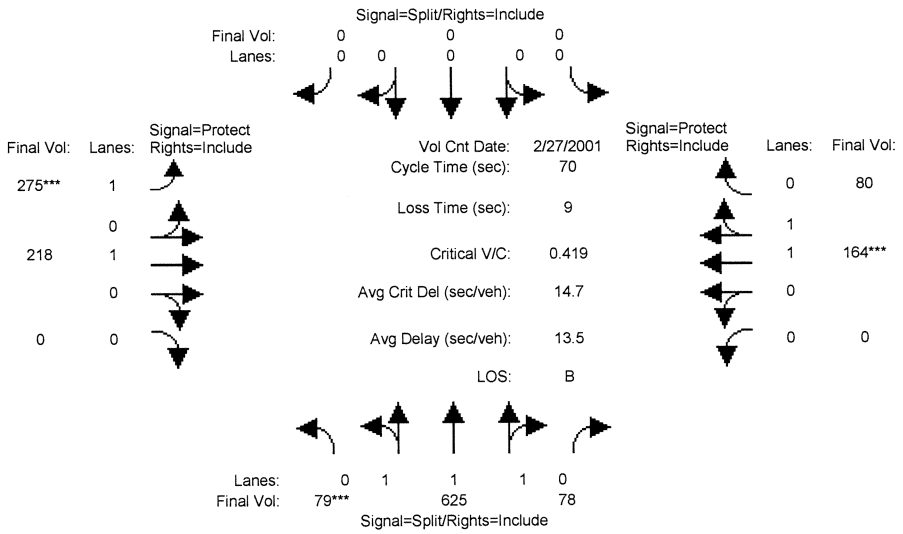
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3766: SAN CARLOS/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 27 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 79 | 625 | 78 | 0 | 0 | 0 | 275 | 218 | 0 | 0 | 164 | 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: | 79 | 625 | 78 | 0 | 0 | 0 | 275 | 218 | 0 | 0 | 164 | 80 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 79 | 625 | 78 | 0 | 0 | 0 | 275 | 218 | 0 | 0 | 164 | 80 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 79 | 625 | 78 | 0 | 0 | 0 | 275 | 218 | 0 | 0 | 164 | 80 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 79 | 625 | 78 | 0 | 0 | 0 | 275 | 218 | 0 | 0 | 164 | 80 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 79 | 625 | 78 | 0 | 0 | 0 | 275 | 218 | 0 | 0 | 164 | 80 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.04 | 1.00 |
| Lanes: | 0.31 | 2.39 | 0.30 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.33 | 0.67 |
| Final Sat.: | 556 | 4395 | 549 | 0 | 0 | 0 | 1750 | 1900 | 0 | 0 | 2486 | 1213 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.16 | 0.11 | 0.00 | 0.00 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 23.7 | 23.7 | 23.7 | 0.0 | 0.0 | 0.0 | 26.2 | 37.3 | 0.0 | 0.0 | 11.0 | 11.0 |
| Volume/Cap: | 0.42 | 0.42 | 0.42 | 0.00 | 0.00 | 0.00 | 0.42 | 0.22 | 0.00 | 0.00 | 0.42 | 0.42 |
| Delay/Veh: | 13.6 | 13.6 | 13.6 | 0.0 | 0.0 | 0.0 | 12.6 | 6.6 | 0.0 | 0.0 | 20.5 | 20.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.6 | 13.6 | 13.6 | 0.0 | 0.0 | 0.0 | 12.6 | 6.6 | 0.0 | 0.0 | 20.5 | 20.5 |
| DesignQueue: | 2 | 17 | 2 | 0 | 0 | 0 | 7 | 4 | 0 | 0 | 5 | 3 |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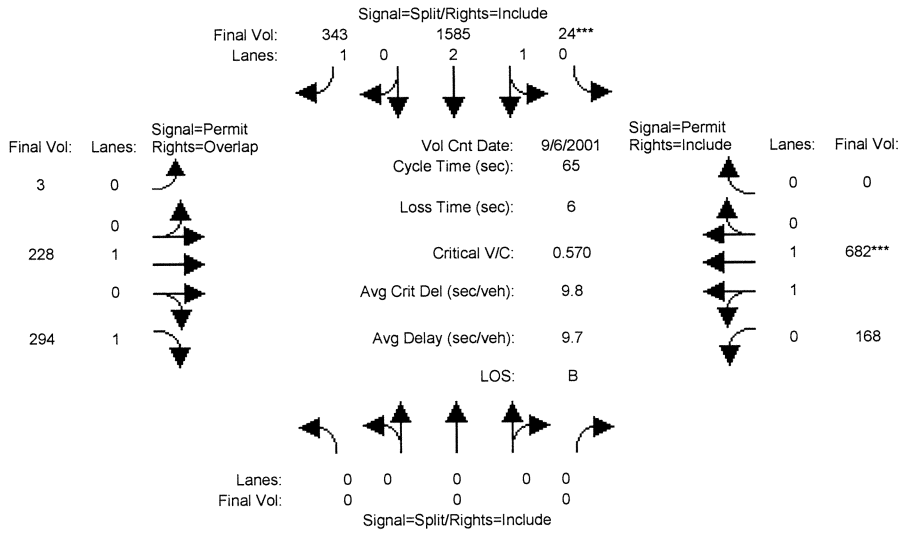
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3772: SAN FERNANDO/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 6 Sep 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 24 | 1585 | 343 | 3 | 228 | 294 | 168 | 682 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 24 | 1585 | 343 | 3 | 228 | 294 | 168 | 682 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 24 | 1585 | 343 | 3 | 228 | 294 | 168 | 682 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 24 | 1585 | 343 | 3 | 228 | 294 | 168 | 682 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 24 | 1585 | 343 | 3 | 228 | 294 | 168 | 682 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 24 | 1585 | 343 | 3 | 228 | 294 | 168 | 682 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.04 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.03 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.05 | 2.95 | 1.00 | 0.01 | 0.99 | 1.00 | 0.41 | 1.59 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 84 | 5516 | 1750 | 23 | 1777 | 1750 | 731 | 2968 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.29 | 0.29 | 0.20 | 0.13 | 0.13 | 0.17 | 0.23 | 0.23 | 0.00 |
| Crit Moves: | | | | **** | | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 32.8 | 32.8 | 32.8 | 26.2 | 26.2 | 26.2 | 26.2 | 26.2 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.57 | 0.57 | 0.39 | 0.32 | 0.32 | 0.42 | 0.57 | 0.57 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 8.7 | 8.7 | 7.7 | 10.2 | 10.2 | 10.8 | 11.8 | 11.8 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 8.7 | 8.7 | 7.7 | 10.2 | 10.2 | 10.8 | 11.8 | 11.8 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 31 | 6 | 0 | 5 | 7 | 4 | 16 | 0 |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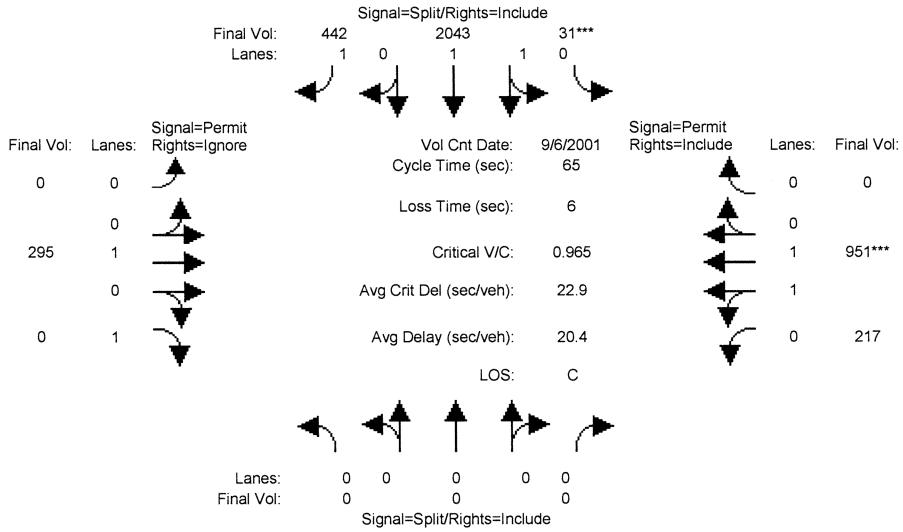
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3772: SAN FERNANDO/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 6 Sep 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 31 | 2043 | 442 | 0 | 295 | 0 | 217 | 951 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 31 | 2043 | 442 | 0 | 295 | 0 | 217 | 951 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 31 | 2043 | 442 | 0 | 295 | 0 | 217 | 951 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 31 | 2043 | 442 | 0 | 295 | 0 | 217 | 951 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 31 | 2043 | 442 | 0 | 295 | 0 | 217 | 951 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 31 | 2043 | 442 | 0 | 295 | 0 | 217 | 951 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.03 | 1.97 | 1.00 | 0.00 | 1.00 | 1.00 | 0.38 | 1.62 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 55 | 3645 | 1750 | 0 | 1900 | 1750 | 687 | 3012 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.56 | 0.56 | 0.25 | 0.00 | 0.16 | 0.00 | 0.32 | 0.32 | 0.00 |
| Crit Moves: | | | | **** | | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 37.7 | 37.7 | 37.7 | 0.0 | 21.3 | 0.0 | 21.3 | 21.3 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.97 | 0.97 | 0.43 | 0.00 | 0.47 | 0.00 | 0.97 | 0.97 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 19.1 | 19.1 | 6.0 | 0.0 | 13.7 | 0.0 | 29.8 | 29.8 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 19.1 | 19.1 | 6.0 | 0.0 | 13.7 | 0.0 | 29.8 | 29.8 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 36 | 7 | 0 | 7 | 0 | 6 | 25 | 0 |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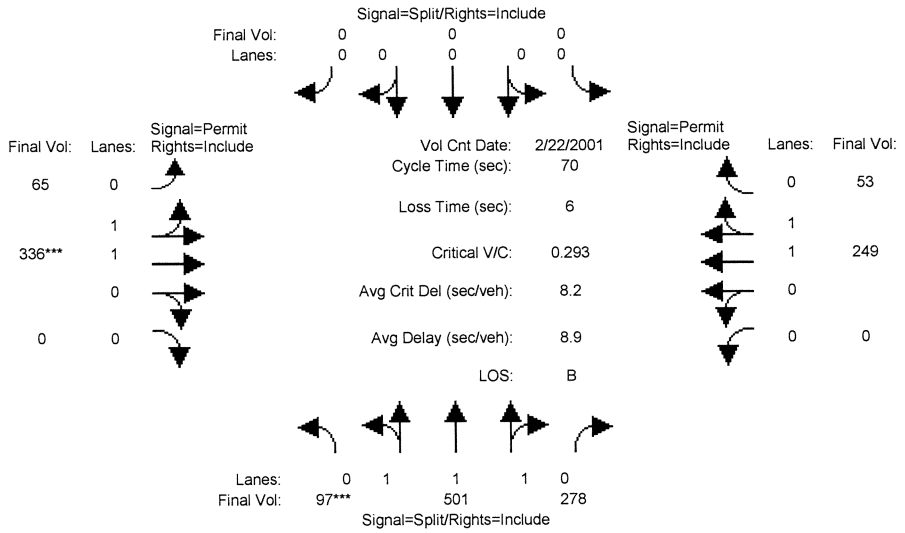
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3773: SAN FERNANDO/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 22 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 97 | 501 | 278 | 0 | 0 | 0 | 65 | 336 | 0 | 0 | 249 | 53 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 97 | 501 | 278 | 0 | 0 | 0 | 65 | 336 | 0 | 0 | 249 | 53 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 97 | 501 | 278 | 0 | 0 | 0 | 65 | 336 | 0 | 0 | 249 | 53 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 97 | 501 | 278 | 0 | 0 | 0 | 65 | 336 | 0 | 0 | 249 | 53 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 97 | 501 | 278 | 0 | 0 | 0 | 65 | 336 | 0 | 0 | 249 | 53 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 97 | 501 | 278 | 0 | 0 | 0 | 65 | 336 | 0 | 0 | 249 | 53 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.34 | 1.69 | 0.97 | 0.00 | 0.00 | 0.00 | 0.33 | 1.67 | 0.00 | 0.00 | 1.64 | 0.36 |
| Final Sat.: | 609 | 3145 | 1745 | 0 | 0 | 0 | 600 | 3100 | 0 | 0 | 3050 | 649 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.11 | 0.11 | 0.00 | 0.00 | 0.08 | 0.08 |
| Crit Moves: | **** | | | | | | | **** | | | | |
| Green Time: | 38.1 | 38.1 | 38.1 | 0.0 | 0.0 | 0.0 | 25.9 | 25.9 | 0.0 | 0.0 | 25.9 | 25.9 |
| Volume/Cap: | 0.29 | 0.29 | 0.29 | 0.00 | 0.00 | 0.00 | 0.29 | 0.29 | 0.00 | 0.00 | 0.22 | 0.22 |
| Delay/Veh: | 6.6 | 6.6 | 6.6 | 0.0 | 0.0 | 0.0 | 11.9 | 11.9 | 0.0 | 0.0 | 11.5 | 11.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 6.6 | 6.6 | 6.6 | 0.0 | 0.0 | 0.0 | 11.9 | 11.9 | 0.0 | 0.0 | 11.5 | 11.5 |
| DesignQueue: | 2 | 9 | 5 | 0 | 0 | 0 | 2 | 8 | 0 | 0 | 6 | 1 |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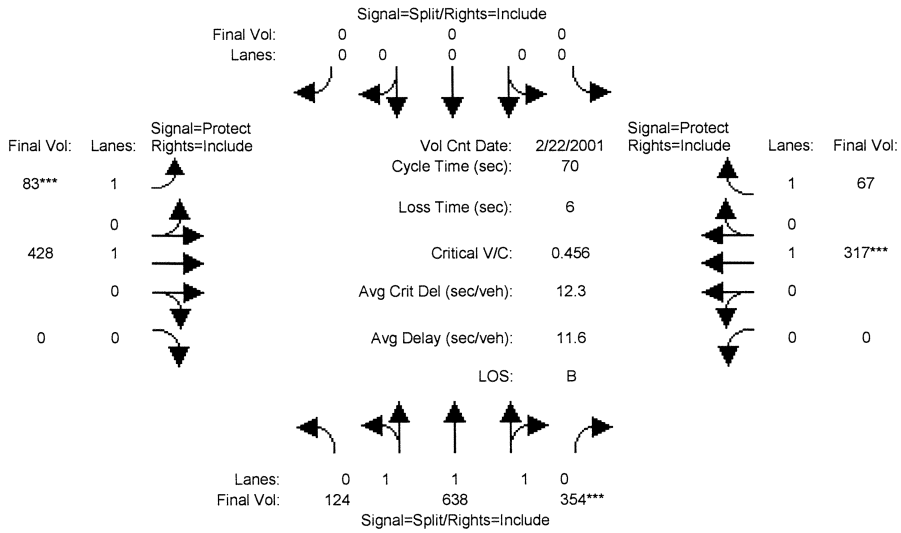
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3773: SAN FERNANDO/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 22 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 124 | 638 | 354 | 0 | 0 | 0 | 83 | 428 | 0 | 0 | 317 | 67 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 124 | 638 | 354 | 0 | 0 | 0 | 83 | 428 | 0 | 0 | 317 | 67 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 124 | 638 | 354 | 0 | 0 | 0 | 83 | 428 | 0 | 0 | 317 | 67 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 124 | 638 | 354 | 0 | 0 | 0 | 83 | 428 | 0 | 0 | 317 | 67 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 124 | 638 | 354 | 0 | 0 | 0 | 83 | 428 | 0 | 0 | 317 | 67 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 124 | 638 | 354 | 0 | 0 | 0 | 83 | 428 | 0 | 0 | 317 | 67 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.34 | 1.69 | 0.97 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 611 | 3143 | 1744 | 0 | 0 | 0 | 1750 | 1900 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.05 | 0.23 | 0.00 | 0.00 | 0.17 | 0.04 |
| Crit Moves: | | | **** | | | | **** | | | | **** | |
| Green Time: | 29.6 | 29.6 | 29.6 | 0.0 | 0.0 | 0.0 | 10.0 | 34.4 | 0.0 | 0.0 | 24.4 | 24.4 |
| Volume/Cap: | 0.48 | 0.48 | 0.48 | 0.00 | 0.00 | 0.00 | 0.33 | 0.46 | 0.00 | 0.00 | 0.48 | 0.11 |
| Delay/Veh: | 11.2 | 11.2 | 11.2 | 0.0 | 0.0 | 0.0 | 20.8 | 9.2 | 0.0 | 0.0 | 14.0 | 11.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 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 | 0.0 | 0.0 | 0.0 | 20.8 | 9.2 | 0.0 | 0.0 | 14.0 | 11.8 |
| DesignQueue: | 3 | 15 | 8 | 0 | 0 | 0 | 3 | 9 | 0 | 0 | 8 | 2 |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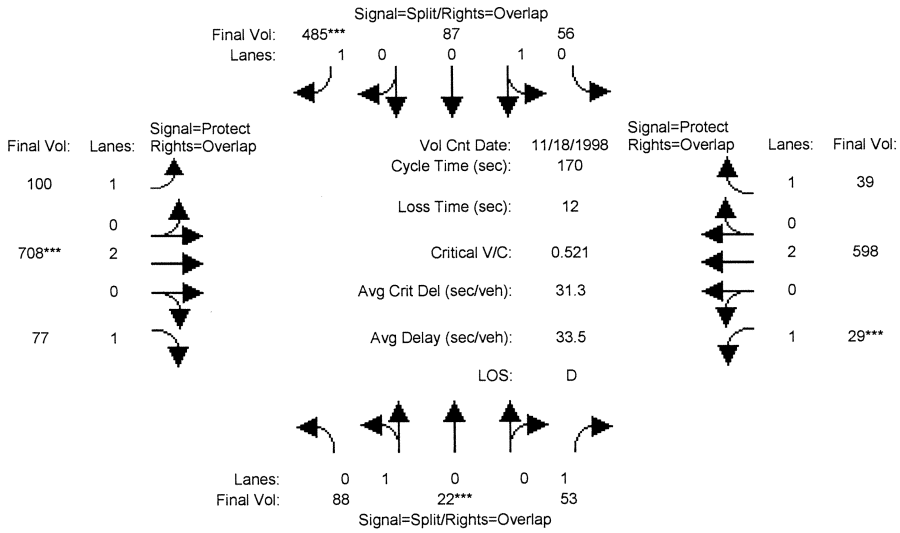
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3776: SAN PEDRO/TAYLOR




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 18 Nov 1998 << | | | | | | | | | | | | |
| Base Vol: | 88 | 22 | 53 | 56 | 87 | 485 | 100 | 708 | 77 | 29 | 598 | 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: | 88 | 22 | 53 | 56 | 87 | 485 | 100 | 708 | 77 | 29 | 598 | 39 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 88 | 22 | 53 | 56 | 87 | 485 | 100 | 708 | 77 | 29 | 598 | 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: | 88 | 22 | 53 | 56 | 87 | 485 | 100 | 708 | 77 | 29 | 598 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 88 | 22 | 53 | 56 | 87 | 485 | 100 | 708 | 77 | 29 | 598 | 39 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 88 | 22 | 53 | 56 | 87 | 485 | 100 | 708 | 77 | 29 | 598 | 39 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.80 | 0.20 | 1.00 | 0.39 | 0.61 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1440 | 360 | 1750 | 705 | 1095 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.03 | 0.08 | 0.08 | 0.28 | 0.06 | 0.19 | 0.04 | 0.02 | 0.16 | 0.02 |
| Crit Moves: | | **** | | | | **** | | **** | | **** | | |
| Green Time: | 19.7 | 19.7 | 26.7 | 71.1 | 71.1 | 89.0 | 17.9 | 60.2 | 79.9 | 7.0 | 49.3 | 120.4 |
| Volume/Cap: | 0.53 | 0.53 | 0.19 | 0.19 | 0.19 | 0.53 | 0.54 | 0.53 | 0.09 | 0.40 | 0.54 | 0.03 |
| Delay/Veh: | 55.7 | 55.7 | 47.4 | 23.8 | 23.8 | 20.8 | 57.3 | 33.4 | 19.0 | 62.4 | 39.1 | 5.6 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 55.7 | 55.7 | 47.4 | 23.8 | 23.8 | 20.8 | 57.3 | 33.4 | 19.0 | 62.4 | 39.1 | 5.6 |
| DesignQueue: | 7 | 2 | 4 | 3 | 5 | 23 | 9 | 45 | 4 | 3 | 42 | 1 |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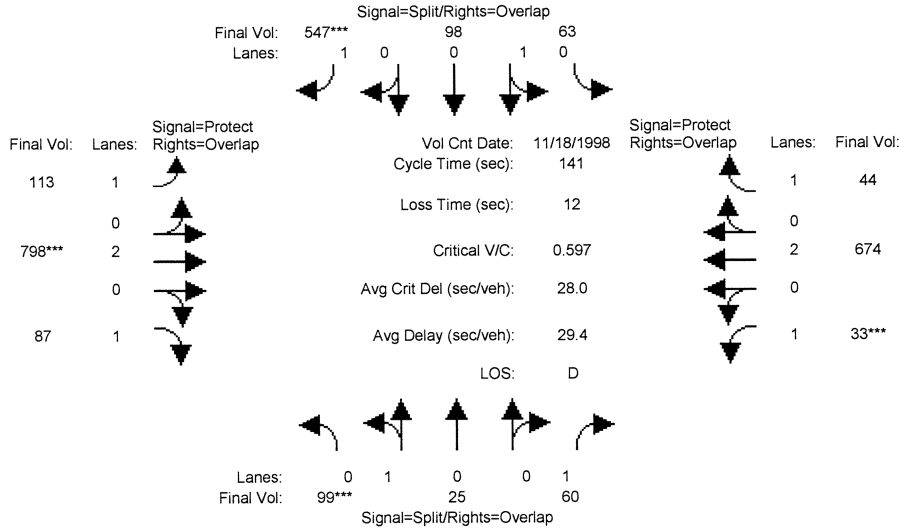
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3776: SAN PEDRO/TAYLOR




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 18 Nov 1998 << | | | | | | | | | | | | |
| Base Vol: | 99 | 25 | 60 | 63 | 98 | 547 | 113 | 798 | 87 | 33 | 674 | 44 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 99 | 25 | 60 | 63 | 98 | 547 | 113 | 798 | 87 | 33 | 674 | 44 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 99 | 25 | 60 | 63 | 98 | 547 | 113 | 798 | 87 | 33 | 674 | 44 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 99 | 25 | 60 | 63 | 98 | 547 | 113 | 798 | 87 | 33 | 674 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 99 | 25 | 60 | 63 | 98 | 547 | 113 | 798 | 87 | 33 | 674 | 44 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 99 | 25 | 60 | 63 | 98 | 547 | 113 | 798 | 87 | 33 | 674 | 44 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.80 | 0.20 | 1.00 | 0.39 | 0.61 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1437 | 363 | 1750 | 704 | 1096 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.07 | 0.03 | 0.09 | 0.09 | 0.31 | 0.06 | 0.21 | 0.05 | 0.02 | 0.18 | 0.03 |
| Crit Moves: | **** | | | | | **** | | **** | | **** | | |
| Green Time: | 16.0 | 16.0 | 23.0 | 57.4 | 57.4 | 72.3 | 14.8 | 48.6 | 64.6 | 7.0 | 40.8 | 98.2 |
| Volume/Cap: | 0.61 | 0.61 | 0.21 | 0.22 | 0.22 | 0.61 | 0.61 | 0.61 | 0.11 | 0.38 | 0.61 | 0.04 |
| Delay/Veh: | 48.9 | 48.9 | 38.9 | 20.7 | 20.7 | 19.4 | 50.0 | 29.7 | 16.6 | 50.7 | 33.6 | 5.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.9 | 48.9 | 38.9 | 20.7 | 20.7 | 19.4 | 50.0 | 29.7 | 16.6 | 50.7 | 33.6 | 5.1 |
| DesignQueue: | 7 | 2 | 4 | 3 | 5 | 23 | 8 | 43 | 4 | 2 | 39 | 1 |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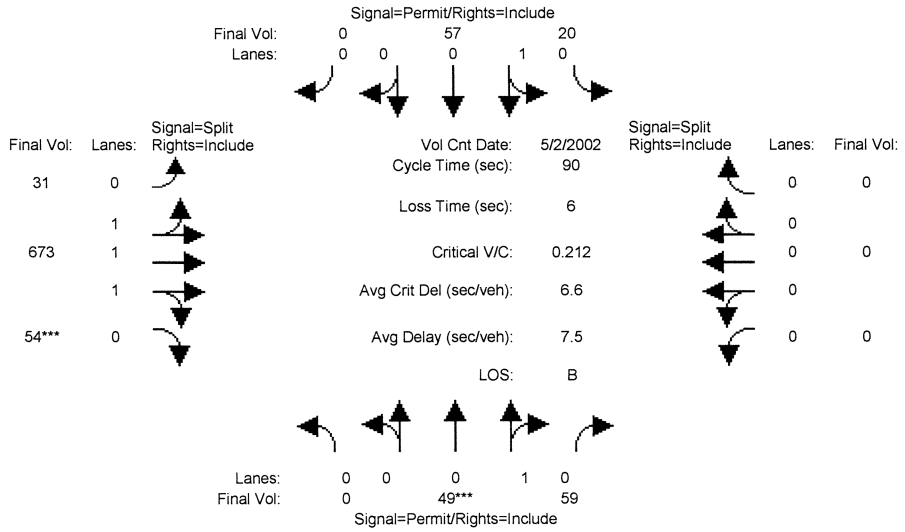
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3777: SAN PEDRO/ST. JAMES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 2 May 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 49 | 59 | 20 | 57 | 0 | 31 | 673 | 54 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 49 | 59 | 20 | 57 | 0 | 31 | 673 | 54 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 49 | 59 | 20 | 57 | 0 | 31 | 673 | 54 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 49 | 59 | 20 | 57 | 0 | 31 | 673 | 54 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 49 | 59 | 20 | 57 | 0 | 31 | 673 | 54 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 49 | 59 | 20 | 57 | 0 | 31 | 673 | 54 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.45 | 0.55 | 0.26 | 0.74 | 0.00 | 0.12 | 2.66 | 0.22 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 817 | 983 | 468 | 1332 | 0 | 225 | 4883 | 392 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.06 | 0.06 | 0.04 | 0.04 | 0.00 | 0.14 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | | **** | | | |
| Green Time: | 0.0 | 25.5 | 25.5 | 25.5 | 25.5 | 0.0 | 58.5 | 58.5 | 58.5 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.21 | 0.21 | 0.15 | 0.15 | 0.00 | 0.21 | 0.21 | 0.21 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 18.7 | 18.7 | 18.4 | 18.4 | 0.0 | 4.9 | 4.9 | 4.9 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 18.7 | 18.7 | 18.4 | 18.4 | 0.0 | 4.9 | 4.9 | 4.9 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 2 | 2 | 1 | 2 | 0 | 1 | 12 | 1 | 0 | 0 | 0 |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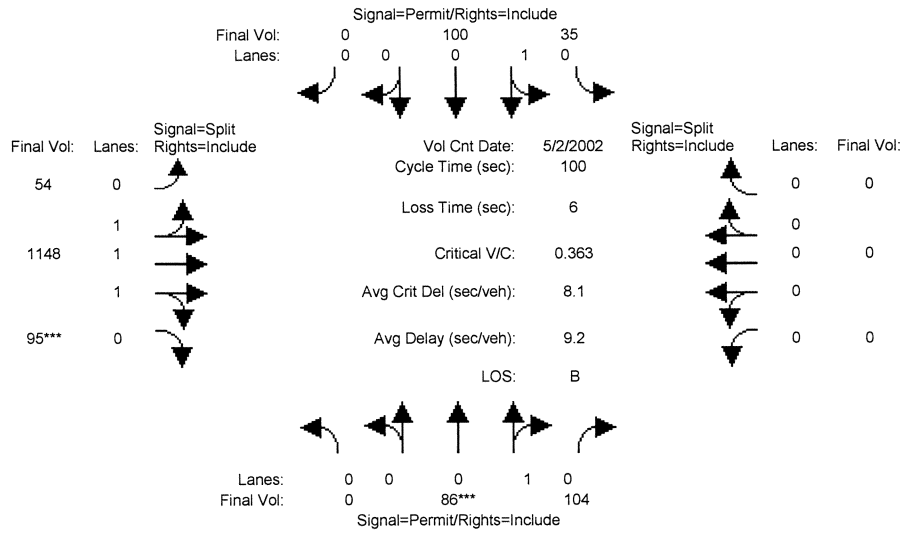
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3777: SAN PEDRO/ST. JAMES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 2 May 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 86 | 104 | 35 | 100 | 0 | 54 | 1148 | 95 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 86 | 104 | 35 | 100 | 0 | 54 | 1148 | 95 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 86 | 104 | 35 | 100 | 0 | 54 | 1148 | 95 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 86 | 104 | 35 | 100 | 0 | 54 | 1148 | 95 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 86 | 104 | 35 | 100 | 0 | 54 | 1148 | 95 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 86 | 104 | 35 | 100 | 0 | 54 | 1148 | 95 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.45 | 0.55 | 0.26 | 0.74 | 0.00 | 0.13 | 2.65 | 0.22 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 815 | 985 | 467 | 1333 | 0 | 229 | 4868 | 403 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.11 | 0.11 | 0.07 | 0.08 | 0.00 | 0.24 | 0.24 | 0.24 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | | **** | | | |
| Green Time: | 0.0 | 29.1 | 29.1 | 29.1 | 29.1 | 0.0 | 64.9 | 64.9 | 64.9 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.36 | 0.36 | 0.26 | 0.26 | 0.00 | 0.36 | 0.36 | 0.36 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 21.6 | 21.6 | 20.7 | 20.7 | 0.0 | 6.1 | 6.1 | 6.1 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 21.6 | 21.6 | 20.7 | 20.7 | 0.0 | 6.1 | 6.1 | 6.1 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 3 | 4 | 1 | 4 | 0 | 1 | 24 | 2 | 0 | 0 | 0 |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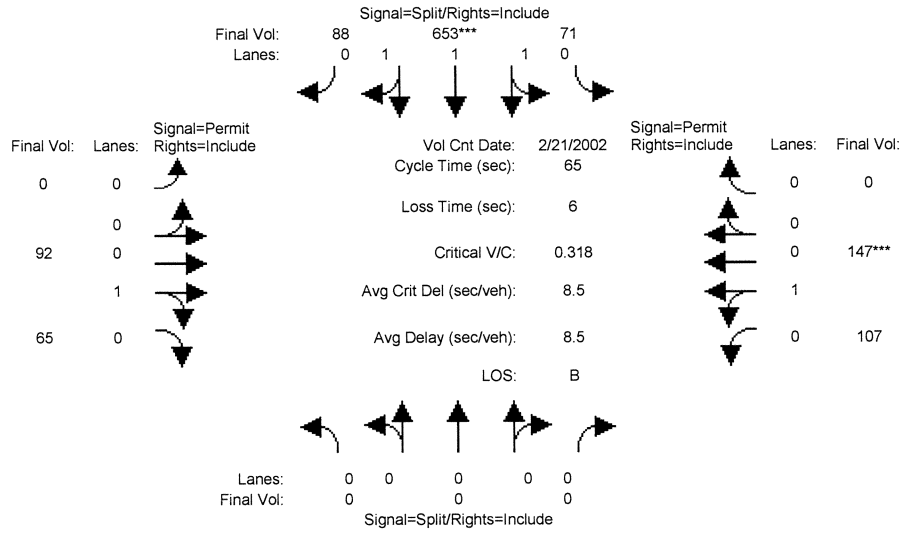
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3779: SAN SALVADOR/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 21 Feb 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 71 | 653 | 88 | 0 | 92 | 65 | 107 | 147 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 71 | 653 | 88 | 0 | 92 | 65 | 107 | 147 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 71 | 653 | 88 | 0 | 92 | 65 | 107 | 147 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 71 | 653 | 88 | 0 | 92 | 65 | 107 | 147 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 71 | 653 | 88 | 0 | 92 | 65 | 107 | 147 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 71 | 653 | 88 | 0 | 92 | 65 | 107 | 147 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.27 | 2.40 | 0.33 | 0.00 | 0.59 | 0.41 | 0.42 | 0.58 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 481 | 4423 | 596 | 0 | 1055 | 745 | 758 | 1042 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.15 | 0.15 | 0.15 | 0.00 | 0.09 | 0.09 | 0.14 | 0.14 | 0.00 |
| Crit Moves: | | | | | **** | | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 30.2 | 30.2 | 30.2 | 0.0 | 28.8 | 28.8 | 28.8 | 28.8 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.32 | 0.32 | 0.32 | 0.00 | 0.20 | 0.20 | 0.32 | 0.32 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 8.3 | 8.3 | 8.3 | 0.0 | 8.4 | 8.4 | 9.0 | 9.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 8.3 | 8.3 | 8.3 | 0.0 | 8.4 | 8.4 | 9.0 | 9.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 13 | 2 | 0 | 2 | 1 | 2 | 3 | 0 |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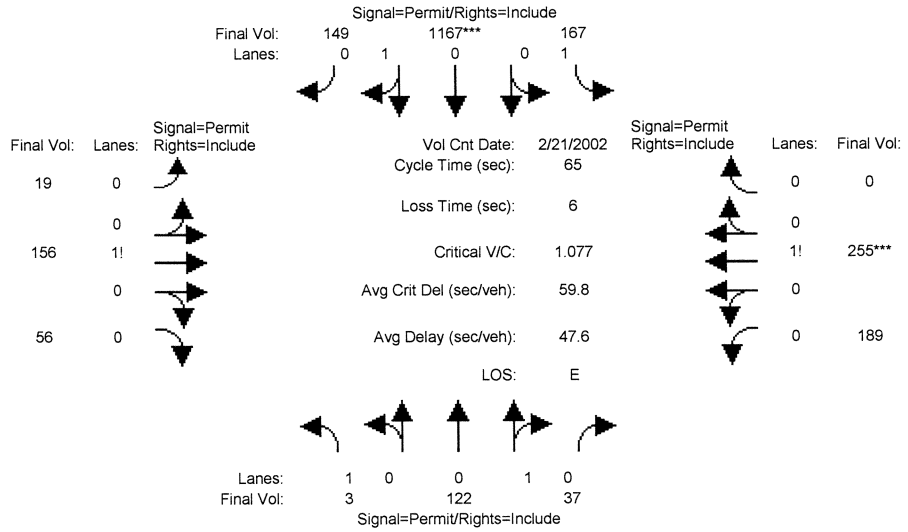
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3779: SAN SALVADOR/SECOND




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 10 | | 10 | 10 | 10 | | 10 | 10 | 10 | | 10 | 10 | 10 | | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2002 << 5:00-6:00PM | | | | | | | | | | | | | | | | |
| Base Vol: | 3 | 122 | | 37 | 167 | 1167 | | 149 | 19 | 156 | | 56 | 189 | 255 | | 0 |
| Growth Adj: | 1.00 | 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 | 122 | | 37 | 167 | 1167 | | 149 | 19 | 156 | | 56 | 189 | 255 | | 0 |
| Added Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| PasserByVol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Initial Fut: | 3 | 122 | | 37 | 167 | 1167 | | 149 | 19 | 156 | | 56 | 189 | 255 | | 0 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Volume: | 3 | 122 | | 37 | 167 | 1167 | | 149 | 19 | 156 | | 56 | 189 | 255 | | 0 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 3 | 122 | | 37 | 167 | 1167 | | 149 | 19 | 156 | | 56 | 189 | 255 | | 0 |
| PCE Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| MLF Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Final Vol.: | 3 | 122 | | 37 | 167 | 1167 | | 149 | 19 | 156 | | 56 | 189 | 255 | | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 |
| Adjustment: | 0.97 | 1.00 | | 1.00 | 0.97 | 1.00 | | 1.00 | 0.97 | 0.97 | | 0.97 | 1.00 | 1.00 | | 0.97 |
| Lanes: | 1.00 | 0.77 | | 0.23 | 1.00 | 0.89 | | 0.11 | 0.08 | 0.68 | | 0.24 | 0.43 | 0.57 | | 0.00 |
| Final Sat.: | 1750 | 1381 | | 419 | 1750 | 1596 | | 204 | 144 | 1182 | | 424 | 766 | 1034 | | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.09 | | 0.09 | 0.10 | 0.73 | | 0.73 | 0.13 | 0.13 | | 0.13 | 0.25 | 0.25 | | 0.00 |
| Crit Moves: | | | | | | **** | | | | | | | | **** | | |
| Green Time: | 44.1 | 44.1 | | 44.1 | 44.1 | 44.1 | | 44.1 | 14.9 | 14.9 | | 14.9 | 14.9 | 14.9 | | 0.0 |
| Volume/Cap: | 0.00 | 0.13 | | 0.13 | 0.14 | 1.08 | | 1.08 | 0.58 | 0.58 | | 0.58 | 1.08 | 1.08 | | 0.00 |
| Delay/Veh: | 2.6 | 2.8 | | 2.8 | 2.8 | 53.4 | | 53.4 | 18.4 | 18.4 | | 18.4 | 78.9 | 78.9 | | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| AdjDel/Veh: | 2.6 | 2.8 | | 2.8 | 2.8 | 53.4 | | 53.4 | 18.4 | 18.4 | | 18.4 | 78.9 | 78.9 | | 0.0 |
| DesignQueue: | 0 | 1 | | 0 | 2 | 17 | | 2 | 1 | 4 | | 2 | 6 | 8 | | 0 |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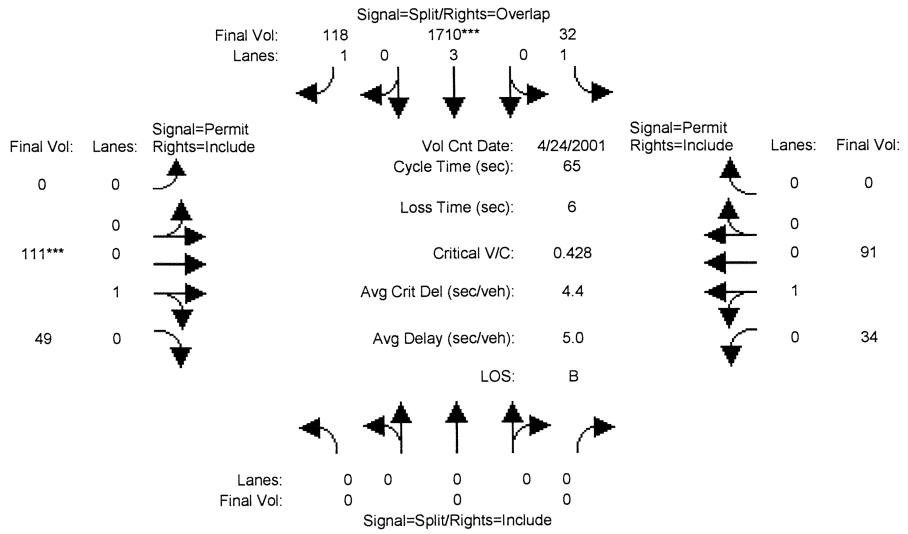
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3780: SAN SALVADOR/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 24 Apr 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 32 | 1710 | 118 | 0 | 111 | 49 | 34 | 91 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 32 | 1710 | 118 | 0 | 111 | 49 | 34 | 91 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 32 | 1710 | 118 | 0 | 111 | 49 | 34 | 91 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 32 | 1710 | 118 | 0 | 111 | 49 | 34 | 91 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 32 | 1710 | 118 | 0 | 111 | 49 | 34 | 91 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 32 | 1710 | 118 | 0 | 111 | 49 | 34 | 91 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 3.00 | 1.00 | 0.00 | 0.69 | 0.31 | 0.27 | 0.73 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 5700 | 1750 | 0 | 1249 | 551 | 490 | 1310 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.02 | 0.30 | 0.07 | 0.00 | 0.09 | 0.09 | 0.07 | 0.07 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 45.5 | 45.5 | 45.5 | 0.0 | 13.5 | 13.5 | 13.5 | 13.5 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.03 | 0.43 | 0.10 | 0.00 | 0.43 | 0.43 | 0.33 | 0.33 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 2.3 | 3.2 | 2.4 | 0.0 | 17.5 | 17.5 | 16.9 | 16.9 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 2.3 | 3.2 | 2.4 | 0.0 | 17.5 | 17.5 | 16.9 | 16.9 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 3 | 1 | 1 | 3 | 0 |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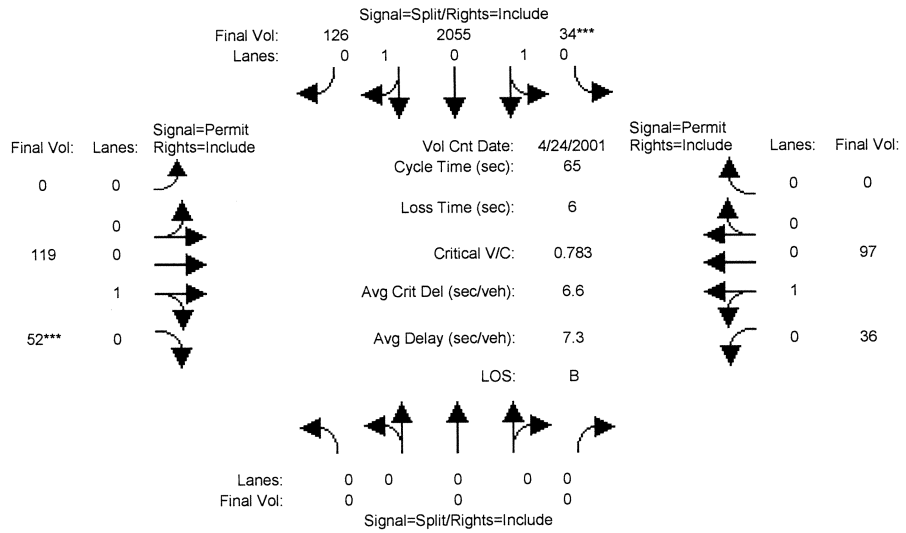
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3780: SAN SALVADOR/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 24 Apr 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 34 | 2055 | 126 | 0 | 119 | 52 | 36 | 97 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 34 | 2055 | 126 | 0 | 119 | 52 | 36 | 97 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 34 | 2055 | 126 | 0 | 119 | 52 | 36 | 97 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 34 | 2055 | 126 | 0 | 119 | 52 | 36 | 97 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 34 | 2055 | 126 | 0 | 119 | 52 | 36 | 97 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 34 | 2055 | 126 | 0 | 119 | 52 | 36 | 97 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.03 | 1.86 | 0.11 | 0.00 | 0.70 | 0.30 | 0.27 | 0.73 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 55 | 3340 | 205 | 0 | 1253 | 547 | 487 | 1313 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.62 | 0.62 | 0.62 | 0.00 | 0.09 | 0.10 | 0.07 | 0.07 | 0.00 |
| Crit Moves: | | | | **** | | | | | **** | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 49.0 | 49.0 | 49.0 | 0.0 | 10.0 | 10.0 | 10.0 | 10.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.82 | 0.82 | 0.82 | 0.00 | 0.62 | 0.62 | 0.48 | 0.48 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 5.3 | 5.3 | 5.3 | 0.0 | 22.4 | 22.4 | 20.1 | 20.1 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 5.3 | 5.3 | 5.3 | 0.0 | 22.4 | 22.4 | 20.1 | 20.1 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 4 | 2 | 1 | 3 | 0 |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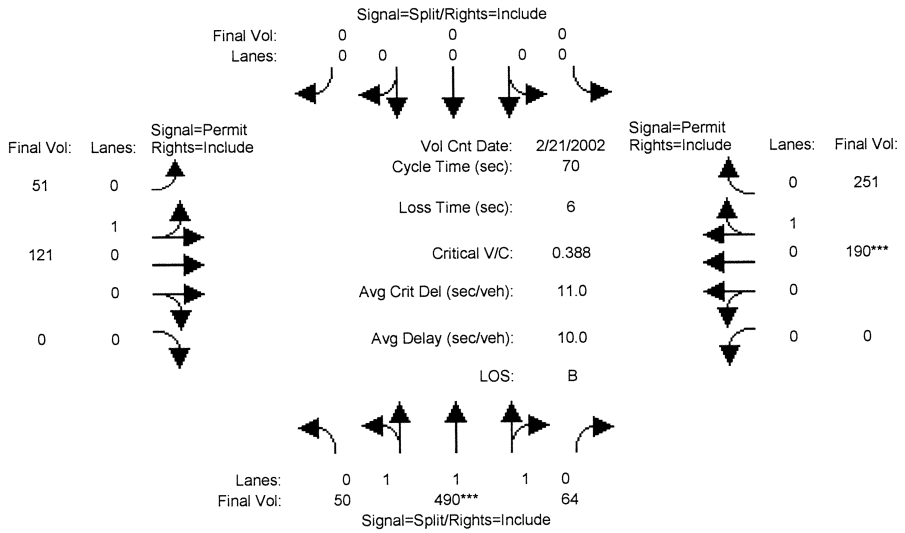
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3781: SAN SALVADOR/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 50 | 490 | 64 | 0 | 0 | 0 | 51 | 121 | 0 | 0 | 190 | 251 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 50 | 490 | 64 | 0 | 0 | 0 | 51 | 121 | 0 | 0 | 190 | 251 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 50 | 490 | 64 | 0 | 0 | 0 | 51 | 121 | 0 | 0 | 190 | 251 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 50 | 490 | 64 | 0 | 0 | 0 | 51 | 121 | 0 | 0 | 190 | 251 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 50 | 490 | 64 | 0 | 0 | 0 | 51 | 121 | 0 | 0 | 190 | 251 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 50 | 490 | 64 | 0 | 0 | 0 | 51 | 121 | 0 | 0 | 190 | 251 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.25 | 2.43 | 0.32 | 0.00 | 0.00 | 0.00 | 0.30 | 0.70 | 0.00 | 0.00 | 0.43 | 0.57 |
| Final Sat.: | 455 | 4462 | 583 | 0 | 0 | 0 | 534 | 1266 | 0 | 0 | 776 | 1024 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.11 | 0.00 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.00 | 0.25 | 0.24 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 19.8 | 19.8 | 19.8 | 0.0 | 0.0 | 0.0 | 44.2 | 44.2 | 0.0 | 0.0 | 44.2 | 44.2 |
| Volume/Cap: | 0.39 | 0.39 | 0.39 | 0.00 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.00 | 0.39 | 0.39 |
| Delay/Veh: | 15.4 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 4.0 | 4.0 | 0.0 | 0.0 | 4.9 | 4.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 15.4 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 4.0 | 4.0 | 0.0 | 0.0 | 4.9 | 4.9 |
| DesignQueue: | 1 | 14 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 4 |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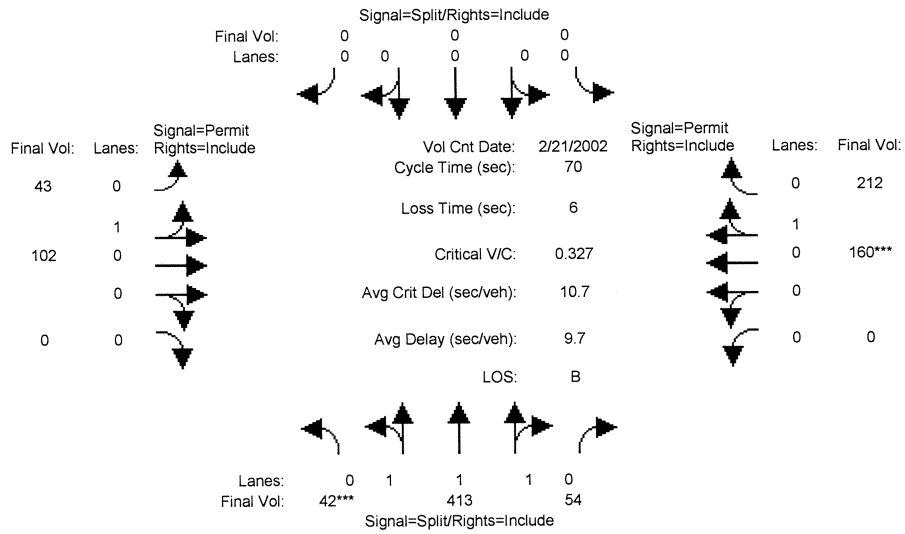
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3781: SAN SALVADOR/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 42 | 413 | 54 | 0 | 0 | 0 | 43 | 102 | 0 | 0 | 160 | 212 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 42 | 413 | 54 | 0 | 0 | 0 | 43 | 102 | 0 | 0 | 160 | 212 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 42 | 413 | 54 | 0 | 0 | 0 | 43 | 102 | 0 | 0 | 160 | 212 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 42 | 413 | 54 | 0 | 0 | 0 | 43 | 102 | 0 | 0 | 160 | 212 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 42 | 413 | 54 | 0 | 0 | 0 | 43 | 102 | 0 | 0 | 160 | 212 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 42 | 413 | 54 | 0 | 0 | 0 | 43 | 102 | 0 | 0 | 160 | 212 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.25 | 2.43 | 0.32 | 0.00 | 0.00 | 0.00 | 0.30 | 0.70 | 0.00 | 0.00 | 0.43 | 0.57 |
| Final Sat.: | 454 | 4462 | 583 | 0 | 0 | 0 | 534 | 1266 | 0 | 0 | 774 | 1026 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.09 | 0.09 | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.00 | 0.00 | 0.21 | 0.21 |
| Crit Moves: | **** | | | | | | | | | | **** | |
| Green Time: | 19.8 | 19.8 | 19.8 | 0.0 | 0.0 | 0.0 | 44.2 | 44.2 | 0.0 | 0.0 | 44.2 | 44.2 |
| Volume/Cap: | 0.33 | 0.33 | 0.33 | 0.00 | 0.00 | 0.00 | 0.13 | 0.13 | 0.00 | 0.00 | 0.33 | 0.33 |
| Delay/Veh: | 15.1 | 15.1 | 15.1 | 0.0 | 0.0 | 0.0 | 3.9 | 3.9 | 0.0 | 0.0 | 4.6 | 4.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 15.1 | 15.1 | 15.1 | 0.0 | 0.0 | 0.0 | 3.9 | 3.9 | 0.0 | 0.0 | 4.6 | 4.6 |
| DesignQueue: | 1 | 12 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 3 |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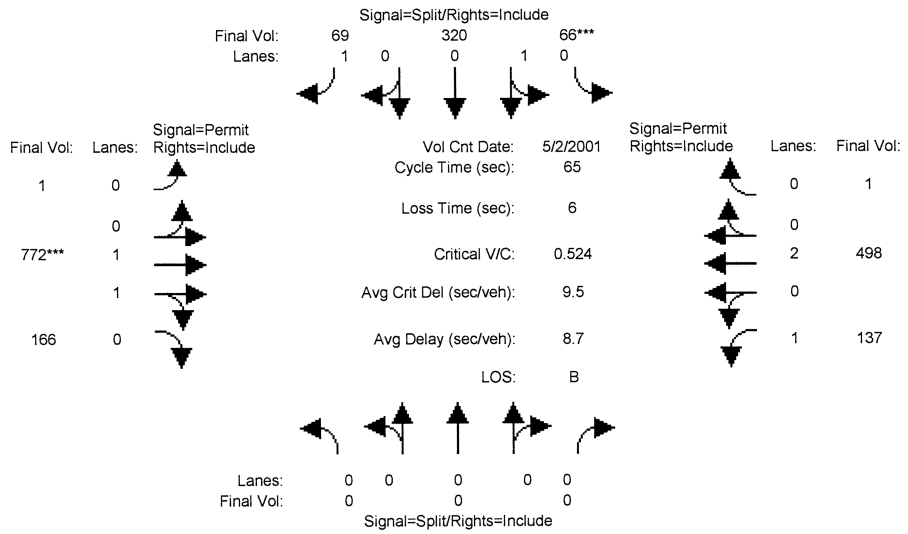
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3782: SANTA CLARA/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 2 May 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 66 | 320 | 69 | 1 | 772 | 166 | 137 | 498 | 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 | 66 | 320 | 69 | 1 | 772 | 166 | 137 | 498 | 1 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 66 | 320 | 69 | 1 | 772 | 166 | 137 | 498 | 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: | 1.00 | 1.00 | 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 | 66 | 320 | 69 | 1 | 772 | 166 | 137 | 498 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 66 | 320 | 69 | 1 | 772 | 166 | 137 | 498 | 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 |
| Final Vol.: | 0 | 0 | 0 | 66 | 320 | 69 | 1 | 772 | 166 | 137 | 498 | 1 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.17 | 0.83 | 1.00 | 0.01 | 1.64 | 0.35 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 0 | 0 | 0 | 308 | 1492 | 1750 | 4 | 2960 | 636 | 1750 | 3693 | 7 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.21 | 0.21 | 0.04 | 0.26 | 0.26 | 0.26 | 0.08 | 0.13 | 0.13 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 26.6 | 26.6 | 26.6 | 32.4 | 32.4 | 32.4 | 32.4 | 32.4 | 32.4 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.52 | 0.52 | 0.10 | 0.52 | 0.52 | 0.52 | 0.16 | 0.27 | 0.27 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 11.5 | 11.5 | 9.0 | 8.6 | 8.6 | 8.6 | 6.8 | 7.2 | 7.2 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 11.5 | 11.5 | 9.0 | 8.6 | 8.6 | 8.6 | 6.8 | 7.2 | 7.2 |
| DesignQueue: | 0 | 0 | 0 | 1 | 7 | 1 | 0 | 15 | 3 | 3 | 9 | 0 |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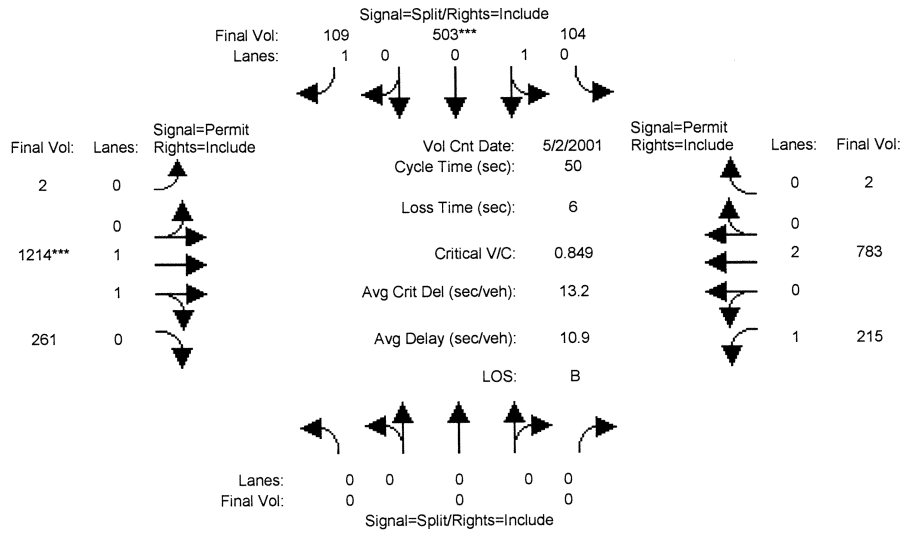
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3782: SANTA CLARA/SECOND




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 2 May 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 104 | 503 | 109 | 2 | 1214 | 261 | 215 | 783 | 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 | 104 | 503 | 109 | 2 | 1214 | 261 | 215 | 783 | 2 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 104 | 503 | 109 | 2 | 1214 | 261 | 215 | 783 | 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 | 104 | 503 | 109 | 2 | 1214 | 261 | 215 | 783 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 104 | 503 | 109 | 2 | 1214 | 261 | 215 | 783 | 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 |
| Final Vol.: | 0 | 0 | 0 | 104 | 503 | 109 | 2 | 1214 | 261 | 215 | 783 | 2 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.17 | 0.83 | 1.00 | 0.01 | 1.64 | 0.35 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 0 | 0 | 0 | 308 | 1492 | 1750 | 5 | 2959 | 636 | 1750 | 3691 | 9 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.34 | 0.34 | 0.06 | 0.41 | 0.41 | 0.41 | 0.12 | 0.21 | 0.21 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 19.8 | 19.8 | 19.8 | 24.2 | 24.2 | 24.2 | 24.2 | 24.2 | 24.2 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.85 | 0.85 | 0.16 | 0.85 | 0.85 | 0.85 | 0.25 | 0.44 | 0.44 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 17.1 | 17.1 | 7.4 | 11.6 | 11.6 | 11.6 | 5.8 | 6.6 | 6.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 17.1 | 17.1 | 7.4 | 11.6 | 11.6 | 11.6 | 5.8 | 6.6 | 6.6 |
| DesignQueue: | 0 | 0 | 0 | 2 | 9 | 2 | 0 | 19 | 4 | 3 | 12 | 0 |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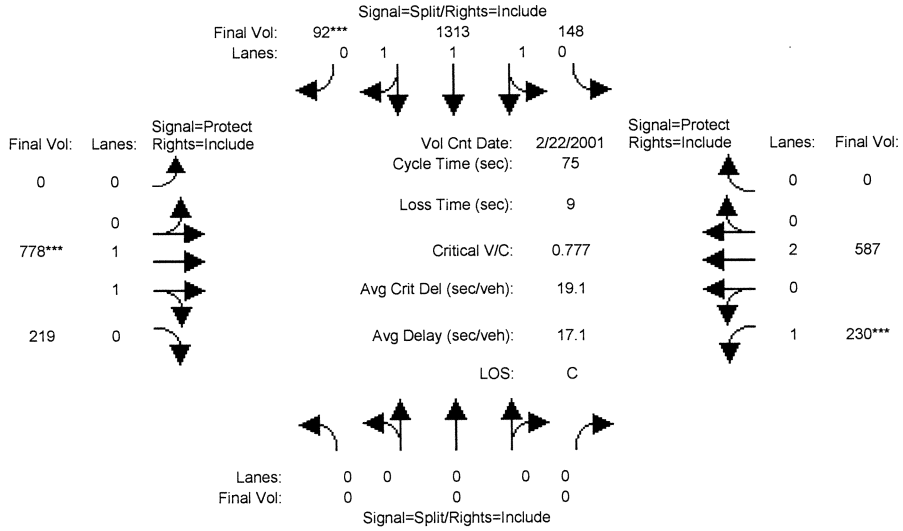
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3785: SANTA CLARA/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 22 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 148 | 1313 | 92 | 0 | 778 | 219 | 230 | 587 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 148 | 1313 | 92 | 0 | 778 | 219 | 230 | 587 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 148 | 1313 | 92 | 0 | 778 | 219 | 230 | 587 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 148 | 1313 | 92 | 0 | 778 | 219 | 230 | 587 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 148 | 1313 | 92 | 0 | 778 | 219 | 230 | 587 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 148 | 1313 | 92 | 0 | 778 | 219 | 230 | 587 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.04 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.29 | 2.53 | 0.18 | 0.00 | 1.55 | 0.45 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 524 | 4650 | 326 | 0 | 2887 | 813 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 0.28 | 0.00 | 0.27 | 0.27 | 0.13 | 0.15 | 0.00 |
| Crit Moves: | | | | | | **** | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 27.3 | 27.3 | 27.3 | 0.0 | 26.0 | 26.0 | 12.7 | 38.7 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.78 | 0.78 | 0.78 | 0.00 | 0.78 | 0.78 | 0.78 | 0.30 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 17.5 | 17.5 | 17.5 | 0.0 | 18.8 | 18.8 | 31.0 | 7.9 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 17.5 | 17.5 | 17.5 | 0.0 | 18.8 | 18.8 | 31.0 | 7.9 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 4 | 38 | 3 | 0 | 23 | 6 | 8 | 12 | 0 |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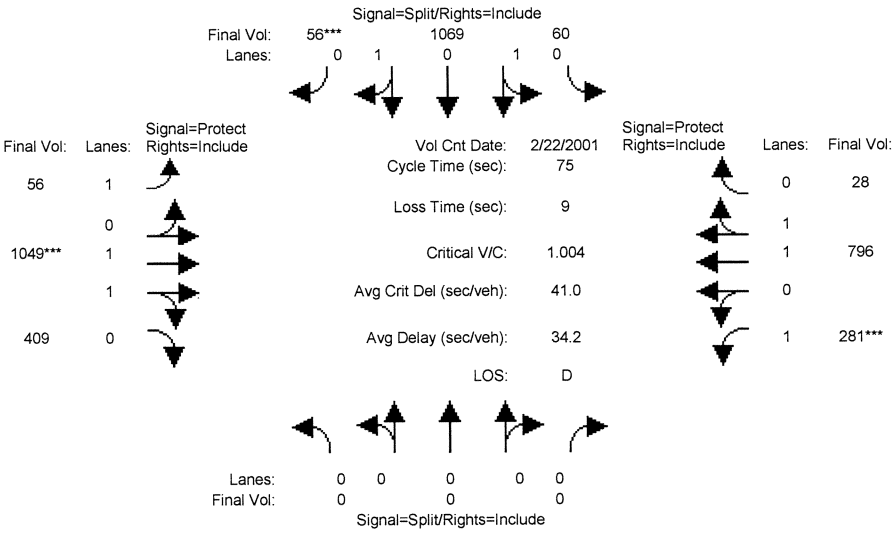
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3785: SANTA CLARA/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: >> Count Date: 22 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 60 | 1069 | 56 | 56 | 1049 | 409 | 281 | 796 | 28 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 60 | 1069 | 56 | 56 | 1049 | 409 | 281 | 796 | 28 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 60 | 1069 | 56 | 56 | 1049 | 409 | 281 | 796 | 28 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 60 | 1069 | 56 | 56 | 1049 | 409 | 281 | 796 | 28 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 60 | 1069 | 56 | 56 | 1049 | 409 | 281 | 796 | 28 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 60 | 1069 | 56 | 56 | 1049 | 409 | 281 | 796 | 28 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.04 | 1.00 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.10 | 1.81 | 0.09 | 1.00 | 1.42 | 0.58 | 1.00 | 1.93 | 0.07 |
| Final Sat.: | 0 | 0 | 0 | 182 | 3248 | 170 | 1750 | 2661 | 1038 | 1750 | 3574 | 126 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.33 | 0.33 | 0.33 | 0.03 | 0.39 | 0.39 | 0.16 | 0.22 | 0.22 |
| Crit Moves: | | | | | | **** | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 24.6 | 24.6 | 24.6 | 7.0 | 29.4 | 29.4 | 12.0 | 34.4 | 34.4 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.34 | 1.00 | 1.00 | 1.00 | 0.49 | 0.49 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 40.4 | 40.4 | 40.4 | 24.7 | 36.5 | 36.5 | 66.6 | 10.9 | 10.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 40.4 | 40.4 | 40.4 | 24.7 | 36.5 | 36.5 | 66.6 | 10.9 | 10.9 |
| DesignQueue: | 0 | 0 | 0 | 2 | 33 | 2 | 2 | 30 | 11 | 10 | 19 | 1 |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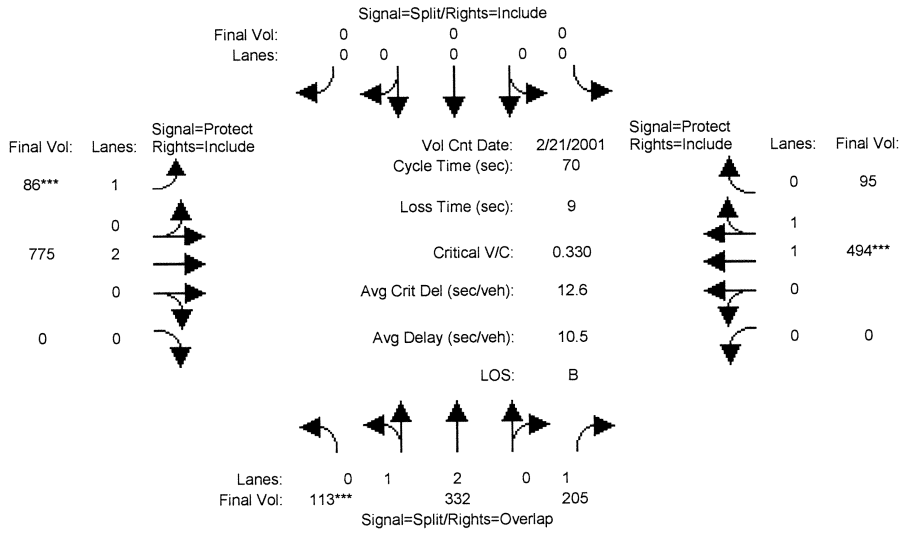
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3786: SANTA CLARA/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 113 | 332 | 205 | 0 | 0 | 0 | 86 | 775 | 0 | 0 | 494 | 95 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 113 | 332 | 205 | 0 | 0 | 0 | 86 | 775 | 0 | 0 | 494 | 95 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 113 | 332 | 205 | 0 | 0 | 0 | 86 | 775 | 0 | 0 | 494 | 95 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 113 | 332 | 205 | 0 | 0 | 0 | 86 | 775 | 0 | 0 | 494 | 95 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 113 | 332 | 205 | 0 | 0 | 0 | 86 | 775 | 0 | 0 | 494 | 95 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 113 | 332 | 205 | 0 | 0 | 0 | 86 | 775 | 0 | 0 | 494 | 95 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.05 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.79 | 2.21 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.67 | 0.33 |
| Final Sat.: | 1421 | 4176 | 1750 | 0 | 0 | 0 | 1750 | 3800 | 0 | 0 | 3103 | 597 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.08 | 0.12 | 0.00 | 0.00 | 0.00 | 0.05 | 0.20 | 0.00 | 0.00 | 0.16 | 0.16 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 22.0 | 22.0 | 22.0 | 0.0 | 0.0 | 0.0 | 9.2 | 39.0 | 0.0 | 0.0 | 29.8 | 29.8 |
| Volume/Cap: | 0.25 | 0.25 | 0.37 | 0.00 | 0.00 | 0.00 | 0.37 | 0.37 | 0.00 | 0.00 | 0.37 | 0.37 |
| Delay/Veh: | 13.6 | 13.6 | 14.4 | 0.0 | 0.0 | 0.0 | 21.6 | 6.6 | 0.0 | 0.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.6 | 13.6 | 14.4 | 0.0 | 0.0 | 0.0 | 21.6 | 6.6 | 0.0 | 0.0 | 10.5 | 10.5 |
| DesignQueue: | 3 | 9 | 6 | 0 | 0 | 0 | 3 | 14 | 0 | 0 | 11 | 2 |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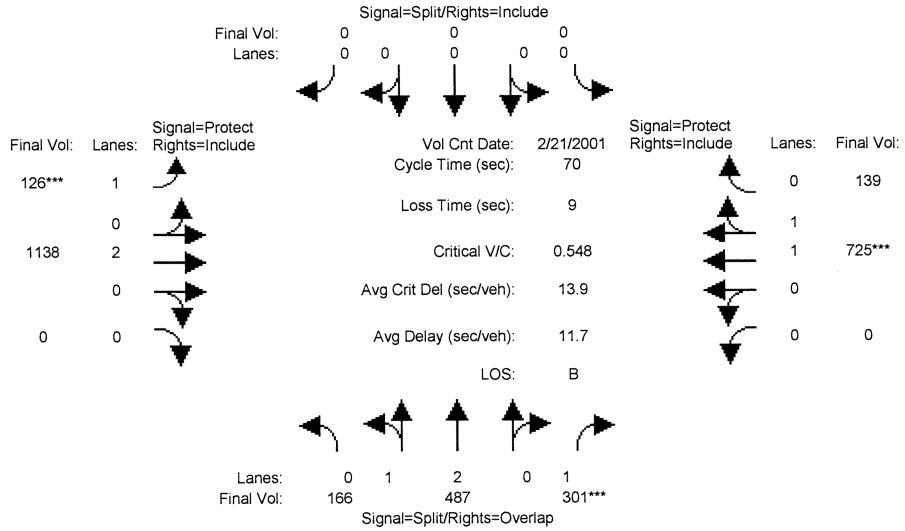
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3786: SANTA CLARA/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 166 | 487 | 301 | 0 | 0 | 0 | 126 | 1138 | 0 | 0 | 725 | 139 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 166 | 487 | 301 | 0 | 0 | 0 | 126 | 1138 | 0 | 0 | 725 | 139 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 166 | 487 | 301 | 0 | 0 | 0 | 126 | 1138 | 0 | 0 | 725 | 139 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 166 | 487 | 301 | 0 | 0 | 0 | 126 | 1138 | 0 | 0 | 725 | 139 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 166 | 487 | 301 | 0 | 0 | 0 | 126 | 1138 | 0 | 0 | 725 | 139 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 166 | 487 | 301 | 0 | 0 | 0 | 126 | 1138 | 0 | 0 | 725 | 139 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.05 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.03 | 1.00 |
| Lanes: | 0.79 | 2.21 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.67 | 0.33 |
| Final Sat.: | 1423 | 4175 | 1750 | 0 | 0 | 0 | 1750 | 3800 | 0 | 0 | 3104 | 595 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.12 | 0.17 | 0.00 | 0.00 | 0.00 | 0.07 | 0.30 | 0.00 | 0.00 | 0.23 | 0.23 |
| Crit Moves: | | | **** | | | | **** | | | | **** | |
| Green Time: | 22.0 | 22.0 | 22.0 | 0.0 | 0.0 | 0.0 | 9.2 | 39.0 | 0.0 | 0.0 | 29.8 | 29.8 |
| Volume/Cap: | 0.37 | 0.37 | 0.55 | 0.00 | 0.00 | 0.00 | 0.55 | 0.54 | 0.00 | 0.00 | 0.55 | 0.55 |
| Delay/Veh: | 14.2 | 14.2 | 16.0 | 0.0 | 0.0 | 0.0 | 23.7 | 7.7 | 0.0 | 0.0 | 11.7 | 11.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 14.2 | 14.2 | 16.0 | 0.0 | 0.0 | 0.0 | 23.7 | 7.7 | 0.0 | 0.0 | 11.7 | 11.7 |
| DesignQueue: | 5 | 13 | 8 | 0 | 0 | 0 | 4 | 21 | 0 | 0 | 17 | 3 |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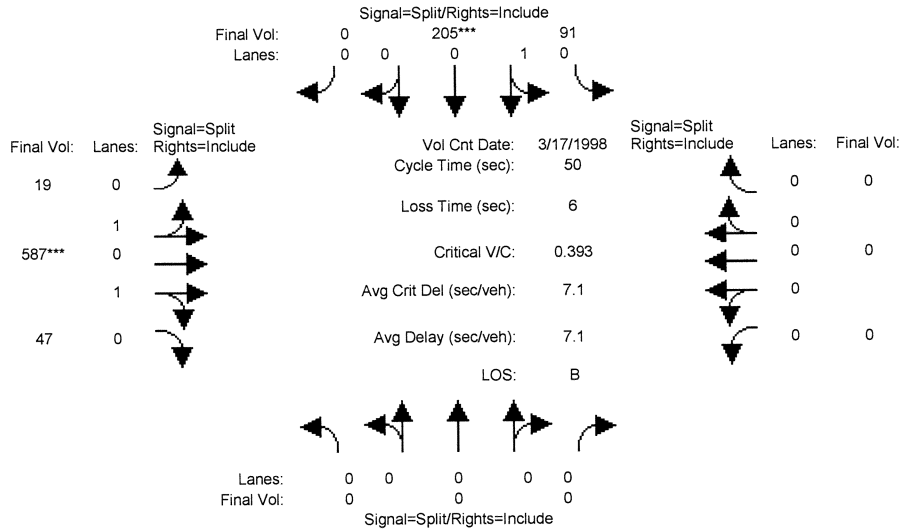
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3794: SECOND/ST. JAMES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 17 Mar 1998 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 91 | 205 | 0 | 19 | 587 | 47 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 91 | 205 | 0 | 19 | 587 | 47 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 91 | 205 | 0 | 19 | 587 | 47 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 91 | 205 | 0 | 19 | 587 | 47 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 91 | 205 | 0 | 19 | 587 | 47 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 91 | 205 | 0 | 19 | 587 | 47 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.31 | 0.69 | 0.00 | 0.06 | 1.80 | 0.14 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 553 | 1247 | 0 | 105 | 3236 | 259 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.18 | 0.18 | 0.18 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 20.9 | 20.9 | 0.0 | 23.1 | 23.1 | 23.1 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.39 | 0.39 | 0.00 | 0.39 | 0.39 | 0.39 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 7.9 | 7.9 | 0.0 | 6.8 | 6.8 | 6.8 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 7.9 | 7.9 | 0.0 | 6.8 | 6.8 | 6.8 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 9 | 1 | 0 | 0 | 0 |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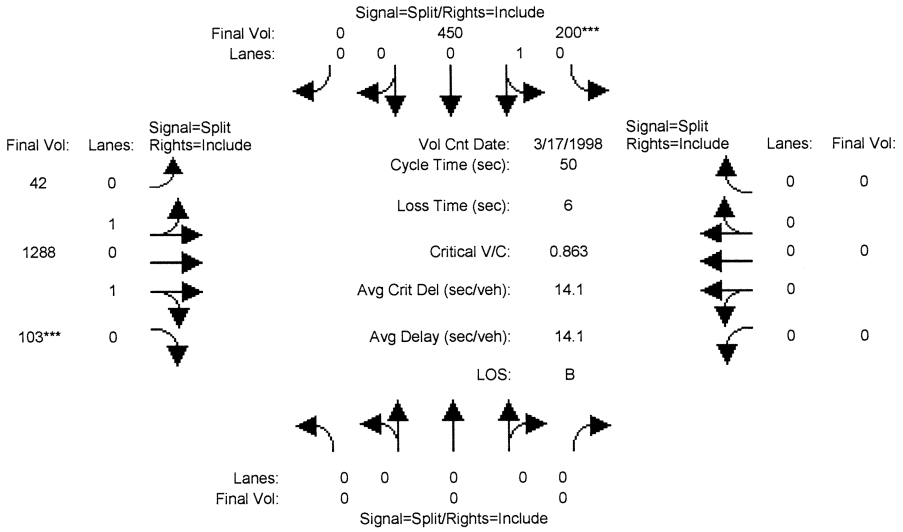
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3794: SECOND/ST. JAMES




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 17 Mar 1998 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 200 | 450 | 0 | 42 | 1288 | 103 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 200 | 450 | 0 | 42 | 1288 | 103 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 200 | 450 | 0 | 42 | 1288 | 103 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 200 | 450 | 0 | 42 | 1288 | 103 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 200 | 450 | 0 | 42 | 1288 | 103 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 200 | 450 | 0 | 42 | 1288 | 103 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.31 | 0.69 | 0.00 | 0.06 | 1.80 | 0.14 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 554 | 1246 | 0 | 106 | 3236 | 259 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.36 | 0.36 | 0.00 | 0.40 | 0.40 | 0.40 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | **** | | | | | **** | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 20.9 | 20.9 | 0.0 | 23.1 | 23.1 | 23.1 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.86 | 0.86 | 0.00 | 0.86 | 0.86 | 0.86 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 17.2 | 17.2 | 0.0 | 12.7 | 12.7 | 12.7 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 17.2 | 17.2 | 0.0 | 12.7 | 12.7 | 12.7 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 4 | 8 | 0 | 1 | 21 | 2 | 0 | 0 | 0 |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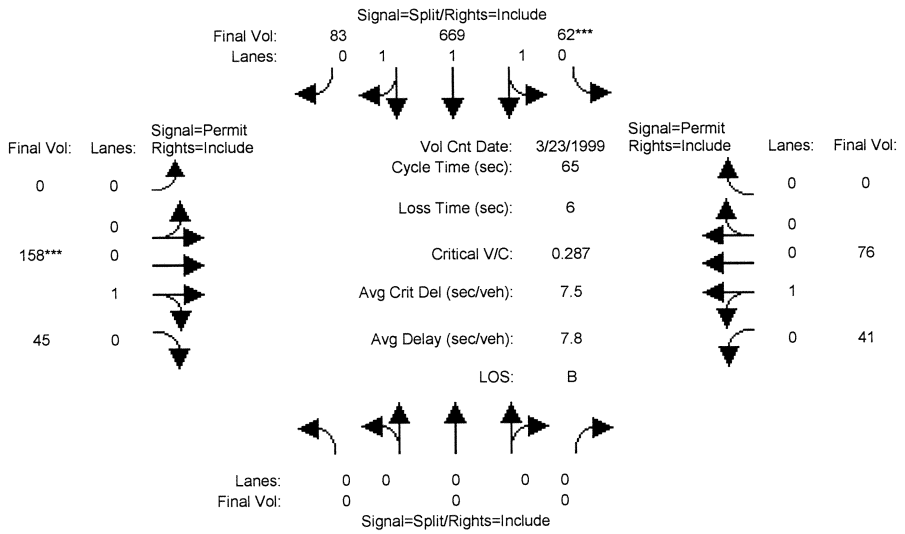
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3796: SECOND/VIRGINIA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 23 Mar 1999 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 62 | 669 | 83 | 0 | 158 | 45 | 41 | 76 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 62 | 669 | 83 | 0 | 158 | 45 | 41 | 76 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 62 | 669 | 83 | 0 | 158 | 45 | 41 | 76 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 62 | 669 | 83 | 0 | 158 | 45 | 41 | 76 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 62 | 669 | 83 | 0 | 158 | 45 | 41 | 76 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 62 | 669 | 83 | 0 | 158 | 45 | 41 | 76 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.23 | 2.46 | 0.31 | 0.00 | 0.78 | 0.22 | 0.35 | 0.65 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 419 | 4520 | 561 | 0 | 1401 | 399 | 631 | 1169 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.15 | 0.15 | 0.15 | 0.00 | 0.11 | 0.11 | 0.07 | 0.06 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 33.5 | 33.5 | 33.5 | 0.0 | 25.5 | 25.5 | 25.5 | 25.5 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.29 | 0.29 | 0.29 | 0.00 | 0.29 | 0.29 | 0.17 | 0.17 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 6.8 | 6.8 | 6.8 | 0.0 | 10.3 | 10.3 | 9.8 | 9.8 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 6.8 | 6.8 | 6.8 | 0.0 | 10.3 | 10.3 | 9.8 | 9.8 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 12 | 2 | 0 | 4 | 1 | 1 | 2 | 0 |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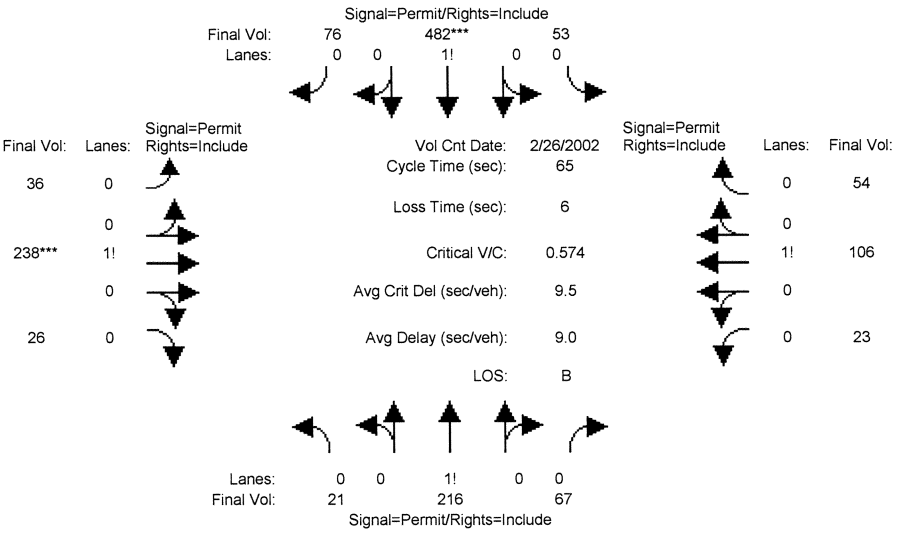
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3796: SECOND/VIRGINIA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 26 Feb 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 21 | 216 | 67 | 53 | 482 | 76 | 36 | 238 | 26 | 23 | 106 | 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: | 21 | 216 | 67 | 53 | 482 | 76 | 36 | 238 | 26 | 23 | 106 | 54 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 21 | 216 | 67 | 53 | 482 | 76 | 36 | 238 | 26 | 23 | 106 | 54 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 21 | 216 | 67 | 53 | 482 | 76 | 36 | 238 | 26 | 23 | 106 | 54 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 216 | 67 | 53 | 482 | 76 | 36 | 238 | 26 | 23 | 106 | 54 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 21 | 216 | 67 | 53 | 482 | 76 | 36 | 238 | 26 | 23 | 106 | 54 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.07 | 0.71 | 0.22 | 0.09 | 0.79 | 0.12 | 0.12 | 0.79 | 0.09 | 0.13 | 0.58 | 0.29 |
| Final Sat.: | 121 | 1243 | 386 | 152 | 1381 | 218 | 210 | 1388 | 152 | 220 | 1014 | 516 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.17 | 0.17 | 0.35 | 0.35 | 0.35 | 0.17 | 0.17 | 0.17 | 0.10 | 0.10 | 0.10 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 39.6 | 39.6 | 39.6 | 39.6 | 39.6 | 39.6 | 19.4 | 19.4 | 19.4 | 19.4 | 19.4 | 19.4 |
| Volume/Cap: | 0.29 | 0.29 | 0.29 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 | 0.35 | 0.35 | 0.35 |
| Delay/Veh: | 4.6 | 4.6 | 4.6 | 6.4 | 6.4 | 6.4 | 15.8 | 15.8 | 15.8 | 13.7 | 13.7 | 13.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 4.6 | 4.6 | 4.6 | 6.4 | 6.4 | 6.4 | 15.8 | 15.8 | 15.8 | 13.7 | 13.7 | 13.7 |
| DesignQueue: | 0 | 3 | 1 | 1 | 7 | 1 | 1 | 6 | 1 | 1 | 3 | 1 |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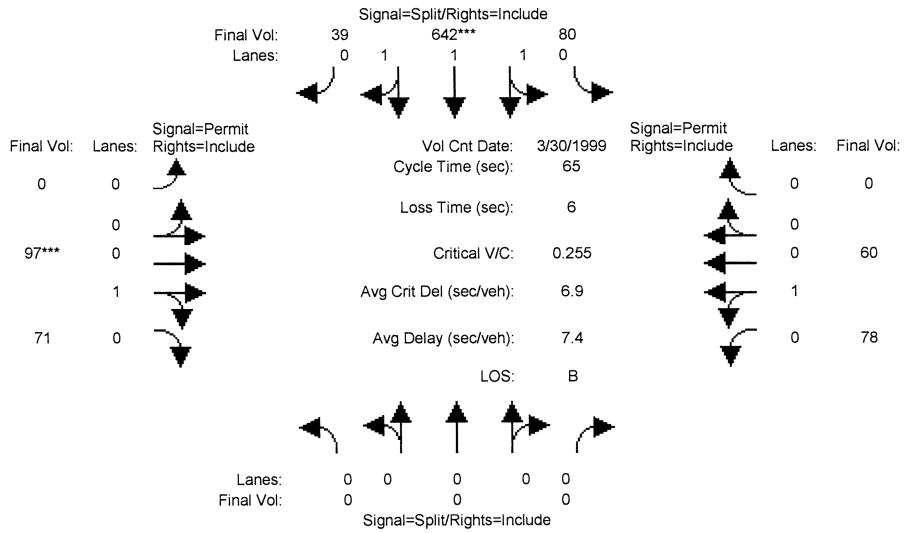
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3797: SECOND/WILLIAM




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 30 Mar 1999 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 80 | 642 | 39 | 0 | 97 | 71 | 78 | 60 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 80 | 642 | 39 | 0 | 97 | 71 | 78 | 60 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 80 | 642 | 39 | 0 | 97 | 71 | 78 | 60 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 80 | 642 | 39 | 0 | 97 | 71 | 78 | 60 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 80 | 642 | 39 | 0 | 97 | 71 | 78 | 60 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 80 | 642 | 39 | 0 | 97 | 71 | 78 | 60 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.32 | 2.52 | 0.16 | 0.00 | 0.58 | 0.42 | 0.57 | 0.43 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 578 | 4640 | 282 | 0 | 1039 | 761 | 1017 | 783 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.14 | 0.14 | 0.14 | 0.00 | 0.09 | 0.09 | 0.08 | 0.08 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 35.2 | 35.2 | 35.2 | 0.0 | 23.8 | 23.8 | 23.8 | 23.8 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.26 | 0.26 | 0.26 | 0.00 | 0.26 | 0.26 | 0.21 | 0.21 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 6.0 | 6.0 | 6.0 | 0.0 | 11.0 | 11.0 | 10.8 | 10.8 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 6.0 | 6.0 | 6.0 | 0.0 | 11.0 | 11.0 | 10.8 | 10.8 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 11 | 1 | 0 | 2 | 2 | 2 | 1 | 0 |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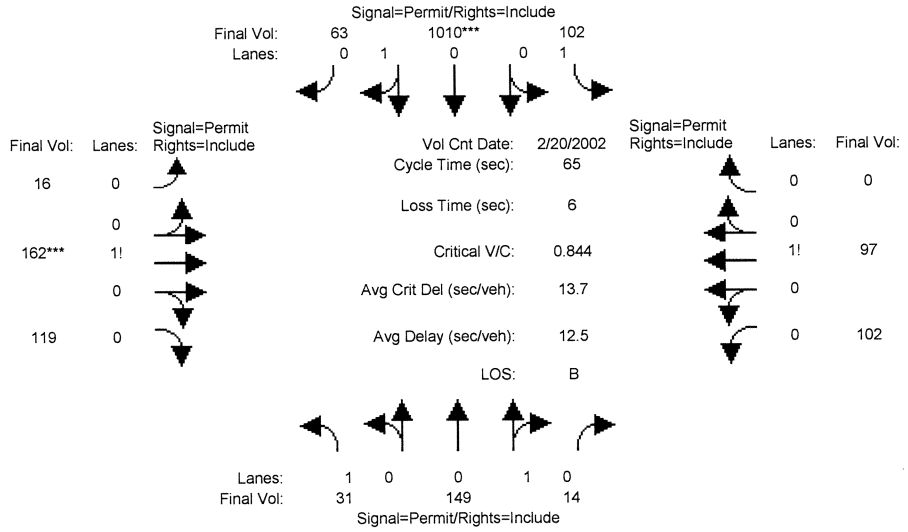
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3797: SECOND/WILLIAM




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 20 Feb 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 31 | 149 | 14 | 102 | 1010 | 63 | 16 | 162 | 119 | 102 | 97 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 31 | 149 | 14 | 102 | 1010 | 63 | 16 | 162 | 119 | 102 | 97 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 31 | 149 | 14 | 102 | 1010 | 63 | 16 | 162 | 119 | 102 | 97 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 31 | 149 | 14 | 102 | 1010 | 63 | 16 | 162 | 119 | 102 | 97 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 31 | 149 | 14 | 102 | 1010 | 63 | 16 | 162 | 119 | 102 | 97 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 31 | 149 | 14 | 102 | 1010 | 63 | 16 | 162 | 119 | 102 | 97 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 |
| Lanes: | 1.00 | 0.91 | 0.09 | 1.00 | 0.94 | 0.06 | 0.05 | 0.55 | 0.40 | 0.51 | 0.49 | 0.00 |
| Final Sat.: | 1750 | 1645 | 155 | 1750 | 1694 | 106 | 94 | 955 | 701 | 923 | 877 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.09 | 0.09 | 0.06 | 0.60 | 0.60 | 0.17 | 0.17 | 0.17 | 0.11 | 0.11 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 45.9 | 45.9 | 45.9 | 45.9 | 45.9 | 45.9 | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 0.0 |
| Volume/Cap: | 0.03 | 0.13 | 0.13 | 0.08 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.55 | 0.55 | 0.00 |
| Delay/Veh: | 2.2 | 2.3 | 2.3 | 2.3 | 9.1 | 9.1 | 30.6 | 30.6 | 30.6 | 19.1 | 19.1 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 2.2 | 2.3 | 2.3 | 2.3 | 9.1 | 9.1 | 30.6 | 30.6 | 30.6 | 19.1 | 19.1 | 0.0 |
| DesignQueue: | 0 | 2 | 0 | 1 | 13 | 1 | 0 | 5 | 4 | 3 | 3 | 0 |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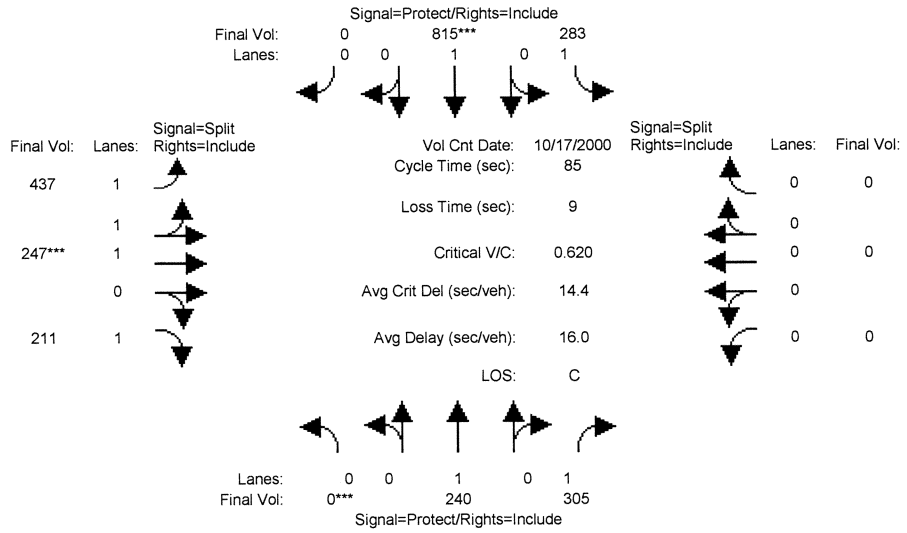
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3804: SEVENTH/VIRGINIA




| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Min. Green: | 0 | | 10 | | 10 | | 7 | | 10 | | 0 | | 10 | | 10 | | 10 | | 0 | | 0 | | 0 | |
| Volume Module: >> Count Date: 17 Oct 2000 << | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 240 | | 305 | | 283 | | 815 | | 0 | | 437 | | 247 | | 211 | | 0 | | 0 | | 0 | |
| Growth Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 0 | | 240 | | 305 | | 283 | | 815 | | 0 | | 437 | | 247 | | 211 | | 0 | | 0 | | 0 | |
| Added Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| ATI: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 0 | | 240 | | 305 | | 283 | | 815 | | 0 | | 437 | | 247 | | 211 | | 0 | | 0 | | 0 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 0 | | 240 | | 305 | | 283 | | 815 | | 0 | | 437 | | 247 | | 211 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 240 | | 305 | | 283 | | 815 | | 0 | | 437 | | 247 | | 211 | | 0 | | 0 | | 0 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Final Vol.: | 0 | | 240 | | 305 | | 283 | | 815 | | 0 | | 437 | | 247 | | 211 | | 0 | | 0 | | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | |
| Adjustment: | 0.97 | | 1.06 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | | 0.99 | | 1.05 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | |
| Lanes: | 0.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 0.00 | | 1.96 | | 1.04 | | 1.00 | | 0.00 | | 0.00 | | 0.00 | |
| Final Sat.: | 0 | | 1900 | | 1750 | | 1750 | | 1900 | | 0 | | 3479 | | 1966 | | 1750 | | 0 | | 0 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.13 | | 0.17 | | 0.16 | | 0.43 | | 0.00 | | 0.13 | | 0.13 | | 0.12 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | **** | | | | | | | | | |
| Green Time: | 0.0 | | 30.5 | | 30.5 | | 28.3 | | 58.8 | | 0.0 | | 17.2 | | 17.2 | | 17.2 | | 0.0 | | 0.0 | | 0.0 | |
| Volume/Cap: | 0.00 | | 0.35 | | 0.49 | | 0.49 | | 0.62 | | 0.00 | | 0.62 | | 0.62 | | 0.60 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | | 15.3 | | 16.6 | | 17.7 | | 6.0 | | 0.0 | | 24.3 | | 24.3 | | 25.3 | | 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 | |
| ProgAdjFctr: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 0.0 | | 15.3 | | 16.6 | | 17.7 | | 6.0 | | 0.0 | | 24.3 | | 24.3 | | 25.3 | | 0.0 | | 0.0 | | 0.0 | |
| DesignQueue: | 0 | | 8 | | 10 | | 9 | | 13 | | 0 | | 17 | | 10 | | 8 | | 0 | | 0 | | 0 | |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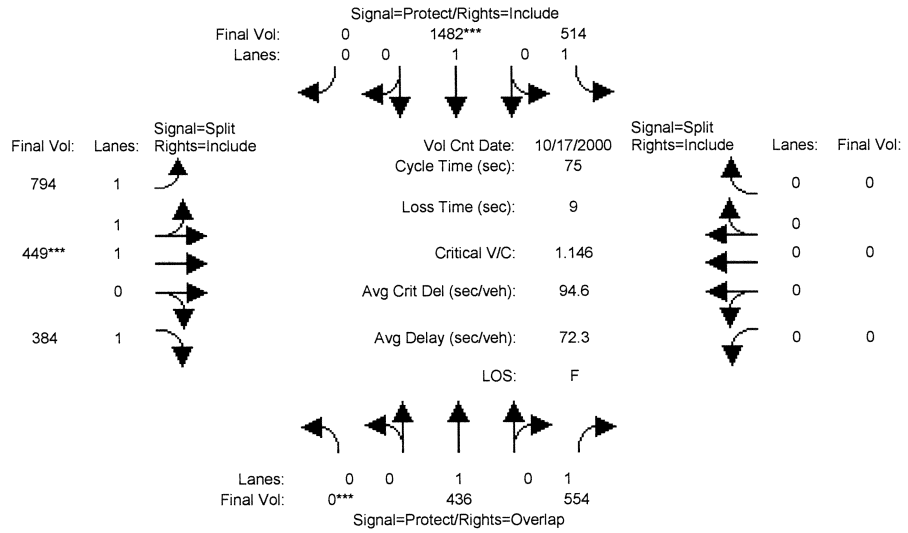
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3804: SEVENTH/VIRGINIA




| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Min. Green: | 0 | | 10 | | 10 | | 7 | | 10 | | 0 | | 10 | | 10 | | 10 | | 0 | | 0 | | 0 | |
| Volume Module: >> Count Date: 17 Oct 2000 << | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 436 | | 554 | | 514 | | 1482 | | 0 | | 794 | | 449 | | 384 | | 0 | | 0 | | 0 | |
| Growth Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 0 | | 436 | | 554 | | 514 | | 1482 | | 0 | | 794 | | 449 | | 384 | | 0 | | 0 | | 0 | |
| Added Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| PasserByVol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 0 | | 436 | | 554 | | 514 | | 1482 | | 0 | | 794 | | 449 | | 384 | | 0 | | 0 | | 0 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 0 | | 436 | | 554 | | 514 | | 1482 | | 0 | | 794 | | 449 | | 384 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 436 | | 554 | | 514 | | 1482 | | 0 | | 794 | | 449 | | 384 | | 0 | | 0 | | 0 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Final Vol.: | 0 | | 436 | | 554 | | 514 | | 1482 | | 0 | | 794 | | 449 | | 384 | | 0 | | 0 | | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | | 1800 | |
| Adjustment: | 0.97 | | 1.06 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | | 0.99 | | 1.05 | | 0.97 | | 0.97 | | 1.06 | | 0.97 | |
| Lanes: | 0.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 0.00 | | 1.96 | | 1.04 | | 1.00 | | 0.00 | | 0.00 | | 0.00 | |
| Final Sat.: | 0 | | 1900 | | 1750 | | 1750 | | 1900 | | 0 | | 3478 | | 1967 | | 1750 | | 0 | | 0 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.23 | | 0.32 | | 0.29 | | 0.78 | | 0.00 | | 0.23 | | 0.23 | | 0.22 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | **** | | | | | | | | | |
| Green Time: | 0.0 | | 26.5 | | 26.5 | | 24.6 | | 51.1 | | 0.0 | | 14.9 | | 14.9 | | 14.9 | | 0.0 | | 0.0 | | 0.0 | |
| Volume/Cap: | 0.00 | | 0.65 | | 0.90 | | 0.90 | | 1.15 | | 0.00 | | 1.15 | | 1.15 | | 1.10 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | | 17.0 | | 28.7 | | 30.1 | | 89.1 | | 0.0 | | 101.2 | | 101 | | 96.4 | | 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 | |
| ProgAdjFctr: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 0.0 | | 17.0 | | 28.7 | | 30.1 | | 89.1 | | 0.0 | | 101.2 | | 101 | | 96.4 | | 0.0 | | 0.0 | | 0.0 | |
| DesignQueue: | 0 | | 13 | | 16 | | 16 | | 25 | | 0 | | 28 | | 16 | | 14 | | 0 | | 0 | | 0 | |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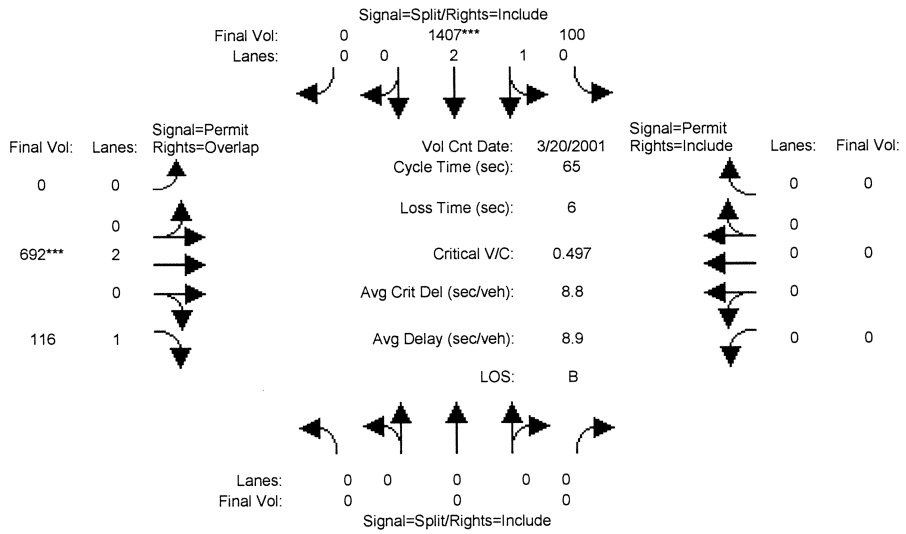
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3810: ST. JAMES/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 20 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 100 | 1407 | 0 | 0 | 692 | 116 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 100 | 1407 | 0 | 0 | 692 | 116 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 100 | 1407 | 0 | 0 | 692 | 116 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 100 | 1407 | 0 | 0 | 692 | 116 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 100 | 1407 | 0 | 0 | 692 | 116 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 100 | 1407 | 0 | 0 | 692 | 116 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.04 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.21 | 2.79 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 372 | 5228 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 0.00 | 0.00 | 0.18 | 0.07 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 35.2 | 35.2 | 0.0 | 0.0 | 23.8 | 23.8 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.50 | 0.50 | 0.00 | 0.00 | 0.50 | 0.18 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 7.2 | 7.2 | 0.0 | 0.0 | 12.4 | 10.6 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 7.2 | 7.2 | 0.0 | 0.0 | 12.4 | 10.6 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 2 | 25 | 0 | 0 | 17 | 3 | 0 | 0 | 0 |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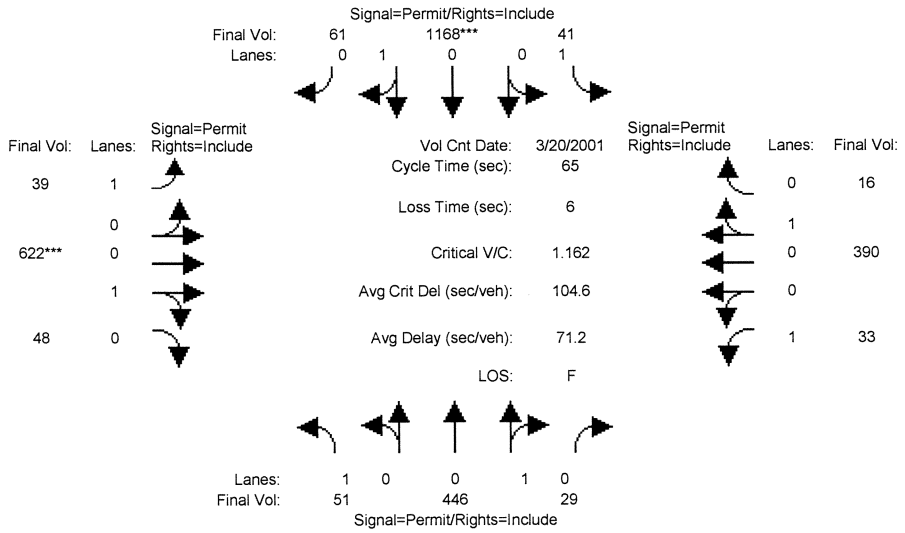
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3810: ST. JAMES/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 20 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 51 | 446 | 29 | 41 | 1168 | 61 | 39 | 622 | 48 | 33 | 390 | 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: | 51 | 446 | 29 | 41 | 1168 | 61 | 39 | 622 | 48 | 33 | 390 | 16 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 51 | 446 | 29 | 41 | 1168 | 61 | 39 | 622 | 48 | 33 | 390 | 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: | 51 | 446 | 29 | 41 | 1168 | 61 | 39 | 622 | 48 | 33 | 390 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 51 | 446 | 29 | 41 | 1168 | 61 | 39 | 622 | 48 | 33 | 390 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 51 | 446 | 29 | 41 | 1168 | 61 | 39 | 622 | 48 | 33 | 390 | 16 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.94 | 0.06 | 1.00 | 0.95 | 0.05 | 1.00 | 0.93 | 0.07 | 1.00 | 0.96 | 0.04 |
| Final Sat.: | 1750 | 1690 | 110 | 1750 | 1711 | 89 | 1750 | 1671 | 129 | 1750 | 1729 | 71 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.26 | 0.26 | 0.02 | 0.68 | 0.68 | 0.02 | 0.37 | 0.37 | 0.02 | 0.23 | 0.23 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 38.2 | 38.2 | 38.2 | 38.2 | 38.2 | 38.2 | 20.8 | 20.8 | 20.8 | 20.8 | 20.8 | 20.8 |
| Volume/Cap: | 0.05 | 0.45 | 0.45 | 0.04 | 1.16 | 1.16 | 0.07 | 1.16 | 1.16 | 0.06 | 0.70 | 0.70 |
| Delay/Veh: | 4.3 | 5.9 | 5.9 | 4.3 | 100 | 100.2 | 11.7 | 113 | 112.7 | 11.6 | 17.4 | 17.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 4.3 | 5.9 | 5.9 | 4.3 | 100 | 100.2 | 11.7 | 113 | 112.7 | 11.6 | 17.4 | 17.4 |
| DesignQueue: | 1 | 7 | 0 | 1 | 21 | 1 | 1 | 17 | 1 | 1 | 10 | 0 |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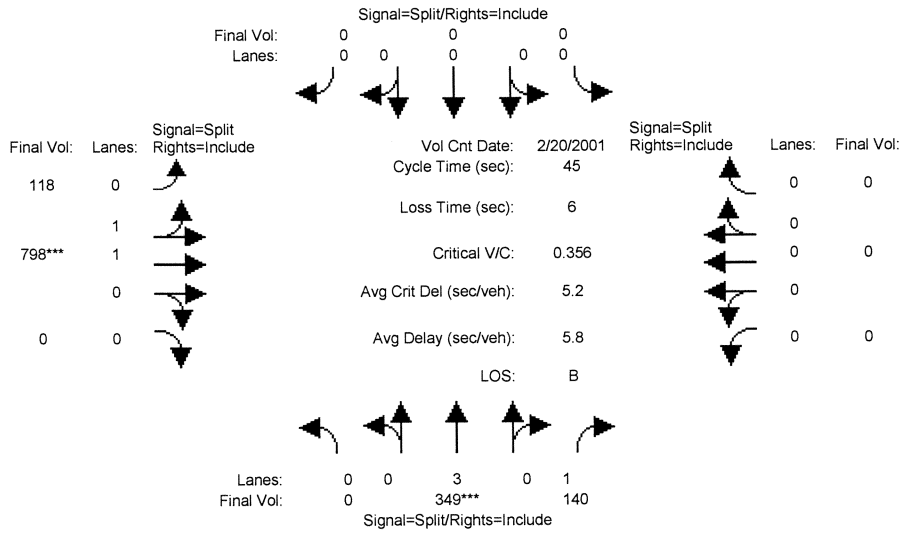
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3811: ST. JAMES/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 20 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 349 | 140 | 0 | 0 | 0 | 118 | 798 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 349 | 140 | 0 | 0 | 0 | 118 | 798 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 349 | 140 | 0 | 0 | 0 | 118 | 798 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 349 | 140 | 0 | 0 | 0 | 118 | 798 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 349 | 140 | 0 | 0 | 0 | 118 | 798 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 349 | 140 | 0 | 0 | 0 | 118 | 798 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.26 | 1.74 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 0 | 0 | 477 | 3223 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.06 | 0.08 | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green Time: | 0.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 29.0 | 29.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.28 | 0.36 | 0.00 | 0.00 | 0.00 | 0.38 | 0.38 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 11.1 | 11.5 | 0.0 | 0.0 | 0.0 | 2.9 | 2.9 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 11.1 | 11.5 | 0.0 | 0.0 | 0.0 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 7 | 3 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 |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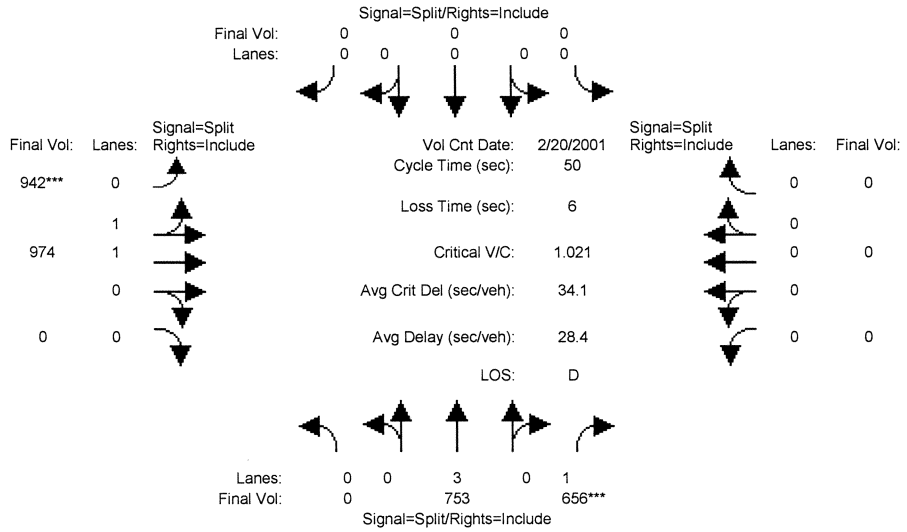
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3811: ST. JAMES/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 20 Feb 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 753 | 656 | 0 | 0 | 0 | 942 | 974 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 753 | 656 | 0 | 0 | 0 | 942 | 974 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 753 | 656 | 0 | 0 | 0 | 942 | 974 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 753 | 656 | 0 | 0 | 0 | 942 | 974 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 753 | 656 | 0 | 0 | 0 | 942 | 974 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 753 | 656 | 0 | 0 | 0 | 942 | 974 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.05 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 0 | 0 | 1800 | 1898 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.13 | 0.37 | 0.00 | 0.00 | 0.00 | 0.52 | 0.51 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | **** | | | | **** | | | | | |
| Green Time: | 0.0 | 18.4 | 18.4 | 0.0 | 0.0 | 0.0 | 25.6 | 25.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.36 | 1.02 | 0.00 | 0.00 | 0.00 | 1.02 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 8.8 | 44.9 | 0.0 | 0.0 | 0.0 | 30.4 | 25.2 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 8.8 | 44.9 | 0.0 | 0.0 | 0.0 | 30.4 | 25.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 14 | 13 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 |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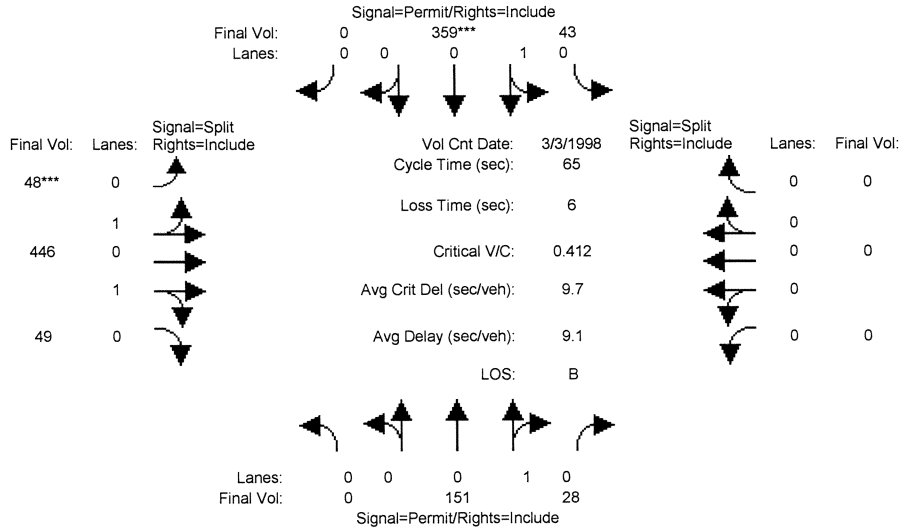
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3812: ST. JAMES/13TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 3 Mar 1998 << | | | | | | | | | | | | |
| Base Vol: | 0 | 151 | 28 | 43 | 359 | 0 | 48 | 446 | 49 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 151 | 28 | 43 | 359 | 0 | 48 | 446 | 49 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 151 | 28 | 43 | 359 | 0 | 48 | 446 | 49 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 151 | 28 | 43 | 359 | 0 | 48 | 446 | 49 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 151 | 28 | 43 | 359 | 0 | 48 | 446 | 49 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 151 | 28 | 43 | 359 | 0 | 48 | 446 | 49 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.84 | 0.16 | 0.11 | 0.89 | 0.00 | 0.18 | 1.64 | 0.18 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1518 | 282 | 193 | 1607 | 0 | 318 | 2957 | 325 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.10 | 0.10 | 0.22 | 0.22 | 0.00 | 0.15 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | **** | | | | | |
| Green Time: | 0.0 | 35.2 | 35.2 | 35.2 | 35.2 | 0.0 | 23.8 | 23.8 | 23.8 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.18 | 0.18 | 0.41 | 0.41 | 0.00 | 0.41 | 0.41 | 0.41 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 5.8 | 5.8 | 6.8 | 6.8 | 0.0 | 11.8 | 11.8 | 11.8 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 5.8 | 5.8 | 6.8 | 6.8 | 0.0 | 11.8 | 11.8 | 11.8 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 3 | 0 | 1 | 6 | 0 | 1 | 11 | 1 | 0 | 0 | 0 |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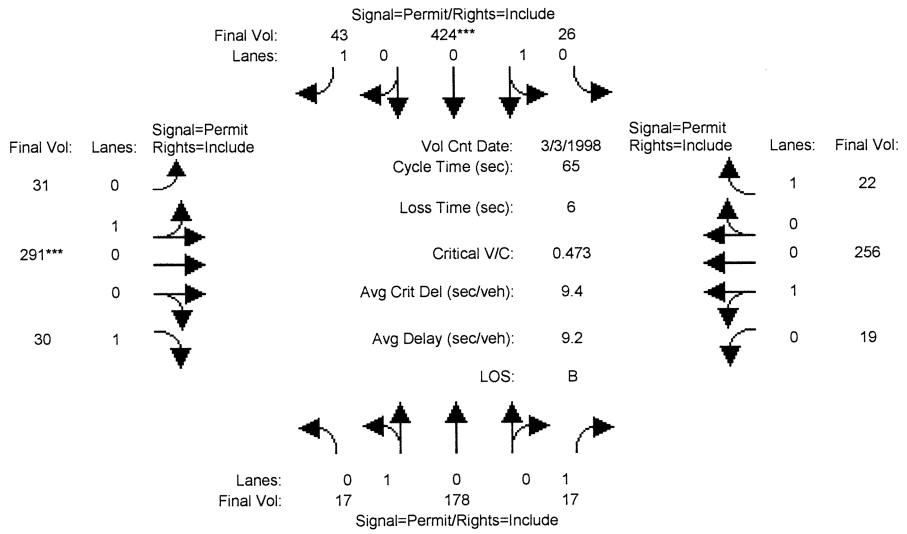
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3812: ST. JAMES/13TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 3 Mar 1998 << | | | | | | | | | | | | |
| Base Vol: | 17 | 178 | 17 | 26 | 424 | 43 | 31 | 291 | 30 | 19 | 256 | 22 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 17 | 178 | 17 | 26 | 424 | 43 | 31 | 291 | 30 | 19 | 256 | 22 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 17 | 178 | 17 | 26 | 424 | 43 | 31 | 291 | 30 | 19 | 256 | 22 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 17 | 178 | 17 | 26 | 424 | 43 | 31 | 291 | 30 | 19 | 256 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 178 | 17 | 26 | 424 | 43 | 31 | 291 | 30 | 19 | 256 | 22 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 17 | 178 | 17 | 26 | 424 | 43 | 31 | 291 | 30 | 19 | 256 | 22 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.09 | 0.91 | 1.00 | 0.06 | 0.94 | 1.00 | 0.10 | 0.90 | 1.00 | 0.07 | 0.93 | 1.00 |
| Final Sat.: | 157 | 1643 | 1750 | 104 | 1696 | 1750 | 173 | 1627 | 1750 | 124 | 1676 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.01 | 0.25 | 0.25 | 0.02 | 0.18 | 0.18 | 0.02 | 0.15 | 0.15 | 0.01 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 34.4 | 34.4 | 34.4 | 34.4 | 34.4 | 34.4 | 24.6 | 24.6 | 24.6 | 24.6 | 24.6 | 24.6 |
| Volume/Cap: | 0.20 | 0.20 | 0.02 | 0.47 | 0.47 | 0.05 | 0.47 | 0.47 | 0.05 | 0.40 | 0.40 | 0.03 |
| Delay/Veh: | 6.2 | 6.2 | 5.5 | 7.6 | 7.6 | 5.6 | 12.0 | 12.0 | 9.7 | 11.5 | 11.5 | 9.7 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 6.2 | 6.2 | 5.5 | 7.6 | 7.6 | 5.6 | 12.0 | 12.0 | 9.7 | 11.5 | 11.5 | 9.7 |
| DesignQueue: | 0 | 3 | 0 | 0 | 8 | 1 | 1 | 7 | 1 | 0 | 6 | 0 |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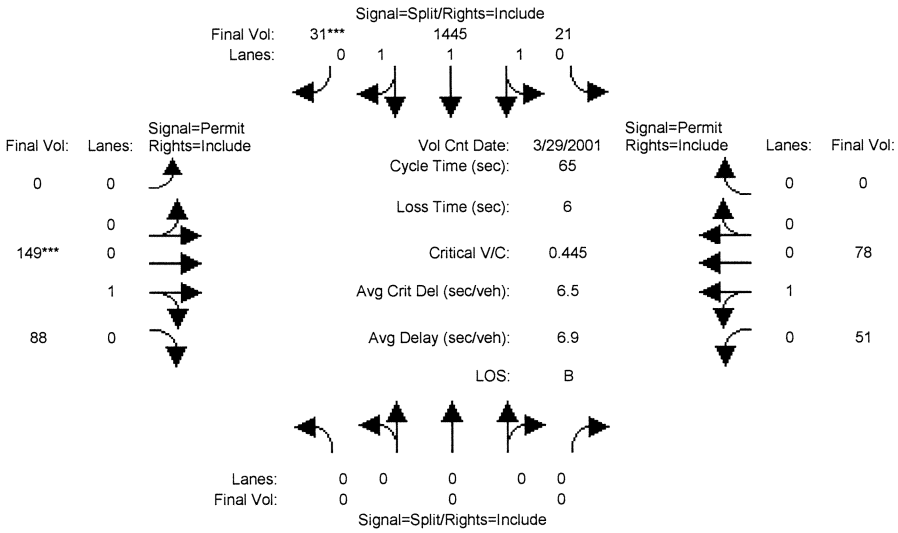
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3813: ST. JOHN/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 29 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 21 | 1445 | 31 | 0 | 149 | 88 | 51 | 78 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 21 | 1445 | 31 | 0 | 149 | 88 | 51 | 78 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 21 | 1445 | 31 | 0 | 149 | 88 | 51 | 78 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 21 | 1445 | 31 | 0 | 149 | 88 | 51 | 78 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 21 | 1445 | 31 | 0 | 149 | 88 | 51 | 78 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 21 | 1445 | 31 | 0 | 149 | 88 | 51 | 78 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.04 | 2.90 | 0.06 | 0.00 | 0.63 | 0.37 | 0.40 | 0.60 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 77 | 5309 | 114 | 0 | 1132 | 668 | 712 | 1088 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 0.27 | 0.00 | 0.13 | 0.13 | 0.07 | 0.07 | 0.00 |
| Crit Moves: | | | | | | **** | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 39.8 | 39.8 | 39.8 | 0.0 | 19.2 | 19.2 | 19.2 | 19.2 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.44 | 0.44 | 0.44 | 0.00 | 0.44 | 0.44 | 0.24 | 0.24 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 5.2 | 5.2 | 5.2 | 0.0 | 14.5 | 14.5 | 13.2 | 13.2 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 5.2 | 5.2 | 5.2 | 0.0 | 14.5 | 14.5 | 13.2 | 13.2 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 4 | 2 | 1 | 2 | 0 |

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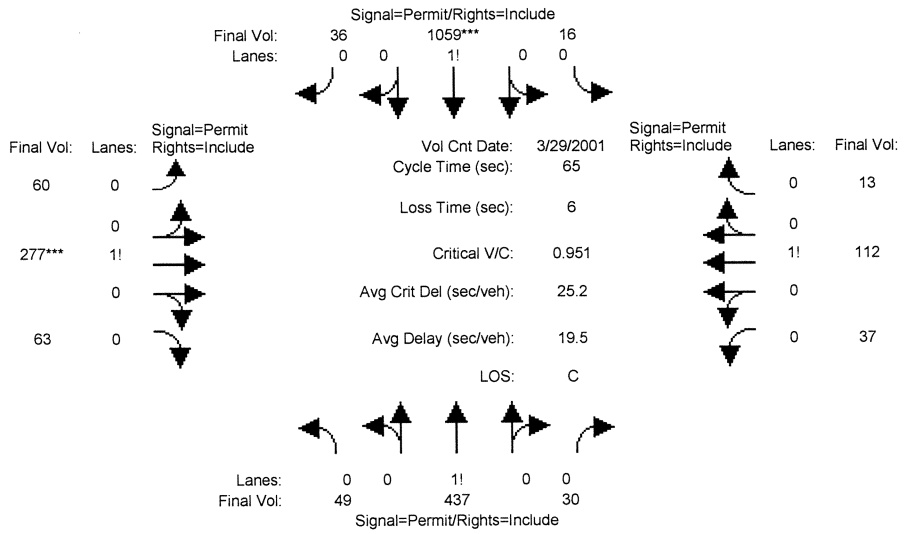
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3813: ST. JOHN/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 29 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 49 | 437 | 30 | 16 | 1059 | 36 | 60 | 277 | 63 | 37 | 112 | 13 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 49 | 437 | 30 | 16 | 1059 | 36 | 60 | 277 | 63 | 37 | 112 | 13 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 49 | 437 | 30 | 16 | 1059 | 36 | 60 | 277 | 63 | 37 | 112 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 437 | 30 | 16 | 1059 | 36 | 60 | 277 | 63 | 37 | 112 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 49 | 437 | 30 | 16 | 1059 | 36 | 60 | 277 | 63 | 37 | 112 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 49 | 437 | 30 | 16 | 1059 | 36 | 60 | 277 | 63 | 37 | 112 | 13 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.09 | 0.85 | 0.06 | 0.01 | 0.96 | 0.03 | 0.15 | 0.69 | 0.16 | 0.23 | 0.69 | 0.08 |
| Final Sat.: | 166 | 1482 | 102 | 25 | 1668 | 57 | 262 | 1212 | 276 | 400 | 1210 | 140 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.29 | 0.29 | 0.63 | 0.63 | 0.63 | 0.23 | 0.23 | 0.23 | 0.09 | 0.09 | 0.09 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 43.4 | 43.4 | 43.4 | 43.4 | 43.4 | 43.4 | 15.6 | 15.6 | 15.6 | 15.6 | 15.6 | 15.6 |
| Volume/Cap: | 0.44 | 0.44 | 0.44 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.39 | 0.39 | 0.39 |
| Delay/Veh: | 4.1 | 4.1 | 4.1 | 19.3 | 19.3 | 19.3 | 41.6 | 41.6 | 41.6 | 16.0 | 16.0 | 16.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 4.1 | 4.1 | 4.1 | 19.3 | 19.3 | 19.3 | 41.6 | 41.6 | 41.6 | 16.0 | 16.0 | 16.0 |
| DesignQueue: | 1 | 6 | 0 | 0 | 15 | 1 | 2 | 8 | 2 | 1 | 3 | 0 |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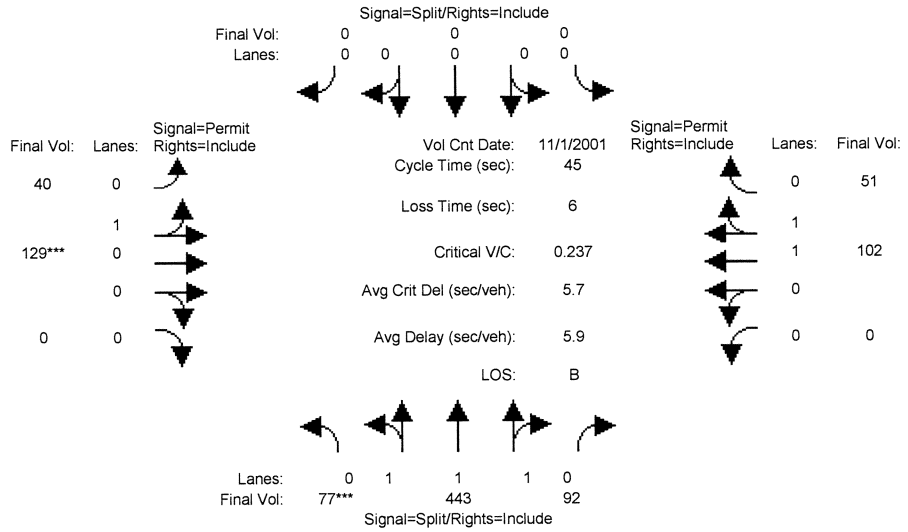
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3814: ST. JOHN/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 1 Nov 2001 << 4:45-5:45PM | | | | | | | | | | | | |
| Base Vol: | 77 | 443 | 92 | 0 | 0 | 0 | 40 | 129 | 0 | 0 | 102 | 51 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 77 | 443 | 92 | 0 | 0 | 0 | 40 | 129 | 0 | 0 | 102 | 51 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 77 | 443 | 92 | 0 | 0 | 0 | 40 | 129 | 0 | 0 | 102 | 51 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 77 | 443 | 92 | 0 | 0 | 0 | 40 | 129 | 0 | 0 | 102 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 77 | 443 | 92 | 0 | 0 | 0 | 40 | 129 | 0 | 0 | 102 | 51 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 77 | 443 | 92 | 0 | 0 | 0 | 40 | 129 | 0 | 0 | 102 | 51 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.04 | 1.00 |
| Lanes: | 0.38 | 2.16 | 0.46 | 0.00 | 0.00 | 0.00 | 0.24 | 0.76 | 0.00 | 0.00 | 1.32 | 0.68 |
| Final Sat.: | 692 | 3981 | 827 | 0 | 0 | 0 | 426 | 1374 | 0 | 0 | 2466 | 1233 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.11 | 0.00 | 0.00 | 0.00 | 0.09 | 0.09 | 0.00 | 0.00 | 0.04 | 0.04 |
| Crit Moves: | **** | | | | | | | **** | | | | |
| Green Time: | 21.2 | 21.2 | 21.2 | 0.0 | 0.0 | 0.0 | 17.8 | 17.8 | 0.0 | 0.0 | 17.8 | 17.8 |
| Volume/Cap: | 0.24 | 0.24 | 0.24 | 0.00 | 0.00 | 0.00 | 0.24 | 0.24 | 0.00 | 0.00 | 0.10 | 0.10 |
| Delay/Veh: | 5.4 | 5.4 | 5.4 | 0.0 | 0.0 | 0.0 | 6.9 | 6.9 | 0.0 | 0.0 | 6.5 | 6.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 5.4 | 5.4 | 5.4 | 0.0 | 0.0 | 0.0 | 6.9 | 6.9 | 0.0 | 0.0 | 6.5 | 6.5 |
| DesignQueue: | 1 | 6 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 1 |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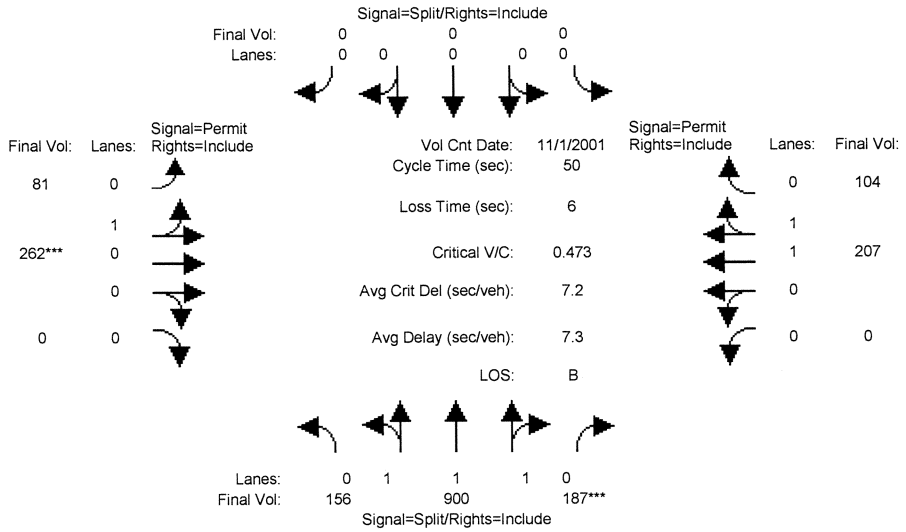
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3814: ST. JOHN/THIRD




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 1 Nov 2001 << 4:45-5:45PM | | | | | | | | | | | | |
| Base Vol: | 156 | 900 | 187 | 0 | 0 | 0 | 81 | 262 | 0 | 0 | 207 | 104 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 156 | 900 | 187 | 0 | 0 | 0 | 81 | 262 | 0 | 0 | 207 | 104 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 156 | 900 | 187 | 0 | 0 | 0 | 81 | 262 | 0 | 0 | 207 | 104 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 156 | 900 | 187 | 0 | 0 | 0 | 81 | 262 | 0 | 0 | 207 | 104 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 156 | 900 | 187 | 0 | 0 | 0 | 81 | 262 | 0 | 0 | 207 | 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 |
| Final Vol.: | 156 | 900 | 187 | 0 | 0 | 0 | 81 | 262 | 0 | 0 | 207 | 104 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.04 | 1.00 |
| Lanes: | 0.38 | 2.16 | 0.46 | 0.00 | 0.00 | 0.00 | 0.24 | 0.76 | 0.00 | 0.00 | 1.31 | 0.69 |
| Final Sat.: | 690 | 3982 | 827 | 0 | 0 | 0 | 425 | 1375 | 0 | 0 | 2462 | 1237 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 | 0.19 | 0.19 | 0.00 | 0.00 | 0.08 | 0.08 |
| Crit Moves: | | | **** | | | | | **** | | | | |
| Green Time: | 23.9 | 23.9 | 23.9 | 0.0 | 0.0 | 0.0 | 20.1 | 20.1 | 0.0 | 0.0 | 20.1 | 20.1 |
| Volume/Cap: | 0.47 | 0.47 | 0.47 | 0.00 | 0.00 | 0.00 | 0.47 | 0.47 | 0.00 | 0.00 | 0.21 | 0.21 |
| Delay/Veh: | 6.8 | 6.8 | 6.8 | 0.0 | 0.0 | 0.0 | 8.8 | 8.8 | 0.0 | 0.0 | 7.4 | 7.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 6.8 | 6.8 | 6.8 | 0.0 | 0.0 | 0.0 | 8.8 | 8.8 | 0.0 | 0.0 | 7.4 | 7.4 |
| DesignQueue: | 2 | 14 | 3 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 4 | 2 |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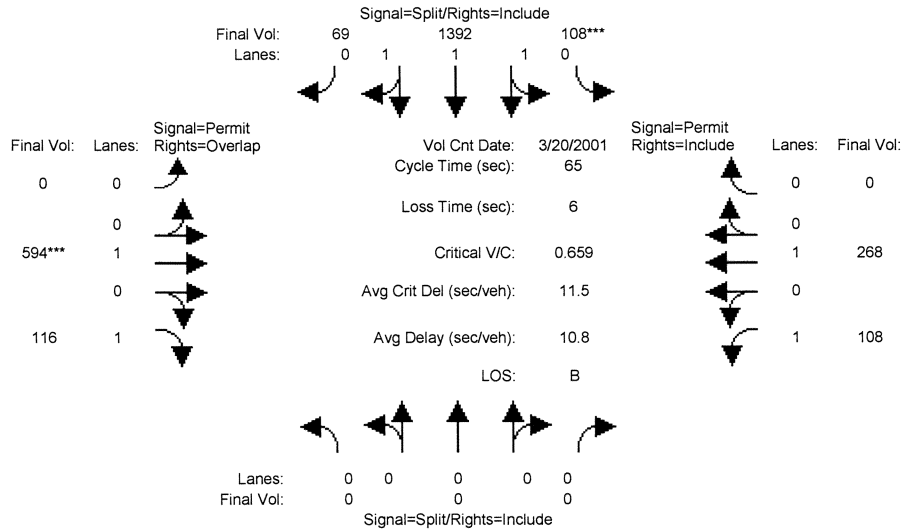
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3822: TAYLOR/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Volume Module: >> Count Date: 20 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 108 | 1392 | 69 | 0 | 594 | 116 | 108 | 268 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 108 | 1392 | 69 | 0 | 594 | 116 | 108 | 268 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 108 | 1392 | 69 | 0 | 594 | 116 | 108 | 268 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 108 | 1392 | 69 | 0 | 594 | 116 | 108 | 268 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 108 | 1392 | 69 | 0 | 594 | 116 | 108 | 268 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 108 | 1392 | 69 | 0 | 594 | 116 | 108 | 268 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.21 | 2.66 | 0.13 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 379 | 4879 | 242 | 0 | 1900 | 1750 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.29 | 0.29 | 0.29 | 0.00 | 0.31 | 0.07 | 0.06 | 0.14 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 28.2 | 28.2 | 28.2 | 0.0 | 30.8 | 30.8 | 30.8 | 30.8 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.66 | 0.66 | 0.66 | 0.00 | 0.66 | 0.14 | 0.13 | 0.30 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 11.6 | 11.6 | 11.6 | 0.0 | 11.2 | 7.3 | 7.3 | 8.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 11.6 | 11.6 | 11.6 | 0.0 | 11.2 | 7.3 | 7.3 | 8.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 2 | 31 | 2 | 0 | 12 | 2 | 2 | 5 | 0 |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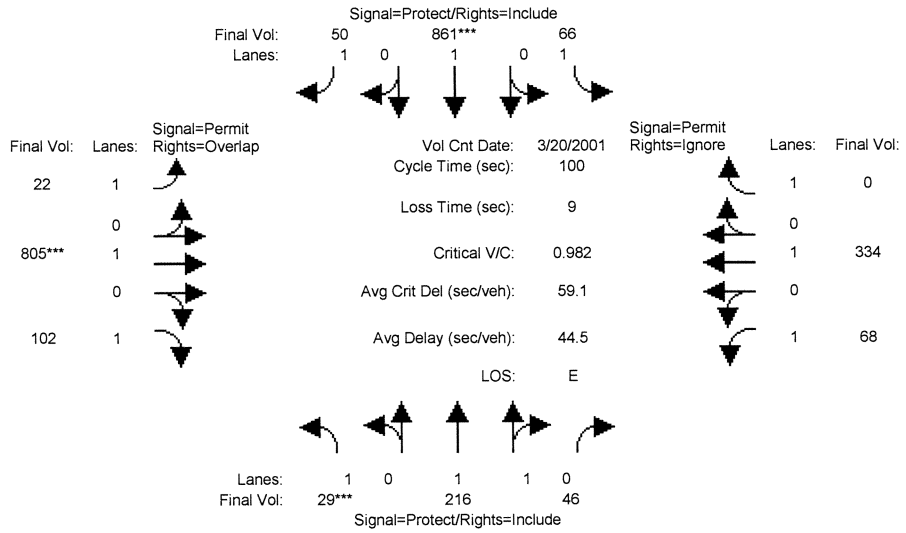
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3822: TAYLOR/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 20 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 29 | 216 | 46 | 66 | 861 | 50 | 22 | 805 | 102 | 68 | 334 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 216 | 46 | 66 | 861 | 50 | 22 | 805 | 102 | 68 | 334 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 29 | 216 | 46 | 66 | 861 | 50 | 22 | 805 | 102 | 68 | 334 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 29 | 216 | 46 | 66 | 861 | 50 | 22 | 805 | 102 | 68 | 334 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 216 | 46 | 66 | 861 | 50 | 22 | 805 | 102 | 68 | 334 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Vol.: | 29 | 216 | 46 | 66 | 861 | 50 | 22 | 805 | 102 | 68 | 334 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 1.00 | 1.64 | 0.36 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3050 | 650 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.07 | 0.07 | 0.04 | 0.45 | 0.03 | 0.01 | 0.42 | 0.06 | 0.04 | 0.18 | 0.00 |
| Crit Moves: | **** | | | | **** | | | **** | | | | |
| Green Time: | 7.0 | 29.7 | 29.7 | 20.8 | 43.4 | 43.4 | 40.6 | 40.6 | 47.6 | 40.6 | 40.6 | 0.0 |
| Volume/Cap: | 0.24 | 0.24 | 0.24 | 0.18 | 1.04 | 0.07 | 0.03 | 1.04 | 0.12 | 0.10 | 0.43 | 0.00 |
| Delay/Veh: | 33.6 | 20.3 | 20.3 | 24.8 | 58.6 | 12.5 | 13.6 | 60.5 | 11.1 | 14.0 | 16.5 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 33.6 | 20.3 | 20.3 | 24.8 | 58.6 | 12.5 | 13.6 | 60.5 | 11.1 | 14.0 | 16.5 | 0.0 |
| DesignQueue: | 2 | 9 | 2 | 3 | 31 | 2 | 1 | 30 | 3 | 2 | 12 | 0 |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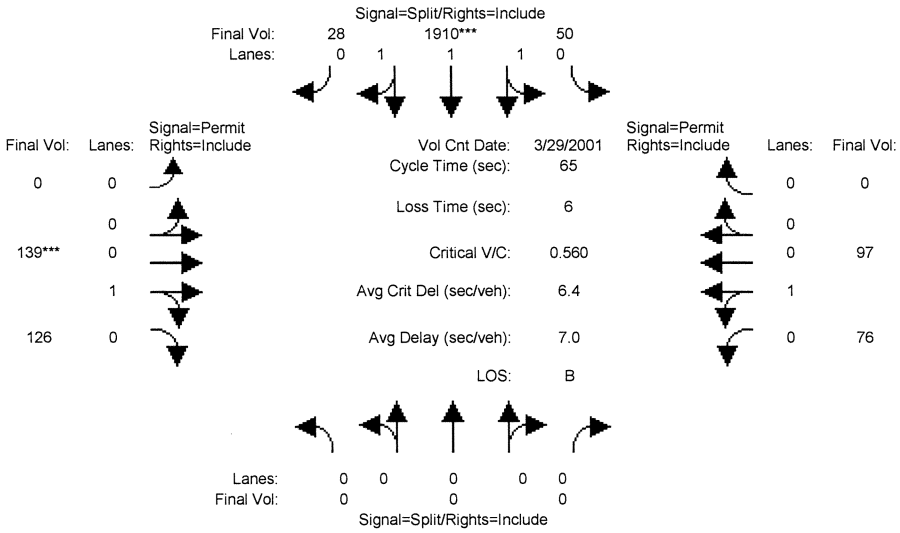
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3825: 10TH/WILLIAM




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 29 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 50 | 1910 | 28 | 0 | 139 | 126 | 76 | 97 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 50 | 1910 | 28 | 0 | 139 | 126 | 76 | 97 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 50 | 1910 | 28 | 0 | 139 | 126 | 76 | 97 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 50 | 1910 | 28 | 0 | 139 | 126 | 76 | 97 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 50 | 1910 | 28 | 0 | 139 | 126 | 76 | 97 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 50 | 1910 | 28 | 0 | 139 | 126 | 76 | 97 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.08 | 2.88 | 0.04 | 0.00 | 0.52 | 0.48 | 0.44 | 0.56 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 138 | 5284 | 77 | 0 | 944 | 856 | 791 | 1009 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.36 | 0.36 | 0.36 | 0.00 | 0.15 | 0.15 | 0.10 | 0.10 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 41.9 | 41.9 | 41.9 | 0.0 | 17.1 | 17.1 | 17.1 | 17.1 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.56 | 0.56 | 0.56 | 0.00 | 0.56 | 0.56 | 0.37 | 0.37 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 | 5.0 | 0.0 | 16.9 | 16.9 | 15.1 | 15.1 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 | 5.0 | 0.0 | 16.9 | 16.9 | 15.1 | 15.1 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 27 | 0 | 0 | 4 | 3 | 2 | 3 | 0 |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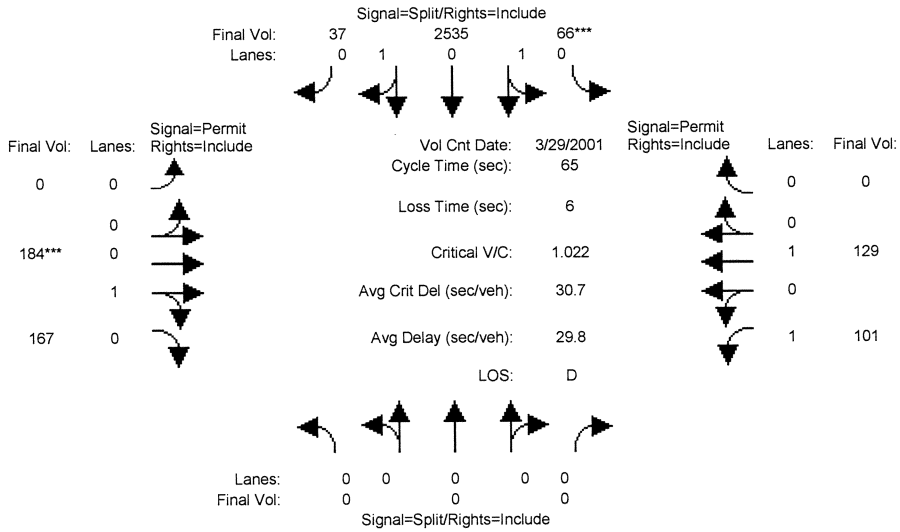
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3825: 10TH/WILLIAM




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 29 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 66 | 2535 | 37 | 0 | 184 | 167 | 101 | 129 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 66 | 2535 | 37 | 0 | 184 | 167 | 101 | 129 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 66 | 2535 | 37 | 0 | 184 | 167 | 101 | 129 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 66 | 2535 | 37 | 0 | 184 | 167 | 101 | 129 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 66 | 2535 | 37 | 0 | 184 | 167 | 101 | 129 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 66 | 2535 | 37 | 0 | 184 | 167 | 101 | 129 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.05 | 1.92 | 0.03 | 0.00 | 0.52 | 0.48 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 90 | 3459 | 50 | 0 | 944 | 856 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.73 | 0.73 | 0.73 | 0.00 | 0.20 | 0.19 | 0.06 | 0.07 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 46.6 | 46.6 | 46.6 | 0.0 | 12.4 | 12.4 | 12.4 | 12.4 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 1.02 | 1.02 | 1.02 | 0.00 | 1.02 | 1.02 | 0.30 | 0.36 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 26.3 | 26.3 | 26.3 | 0.0 | 63.7 | 63.7 | 17.3 | 17.6 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 26.3 | 26.3 | 26.3 | 0.0 | 63.7 | 63.7 | 17.3 | 17.6 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 32 | 0 | 0 | 6 | 5 | 3 | 4 | 0 |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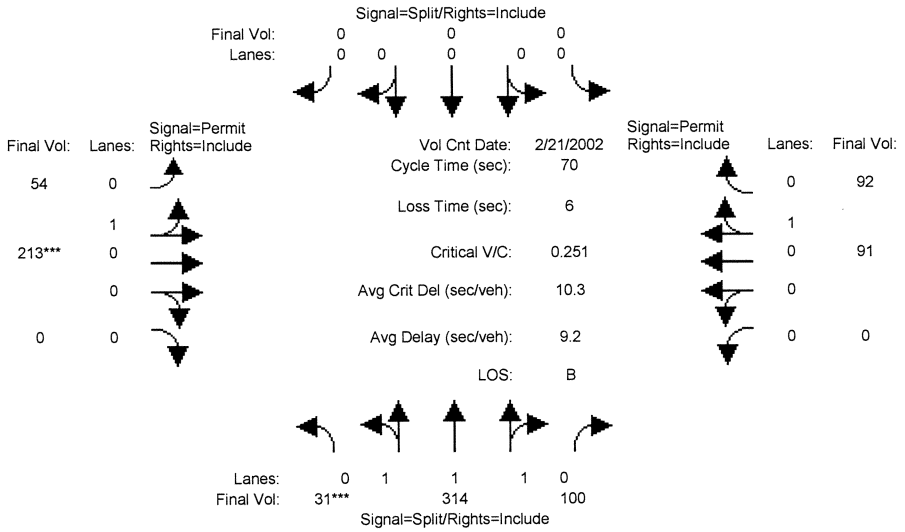
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3826: THIRD/VIRGINIA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2002 << 4:30-5:30PM | | | | | | | | | | | | |
| Base Vol: | 31 | 314 | 100 | 0 | 0 | 0 | 54 | 213 | 0 | 0 | 91 | 92 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 31 | 314 | 100 | 0 | 0 | 0 | 54 | 213 | 0 | 0 | 91 | 92 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 31 | 314 | 100 | 0 | 0 | 0 | 54 | 213 | 0 | 0 | 91 | 92 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 31 | 314 | 100 | 0 | 0 | 0 | 54 | 213 | 0 | 0 | 91 | 92 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 31 | 314 | 100 | 0 | 0 | 0 | 54 | 213 | 0 | 0 | 91 | 92 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 31 | 314 | 100 | 0 | 0 | 0 | 54 | 213 | 0 | 0 | 91 | 92 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.03 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.21 | 2.10 | 0.69 | 0.00 | 0.00 | 0.00 | 0.20 | 0.80 | 0.00 | 0.00 | 0.50 | 0.50 |
| Final Sat.: | 383 | 3880 | 1236 | 0 | 0 | 0 | 364 | 1436 | 0 | 0 | 895 | 905 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.08 | 0.08 | 0.00 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.00 | 0.10 | 0.10 |
| Crit Moves: | **** | | | | | | | **** | | | | |
| Green Time: | 22.6 | 22.6 | 22.6 | 0.0 | 0.0 | 0.0 | 41.4 | 41.4 | 0.0 | 0.0 | 41.4 | 41.4 |
| Volume/Cap: | 0.25 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 | 0.00 | 0.00 | 0.17 | 0.17 |
| Delay/Veh: | 13.3 | 13.3 | 13.3 | 0.0 | 0.0 | 0.0 | 5.2 | 5.2 | 0.0 | 0.0 | 4.9 | 4.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.3 | 13.3 | 13.3 | 0.0 | 0.0 | 0.0 | 5.2 | 5.2 | 0.0 | 0.0 | 4.9 | 4.9 |
| DesignQueue: | 1 | 8 | 3 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 1 |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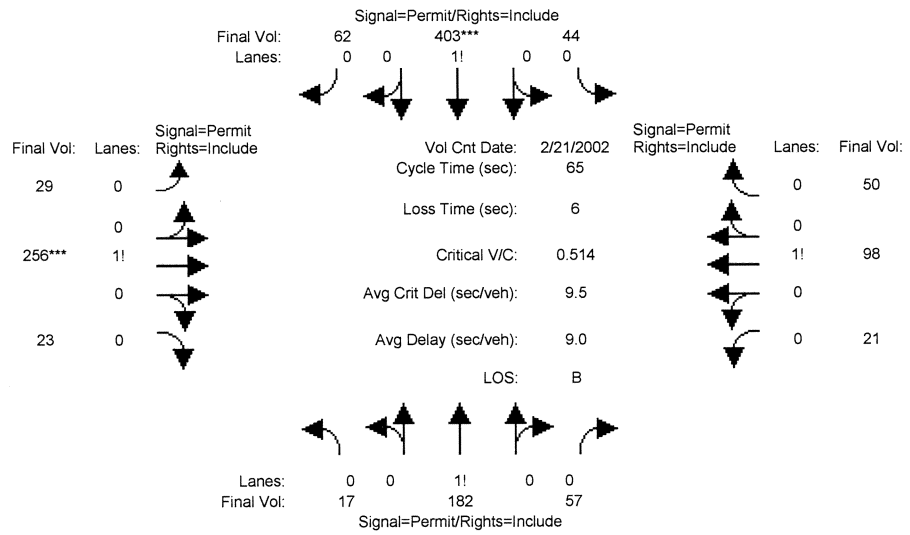
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3826: THIRD/VIRGINIA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 21 Feb 2002 << 4:30-5:30PM | | | | | | | | | | | | |
| Base Vol: | 17 | 182 | 57 | 44 | 403 | 62 | 29 | 256 | 23 | 21 | 98 | 50 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 17 | 182 | 57 | 44 | 403 | 62 | 29 | 256 | 23 | 21 | 98 | 50 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 17 | 182 | 57 | 44 | 403 | 62 | 29 | 256 | 23 | 21 | 98 | 50 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 17 | 182 | 57 | 44 | 403 | 62 | 29 | 256 | 23 | 21 | 98 | 50 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 182 | 57 | 44 | 403 | 62 | 29 | 256 | 23 | 21 | 98 | 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 |
| Final Vol.: | 17 | 182 | 57 | 44 | 403 | 62 | 29 | 256 | 23 | 21 | 98 | 50 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.07 | 0.71 | 0.22 | 0.09 | 0.79 | 0.12 | 0.09 | 0.84 | 0.07 | 0.12 | 0.58 | 0.30 |
| Final Sat.: | 116 | 1244 | 390 | 151 | 1386 | 213 | 165 | 1455 | 131 | 217 | 1015 | 518 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.15 | 0.15 | 0.29 | 0.29 | 0.29 | 0.18 | 0.18 | 0.18 | 0.10 | 0.10 | 0.10 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 36.8 | 36.8 | 36.8 | 36.8 | 36.8 | 36.8 | 22.2 | 22.2 | 22.2 | 22.2 | 22.2 | 22.2 |
| Volume/Cap: | 0.26 | 0.26 | 0.26 | 0.51 | 0.51 | 0.51 | 0.51 | 0.51 | 0.51 | 0.28 | 0.28 | 0.28 |
| Delay/Veh: | 5.5 | 5.5 | 5.5 | 7.0 | 7.0 | 7.0 | 13.6 | 13.6 | 13.6 | 11.9 | 11.9 | 11.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 5.5 | 5.5 | 5.5 | 7.0 | 7.0 | 7.0 | 13.6 | 13.6 | 13.6 | 11.9 | 11.9 | 11.9 |
| DesignQueue: | 0 | 3 | 1 | 1 | 7 | 1 | 1 | 6 | 1 | 1 | 2 | 1 |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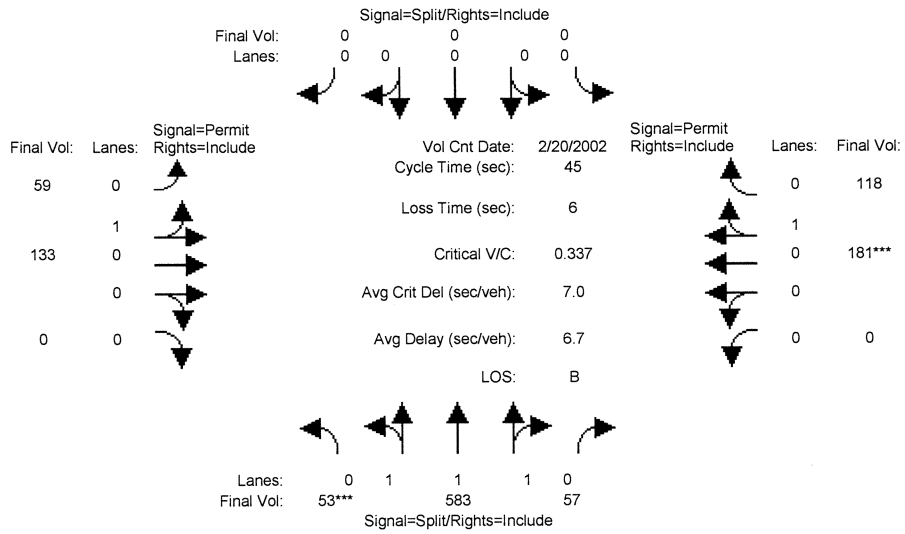
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3827: THIRD/WILLIAM




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 20 Feb 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 53 | 583 | 57 | 0 | 0 | 0 | 59 | 133 | 0 | 0 | 181 | 118 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 53 | 583 | 57 | 0 | 0 | 0 | 59 | 133 | 0 | 0 | 181 | 118 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 53 | 583 | 57 | 0 | 0 | 0 | 59 | 133 | 0 | 0 | 181 | 118 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 53 | 583 | 57 | 0 | 0 | 0 | 59 | 133 | 0 | 0 | 181 | 118 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 583 | 57 | 0 | 0 | 0 | 59 | 133 | 0 | 0 | 181 | 118 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 53 | 583 | 57 | 0 | 0 | 0 | 59 | 133 | 0 | 0 | 181 | 118 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.23 | 2.52 | 0.25 | 0.00 | 0.00 | 0.00 | 0.31 | 0.69 | 0.00 | 0.00 | 0.61 | 0.39 |
| Final Sat.: | 421 | 4627 | 452 | 0 | 0 | 0 | 553 | 1247 | 0 | 0 | 1090 | 710 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.13 | 0.13 | 0.00 | 0.00 | 0.00 | 0.11 | 0.11 | 0.00 | 0.00 | 0.17 | 0.17 |
| Crit Moves: | **** | | | | | | | | | | **** | |
| Green Time: | 16.8 | 16.8 | 16.8 | 0.0 | 0.0 | 0.0 | 22.2 | 22.2 | 0.0 | 0.0 | 22.2 | 22.2 |
| Volume/Cap: | 0.34 | 0.34 | 0.34 | 0.00 | 0.00 | 0.00 | 0.22 | 0.22 | 0.00 | 0.00 | 0.34 | 0.34 |
| Delay/Veh: | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 4.9 | 4.9 | 0.0 | 0.0 | 5.4 | 5.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 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 | 0.0 | 0.0 | 0.0 | 4.9 | 4.9 | 0.0 | 0.0 | 5.4 | 5.4 |
| DesignQueue: | 1 | 9 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 2 |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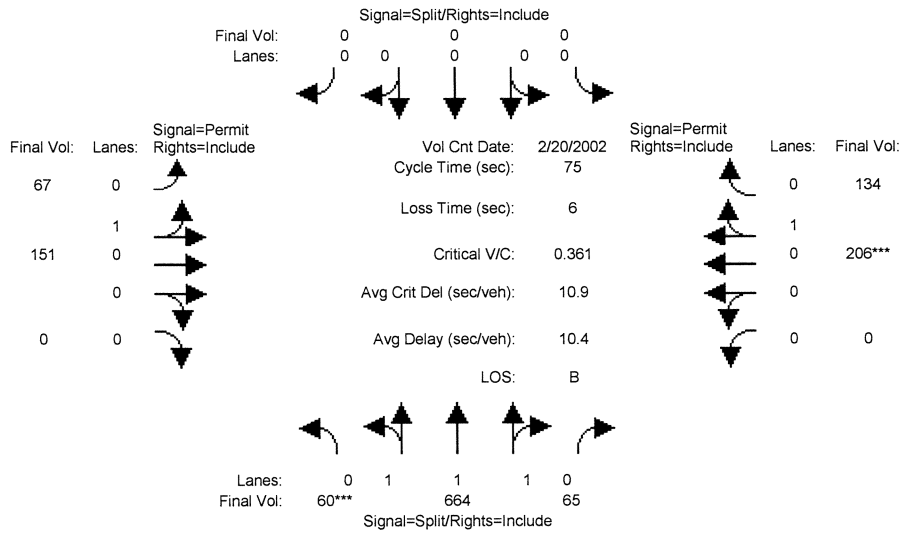
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3827: THIRD/WILLIAM




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| Volume Module: >> Count Date: 20 Feb 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 60 | 664 | 65 | 0 | 0 | 0 | 67 | 151 | 0 | 0 | 206 | 134 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 664 | 65 | 0 | 0 | 0 | 67 | 151 | 0 | 0 | 206 | 134 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 60 | 664 | 65 | 0 | 0 | 0 | 67 | 151 | 0 | 0 | 206 | 134 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 60 | 664 | 65 | 0 | 0 | 0 | 67 | 151 | 0 | 0 | 206 | 134 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 664 | 65 | 0 | 0 | 0 | 67 | 151 | 0 | 0 | 206 | 134 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 60 | 664 | 65 | 0 | 0 | 0 | 67 | 151 | 0 | 0 | 206 | 134 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 0.23 | 2.52 | 0.25 | 0.00 | 0.00 | 0.00 | 0.31 | 0.69 | 0.00 | 0.00 | 0.61 | 0.39 |
| Final Sat.: | 418 | 4628 | 453 | 0 | 0 | 0 | 553 | 1247 | 0 | 0 | 1091 | 709 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.19 | 0.19 |
| Crit Moves: | **** | | | | | | | | | | **** | |
| Green Time: | 29.8 | 29.8 | 29.8 | 0.0 | 0.0 | 0.0 | 39.2 | 39.2 | 0.0 | 0.0 | 39.2 | 39.2 |
| Volume/Cap: | 0.36 | 0.36 | 0.36 | 0.00 | 0.00 | 0.00 | 0.23 | 0.23 | 0.00 | 0.00 | 0.36 | 0.36 |
| Delay/Veh: | 12.1 | 12.1 | 12.1 | 0.0 | 0.0 | 0.0 | 7.4 | 7.4 | 0.0 | 0.0 | 8.1 | 8.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 12.1 | 12.1 | 12.1 | 0.0 | 0.0 | 0.0 | 7.4 | 7.4 | 0.0 | 0.0 | 8.1 | 8.1 |
| DesignQueue: | 2 | 17 | 2 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 3 |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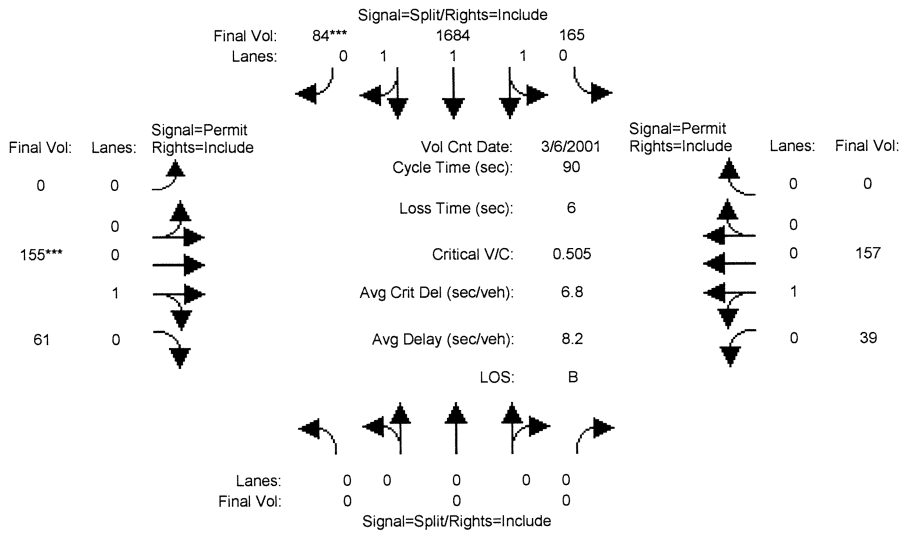
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3834: VINE/VIRGINIA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 6 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 165 | 1684 | 84 | 0 | 155 | 61 | 39 | 157 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 165 | 1684 | 84 | 0 | 155 | 61 | 39 | 157 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 165 | 1684 | 84 | 0 | 155 | 61 | 39 | 157 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 165 | 1684 | 84 | 0 | 155 | 61 | 39 | 157 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 165 | 1684 | 84 | 0 | 155 | 61 | 39 | 157 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 165 | 1684 | 84 | 0 | 155 | 61 | 39 | 157 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.26 | 2.61 | 0.13 | 0.00 | 0.72 | 0.28 | 0.20 | 0.80 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 469 | 4791 | 239 | 0 | 1292 | 508 | 358 | 1442 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.35 | 0.35 | 0.35 | 0.00 | 0.12 | 0.12 | 0.11 | 0.11 | 0.00 |
| Crit Moves: | | | | | | **** | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 62.6 | 62.6 | 62.6 | 0.0 | 21.4 | 21.4 | 21.4 | 21.4 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.51 | 0.51 | 0.51 | 0.00 | 0.51 | 0.51 | 0.46 | 0.46 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 | 5.0 | 0.0 | 23.4 | 23.4 | 22.9 | 22.9 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 | 5.0 | 0.0 | 23.4 | 23.4 | 22.9 | 22.9 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 3 | 28 | 1 | 0 | 6 | 2 | 2 | 6 | 0 |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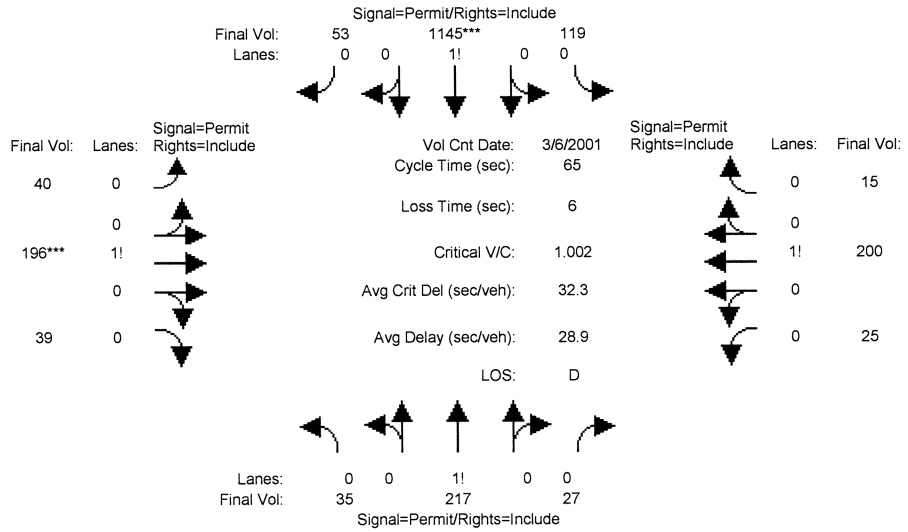
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3834: VINE/VIRGINIA




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 6 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 35 | 217 | 27 | 119 | 1145 | 53 | 40 | 196 | 39 | 25 | 200 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 35 | 217 | 27 | 119 | 1145 | 53 | 40 | 196 | 39 | 25 | 200 | 15 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 35 | 217 | 27 | 119 | 1145 | 53 | 40 | 196 | 39 | 25 | 200 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 35 | 217 | 27 | 119 | 1145 | 53 | 40 | 196 | 39 | 25 | 200 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 35 | 217 | 27 | 119 | 1145 | 53 | 40 | 196 | 39 | 25 | 200 | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 35 | 217 | 27 | 119 | 1145 | 53 | 40 | 196 | 39 | 25 | 200 | 15 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.12 | 0.78 | 0.10 | 0.09 | 0.87 | 0.04 | 0.15 | 0.71 | 0.14 | 0.10 | 0.84 | 0.06 |
| Final Sat.: | 220 | 1361 | 169 | 158 | 1521 | 70 | 255 | 1247 | 248 | 182 | 1458 | 109 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.16 | 0.16 | 0.75 | 0.75 | 0.75 | 0.16 | 0.16 | 0.16 | 0.14 | 0.14 | 0.14 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 48.8 | 48.8 | 48.8 | 48.8 | 48.8 | 48.8 | 10.2 | 10.2 | 10.2 | 10.2 | 10.2 | 10.2 |
| Volume/Cap: | 0.21 | 0.21 | 0.21 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 |
| Delay/Veh: | 1.8 | 1.8 | 1.8 | 25.8 | 25.8 | 25.8 | 63.2 | 63.2 | 63.2 | 38.0 | 38.0 | 38.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 1.8 | 1.8 | 1.8 | 25.8 | 25.8 | 25.8 | 63.2 | 63.2 | 63.2 | 38.0 | 38.0 | 38.0 |
| DesignQueue: | 0 | 2 | 0 | 1 | 13 | 1 | 1 | 6 | 1 | 1 | 6 | 0 |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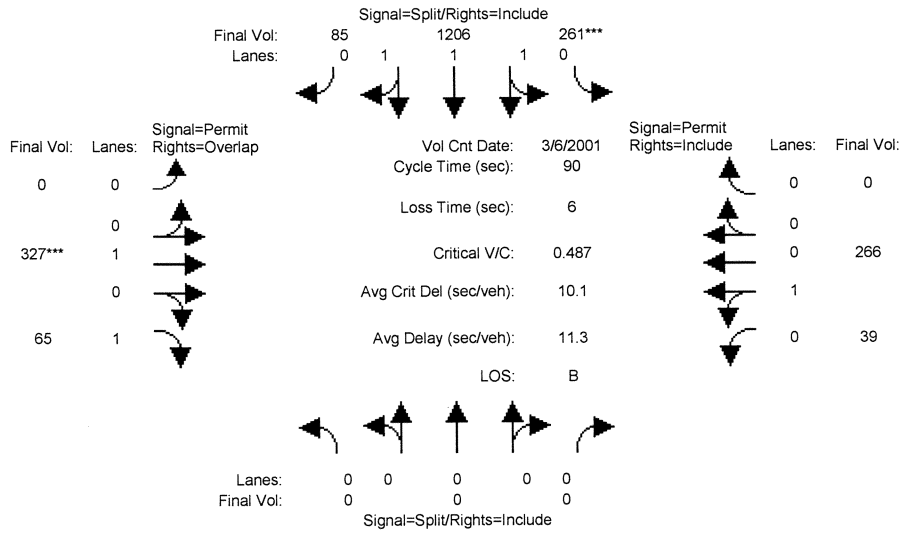
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3835: VINE/WILLOW




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 6 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 261 | 1206 | 85 | 0 | 327 | 65 | 39 | 266 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 261 | 1206 | 85 | 0 | 327 | 65 | 39 | 266 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 261 | 1206 | 85 | 0 | 327 | 65 | 39 | 266 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 261 | 1206 | 85 | 0 | 327 | 65 | 39 | 266 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 261 | 1206 | 85 | 0 | 327 | 65 | 39 | 266 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 261 | 1206 | 85 | 0 | 327 | 65 | 39 | 266 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.06 | 0.97 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.51 | 2.32 | 0.17 | 0.00 | 1.00 | 1.00 | 0.13 | 0.87 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 925 | 4273 | 301 | 0 | 1900 | 1750 | 230 | 1570 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 0.28 | 0.00 | 0.17 | 0.04 | 0.17 | 0.17 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 52.2 | 52.2 | 52.2 | 0.0 | 31.8 | 31.8 | 31.8 | 31.8 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.49 | 0.49 | 0.49 | 0.00 | 0.49 | 0.11 | 0.48 | 0.48 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 8.5 | 8.5 | 8.5 | 0.0 | 17.7 | 14.8 | 17.7 | 17.7 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 8.5 | 8.5 | 8.5 | 0.0 | 17.7 | 14.8 | 17.7 | 17.7 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 6 | 27 | 2 | 0 | 11 | 2 | 1 | 9 | 0 |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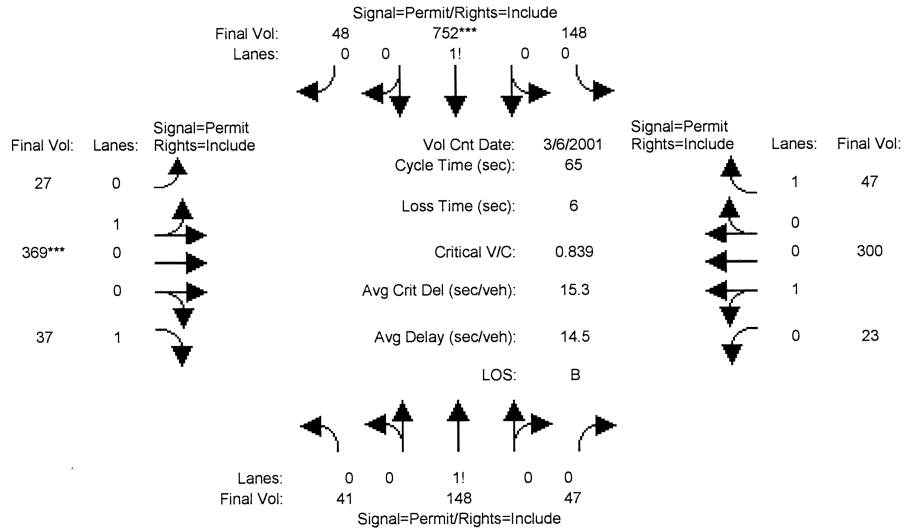
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3835: VINE/WILLOW




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 6 Mar 2001 << | | | | | | | | | | | | |
| Base Vol: | 41 | 148 | 47 | 148 | 752 | 48 | 27 | 369 | 37 | 23 | 300 | 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: | 41 | 148 | 47 | 148 | 752 | 48 | 27 | 369 | 37 | 23 | 300 | 47 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 41 | 148 | 47 | 148 | 752 | 48 | 27 | 369 | 37 | 23 | 300 | 47 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 41 | 148 | 47 | 148 | 752 | 48 | 27 | 369 | 37 | 23 | 300 | 47 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 41 | 148 | 47 | 148 | 752 | 48 | 27 | 369 | 37 | 23 | 300 | 47 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 41 | 148 | 47 | 148 | 752 | 48 | 27 | 369 | 37 | 23 | 300 | 47 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.17 | 0.63 | 0.20 | 0.16 | 0.79 | 0.05 | 0.07 | 0.93 | 1.00 | 0.07 | 0.93 | 1.00 |
| Final Sat.: | 304 | 1097 | 349 | 273 | 1388 | 89 | 123 | 1677 | 1750 | 128 | 1672 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.13 | 0.13 | 0.54 | 0.54 | 0.54 | 0.22 | 0.22 | 0.02 | 0.18 | 0.18 | 0.03 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 42.0 | 42.0 | 42.0 | 42.0 | 42.0 | 42.0 | 17.0 | 17.0 | 17.0 | 17.0 | 17.0 | 17.0 |
| Volume/Cap: | 0.21 | 0.21 | 0.21 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.08 | 0.68 | 0.68 | 0.10 |
| Delay/Veh: | 3.6 | 3.6 | 3.6 | 10.8 | 10.8 | 10.8 | 26.0 | 26.0 | 13.7 | 19.2 | 19.2 | 13.8 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 3.6 | 3.6 | 3.6 | 10.8 | 10.8 | 10.8 | 26.0 | 26.0 | 13.7 | 19.2 | 19.2 | 13.8 |
| DesignQueue: | 1 | 2 | 1 | 2 | 11 | 1 | 1 | 10 | 1 | 1 | 8 | 1 |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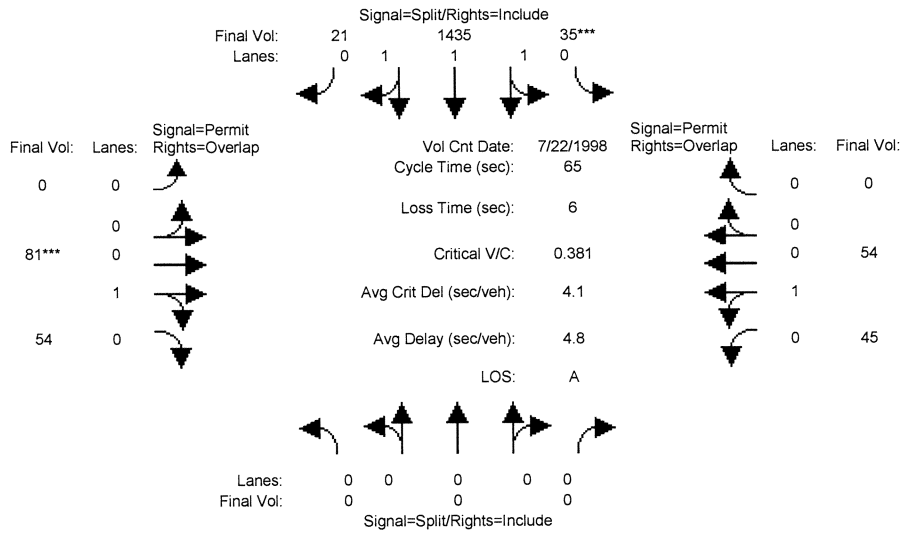
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3862: JACKSON/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 0 |
| Volume Module: >> Count Date: 22 Jul 1998 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 35 | 1435 | 21 | 0 | 81 | 54 | 45 | 54 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 35 | 1435 | 21 | 0 | 81 | 54 | 45 | 54 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 35 | 1435 | 21 | 0 | 81 | 54 | 45 | 54 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 35 | 1435 | 21 | 0 | 81 | 54 | 45 | 54 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 35 | 1435 | 21 | 0 | 81 | 54 | 45 | 54 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 35 | 1435 | 21 | 0 | 81 | 54 | 45 | 54 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.02 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.07 | 2.89 | 0.04 | 0.00 | 0.60 | 0.40 | 0.45 | 0.55 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 129 | 5293 | 77 | 0 | 1080 | 720 | 818 | 982 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 0.27 | 0.00 | 0.08 | 0.08 | 0.05 | 0.06 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 46.2 | 46.2 | 46.2 | 0.0 | 12.8 | 12.8 | 12.8 | 12.8 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.38 | 0.38 | 0.38 | 0.00 | 0.38 | 0.38 | 0.28 | 0.28 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 2.9 | 2.9 | 2.9 | 0.0 | 17.6 | 17.6 | 17.0 | 17.0 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 2.9 | 2.9 | 2.9 | 0.0 | 17.6 | 17.6 | 17.0 | 17.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 2 | 2 | 1 | 2 | 0 |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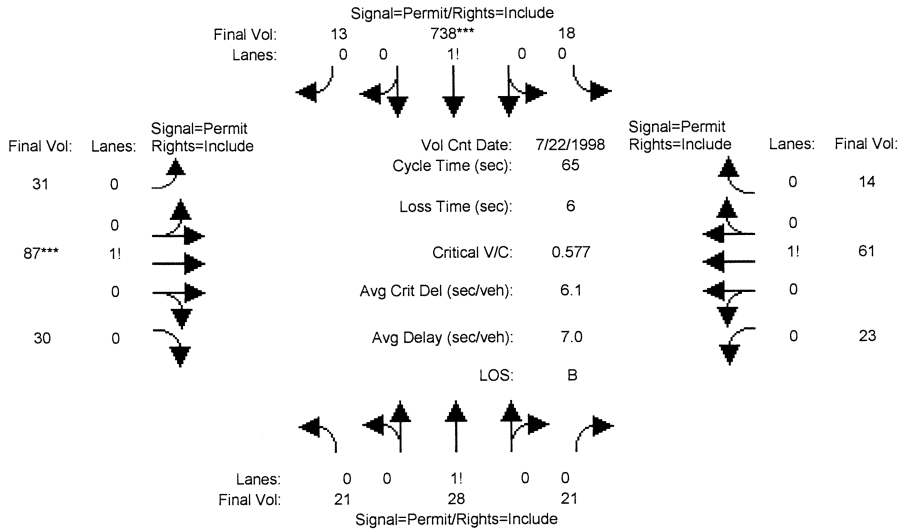
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3862: JACKSON/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 22 Jul 1998 << | | | | | | | | | | | | |
| Base Vol: | 21 | 28 | 21 | 18 | 738 | 13 | 31 | 87 | 30 | 23 | 61 | 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: | 21 | 28 | 21 | 18 | 738 | 13 | 31 | 87 | 30 | 23 | 61 | 14 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 21 | 28 | 21 | 18 | 738 | 13 | 31 | 87 | 30 | 23 | 61 | 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: | 21 | 28 | 21 | 18 | 738 | 13 | 31 | 87 | 30 | 23 | 61 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 28 | 21 | 18 | 738 | 13 | 31 | 87 | 30 | 23 | 61 | 14 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 21 | 28 | 21 | 18 | 738 | 13 | 31 | 87 | 30 | 23 | 61 | 14 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.30 | 0.40 | 0.30 | 0.02 | 0.96 | 0.02 | 0.21 | 0.59 | 0.20 | 0.23 | 0.63 | 0.14 |
| Final Sat.: | 525 | 700 | 525 | 41 | 1679 | 30 | 367 | 1029 | 355 | 411 | 1089 | 250 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | 0.44 | 0.44 | 0.44 | 0.08 | 0.08 | 0.08 | 0.06 | 0.06 | 0.06 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 49.0 | 49.0 | 49.0 | 49.0 | 49.0 | 49.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.05 | 0.05 | 0.05 | 0.58 | 0.58 | 0.58 | 0.55 | 0.55 | 0.55 | 0.36 | 0.36 | 0.36 |
| Delay/Veh: | 1.6 | 1.6 | 1.6 | 3.2 | 3.2 | 3.2 | 21.1 | 21.1 | 21.1 | 19.1 | 19.1 | 19.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 1.6 | 1.6 | 1.6 | 3.2 | 3.2 | 3.2 | 21.1 | 21.1 | 21.1 | 19.1 | 19.1 | 19.1 |
| DesignQueue: | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 3 | 1 | 1 | 2 | 0 |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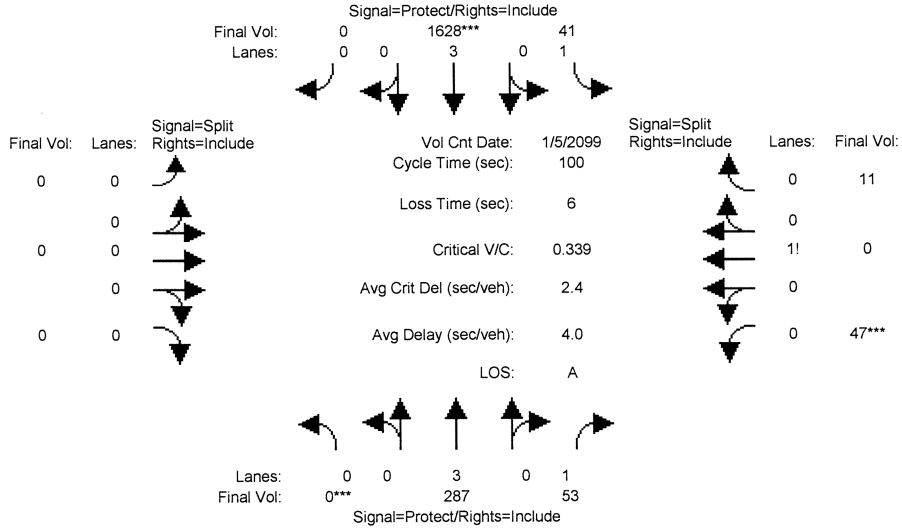
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3863: ALMADEN BLVD/CONVENTION CENTER




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 10 |
| Volume Module: >> Count Date: 5 Jan 2099 << | | | | | | | | | | | | |
| Base Vol: | 0 | 287 | 53 | 41 | 1628 | 0 | 0 | 0 | 0 | 47 | 0 | 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: | 0 | 287 | 53 | 41 | 1628 | 0 | 0 | 0 | 0 | 47 | 0 | 11 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 287 | 53 | 41 | 1628 | 0 | 0 | 0 | 0 | 47 | 0 | 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: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 287 | 53 | 41 | 1628 | 0 | 0 | 0 | 0 | 47 | 0 | 11 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 287 | 53 | 41 | 1628 | 0 | 0 | 0 | 0 | 47 | 0 | 11 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 287 | 53 | 41 | 1628 | 0 | 0 | 0 | 0 | 47 | 0 | 11 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.81 | 0.00 | 0.19 |
| Final Sat.: | 0 | 5700 | 1750 | 1750 | 5700 | 0 | 0 | 0 | 0 | 1418 | 0 | 332 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.05 | 0.03 | 0.02 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.03 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green Time: | 0.0 | 49.4 | 49.4 | 34.6 | 84.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 10.0 |
| Volume/Cap: | 0.00 | 0.10 | 0.06 | 0.07 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.33 |
| Delay/Veh: | 0.0 | 10.2 | 10.0 | 16.6 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 32.3 | 0.0 | 32.3 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 10.2 | 10.0 | 16.6 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 32.3 | 0.0 | 32.3 |
| DesignQueue: | 0 | 8 | 2 | 1 | 16 | 0 | 0 | 0 | 0 | 2 | 0 | 1 |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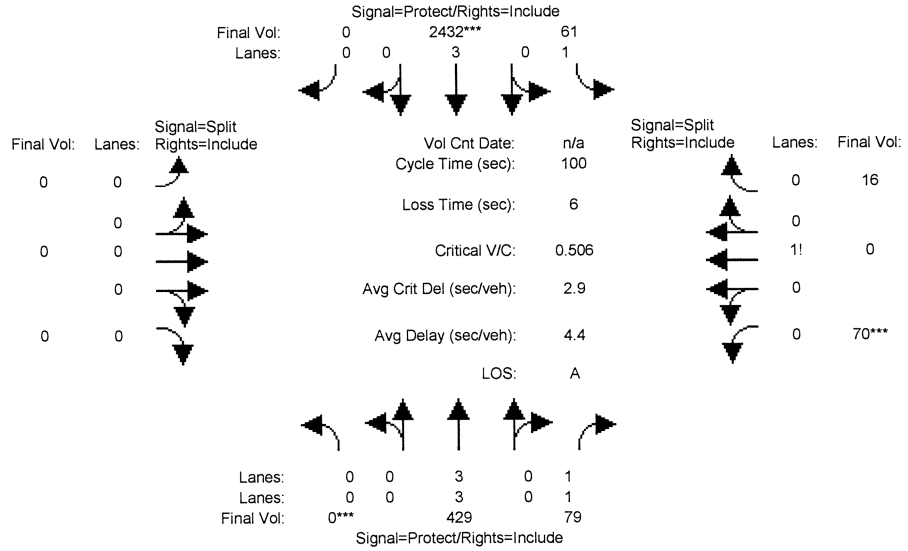
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3863: ALMADEN BLVD/CONVENTION CENTER




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 0 | 0 | 0 | 10 | 10 | 10 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 429 | 79 | 61 | 2432 | 0 | 0 | 0 | 0 | 70 | 0 | 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: | 0 | 429 | 79 | 61 | 2432 | 0 | 0 | 0 | 0 | 70 | 0 | 16 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 429 | 79 | 61 | 2432 | 0 | 0 | 0 | 0 | 70 | 0 | 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: | 0 | 429 | 79 | 61 | 2432 | 0 | 0 | 0 | 0 | 70 | 0 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 429 | 79 | 61 | 2432 | 0 | 0 | 0 | 0 | 70 | 0 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 429 | 79 | 61 | 2432 | 0 | 0 | 0 | 0 | 70 | 0 | 16 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.81 | 0.00 | 0.19 |
| Final Sat.: | 0 | 5700 | 1750 | 1750 | 5700 | 0 | 0 | 0 | 0 | 1424 | 0 | 326 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.08 | 0.05 | 0.03 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.05 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green Time: | 0.0 | 49.4 | 49.4 | 34.6 | 84.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 10.0 |
| Volume/Cap: | 0.00 | 0.15 | 0.09 | 0.10 | 0.51 | 0.00 | 0.00 | 0.00 | 0.00 | 0.49 | 0.00 | 0.49 |
| Delay/Veh: | 0.0 | 10.5 | 10.2 | 16.8 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 34.1 | 0.0 | 34.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 10.5 | 10.2 | 16.8 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 34.1 | 0.0 | 34.1 |
| DesignQueue: | 0 | 12 | 2 | 2 | 24 | 0 | 0 | 0 | 0 | 4 | 0 | 1 |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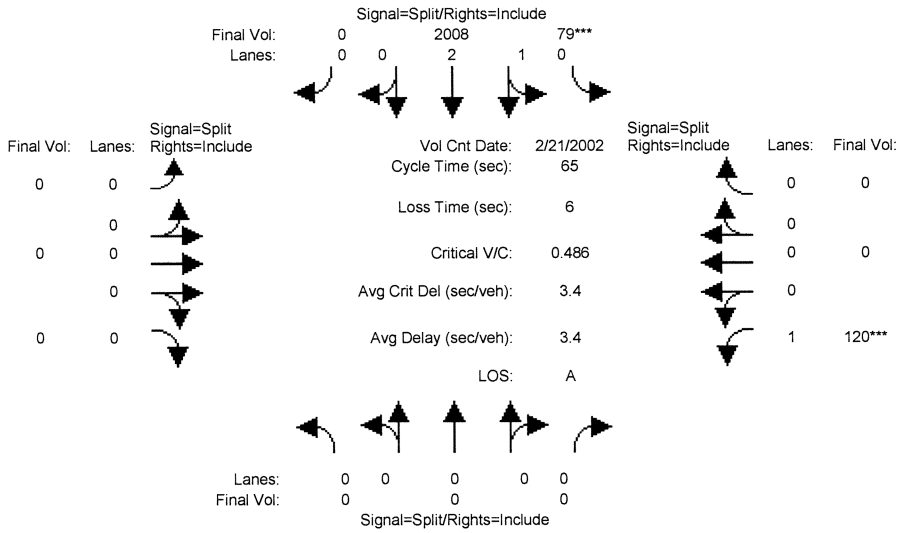
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3954: SAN ANTONIO/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Volume Module: >> Count Date: 21 Feb 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 79 | 2008 | 0 | 0 | 0 | 0 | 120 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 79 | 2008 | 0 | 0 | 0 | 0 | 120 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 79 | 2008 | 0 | 0 | 0 | 0 | 120 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 79 | 2008 | 0 | 0 | 0 | 0 | 120 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 79 | 2008 | 0 | 0 | 0 | 0 | 120 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 79 | 2008 | 0 | 0 | 0 | 0 | 120 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.04 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.12 | 2.88 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 212 | 5388 | 0 | 0 | 0 | 0 | 1750 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.37 | 0.37 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 |
| Crit Moves: | | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 49.0 | 49.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.49 | 0.49 | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 2.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 19.8 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 2.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 19.8 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 20 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |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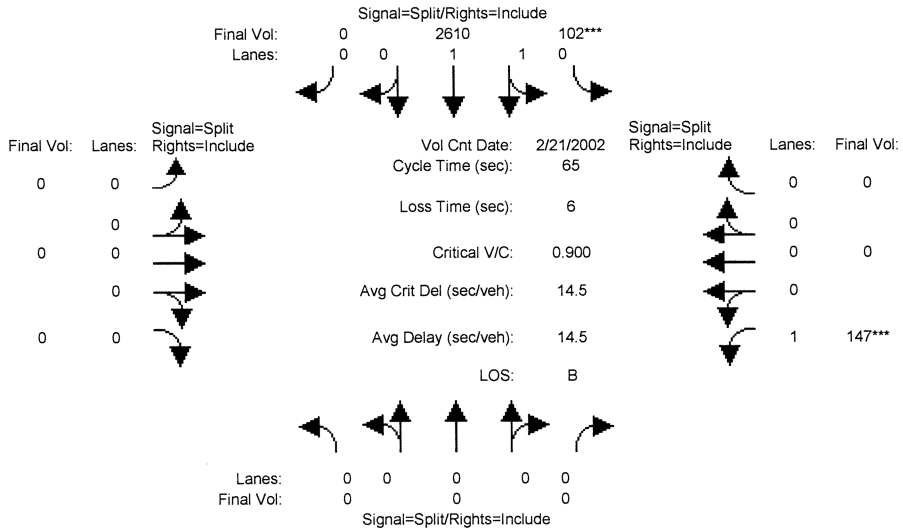
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3954: SAN ANTONIO/10TH




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Volume Module: >> Count Date: 21 Feb 2002 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 102 | 2610 | 0 | 0 | 0 | 0 | 147 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 102 | 2610 | 0 | 0 | 0 | 0 | 147 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 102 | 2610 | 0 | 0 | 0 | 0 | 147 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 102 | 2610 | 0 | 0 | 0 | 0 | 147 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 102 | 2610 | 0 | 0 | 0 | 0 | 147 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 102 | 2610 | 0 | 0 | 0 | 0 | 147 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.08 | 1.92 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 139 | 3561 | 0 | 0 | 0 | 0 | 1750 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.73 | 0.73 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 |
| Crit Moves: | | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 49.0 | 49.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.97 | 0.97 | 0.00 | 0.00 | 0.00 | 0.00 | 0.55 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 14.1 | 14.1 | 0.0 | 0.0 | 0.0 | 0.0 | 21.1 | 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 14.1 | 14.1 | 0.0 | 0.0 | 0.0 | 0.0 | 21.1 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 1 | 29 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |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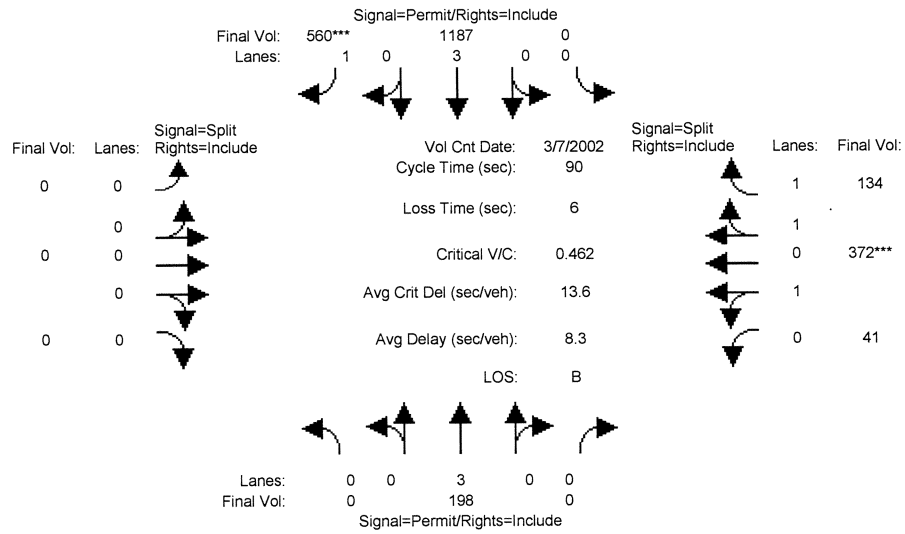
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3957: 280/ALMADEN




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Volume Module: >> Count Date: 7 Mar 2002 << 4:45-5:45PM | | | | | | | | | | | | |
| Base Vol: | 0 | 198 | 0 | 0 | 1187 | 560 | 0 | 0 | 0 | 41 | 372 | 134 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 198 | 0 | 0 | 1187 | 560 | 0 | 0 | 0 | 41 | 372 | 134 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 198 | 0 | 0 | 1187 | 560 | 0 | 0 | 0 | 41 | 372 | 134 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 198 | 0 | 0 | 1187 | 560 | 0 | 0 | 0 | 41 | 372 | 134 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 198 | 0 | 0 | 1187 | 560 | 0 | 0 | 0 | 41 | 372 | 134 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 198 | 0 | 0 | 1187 | 560 | 0 | 0 | 0 | 41 | 372 | 134 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 1.00 | 1.03 | 0.97 |
| Lanes: | 0.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.20 | 1.80 | 1.00 |
| Final Sat.: | 0 | 5700 | 0 | 0 | 5700 | 1750 | 0 | 0 | 0 | 367 | 3332 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.03 | 0.00 | 0.00 | 0.21 | 0.32 | 0.00 | 0.00 | 0.00 | 0.11 | 0.11 | 0.08 |
| Crit Moves: | | | | | | **** | | | | | **** | |
| Green Time: | 0.0 | 62.3 | 0.0 | 0.0 | 62.3 | 62.3 | 0.0 | 0.0 | 0.0 | 21.7 | 21.7 | 21.7 |
| Volume/Cap: | 0.00 | 0.05 | 0.00 | 0.00 | 0.30 | 0.46 | 0.00 | 0.00 | 0.00 | 0.46 | 0.46 | 0.32 |
| Delay/Veh: | 0.0 | 3.4 | 0.0 | 0.0 | 4.1 | 5.0 | 0.0 | 0.0 | 0.0 | 22.4 | 22.4 | 21.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 3.4 | 0.0 | 0.0 | 4.1 | 5.0 | 0.0 | 0.0 | 0.0 | 22.4 | 22.4 | 21.4 |
| DesignQueue: | 0 | 3 | 0 | 0 | 19 | 9 | 0 | 0 | 0 | 2 | 15 | 5 |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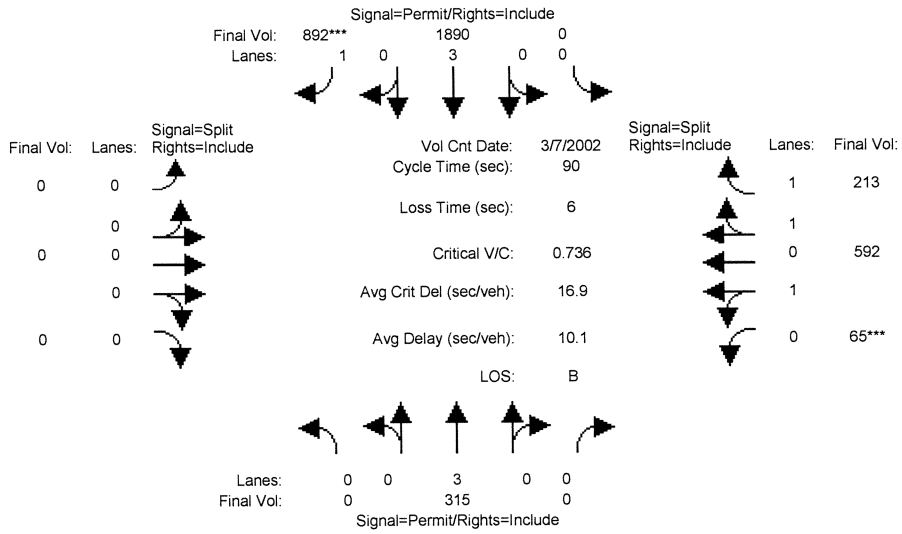
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3957: 280/ALMADEN




| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 0 | | 10 | 0 | 0 | | 10 | 10 | 0 | | 0 | 0 | 10 | | 10 | 10 |
| Volume Module: >> Count Date: 7 Mar 2002 << 4:45-5:45PM | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 315 | 0 | 0 | | 1890 | 892 | 0 | | 0 | 0 | 65 | | 592 | 213 |
| Growth Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 0 | | 315 | 0 | 0 | | 1890 | 892 | 0 | | 0 | 0 | 65 | | 592 | 213 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| PasserByVol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 0 | | 315 | 0 | 0 | | 1890 | 892 | 0 | | 0 | 0 | 65 | | 592 | 213 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 0 | | 315 | 0 | 0 | | 1890 | 892 | 0 | | 0 | 0 | 65 | | 592 | 213 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | | 315 | 0 | 0 | | 1890 | 892 | 0 | | 0 | 0 | 65 | | 592 | 213 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Vol.: | 0 | | 315 | 0 | 0 | | 1890 | 892 | 0 | | 0 | 0 | 65 | | 592 | 213 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 | 1800 | | 1800 | 1800 |
| Adjustment: | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 0.97 | | 1.06 | 0.97 | 1.00 | | 1.03 | 0.97 |
| Lanes: | 0.00 | | 3.00 | 0.00 | 0.00 | | 3.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.20 | | 1.80 | 1.00 |
| Final Sat.: | 0 | | 5700 | 0 | 0 | | 5700 | 1750 | 0 | | 0 | 0 | 366 | | 3334 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.06 | 0.00 | 0.00 | | 0.33 | 0.51 | 0.00 | | 0.00 | 0.00 | 0.18 | | 0.18 | 0.12 |
| Crit Moves: | | | | | | | | **** | | | | | **** | | | |
| Green Time: | 0.0 | | 62.3 | 0.0 | 0.0 | | 62.3 | 62.3 | 0.0 | | 0.0 | 0.0 | 21.7 | | 21.7 | 21.7 |
| Volume/Cap: | 0.00 | | 0.08 | 0.00 | 0.00 | | 0.48 | 0.74 | 0.00 | | 0.00 | 0.00 | 0.74 | | 0.74 | 0.50 |
| Delay/Veh: | 0.0 | | 3.4 | 0.0 | 0.0 | | 4.9 | 8.3 | 0.0 | | 0.0 | 0.0 | 25.7 | | 25.7 | 22.6 |
| 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 |
| ProgAdjFctr: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | | 3.4 | 0.0 | 0.0 | | 4.9 | 8.3 | 0.0 | | 0.0 | 0.0 | 25.7 | | 25.7 | 22.6 |
| DesignQueue: | 0 | | 5 | 0 | 0 | | 32 | 16 | 0 | | 0 | 0 | 3 | | 24 | 8 |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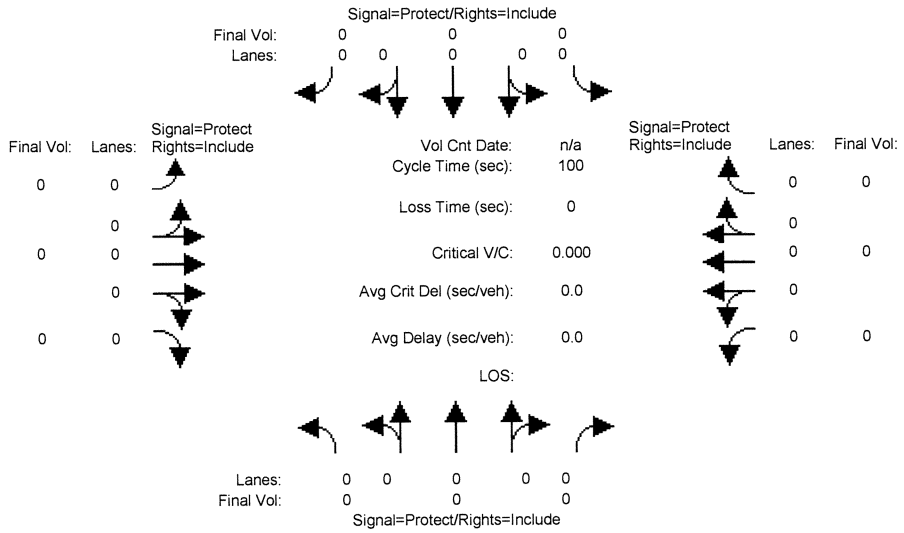
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3985: DELMAS/SAN FERNANDO (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| MLF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |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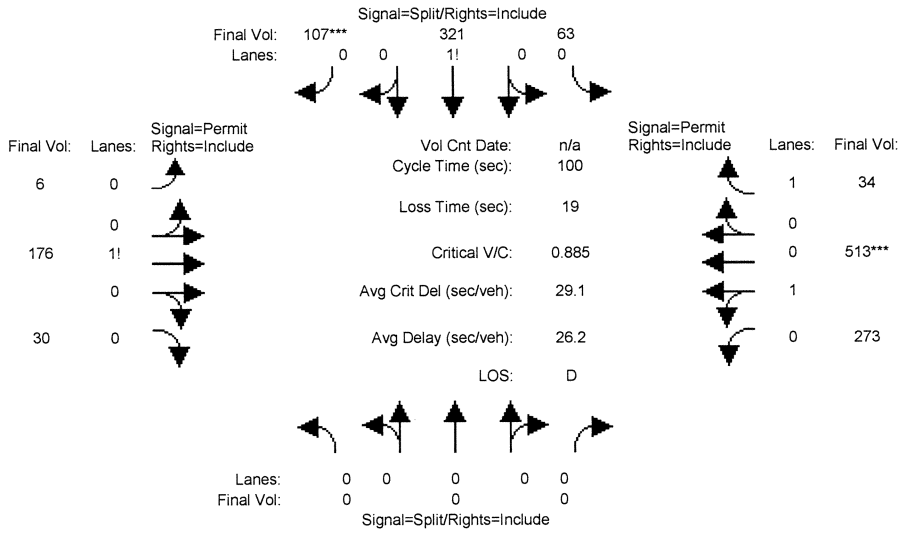
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3985: DELMAS/SAN FERNANDO (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 63 | 321 | 107 | 6 | 176 | 30 | 273 | 513 | 34 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 63 | 321 | 107 | 6 | 176 | 30 | 273 | 513 | 34 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 63 | 321 | 107 | 6 | 176 | 30 | 273 | 513 | 34 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 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 | 63 | 321 | 107 | 6 | 176 | 30 | 273 | 513 | 34 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 63 | 321 | 107 | 6 | 176 | 30 | 273 | 513 | 34 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 63 | 321 | 107 | 6 | 176 | 30 | 273 | 513 | 34 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.13 | 0.65 | 0.22 | 0.03 | 0.83 | 0.14 | 0.35 | 0.65 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 225 | 1144 | 381 | 50 | 1453 | 248 | 625 | 1175 | 1750 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 0.28 | 0.12 | 0.12 | 0.12 | 0.44 | 0.44 | 0.02 |
| Crit Moves: | | | | | | **** | | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 31.7 | 31.7 | 31.7 | 49.3 | 49.3 | 49.3 | 49.3 | 49.3 | 49.3 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.89 | 0.89 | 0.89 | 0.25 | 0.25 | 0.25 | 0.89 | 0.89 | 0.04 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 35.8 | 35.8 | 35.8 | 11.1 | 11.1 | 11.1 | 24.9 | 24.9 | 10.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 35.8 | 35.8 | 35.8 | 11.1 | 11.1 | 11.1 | 24.9 | 24.9 | 10.0 |
| DesignQueue: | 0 | 0 | 0 | 3 | 13 | 4 | 0 | 5 | 1 | 9 | 16 | 1 |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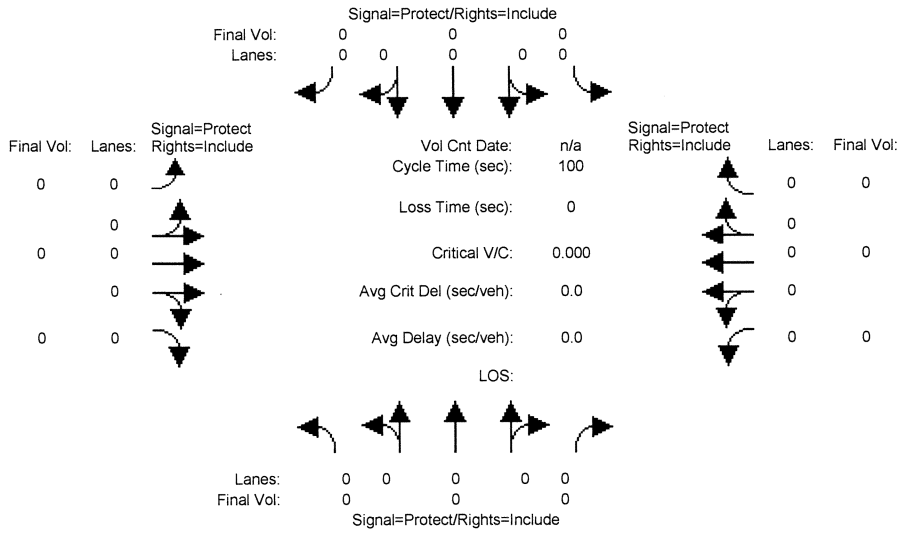
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3988: EMPIRE/FOURTH (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| MLF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |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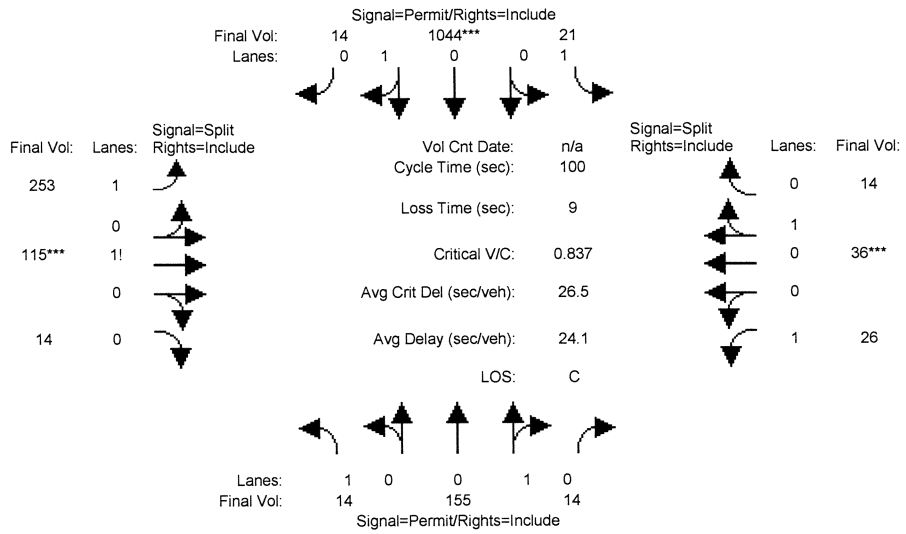
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3988: EMPIRE/FOURTH (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 14 | 155 | 14 | 21 | 1044 | 14 | 253 | 115 | 14 | 26 | 36 | 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: | 14 | 155 | 14 | 21 | 1044 | 14 | 253 | 115 | 14 | 26 | 36 | 14 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 14 | 155 | 14 | 21 | 1044 | 14 | 253 | 115 | 14 | 26 | 36 | 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: | 14 | 155 | 14 | 21 | 1044 | 14 | 253 | 115 | 14 | 26 | 36 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 14 | 155 | 14 | 21 | 1044 | 14 | 253 | 115 | 14 | 26 | 36 | 14 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 14 | 155 | 14 | 21 | 1044 | 14 | 253 | 115 | 14 | 26 | 36 | 14 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 0.97 | 0.97 | 0.97 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.92 | 0.08 | 1.00 | 0.99 | 0.01 | 1.50 | 0.45 | 0.05 | 1.00 | 0.72 | 0.28 |
| Final Sat.: | 1750 | 1651 | 149 | 1750 | 1776 | 24 | 2616 | 788 | 96 | 1750 | 1296 | 504 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.09 | 0.09 | 0.01 | 0.59 | 0.59 | 0.10 | 0.15 | 0.15 | 0.01 | 0.03 | 0.03 |
| Crit Moves: | | | | | **** | | | **** | | | **** | |
| Green Time: | 64.9 | 64.9 | 64.9 | 64.9 | 64.9 | 64.9 | 16.1 | 16.1 | 16.1 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.01 | 0.14 | 0.14 | 0.02 | 0.91 | 0.91 | 0.60 | 0.91 | 0.91 | 0.15 | 0.28 | 0.28 |
| Delay/Veh: | 4.7 | 5.2 | 5.2 | 4.7 | 18.7 | 18.7 | 30.7 | 47.5 | 47.5 | 31.3 | 31.9 | 31.9 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 4.7 | 5.2 | 5.2 | 4.7 | 18.7 | 18.7 | 30.7 | 47.5 | 47.5 | 31.3 | 31.9 | 31.9 |
| DesignQueue: | 0 | 3 | 0 | 0 | 24 | 0 | 12 | 6 | 1 | 1 | 2 | 1 |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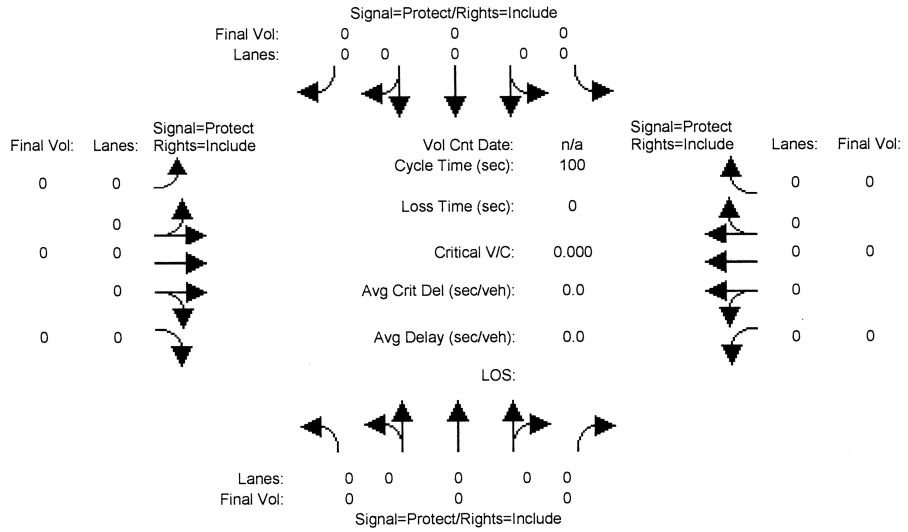
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3989: EMPIRE/THIRD (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| MLF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |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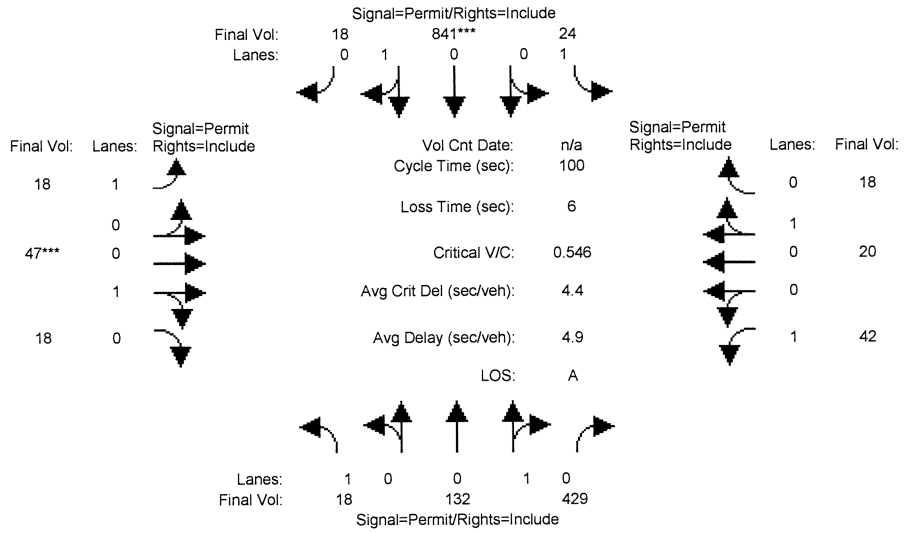
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3989: EMPIRE/THIRD (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 18 | 132 | 429 | 24 | 841 | 18 | 18 | 47 | 18 | 42 | 20 | 18 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 18 | 132 | 429 | 24 | 841 | 18 | 18 | 47 | 18 | 42 | 20 | 18 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 18 | 132 | 429 | 24 | 841 | 18 | 18 | 47 | 18 | 42 | 20 | 18 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 18 | 132 | 429 | 24 | 841 | 18 | 18 | 47 | 18 | 42 | 20 | 18 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 18 | 132 | 429 | 24 | 841 | 18 | 18 | 47 | 18 | 42 | 20 | 18 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 18 | 132 | 429 | 24 | 841 | 18 | 18 | 47 | 18 | 42 | 20 | 18 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.24 | 0.76 | 1.00 | 0.98 | 0.02 | 1.00 | 0.72 | 0.28 | 1.00 | 0.53 | 0.47 |
| Final Sat.: | 1750 | 424 | 1376 | 1750 | 1762 | 38 | 1750 | 1302 | 498 | 1750 | 947 | 853 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.31 | 0.31 | 0.01 | 0.48 | 0.48 | 0.01 | 0.04 | 0.04 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.01 | 0.37 | 0.37 | 0.02 | 0.57 | 0.57 | 0.10 | 0.36 | 0.36 | 0.24 | 0.21 | 0.21 |
| Delay/Veh: | 1.0 | 1.5 | 1.5 | 1.0 | 2.2 | 2.2 | 31.1 | 32.5 | 32.5 | 31.7 | 31.5 | 31.5 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 1.0 | 1.5 | 1.5 | 1.0 | 2.2 | 2.2 | 31.1 | 32.5 | 32.5 | 31.7 | 31.5 | 31.5 |
| DesignQueue: | 0 | 1 | 4 | 0 | 8 | 0 | 1 | 2 | 1 | 2 | 1 | 1 |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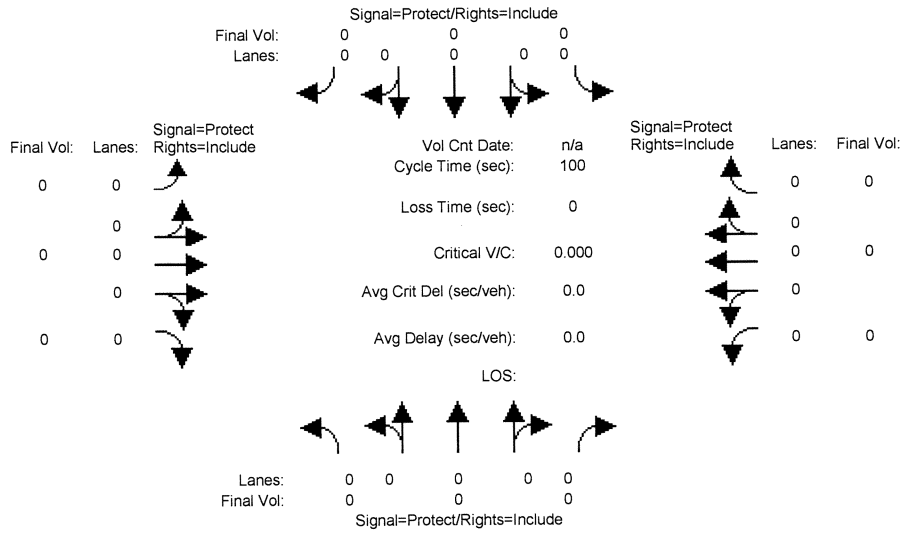
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #3992: FIFTH/JULIAN (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| MLF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |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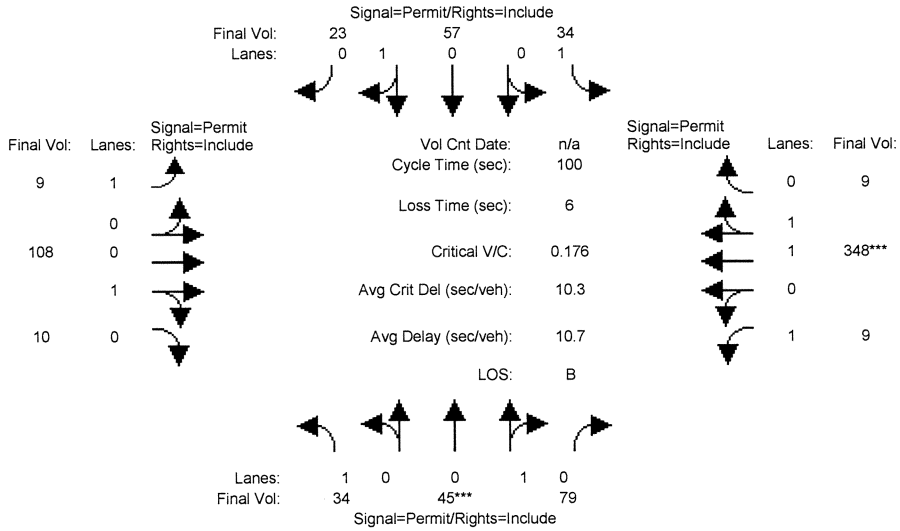
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #3992: FIFTH/JULIAN (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 34 | 45 | 79 | 34 | 57 | 23 | 9 | 108 | 10 | 9 | 348 | 9 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 34 | 45 | 79 | 34 | 57 | 23 | 9 | 108 | 10 | 9 | 348 | 9 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 34 | 45 | 79 | 34 | 57 | 23 | 9 | 108 | 10 | 9 | 348 | 9 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 45 | 79 | 34 | 57 | 23 | 9 | 108 | 10 | 9 | 348 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 34 | 45 | 79 | 34 | 57 | 23 | 9 | 108 | 10 | 9 | 348 | 9 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 34 | 45 | 79 | 34 | 57 | 23 | 9 | 108 | 10 | 9 | 348 | 9 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.03 | 1.00 |
| Lanes: | 1.00 | 0.36 | 0.64 | 1.00 | 0.71 | 0.29 | 1.00 | 0.92 | 0.08 | 1.00 | 1.95 | 0.05 |
| Final Sat.: | 1750 | 653 | 1147 | 1750 | 1283 | 518 | 1750 | 1647 | 153 | 1750 | 3607 | 93 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.07 | 0.07 | 0.02 | 0.04 | 0.04 | 0.01 | 0.07 | 0.07 | 0.01 | 0.10 | 0.10 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 39.2 | 39.2 | 39.2 | 39.2 | 39.2 | 39.2 | 54.8 | 54.8 | 54.8 | 54.8 | 54.8 | 54.8 |
| Volume/Cap: | 0.05 | 0.18 | 0.18 | 0.05 | 0.11 | 0.11 | 0.01 | 0.12 | 0.12 | 0.01 | 0.18 | 0.18 |
| Delay/Veh: | 14.3 | 15.1 | 15.1 | 14.3 | 14.7 | 14.7 | 7.8 | 8.3 | 8.3 | 7.8 | 8.6 | 8.6 |
| 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 |
| ProgAdjFctr: | 1.00 | 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 | 15.1 | 15.1 | 14.3 | 14.7 | 14.7 | 7.8 | 8.3 | 8.3 | 7.8 | 8.6 | 8.6 |
| DesignQueue: | 1 | 2 | 3 | 1 | 2 | 1 | 0 | 3 | 0 | 0 | 9 | 0 |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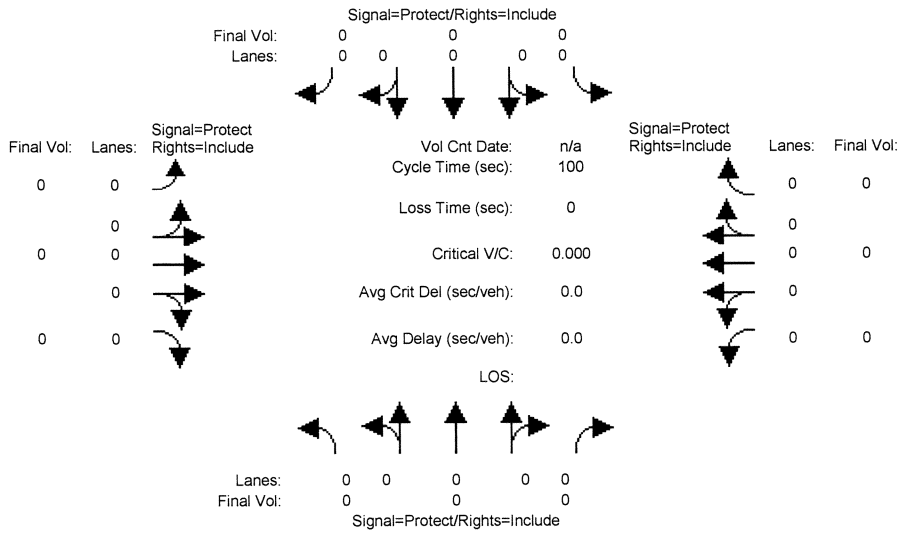
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #4000: GOODYEAR/VINE (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| MLF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |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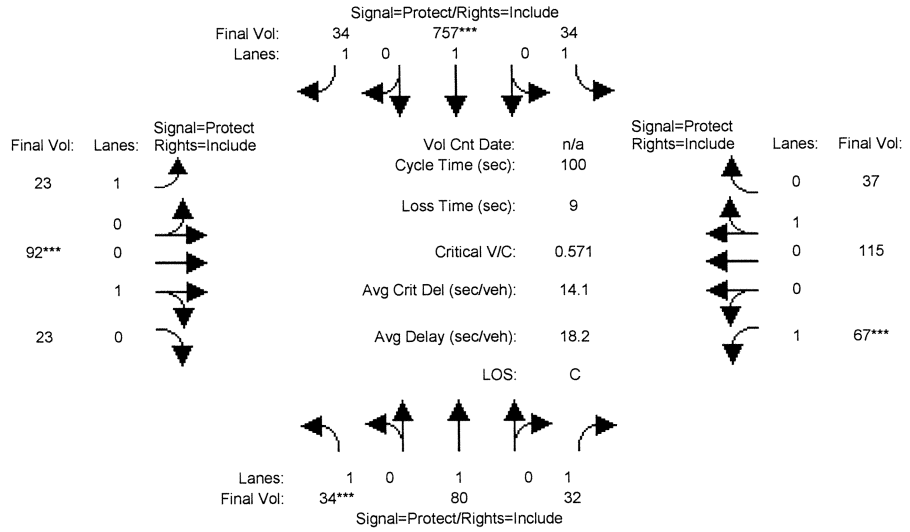
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #4000: GOODYEAR/VINE (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 34 | 80 | 32 | 34 | 757 | 34 | 23 | 92 | 23 | 67 | 115 | 37 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 34 | 80 | 32 | 34 | 757 | 34 | 23 | 92 | 23 | 67 | 115 | 37 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 34 | 80 | 32 | 34 | 757 | 34 | 23 | 92 | 23 | 67 | 115 | 37 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 34 | 80 | 32 | 34 | 757 | 34 | 23 | 92 | 23 | 67 | 115 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 34 | 80 | 32 | 34 | 757 | 34 | 23 | 92 | 23 | 67 | 115 | 37 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 34 | 80 | 32 | 34 | 757 | 34 | 23 | 92 | 23 | 67 | 115 | 37 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.06 | 0.97 | 0.97 | 1.06 | 0.97 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.80 | 0.20 | 1.00 | 0.76 | 0.24 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 1440 | 360 | 1750 | 1362 | 438 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.04 | 0.02 | 0.02 | 0.40 | 0.02 | 0.01 | 0.06 | 0.06 | 0.04 | 0.08 | 0.08 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 7.0 | 43.2 | 43.2 | 30.2 | 66.4 | 66.4 | 7.3 | 10.6 | 10.6 | 7.0 | 10.4 | 10.4 |
| Volume/Cap: | 0.28 | 0.10 | 0.04 | 0.06 | 0.60 | 0.03 | 0.18 | 0.60 | 0.60 | 0.55 | 0.81 | 0.81 |
| Delay/Veh: | 33.8 | 12.8 | 12.5 | 18.9 | 7.7 | 4.4 | 33.2 | 36.1 | 36.1 | 38.0 | 49.0 | 49.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 33.8 | 12.8 | 12.5 | 18.9 | 7.7 | 4.4 | 33.2 | 36.1 | 36.1 | 38.0 | 49.0 | 49.0 |
| DesignQueue: | 2 | 3 | 1 | 1 | 16 | 1 | 1 | 5 | 1 | 3 | 6 | 2 |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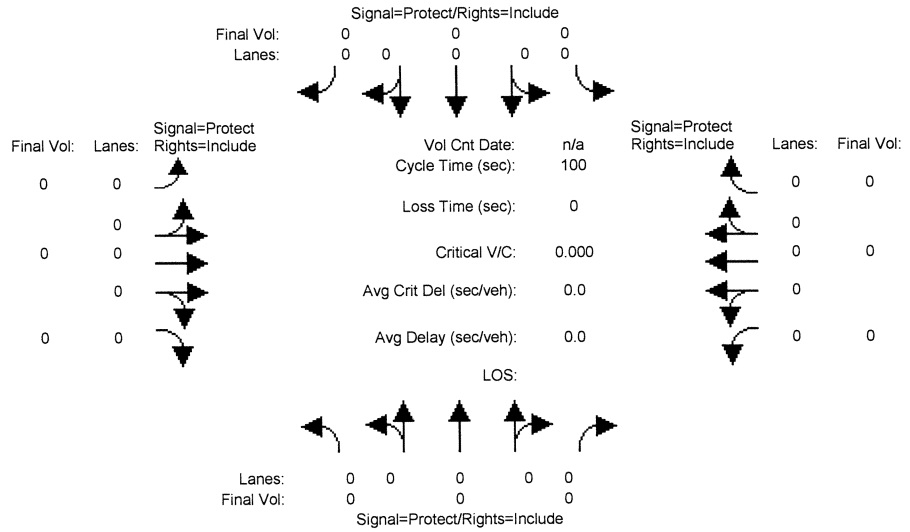
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #4004: JULIAN/19TH (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| MLF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |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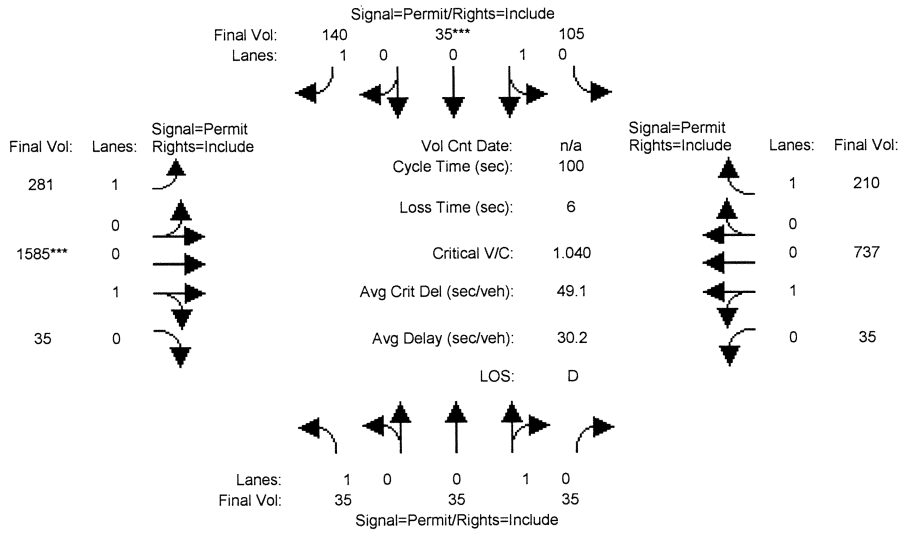
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #4004: JULIAN/19TH (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 35 | 35 | 35 | 105 | 35 | 140 | 281 | 1585 | 35 | 35 | 737 | 210 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 35 | 35 | 35 | 105 | 35 | 140 | 281 | 1585 | 35 | 35 | 737 | 210 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 35 | 35 | 35 | 105 | 35 | 140 | 281 | 1585 | 35 | 35 | 737 | 210 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 35 | 35 | 35 | 105 | 35 | 140 | 281 | 1585 | 35 | 35 | 737 | 210 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 35 | 35 | 35 | 105 | 35 | 140 | 281 | 1585 | 35 | 35 | 737 | 210 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 35 | 35 | 35 | 105 | 35 | 140 | 281 | 1585 | 35 | 35 | 737 | 210 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 |
| Lanes: | 1.00 | 0.50 | 0.50 | 0.75 | 0.25 | 1.00 | 1.00 | 0.98 | 0.02 | 0.05 | 0.95 | 1.00 |
| Final Sat.: | 1750 | 900 | 900 | 1350 | 450 | 1750 | 1750 | 1761 | 39 | 82 | 1718 | 1750 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.04 | 0.04 | 0.08 | 0.08 | 0.08 | 0.16 | 0.90 | 0.90 | 0.43 | 0.43 | 0.12 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 |
| Volume/Cap: | 0.20 | 0.39 | 0.39 | 0.78 | 0.78 | 0.80 | 0.19 | 1.07 | 1.07 | 0.51 | 0.51 | 0.14 |
| Delay/Veh: | 31.5 | 32.7 | 32.7 | 46.1 | 46.1 | 48.6 | 1.2 | 49.4 | 49.4 | 2.0 | 2.0 | 1.1 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.5 | 32.7 | 32.7 | 46.1 | 46.1 | 48.6 | 1.2 | 49.4 | 49.4 | 2.0 | 2.0 | 1.1 |
| DesignQueue: | 2 | 2 | 2 | 5 | 2 | 7 | 3 | 18 | 0 | 0 | 7 | 2 |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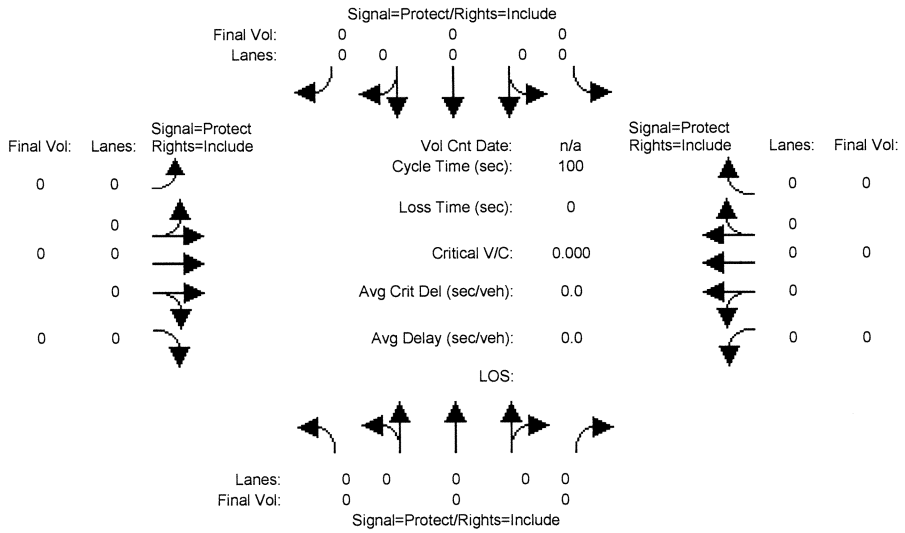
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

## Intersection #4012: MARTHA/THIRD (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| MLF Adj: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Vol.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DesignQueue: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |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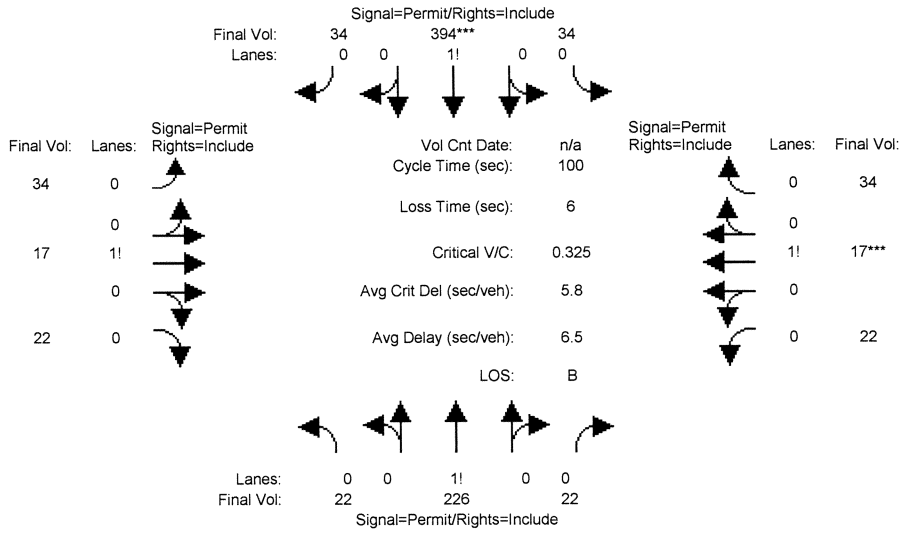
RDA Downtown
Future Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

## Intersection #4012: MARTHA/THIRD (FUT)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 22 | 226 | 22 | 34 | 394 | 34 | 34 | 17 | 22 | 22 | 17 | 34 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 22 | 226 | 22 | 34 | 394 | 34 | 34 | 17 | 22 | 22 | 17 | 34 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 22 | 226 | 22 | 34 | 394 | 34 | 34 | 17 | 22 | 22 | 17 | 34 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 22 | 226 | 22 | 34 | 394 | 34 | 34 | 17 | 22 | 22 | 17 | 34 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 22 | 226 | 22 | 34 | 394 | 34 | 34 | 17 | 22 | 22 | 17 | 34 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 22 | 226 | 22 | 34 | 394 | 34 | 34 | 17 | 22 | 22 | 17 | 34 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Lanes: | 0.08 | 0.84 | 0.08 | 0.07 | 0.86 | 0.07 | 0.47 | 0.23 | 0.30 | 0.30 | 0.23 | 0.47 |
| Final Sat.: | 143 | 1465 | 143 | 129 | 1492 | 129 | 815 | 408 | 527 | 527 | 408 | 815 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.15 | 0.15 | 0.26 | 0.26 | 0.26 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| Crit Moves: | | | | | **** | | | | | | **** | |
| Green Time: | 81.2 | 81.2 | 81.2 | 81.2 | 81.2 | 81.2 | 12.8 | 12.8 | 12.8 | 12.8 | 12.8 | 12.8 |
| Volume/Cap: | 0.19 | 0.19 | 0.19 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 |
| Delay/Veh: | 1.6 | 1.6 | 1.6 | 1.9 | 1.9 | 1.9 | 30.4 | 30.4 | 30.4 | 30.4 | 30.4 | 30.4 |
| 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 |
| ProgAdjFctr: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 1.6 | 1.6 | 1.6 | 1.9 | 1.9 | 1.9 | 30.4 | 30.4 | 30.4 | 30.4 | 30.4 | 30.4 |
| DesignQueue: | 0 | 2 | 0 | 0 | 4 | 0 | 2 | 1 | 1 | 1 | 1 | 2 |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# Appendix C

## Freeway Segment and Ramp Summary Tables

**Table C-1**
## Year 2000 Freeway Level of Service Conditions

| Freeway | Segment | Direction | Peak Hour | Mixed-Flow Lanes Ave. Speed/a/ | # of Lanes | Volume/a/ | Density | LOS (Density) | HOV Lanes Ave. Speed/a/ | # of Lanes | Volume/a/ | Density | LOS (Density) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I-280 | I-880 to Meridian | EB | AM | 60 | 4 | 5,110 | 23.0 | C | 65 | 1 | 460 | 7.1 | A |
| | | EB | PM | 20 | 4 | 5,990 | 80.9 | F | 25 | 1 | 1,630 | 65.2 | F |
| | | WB | AM | 10 | 4 | 4,550 | 123.0 | F | 60 | 1 | 1920 | 32.0 | D |
| | | WB | PM | 60 | 4 | 6,660 | 30.0 | D | 65 | 1 | 460 | 7.1 | A |
| I-280 | Meridian to Bird | EB | AM | 60 | 4 | 6,720 | 28.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | EB | PM | 25 | 4 | 6,300 | 63.0 | F | N/A | N/A | 0 | N/A | N/A |
| | | WB | AM | 10 | 4 | 4,320 | 108.0 | F | N/A | N/A | 0 | N/A | N/A |
| | | WB | PM | 50 | 4 | 9,000 | 45.0 | D | N/A | N/A | 0 | N/A | N/A |
| I-280 | Bird to SR 87 | EB | AM | 60 | 4 | 6,480 | 27.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | EB | PM | 25 | 4 | 6,900 | 69.0 | F | N/A | N/A | 0 | N/A | N/A |
| | | WB | AM | 15 | 4 | 5,880 | 98.0 | F | N/A | N/A | 0 | N/A | N/A |
| | | WB | PM | 60 | 4 | 6,240 | 26.0 | D | N/A | N/A | 0 | N/A | N/A |
| I-280 | SR 87 to 10th | EB | AM | 60 | 4 | 5,520 | 23.0 | C | N/A | N/A | 0 | N/A | N/A |
| | | EB | PM | 25 | 4 | 6,700 | 67.0 | F | N/A | N/A | 0 | N/A | N/A |
| | | WB | AM | 20 | 4 | 5,920 | 74.0 | F | N/A | N/A | 0 | N/A | N/A |
| | | WB | PM | 60 | 4 | 6,720 | 28.0 | D | N/A | N/A | 0 | N/A | N/A |
| I-280 | 10th to McLaughlin | EB | AM | 60 | 4 | 6,240 | 26.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | EB | PM | 50 | 4 | 8,400 | 42.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | WB | AM | 25 | 4 | 5,800 | 58.0 | F | N/A | N/A | 0 | N/A | N/A |
| | | WB | PM | 60 | 4 | 6,960 | 29.0 | D | N/A | N/A | 0 | N/A | N/A |
| I-280 | McLaughlin to US101 | EB | AM | 60 | 4 | 5,280 | 22.0 | C | N/A | N/A | 0 | N/A | N/A |
| | | EB | PM | 60 | 4 | 7,440 | 31.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | WB | AM | 20 | 4 | 5,920 | 74.0 | F | N/A | N/A | 0 | N/A | N/A |
| | | WB | PM | 60 | 4 | 7,920 | 33.0 | D | N/A | N/A | 0 | N/A | N/A |
| I-680 | US 101 to King | NB | AM | 50 | 4 | 8,400 | 42.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | NB | PM | 60 | 4 | 6,240 | 26.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | SB | AM | 60 | 4 | 6,960 | 29.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | SB | PM | 60 | 4 | 6,240 | 26.0 | D | N/A | N/A | 0 | N/A | N/A |
| I-880 | The Alameda to Coleman | NB | AM | 15 | 3 | 4,100 | 91.1 | F | N/A | N/A | 0 | N/A | N/A |
| | | NB | PM | 60 | 3 | 5,040 | 28.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | SB | AM | 60 | 3 | 3,960 | 22.0 | C | N/A | N/A | 0 | N/A | N/A |
| | | SB | PM | 25 | 3 | 4,200 | 56.0 | F | N/A | N/A | 0 | N/A | N/A |
| I-880 | Coleman to SR 87 | NB | AM | 15 | 3 | 4,590 | 102.0 | F | N/A | N/A | 0 | N/A | N/A |
| | | NB | PM | 55 | 3 | 5,780 | 35.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | SB | AM | 60 | 3 | 5,400 | 30.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | SB | PM | 25 | 3 | 4,130 | 55.1 | F | N/A | N/A | 0 | N/A | N/A |
| I-880 | SR 87 to First | NB | AM | 15 | 3 | 3,830 | 85.1 | F | N/A | N/A | 0 | N/A | N/A |
| | | NB | PM | 60 | 3 | 4,320 | 24.0 | C | N/A | N/A | 0 | N/A | N/A |
| | | SB | AM | 60 | 3 | 3,600 | 20.0 | C | N/A | N/A | 0 | N/A | N/A |
| | | SB | PM | 25 | 3 | 4,200 | 56.0 | F | N/A | N/A | 0 | N/A | N/A |
| I-880 | First to US 101 | NB | AM | 15 | 3 | 4,590 | 102.0 | F | N/A | N/A | 0 | N/A | N/A |
| | | NB | PM | 60 | 3 | 5,400 | 30.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | SB | AM | 60 | 3 | 5,580 | 31.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | SB | PM | 25 | 3 | 4,880 | 65.1 | F | N/A | N/A | 0 | N/A | N/A |
| I-880 | US 101 to Brokaw | NB | AM | 15 | 2 | 2,730 | 91.0 | F | N/A | N/A | 0 | N/A | N/A |
| | | NB | PM | 25 | 2 | 2,800 | 56.0 | F | N/A | N/A | 0 | N/A | N/A |
| | | SB | AM | 55 | 2 | 4,290 | 39.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | SB | PM | 20 | 2 | 2,880 | 72.0 | F | N/A | N/A | 0 | N/A | N/A |
| SR 87 | Coleman to Julian | NB | AM | 10 | 2 | 3,460 | 173.0 | F | N/A | N/A | 0 | N/A | N/A |
| | | NB | PM | 65 | 2 | 2,210 | 17.0 | C | N/A | N/A | 0 | N/A | N/A |
| | | SB | AM | 65 | 2 | 1,820 | 14.0 | B | N/A | N/A | 0 | N/A | N/A |
| | | SB | PM | 60 | 2 | 3,480 | 29.0 | D | N/A | N/A | 0 | N/A | N/A |

**Table C-1**
## Year 2000 Freeway Level of Service Conditions

| Freeway Segment | | Direction | Peak Hour | Mixed-Flow Lanes Ave. Speed/a/ | # of Lanes | Volume/a/ | Density | LOS (Density) | HOV Lanes Ave. Speed/a/ | # of Lanes | Volume/a/ | Density | LOS (Density) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 87 | Julian to I-280 | NB | AM | 15 | 2 | 2,670 | 89.0 | F | N/A | N/A | 0 | N/A | N/A |
| | | NB | PM | 65 | 2 | 1,820 | 14.0 | B | N/A | N/A | 0 | N/A | N/A |
| | | SB | AM | 65 | 2 | 1,430 | 11.0 | B | N/A | N/A | 0 | N/A | N/A |
| | | SB | PM | 15 | 2 | 3,000 | 100.0 | F | N/A | N/A | 0 | N/A | N/A |
| SR 87 | I-280 to Alma | NB | AM | 55 | 2 | 3,960 | 36.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | NB | PM | 60 | 2 | 3,120 | 26.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | SB | AM | 60 | 2 | 3,000 | 25.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | SB | PM | 10 | 2 | 2,220 | 111.0 | F | N/A | N/A | 0 | N/A | N/A |
| SR 87 | Alma to Almaden | NB | AM | 25 | 2 | 3,000 | 60.0 | F | N/A | N/A | 0 | N/A | N/A |
| | | NB | PM | 60 | 2 | 3,960 | 33.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | SB | AM | 60 | 2 | 3,480 | 29.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | SB | PM | 25 | 2 | 2,850 | 57.0 | F | N/A | N/A | 0 | N/A | N/A |
| SR 87 | Almaden to Curtner | NB | AM | 20 | 2 | 3,280 | 82.0 | F | N/A | N/A | 0 | N/A | N/A |
| | | NB | PM | 60 | 2 | 4,080 | 34.0 | D | N/A | N/A | 0 | N/A | N/A |
| | | SB | AM | 65 | 2 | 2,340 | 18.0 | C | N/A | N/A | 0 | N/A | N/A |
| | | SB | PM | 20 | 2 | 3,000 | 75.0 | F | N/A | N/A | 0 | N/A | N/A |
| US 101 | Old Bayshore to I-880 | NB | AM | 10 | 3 | 3,750 | 125.0 | F | 25 | 1 | 1650 | 66.0 | F |
| | | NB | PM | 65 | 3 | 3,710 | 19.0 | C | 65 | 1 | 650 | 10.0 | A |
| | | SB | AM | 65 | 3 | 3,320 | 17.0 | C | 65 | 1 | 390 | 6.0 | A |
| | | SB | PM | 10 | 3 | 3,510 | 117.0 | F | 15 | 1 | 1,500 | 100.0 | F |
| US 101 | I-880 to Oakland | NB | AM | 10 | 3 | 3,510 | 117.0 | F | 15 | 1 | 1530 | 102.0 | F |
| | | NB | PM | 60 | 3 | 4,140 | 23.0 | C | 65 | 1 | 1,110 | 17.1 | C |
| | | SB | AM | 65 | 3 | 2,930 | 15.0 | B | 65 | 1 | 520 | 8.0 | A |
| | | SB | PM | 10 | 3 | 3,990 | 133.0 | F | 20 | 1 | 1,560 | 78.0 | F |
| US 101 | Oakland to McKee | NB | AM | 10 | 3 | 4,020 | 134.0 | F | 15 | 1 | 1350 | 90.0 | F |
| | | NB | PM | 60 | 3 | 3,780 | 21.0 | C | 65 | 1 | 390 | 6.0 | A |
| | | SB | AM | 65 | 3 | 3,320 | 17.0 | C | 65 | 1 | 330 | 5.1 | A |
| | | SB | PM | 35 | 3 | 5,360 | 51.0 | E | 55 | 1 | 1,980 | 36.0 | D |
| US 101 | McKee to Santa Clara | NB | AM | 10 | 3 | 3,840 | 128.0 | F | 10 | 1 | 1280 | 128.0 | F |
| | | NB | PM | 60 | 3 | 3,600 | 20.0 | C | 65 | 1 | 650 | 10.0 | A |
| | | SB | AM | 65 | 3 | 3,710 | 19.0 | C | 65 | 1 | 330 | 5.1 | A |
| | | SB | PM | 55 | 3 | 6,770 | 41.0 | D | 60 | 1 | 1,680 | 28.0 | D |
| US 101 | Santa Clara to I-280 | NB | AM | 10 | 3 | 4,410 | 147.0 | F | 10 | 1 | 1180 | 118.0 | F |
| | | NB | PM | 60 | 3 | 3,960 | 22.0 | C | 65 | 1 | 780 | 12.0 | B |
| | | SB | AM | 60 | 3 | 3,960 | 22.0 | C | 65 | 1 | 650 | 10.0 | A |
| | | SB | PM | 25 | 3 | 4,650 | 62.0 | F | 55 | 1 | 1,930 | 35.1 | D |
| US 101 | I-280 to Story | NB | AM | 10 | 3 | 3,510 | 117.0 | F | 10 | 1 | 1150 | 115.0 | F |
| | | NB | PM | 65 | 3 | 2,540 | 13.0 | B | 65 | 1 | 460 | 7.1 | A |
| | | SB | AM | 65 | 3 | 2,930 | 15.0 | B | 65 | 1 | 330 | 5.1 | A |
| | | SB | PM | 20 | 3 | 4,200 | 70.0 | F | 50 | 1 | 2,100 | 42.0 | D |
| US 101 | Story to Tully | NB | AM | 10 | 3 | 3,390 | 113.0 | F | 10 | 1 | 1160 | 116.0 | F |
| | | NB | PM | 60 | 3 | 4,680 | 26.0 | D | 65 | 1 | 390 | 6.0 | A |
| | | SB | AM | 60 | 3 | 3,960 | 22.0 | C | 65 | 1 | 330 | 5.1 | A |
| | | SB | PM | 20 | 3 | 4,560 | 76.0 | F | 60 | 1 | 2,040 | 34.0 | D |

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2000.

**Table C-2**
## Project Conditions Freeway Level of Service

| | | | | Existing | | | | | | | | | | 2025 Project Conditions | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Mixed-Flow Lanes | | | | | HOV Lanes | | | | | | Mixed-Flow Lanes | | | | HOV Lanes | | | |
| Freeway | Segment | Direction | Peak Hour | Ave. Speed/a/ | # of Lanes | Volume/a/ | Density | LOS (Density) | Ave. Speed/a/ | # of Lanes | Volume/a/ | Density | LOS (Density) | Total Volume | # of Lanes | Volume | V/C | LOS (V/C) | # of Lanes | Volume | V/C | LOS (V/C) |
| I-280 | I-880 to Meridian | EB | AM | 60 | 4 | 5,110 | 23.0 | C | 65 | 1 | 460 | 7.1 | A | 6,241 | 5 | 5,357 | 0.47 | A | 1 | 884 | 0.49 | A |
| | | EB | PM | 20 | 4 | 5,990 | 80.9 | F | 25 | 1 | 1,630 | 65.2 | F | 8,300 | 5 | 7,124 | 0.62 | B | 1 | 1,176 | 0.65 | B |
| | | WB | AM | 10 | 4 | 4,550 | 123.0 | F | 60 | 1 | 1920 | 32.0 | D | 10,029 | 4 | 8,324 | 0.90 | E | 1 | 1,705 | 0.95 | E |
| | | WB | PM | 60 | 4 | 6,660 | 30.0 | D | 65 | 1 | 460 | 7.1 | A | 6,405 | 4 | 5,316 | 0.58 | A | 1 | 1,089 | 0.60 | B |
| I-280 | Meridian to Bird | EB | AM | 60 | 4 | 6,720 | 28.0 | D | N/A | N/A | 0 | N/A | N/A | 7,333 | 4 | 7,333 | 0.80 | C | N/A | N/A | N/A | N/A |
| | | EB | PM | 25 | 4 | 6,300 | 63.0 | F | N/A | N/A | 0 | N/A | N/A | 8,781 | 4 | 8,781 | 0.95 | E | N/A | N/A | N/A | N/A |
| | | WB | AM | 10 | 4 | 4,320 | 108.0 | F | N/A | N/A | 0 | N/A | N/A | 9,014 | 5 | 9,014 | 0.78 | C | N/A | N/A | N/A | N/A |
| | | WB | PM | 50 | 4 | 9,000 | 45.0 | D | N/A | N/A | 0 | N/A | N/A | 6,809 | 5 | 6,809 | 0.59 | A | N/A | N/A | N/A | N/A |
| I-280 | Bird to SR 87 | EB | AM | 60 | 4 | 6,480 | 27.0 | D | N/A | N/A | 0 | N/A | N/A | 2,662 | 4 | 2,662 | 0.29 | A | N/A | N/A | N/A | N/A |
| | | EB | PM | 25 | 4 | 6,900 | 69.0 | F | N/A | N/A | 0 | N/A | N/A | 5,383 | 4 | 5,383 | 0.59 | A | N/A | N/A | N/A | N/A |
| | | WB | AM | 15 | 4 | 5,880 | 98.0 | F | N/A | N/A | 0 | N/A | N/A | 6,515 | 4 | 6,515 | 0.71 | C | N/A | N/A | N/A | N/A |
| | | WB | PM | 60 | 4 | 6,240 | 26.0 | D | N/A | N/A | 0 | N/A | N/A | 4,021 | 4 | 4,021 | 0.44 | A | N/A | N/A | N/A | N/A |
| I-280 | SR 87 to 10th | EB | AM | 60 | 4 | 5,520 | 23.0 | C | N/A | N/A | 0 | N/A | N/A | 3,408 | 4 | 3,408 | 0.37 | A | N/A | N/A | N/A | N/A |
| | | EB | PM | 25 | 4 | 6,700 | 67.0 | F | N/A | N/A | 0 | N/A | N/A | 8,559 | 4 | 8,559 | 0.93 | E | N/A | N/A | N/A | N/A |
| | | WB | AM | 20 | 4 | 5,920 | 74.0 | F | N/A | N/A | 0 | N/A | N/A | 9,818 | 4 | 9,818 | 1.07 | F | N/A | N/A | N/A | N/A |
| | | WB | PM | 60 | 4 | 6,720 | 28.0 | D | N/A | N/A | 0 | N/A | N/A | 5,257 | 4 | 5,257 | 0.57 | A | N/A | N/A | N/A | N/A |
| I-280 | 10th to McLaughlin | EB | AM | 60 | 4 | 6,240 | 26.0 | D | N/A | N/A | 0 | N/A | N/A | 4,381 | 4 | 4,381 | 0.48 | A | N/A | N/A | N/A | N/A |
| | | EB | PM | 50 | 4 | 8,400 | 42.0 | D | N/A | N/A | 0 | N/A | N/A | 8,677 | 4 | 8,677 | 0.94 | E | N/A | N/A | N/A | N/A |
| | | WB | AM | 25 | 4 | 5,800 | 58.0 | F | N/A | N/A | 0 | N/A | N/A | 10,286 | 5 | 10,286 | 0.89 | D | N/A | N/A | N/A | N/A |
| | | WB | PM | 60 | 4 | 6,960 | 29.0 | D | N/A | N/A | 0 | N/A | N/A | 4,699 | 5 | 4,699 | 0.41 | A | N/A | N/A | N/A | N/A |
| I-280 | McLaughlin to US101 | EB | AM | 60 | 4 | 5,280 | 22.0 | C | N/A | N/A | 0 | N/A | N/A | 4,057 | 4 | 4,057 | 0.44 | A | N/A | N/A | N/A | N/A |
| | | EB | PM | 60 | 4 | 7,440 | 31.0 | D | N/A | N/A | 0 | N/A | N/A | 7,021 | 4 | 7,021 | 0.76 | C | N/A | N/A | N/A | N/A |
| | | WB | AM | 20 | 4 | 5,920 | 74.0 | F | N/A | N/A | 0 | N/A | N/A | 8,881 | 5 | 8,881 | 0.77 | C | N/A | N/A | N/A | N/A |
| | | WB | PM | 60 | 4 | 7,920 | 33.0 | D | N/A | N/A | 0 | N/A | N/A | 4,238 | 5 | 4,238 | 0.37 | A | N/A | N/A | N/A | N/A |
| I-680 | US 101 to King | NB | AM | 50 | 4 | 8,400 | 42.0 | D | N/A | N/A | 0 | N/A | N/A | 2,531 | 4 | 2,531 | 0.28 | A | N/A | N/A | N/A | N/A |
| | | NB | PM | 60 | 4 | 6,240 | 26.0 | D | N/A | N/A | 0 | N/A | N/A | 3,242 | 4 | 3,242 | 0.35 | A | N/A | N/A | N/A | N/A |
| | | SB | AM | 60 | 4 | 6,960 | 29.0 | D | N/A | N/A | 0 | N/A | N/A | 4,835 | 4 | 4,835 | 0.53 | A | N/A | N/A | N/A | N/A |
| | | SB | PM | 60 | 4 | 6,240 | 26.0 | D | N/A | N/A | 0 | N/A | N/A | 2,664 | 4 | 2,664 | 0.29 | A | N/A | N/A | N/A | N/A |
| I-880 | The Alameda to Coleman | NB | AM | 15 | 3 | 4,100 | 91.1 | F | N/A | N/A | 0 | N/A | N/A | 9,665 | 3 | 9,665 | 1.40 | F | N/A | N/A | N/A | N/A |
| | | NB | PM | 60 | 3 | 5,040 | 28.0 | D | N/A | N/A | 0 | N/A | N/A | 5,280 | 3 | 5,280 | 0.77 | C | N/A | N/A | N/A | N/A |
| | | SB | AM | 60 | 3 | 3,960 | 22.0 | C | N/A | N/A | 0 | N/A | N/A | 4,189 | 3 | 4,189 | 0.61 | B | N/A | N/A | N/A | N/A |
| | | SB | PM | 25 | 3 | 4,200 | 56.0 | F | N/A | N/A | 0 | N/A | N/A | 9,641 | 3 | 9,641 | 1.40 | F | N/A | N/A | N/A | N/A |
| I-880 | Coleman to SR 87 | NB | AM | 15 | 3 | 4,590 | 102.0 | F | N/A | N/A | 0 | N/A | N/A | 9,542 | 3 | 9,542 | 1.38 | F | N/A | N/A | N/A | N/A |
| | | NB | PM | 55 | 3 | 5,780 | 35.0 | D | N/A | N/A | 0 | N/A | N/A | 5,924 | 3 | 5,924 | 0.86 | D | N/A | N/A | N/A | N/A |
| | | SB | AM | 60 | 3 | 5,400 | 30.0 | D | N/A | N/A | 0 | N/A | N/A | 4,521 | 3 | 4,521 | 0.66 | B | N/A | N/A | N/A | N/A |
| | | SB | PM | 25 | 3 | 4,130 | 55.1 | F | N/A | N/A | 0 | N/A | N/A | 8,686 | 3 | 8,686 | 1.26 | F | N/A | N/A | N/A | N/A |
| I-880 | SR 87 to First | NB | AM | 15 | 3 | 3,830 | 85.1 | F | N/A | N/A | 0 | N/A | N/A | 9,542 | 3 | 9,542 | 1.38 | F | N/A | N/A | N/A | N/A |
| | | NB | PM | 60 | 3 | 4,320 | 24.0 | C | N/A | N/A | 0 | N/A | N/A | 5,924 | 3 | 5,924 | 0.86 | D | N/A | N/A | N/A | N/A |
| | | SB | AM | 60 | 3 | 3,600 | 20.0 | C | N/A | N/A | 0 | N/A | N/A | 4,521 | 3 | 4,521 | 0.66 | B | N/A | N/A | N/A | N/A |
| | | SB | PM | 25 | 3 | 4,200 | 56.0 | F | N/A | N/A | 0 | N/A | N/A | 8,686 | 3 | 8,686 | 1.26 | F | N/A | N/A | N/A | N/A |
| I-880 | First to US 101 | NB | AM | 15 | 3 | 4,590 | 102.0 | F | N/A | N/A | 0 | N/A | N/A | 9,374 | 3 | 9,374 | 1.36 | F | N/A | N/A | N/A | N/A |
| | | NB | PM | 60 | 3 | 5,400 | 30.0 | D | N/A | N/A | 0 | N/A | N/A | 6,792 | 3 | 6,792 | 0.98 | E | N/A | N/A | N/A | N/A |
| | | SB | AM | 60 | 3 | 5,580 | 31.0 | D | N/A | N/A | 0 | N/A | N/A | 5,352 | 3 | 5,352 | 0.78 | C | N/A | N/A | N/A | N/A |
| | | SB | PM | 25 | 3 | 4,880 | 65.1 | F | N/A | N/A | 0 | N/A | N/A | 9,071 | 3 | 9,071 | 1.31 | F | N/A | N/A | N/A | N/A |
| I-880 | US 101 to Brokaw | NB | AM | 15 | 2 | 2,730 | 91.0 | F | N/A | N/A | 0 | N/A | N/A | 10,210 | 3 | 8,040 | 1.17 | F | 1 | 2,170 | 1.21 | F |
| | | NB | PM | 25 | 2 | 2,800 | 56.0 | F | N/A | N/A | 0 | N/A | N/A | 5,665 | 3 | 4,461 | 0.65 | B | 1 | 1,204 | 0.67 | B |
| | | SB | AM | 55 | 2 | 4,290 | 39.0 | D | N/A | N/A | 0 | N/A | N/A | 4,654 | 3 | 3,665 | 0.53 | A | 1 | 989 | 0.55 | A |
| | | SB | PM | 20 | 2 | 2,880 | 72.0 | F | N/A | N/A | 0 | N/A | N/A | 9,370 | 3 | 7,379 | 1.07 | F | 1 | 1,991 | 1.11 | F |

**Table C-2**
## Project Conditions Freeway Level of Service

| | | | | Existing | | | | | | | | | 2025 Project Conditions | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Mixed-Flow Lanes | | | | | HOV Lanes | | | | | Mixed-Flow Lanes | | | | HOV Lanes | | | |
| Freeway Segment | | Direction | Peak Hour | Ave. Speed/a/ | # of Lanes | Volume/a/ | Density | LOS (Density) | Ave. Speed/a/ | # of Lanes | Volume/a/ | Density | LOS (Density) | Total Volume | # of Lanes | Volume | V/C | LOS (V/C) | # of Lanes | Volume | V/C | LOS (V/C) |
| SR 87 | Coleman to Julian | NB | AM | 10 | 2 | 3,460 | 173.0 | F | N/A | N/A | 0 | N/A | N/A | 9,933 | 2 | 7,119 | 1.55 | F | 1 | 2,814 | 1.56 | F |
| | | NB | PM | 65 | 2 | 2,210 | 17.0 | C | N/A | N/A | 0 | N/A | N/A | 5,069 | 2 | 3,633 | 0.79 | C | 1 | 1,436 | 0.80 | C |
| | | SB | AM | 65 | 2 | 1,820 | 14.0 | B | N/A | N/A | 0 | N/A | N/A | 3,380 | 2 | 2,422 | 0.53 | A | 1 | 958 | 0.53 | A |
| | | SB | PM | 60 | 2 | 3,480 | 29.0 | D | N/A | N/A | 0 | N/A | N/A | 8,524 | 2 | 6,109 | 1.33 | F | 1 | 2,415 | 1.34 | F |
| SR 87 | Julian to I-280 | NB | AM | 15 | 2 | 2,670 | 89.0 | F | N/A | N/A | 0 | N/A | N/A | 6,811 | 2 | 4,881 | 1.06 | F | 1 | 1,930 | 1.07 | F |
| | | NB | PM | 65 | 2 | 1,820 | 14.0 | B | N/A | N/A | 0 | N/A | N/A | 2,454 | 2 | 1,759 | 0.38 | A | 1 | 695 | 0.39 | A |
| | | SB | AM | 65 | 2 | 1,430 | 11.0 | B | N/A | N/A | 0 | N/A | N/A | 2,474 | 2 | 1,773 | 0.39 | A | 1 | 701 | 0.39 | A |
| | | SB | PM | 15 | 2 | 3,000 | 100.0 | F | N/A | N/A | 0 | N/A | N/A | 9,403 | 2 | 6,739 | 1.46 | F | 1 | 2,664 | 1.48 | F |
| SR 87 | I-280 to Alma | NB | AM | 55 | 2 | 3,960 | 36.0 | D | N/A | N/A | 0 | N/A | N/A | 10,976 | 2 | 7,866 | 1.71 | F | 1 | 3,110 | 1.73 | F |
| | | NB | PM | 60 | 2 | 3,120 | 26.0 | D | N/A | N/A | 0 | N/A | N/A | 5,243 | 2 | 3,757 | 0.82 | D | 1 | 1,486 | 0.83 | D |
| | | SB | AM | 60 | 2 | 3,000 | 25.0 | D | N/A | N/A | 0 | N/A | N/A | 3,091 | 2 | 2,215 | 0.48 | A | 1 | 876 | 0.49 | A |
| | | SB | PM | 10 | 2 | 2,220 | 111.0 | F | N/A | N/A | 0 | N/A | N/A | 9,924 | 2 | 7,112 | 1.55 | F | 1 | 2,812 | 1.56 | F |
| SR 87 | Alma to Almaden | NB | AM | 25 | 2 | 3,000 | 60.0 | F | N/A | N/A | 0 | N/A | N/A | 10,069 | 2 | 7,216 | 1.57 | F | 1 | 2,853 | 1.58 | F |
| | | NB | PM | 60 | 2 | 3,960 | 33.0 | D | N/A | N/A | 0 | N/A | N/A | 4,952 | 2 | 3,549 | 0.77 | C | 1 | 1,403 | 0.78 | C |
| | | SB | AM | 60 | 2 | 3,480 | 29.0 | D | N/A | N/A | 0 | N/A | N/A | 3,035 | 2 | 2,175 | 0.47 | A | 1 | 860 | 0.48 | A |
| | | SB | PM | 25 | 2 | 2,850 | 57.0 | F | N/A | N/A | 0 | N/A | N/A | 9,543 | 2 | 6,839 | 1.49 | F | 1 | 2,704 | 1.50 | F |
| SR 87 | Almaden to Curtner | NB | AM | 20 | 2 | 3,280 | 82.0 | F | N/A | N/A | 0 | N/A | N/A | 8,530 | 2 | 6,113 | 1.33 | F | 1 | 2,417 | 1.34 | F |
| | | NB | PM | 60 | 2 | 4,080 | 34.0 | D | N/A | N/A | 0 | N/A | N/A | 3,643 | 2 | 2,611 | 0.57 | A | 1 | 1,032 | 0.57 | A |
| | | SB | AM | 65 | 2 | 2,340 | 18.0 | C | N/A | N/A | 0 | N/A | N/A | 2,074 | 2 | 1,486 | 0.32 | A | 1 | 588 | 0.33 | A |
| | | SB | PM | 20 | 2 | 3,000 | 75.0 | F | N/A | N/A | 0 | N/A | N/A | 7,756 | 2 | 5,558 | 1.21 | F | 1 | 2,198 | 1.22 | F |
| US 101 | Old Bayshore to I-880 | NB | AM | 10 | 3 | 3,750 | 125.0 | F | 25 | 1 | 1650 | 66.0 | F | 11,584 | 3 | 9,122 | 1.32 | F | 1 | 2,462 | 1.37 | F |
| | | NB | PM | 65 | 3 | 3,710 | 19.0 | C | 65 | 1 | 650 | 10.0 | A | 2,653 | 3 | 2,089 | 0.30 | A | 1 | 564 | 0.31 | A |
| | | SB | AM | 65 | 3 | 3,320 | 17.0 | C | 65 | 1 | 390 | 6.0 | A | 1,609 | 3 | 1,267 | 0.18 | A | 1 | 342 | 0.19 | A |
| | | SB | PM | 10 | 3 | 3,510 | 117.0 | F | 15 | 1 | 1,500 | 100.0 | F | 9,318 | 3 | 7,338 | 1.06 | F | 1 | 1,980 | 1.10 | F |
| US 101 | I-880 to Oakland | NB | AM | 10 | 3 | 3,510 | 117.0 | F | 15 | 1 | 1530 | 102.0 | F | 13,678 | 3 | 10,771 | 1.56 | F | 1 | 2,907 | 1.61 | F |
| | | NB | PM | 60 | 3 | 4,140 | 23.0 | C | 65 | 1 | 1,110 | 17.1 | C | 4,221 | 3 | 3,324 | 0.48 | A | 1 | 897 | 0.50 | A |
| | | SB | AM | 65 | 3 | 2,930 | 15.0 | B | 65 | 1 | 520 | 8.0 | A | 2,283 | 3 | 1,798 | 0.26 | A | 1 | 485 | 0.27 | A |
| | | SB | PM | 10 | 3 | 3,990 | 133.0 | F | 20 | 1 | 1,560 | 78.0 | F | 12,548 | 3 | 9,882 | 1.43 | F | 1 | 2,666 | 1.48 | F |
| US 101 | Oakland to McKee | NB | AM | 10 | 3 | 4,020 | 134.0 | F | 15 | 1 | 1350 | 90.0 | F | 13,177 | 3 | 10,377 | 1.50 | F | 1 | 2,800 | 1.56 | F |
| | | NB | PM | 60 | 3 | 3,780 | 21.0 | C | 65 | 1 | 390 | 6.0 | A | 3,903 | 3 | 3,074 | 0.45 | A | 1 | 829 | 0.46 | A |
| | | SB | AM | 65 | 3 | 3,320 | 17.0 | C | 65 | 1 | 330 | 5.1 | A | 1,797 | 3 | 1,415 | 0.21 | A | 1 | 382 | 0.21 | A |
| | | SB | PM | 35 | 3 | 5,360 | 51.0 | E | 55 | 1 | 1,980 | 36.0 | D | 11,700 | 3 | 9,214 | 1.34 | F | 1 | 2,486 | 1.38 | F |
| US 101 | McKee to Santa Clara | NB | AM | 10 | 3 | 3,840 | 128.0 | F | 10 | 1 | 1280 | 128.0 | F | 9,639 | 3 | 7,591 | 1.10 | F | 1 | 2,048 | 1.14 | F |
| | | NB | PM | 60 | 3 | 3,600 | 20.0 | C | 65 | 1 | 650 | 10.0 | A | 2,407 | 3 | 1,896 | 0.27 | A | 1 | 511 | 0.28 | A |
| | | SB | AM | 65 | 3 | 3,710 | 19.0 | C | 65 | 1 | 330 | 5.1 | A | 1,639 | 3 | 1,291 | 0.19 | A | 1 | 348 | 0.19 | A |
| | | SB | PM | 55 | 3 | 6,770 | 41.0 | D | 60 | 1 | 1,680 | 28.0 | D | 9,748 | 3 | 7,677 | 1.11 | F | 1 | 2,071 | 1.15 | F |
| US 101 | Santa Clara to I-280 | NB | AM | 10 | 3 | 4,410 | 147.0 | F | 10 | 1 | 1180 | 118.0 | F | 10,052 | 3 | 7,916 | 1.15 | F | 1 | 2,136 | 1.19 | F |
| | | NB | PM | 60 | 3 | 3,960 | 22.0 | C | 65 | 1 | 780 | 12.0 | B | 2,623 | 3 | 2,066 | 0.30 | A | 1 | 557 | 0.31 | A |
| | | SB | AM | 60 | 3 | 3,960 | 22.0 | C | 65 | 1 | 650 | 10.0 | A | 2,402 | 3 | 1,892 | 0.27 | A | 1 | 510 | 0.28 | A |
| | | SB | PM | 25 | 3 | 4,650 | 62.0 | F | 55 | 1 | 1,930 | 35.1 | D | 10,718 | 3 | 8,440 | 1.22 | F | 1 | 2,278 | 1.27 | F |
| US 101 | I-280 to Story | NB | AM | 10 | 3 | 3,510 | 117.0 | F | 10 | 1 | 1150 | 115.0 | F | 8,221 | 3 | 6,474 | 0.94 | E | 1 | 1,747 | 0.97 | E |
| | | NB | PM | 65 | 3 | 2,540 | 13.0 | B | 65 | 1 | 460 | 7.1 | A | 2,286 | 3 | 1,800 | 0.26 | A | 1 | 486 | 0.27 | A |
| | | SB | AM | 65 | 3 | 2,930 | 15.0 | B | 65 | 1 | 330 | 5.1 | A | 1,565 | 3 | 1,232 | 0.18 | A | 1 | 333 | 0.18 | A |
| | | SB | PM | 20 | 3 | 4,200 | 70.0 | F | 50 | 1 | 2,100 | 42.0 | D | 8,679 | 3 | 6,835 | 0.99 | E | 1 | 1,844 | 1.02 | F |
| US 101 | Story to Tully | NB | AM | 10 | 3 | 3,390 | 113.0 | F | 10 | 1 | 1160 | 116.0 | F | 13,992 | 3 | 11,019 | 1.60 | F | 1 | 2,973 | 1.65 | F |
| | | NB | PM | 60 | 3 | 4,680 | 26.0 | D | 65 | 1 | 390 | 6.0 | A | 4,557 | 3 | 3,589 | 0.52 | A | 1 | 968 | 0.54 | A |
| | | SB | AM | 60 | 3 | 3,960 | 22.0 | C | 65 | 1 | 330 | 5.1 | A | 3,325 | 3 | 2,618 | 0.38 | A | 1 | 707 | 0.39 | A |
| | | SB | PM | 20 | 3 | 4,560 | 76.0 | F | 60 | 1 | 2,040 | 34.0 | D | 12,639 | 3 | 9,953 | 1.44 | F | 1 | 2,686 | 1.49 | F |

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2000.

**Table C-3**

## Year 2000 Conditions Freeway Ramps Serving the Downtown Area

| Ramp | Capacity: # of Lanes on Ramp | Capacity: Capacity Per Lane | Capacity: Capacity | Year 2000: Pk-Hr Ramp Volume AM | Pk-Hr Ramp Volume PM | Volume-to-Capacity AM | | Volume-to-Capacity PM | |
|---|---|---|---|---|---|---|---|---|---|
| NB US 101 Off to Oakland Rd | 1 | 2,000 | 2,000 | 538 | 547 | 0.269 | A | 0.274 | A |
| NB US 101 On from Oakland Rd | 2[a] | 2,000 | 2,000 | 1,193 | 890 | 0.597 | A | 0.445 | A |
| SB US 101 Off to Oakland Rd | 1 | 2,000 | 2,000 | 694 | 1,302 | 0.347 | A | 0.651 | B |
| SB US 101 On from Oakland Rd | 2[b] | 2,000 | 2,000 | 415 | 1,202 | 0.208 | A | 0.601 | B |
| NB US 101 Off to Mabury Rd | 1 | 2,000 | 2,000 | N/A | N/A | N/A | N/A | N/A | N/A |
| NB US 101 On from Mabury Rd | 1[a] | 2,000 | 1,000 | N/A | N/A | N/A | N/A | N/A | N/A |
| SB US 101 Off to Taylor St | 1 | 2,000 | 2,000 | N/A | N/A | N/A | N/A | N/A | N/A |
| SB US 101 On from Taylor St | 1[b] | 2,000 | 1,000 | N/A | N/A | N/A | N/A | N/A | N/A |
| NB US 101 Off to McKee Rd | 1 | 2,000 | 2,000 | 875 | 757 | 0.438 | A | 0.379 | A |
| NB US 101 On from McKee Rd | 2[a] | 2,000 | 2,000 | 438 | 314 | 0.219 | A | 0.157 | A |
| SB US 101 Off to McKee Rd | 1 | 1,800 | 1,800 | 264 | 663 | 0.147 | A | 0.368 | A |
| SB US 101 On from McKee Rd | 1 | 2,000 | 2,000 | 752 | 1,044 | 0.376 | A | 0.522 | A |
| NB US 101 Off to Alum Rock Av | 1 | 2,000 | 2,000 | 262 | 628 | 0.131 | A | 0.314 | A |
| NB US 101 On from Alum Rock Av | 2 | 2,000 | 4,000 | 449 | 475 | 0.112 | A | 0.119 | A |
| SB US 101 Off to Santa Clara St | 1 | 2,000 | 2,000 | 221 | 636 | 0.111 | A | 0.318 | A |
| SB US 101 On from Santa Clara St | 2 | 1,800 | 3,600 | N/A | N/A | N/A | N/A | N/A | N/A |
| NB SR 87 Off to Taylor St | 2 | 2,000 | 4,000 | N/A | N/A | N/A | N/A | N/A | N/A |
| NB SR 87 On from Taylor St | 2 | 2,000 | 4,000 | N/A | N/A | N/A | N/A | N/A | N/A |
| SB SR 87 Off to Taylor St | 2 | 2,000 | 4,000 | N/A | N/A | N/A | N/A | N/A | N/A |
| SB SR 87 On from Taylor St | 2 | 2,000 | 4,000 | N/A | N/A | N/A | N/A | N/A | N/A |
| NB SR 87 Off to Julian St | 1 | 2,000 | 2,000 | 1,560 | 495 | 0.780 | C | 0.248 | A |
| NB SR 87 On from Julian St | 1 | 2,000 | 2,000 | 186 | 418 | 0.093 | A | 0.209 | A |
| SB SR 87 Off to Julian St | 1 | 2,000 | 2,000 | 208 | 242 | 0.104 | A | 0.121 | A |
| SB SR 87 On from Julian St (WB) | 1 | 1,800 | 1,800 | 372 | 1,469 | 0.207 | A | 0.816 | D |
| SB SR 87 On from Julian St (EB) | 1 | 2,000 | 2,000 | 118 | 519 | 0.059 | A | 0.260 | A |
| NB SR 87 Off to Santa Clara | 2 | 2,000 | 4,000 | 2,185 | 713 | 0.546 | A | 0.178 | A |
| NB SR 87 Off to Woz/ Auzerias Av | 1 | 2,000 | 2,000 | 440 | 275 | 0.220 | A | 0.138 | A |
| SB SR 87 On from Auzerias Av | 2[b] | 2,000 | 2,000 | 235 | 567 | 0.118 | A | 0.284 | A |
| SB SR 87 Off to Park Av | 1 | 2,000 | 2,000 | 412 | 615 | 0.206 | A | 0.308 | A |
| NB SR 87 On from Park Av | 1 | 2,000 | 2,000 | 129 | 341 | 0.065 | A | 0.171 | A |
| NB I 280 Off to Bird Av | 1 | 2,000 | 2,000 | 773 | 555 | 0.387 | A | 0.278 | A |
| NB I 280 On from Bird Av | 1 | 2,000 | 2,000 | 1,111 | 1,056 | 0.556 | A | 0.528 | A |
| SB I 280 Off to Bird Av | 1 | 2,000 | 2,000 | 630 | 600 | 0.315 | A | 0.300 | A |
| SB I 280 On from Bird Av | 1 | 2,000 | 2,000 | 681 | 933 | 0.341 | A | 0.467 | A |
| NB I 280 Off to 10th/ 11th St | 1 | 2,000 | 2,000 | 1,000 | 961 | 0.500 | A | 0.481 | A |
| NB I 280 On from 10th/ 11th St | 2 | 2,000 | 4,000 | 595 | 1,212 | 0.149 | A | 0.303 | A |
| SB I 280 Off to 10th/11th St | 1 | 2,000 | 2,000 | 1,030 | 1,135 | 0.515 | A | 0.568 | A |
| SB I 280 On from 10th/ 11th St | 2 | 2,000 | 4,000 | 1,141 | 1,068 | 0.285 | A | 0.267 | A |
| NB I 280 Off to 7th St | 1 | 2,000 | 2,000 | 1,005 | 866 | 0.503 | A | 0.433 | A |
| SB I 280 Off to 7th St | 1 | 2,000 | 2,000 | N/A | N/A | N/A | N/A | N/A | N/A |
| SB I 280 On from 7th St | 2 | 2,000 | 4,000 | 393 | 835 | 0.098 | A | 0.209 | A |
| NB I 280 On from Almaden Blvd | 2 | 2,000 | 4,000 | 1,159 | 570 | 0.290 | A | 0.143 | A |
| SB I 280 Off to Almaden Blvd | 1 | 2,000 | 2,000 | N/A | N/A | N/A | N/A | N/A | N/A |
| NB I 280 On from 4th St | 2 | 2,000 | 4,000 | 735 | 1,414 | 0.184 | A | 0.354 | A |
| SB I 280 On from 1st St | 1 | 1,800 | 1,800 | N/A | N/A | N/A | N/A | N/A | N/A |

Notes:

[a] Ramp metered during AM peak hour, capacity assumed to be 1,000 vphpl

[b] Ramp metered during AM peak hour, capacity assumed to be 1,000 vphpl

N/A Existing traffic data not available or future ramp

Italics indicate 2020 future volumes obtained directly from model with no adjustments

**Table C-4**

## Project Conditions Freeway Ramps Serving the Downtown Area

| Ramp | Capacity: # of Lanes on Ramp | Capacity: Capacity Per Lane | Capacity: Capacity | Year 2000: Pk-Hr Ramp Volume AM | Year 2000: Pk-Hr Ramp Volume PM | Year 2000: Volume-to-Capacity AM | | Year 2000: Volume-to-Capacity PM | | Year 2020 Project Conditions: Pk-Hr Ramp Volume AM | Year 2020 Project Conditions: Pk-Hr Ramp Volume PM | Year 2020 Project Conditions: Volume-to-Capacity AM | | Year 2020 Project Conditions: Volume-to-Capacity PM | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NB US 101 Off to Oakland Rd | 1 | 2,000 | 2,000 | 538 | 547 | 0.269 | A | 0.274 | A | 467 | 532 | 0.234 | A | 0.266 | A |
| NB US 101 On from Oakland Rd | 2[a] | 2,000 | 2,000 | 1,193 | 890 | 0.597 | A | 0.445 | A | 1,271 | 984 | 0.636 | B | 0.492 | A |
| SB US 101 Off to Oakland Rd | 1 | 2,000 | 2,000 | 694 | 1,302 | 0.347 | A | 0.651 | B | 801 | 1,553 | 0.401 | A | 0.777 | C |
| SB US 101 On from Oakland Rd | 2[b] | 2,000 | 2,000 | 415 | 1,202 | 0.208 | A | 0.601 | B | 417 | 932 | 0.209 | A | 0.466 | A |
| NB US 101 Off to Mabury Rd | 1 | 2,000 | 2,000 | N/A | N/A | N/A | N/A | N/A | N/A | *956* | *761* | 0.478 | A | 0.381 | A |
| NB US 101 On from Mabury Rd | 1[a] | 2,000 | 1,000 | N/A | N/A | N/A | N/A | N/A | N/A | *221* | *203* | 0.221 | A | 0.203 | A |
| SB US 101 Off to Taylor St | 1 | 2,000 | 2,000 | N/A | N/A | N/A | N/A | N/A | N/A | *150* | *568* | 0.075 | A | 0.284 | A |
| SB US 101 On from Taylor St | 1[b] | 2,000 | 1,000 | N/A | N/A | N/A | N/A | N/A | N/A | *326* | *359* | 0.326 | A | 0.359 | A |
| NB US 101 Off to McKee Rd | 1 | 2,000 | 2,000 | 875 | 757 | 0.438 | A | 0.379 | A | 874 | 757 | 0.437 | A | 0.379 | A |
| NB US 101 On from McKee Rd | 2[a] | 2,000 | 2,000 | 438 | 314 | 0.219 | A | 0.157 | A | 1,331 | 615 | 0.666 | B | 0.307 | A |
| SB US 101 Off to McKee Rd | 1 | 1,800 | 1,800 | 264 | 663 | 0.147 | A | 0.368 | A | 288 | 938 | 0.160 | A | 0.521 | A |
| SB US 101 On from McKee Rd | 1 | 2,000 | 2,000 | 752 | 1,044 | 0.376 | A | 0.522 | A | 754 | 1,069 | 0.377 | A | 0.535 | A |
| NB US 101 Off to Alum Rock Av | 1 | 2,000 | 2,000 | 262 | 628 | 0.131 | A | 0.314 | A | 213 | 664 | 0.107 | A | 0.332 | A |
| NB US 101 On from Alum Rock Av | 2 | 2,000 | 4,000 | 449 | 475 | 0.112 | A | 0.119 | A | 453 | 477 | 0.113 | A | 0.119 | A |
| SB US 101 Off to Santa Clara St | 1 | 2,000 | 2,000 | 221 | 636 | 0.111 | A | 0.318 | A | 227 | 527 | 0.114 | A | 0.264 | A |
| SB US 101 On from Santa Clara St | 2 | 1,800 | 3,600 | N/A | N/A | N/A | N/A | N/A | N/A | *763* | *971* | 0.212 | A | 0.270 | A |
| NB SR 87 Off to Taylor St | 2 | 2,000 | 4,000 | N/A | N/A | N/A | N/A | N/A | N/A | *1,826* | *1,100* | 0.457 | A | 0.275 | A |
| NB SR 87 On from Taylor St | 2 | 2,000 | 4,000 | N/A | N/A | N/A | N/A | N/A | N/A | *810* | *519* | 0.203 | A | 0.130 | A |
| SB SR 87 Off to Taylor St | 2 | 2,000 | 4,000 | N/A | N/A | N/A | N/A | N/A | N/A | *311* | *532* | 0.078 | A | 0.133 | A |
| SB SR 87 On from Taylor St | 2 | 2,000 | 4,000 | N/A | N/A | N/A | N/A | N/A | N/A | *666* | *1,378* | 0.167 | A | 0.345 | A |
| NB SR 87 Off to Julian St | 1 | 2,000 | 2,000 | 1,560 | 495 | 0.780 | C | 0.248 | A | 1,947 | 816 | **0.974** | **E** | 0.408 | A |
| NB SR 87 On from Julian St | 1 | 2,000 | 2,000 | 186 | 418 | 0.093 | A | 0.209 | A | 661 | 999 | 0.331 | A | 0.499 | A |
| SB SR 87 Off to Julian St | 1 | 2,000 | 2,000 | 208 | 242 | 0.104 | A | 0.121 | A | 876 | 1,281 | 0.438 | A | 0.641 | B |
| SB SR 87 On from Julian St (WB) | 1 | 1,800 | 1,800 | 372 | 1,469 | 0.207 | A | 0.816 | D | 547 | 2,552 | 0.304 | A | **1.418** | **F** |
| SB SR 87 On from Julian St (EB) | 1 | 2,000 | 2,000 | 118 | 519 | 0.059 | A | 0.260 | A | 231 | 555 | 0.116 | A | 0.278 | A |
| NB SR 87 Off to Santa Clara | 2 | 2,000 | 4,000 | 2,185 | 713 | 0.546 | A | 0.178 | A | 2,738 | 972 | 0.685 | B | 0.243 | A |
| NB SR 87 Off to Woz/ Auzerias Av | 1 | 2,000 | 2,000 | 440 | 275 | 0.220 | A | 0.138 | A | 1,089 | 405 | 0.544 | A | 0.203 | A |
| SB SR 87 On from Auzerias Av | 2[b] | 2,000 | 2,000 | 235 | 567 | 0.118 | A | 0.284 | A | 440 | 807 | 0.220 | A | 0.404 | A |
| SB SR 87 Off to Park Av | 1 | 2,000 | 2,000 | 412 | 615 | 0.206 | A | 0.308 | A | 713 | 577 | 0.357 | A | 0.289 | A |
| NB SR 87 On from Park Av | 1 | 2,000 | 2,000 | 129 | 341 | 0.065 | A | 0.171 | A | 379 | 594 | 0.190 | A | 0.297 | A |

**Table C-4**

## Project Conditions Freeway Ramps Serving the Downtown Area

| Ramp | Capacity: # of Lanes on Ramp | Capacity: Capacity Per Lane | Capacity: Capacity | Year 2000: Pk-Hr Ramp Volume AM | Year 2000: Pk-Hr Ramp Volume PM | Year 2000: Volume-to-Capacity AM | | Year 2000: Volume-to-Capacity PM | | Year 2020 Project Conditions: Pk-Hr Ramp Volume AM | Year 2020 Project Conditions: Pk-Hr Ramp Volume PM | Year 2020 Project Conditions: Volume-to-Capacity AM | | Year 2020 Project Conditions: Volume-to-Capacity PM | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NB I 280 Off to Bird Av | 1 | 2,000 | 2,000 | 773 | 555 | 0.387 | A | 0.278 | A | 1,100 | 691 | 0.550 | A | 0.346 | A |
| NB I 280 On from Bird Av | 1 | 2,000 | 2,000 | 1,111 | 1,056 | 0.556 | A | 0.528 | A | 1,288 | 1,241 | 0.644 | B | 0.621 | B |
| SB I 280 Off to Bird Av | 1 | 2,000 | 2,000 | 630 | 600 | 0.315 | A | 0.300 | A | 1,242 | 842 | 0.621 | B | 0.421 | A |
| SB I 280 On from Bird Av | 1 | 2,000 | 2,000 | 681 | 933 | 0.341 | A | 0.467 | A | 838 | 952 | 0.419 | A | 0.476 | A |
| NB I 280 Off to 10th/ 11th St | 1 | 2,000 | 2,000 | 1,000 | 961 | 0.500 | A | 0.481 | A | 946 | 1,054 | 0.473 | A | 0.527 | A |
| NB I 280 On from 10th/ 11th St | 2 | 2,000 | 4,000 | 595 | 1,212 | 0.149 | A | 0.303 | A | 1,256 | 1,533 | 0.314 | A | 0.383 | A |
| SB I 280 Off to 10th/11th St | 1 | 2,000 | 2,000 | 1,030 | 1,135 | 0.515 | A | 0.568 | A | 1,093 | 1,316 | 0.547 | A | 0.658 | B |
| SB I 280 On from 10th/ 11th St | 2 | 2,000 | 4,000 | 1,141 | 1,068 | 0.285 | A | 0.267 | A | 1,154 | 1,231 | 0.289 | A | 0.308 | A |
| NB I 280 Off to 7th St | 1 | 2,000 | 2,000 | 1,005 | 866 | 0.503 | A | 0.433 | A | 2,482 | 1,290 | **1.241** | **F** | 0.645 | B |
| SB I 280 Off to 7th St | 1 | 2,000 | 2,000 | N/A | N/A | N/A | N/A | N/A | N/A | *102* | *911* | 0.051 | A | 0.456 | A |
| SB I 280 On from 7th St | 2 | 2,000 | 4,000 | 393 | 835 | 0.098 | A | 0.209 | A | 609 | 813 | 0.152 | A | 0.203 | A |
| NB I 280 On from Almaden Blvd | 2 | 2,000 | 4,000 | 1,159 | 570 | 0.290 | A | 0.143 | A | 1,279 | 648 | 0.320 | A | 0.162 | A |
| SB I 280 Off to Almaden Blvd | 1 | 2,000 | 2,000 | N/A | N/A | N/A | N/A | N/A | N/A | *644* | *150* | 0.322 | A | 0.075 | A |
| NB I 280 On from 4th St | 2 | 2,000 | 4,000 | 735 | 1,414 | 0.184 | A | 0.354 | A | 847 | 1,666 | 0.212 | A | 0.417 | A |
| SB I 280 On from 1st St | 1 | 1,800 | 1,800 | N/A | N/A | N/A | N/A | N/A | N/A | *396* | *977* | 0.220 | A | 0.543 | A |

Notes:

[a] Ramp metered during AM peak hour, capacity assumed to be 1,000 vphpl

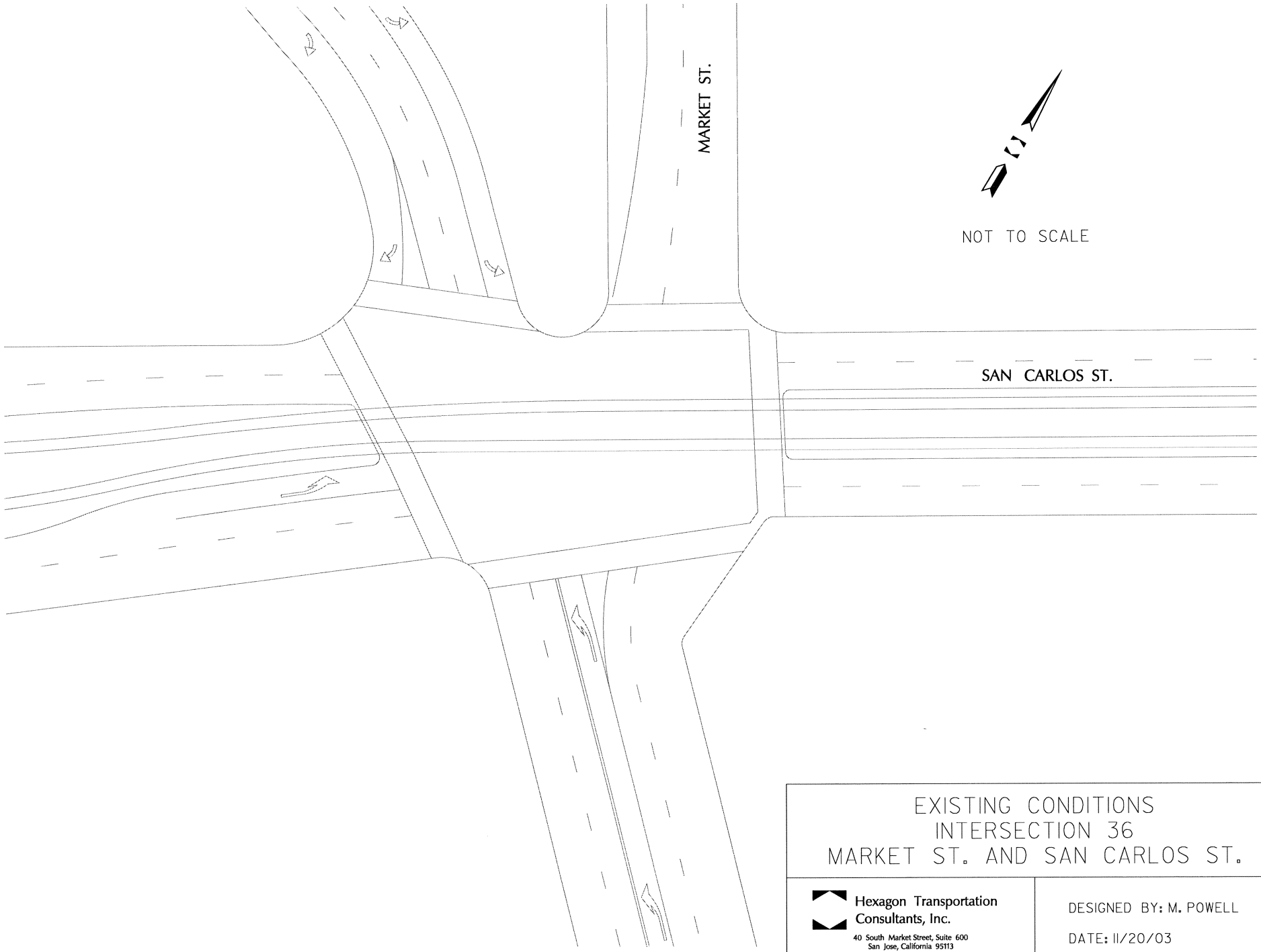
[b] Ramp metered during AM peak hour, capacity assumed to be 1,000 vphpl

N/A Existing traffic data not available or future ramp

Italics indicate 2020 future volumes obtained directly from model with no adjustments

# Appendix D

## Conceptual Intersection Mitigation Drawings

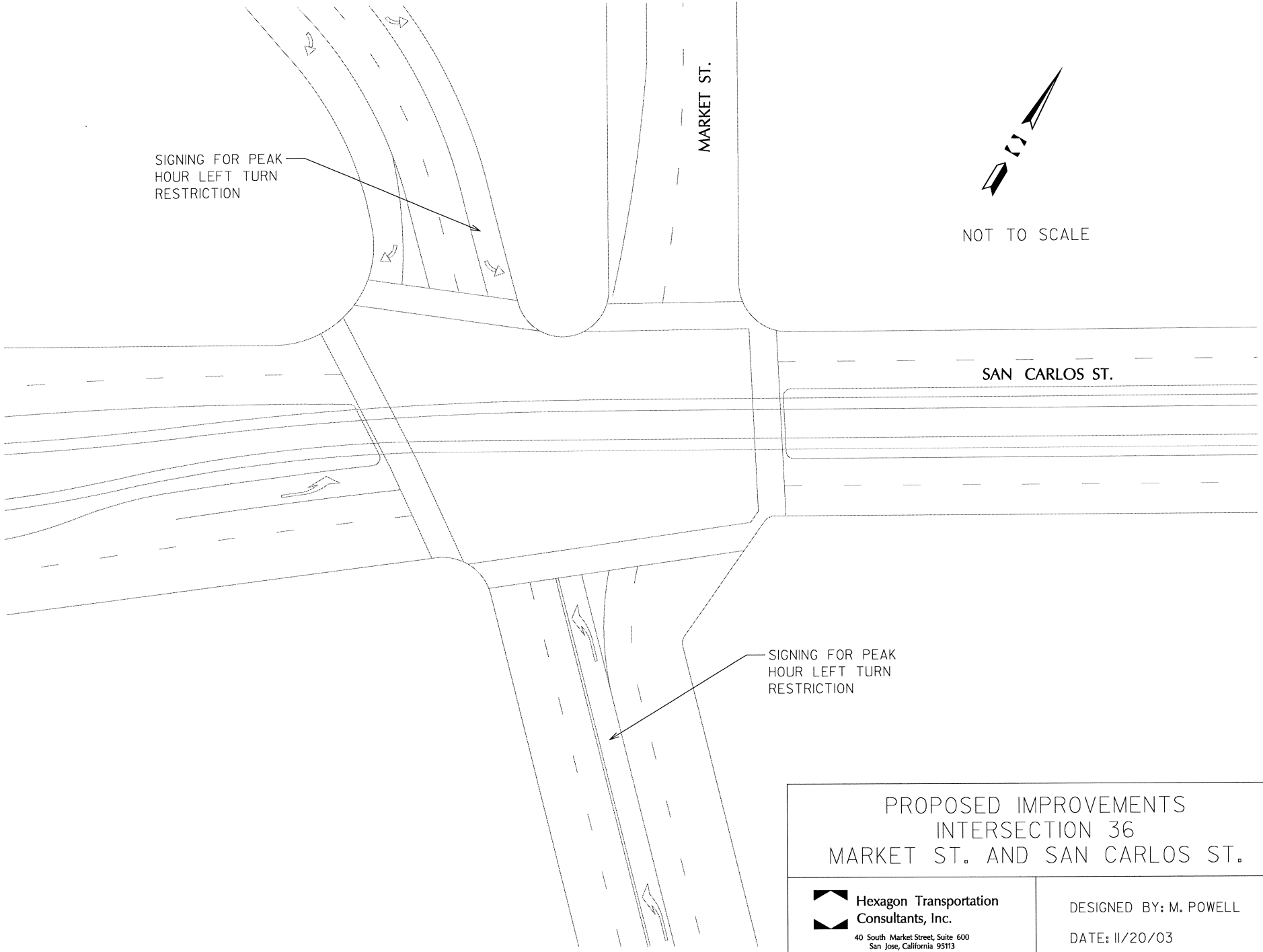



EXISTING CONDITIONS
INTERSECTION 36
MARKET ST. AND SAN CARLOS ST.

Hexagon Transportation Consultants, Inc.
40 South Market Street, Suite 600
San Jose, California 95113
Phone: (408) 971-6100 Fax: (408) 971-6102

DESIGNED BY: M. POWELL

DATE: 11/20/03

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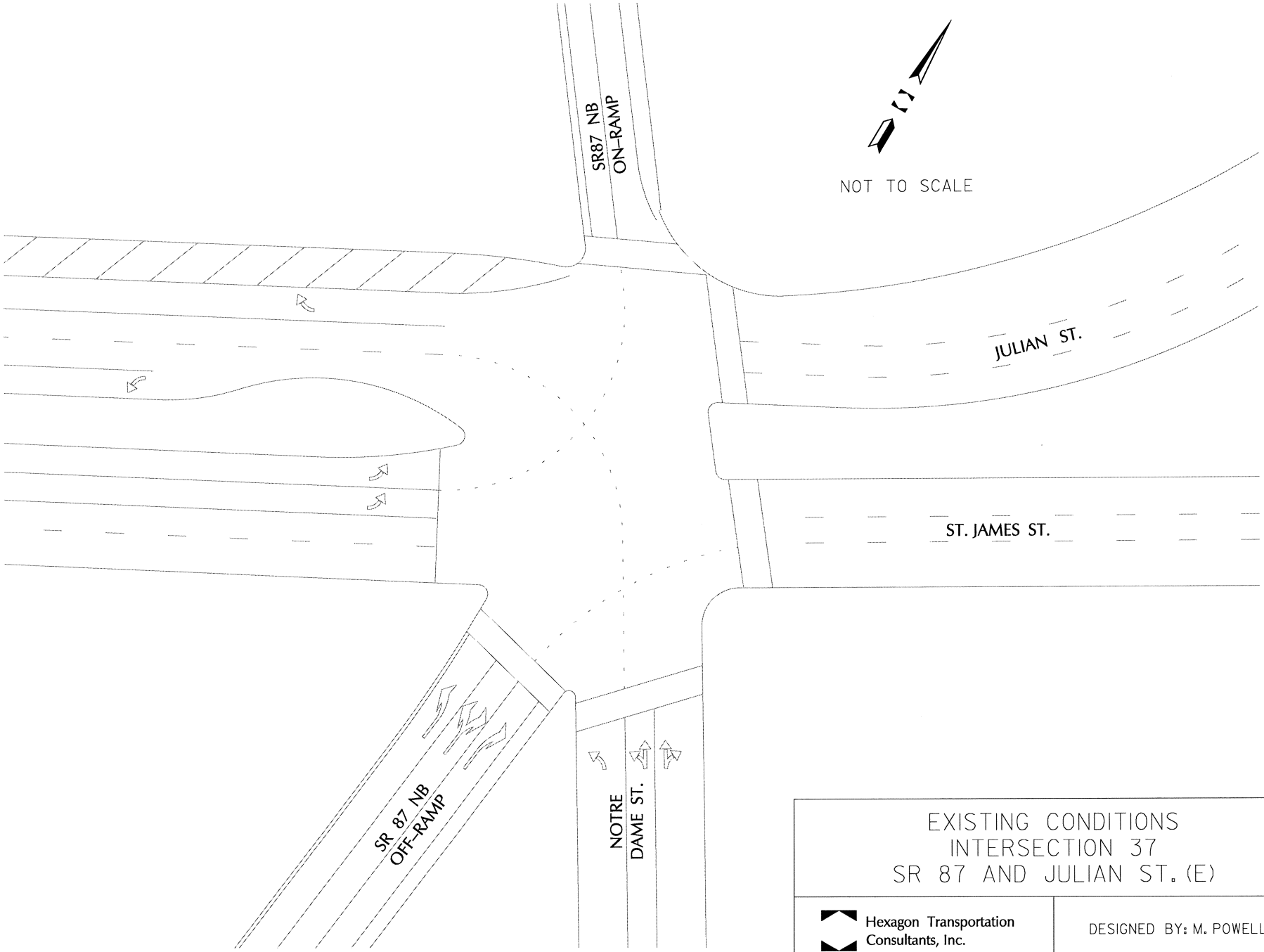


EXISTING CONDITIONS
INTERSECTION 37
SR 87 AND JULIAN ST. (E)

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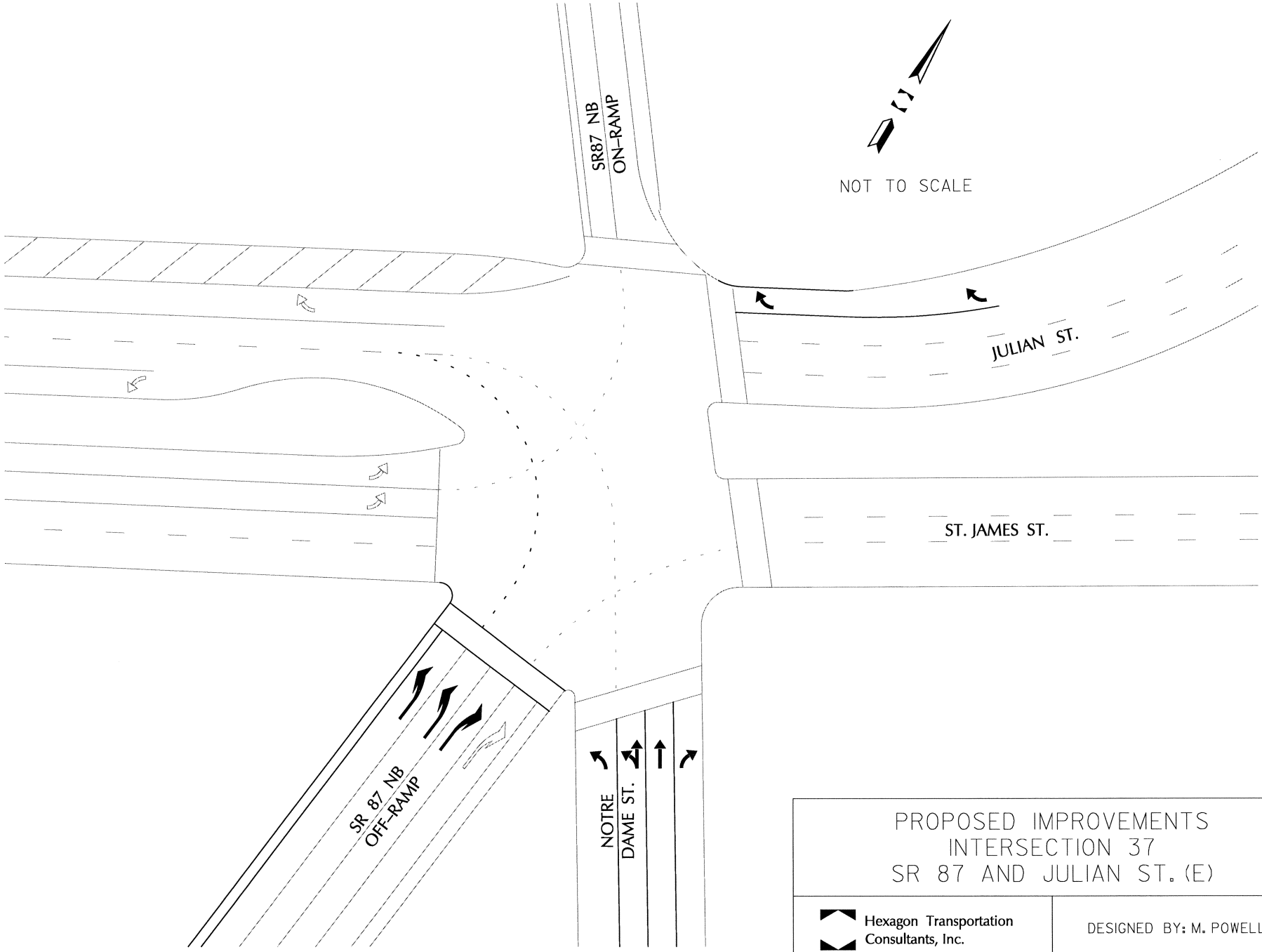
DATE: 11/20/03

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SR 87 AND JULIAN ST. (E)

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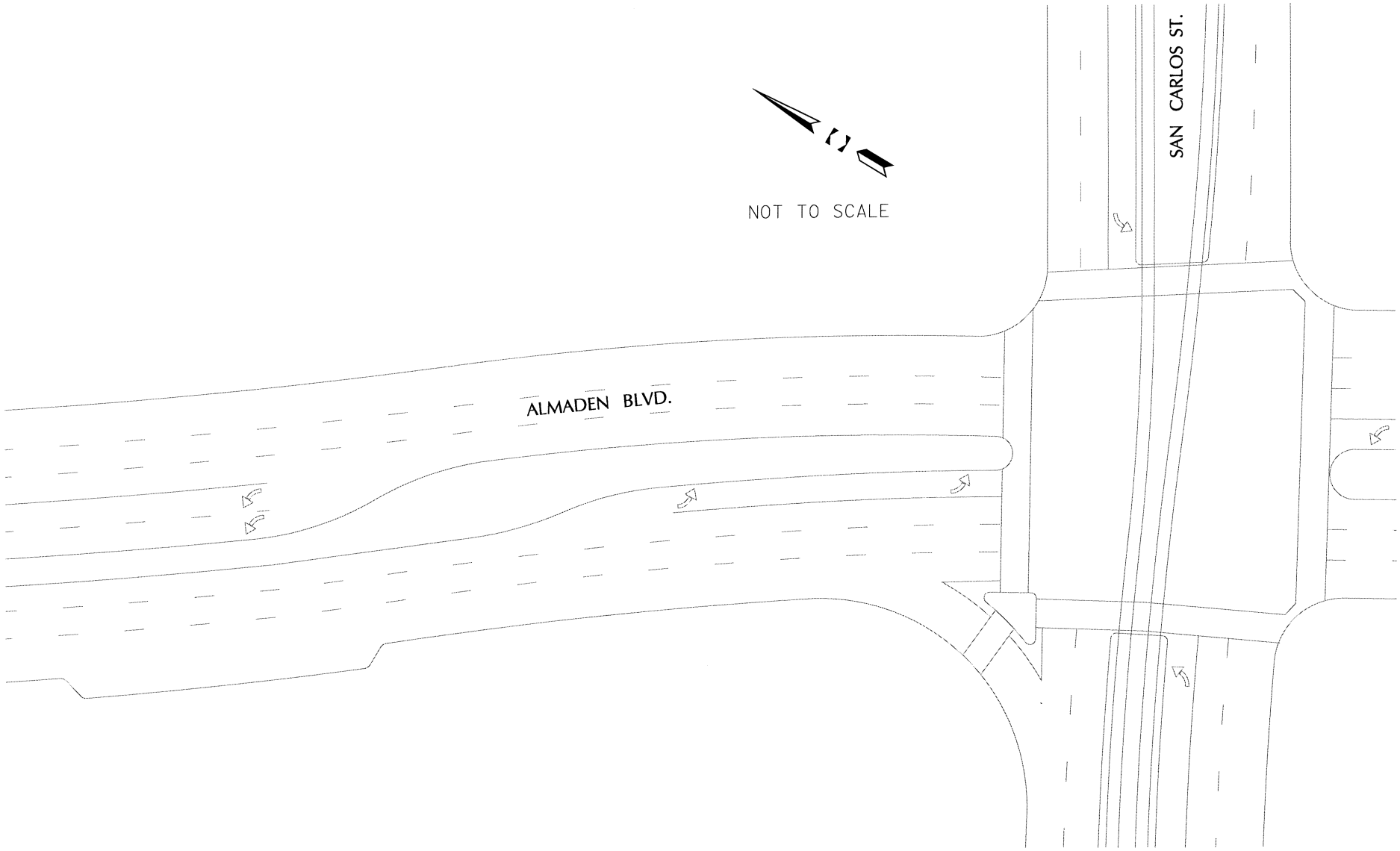


EXISTING CONDITIONS
INTERSECTION 40
ALMADEN BLVD. AND SAN CARLOS ST.

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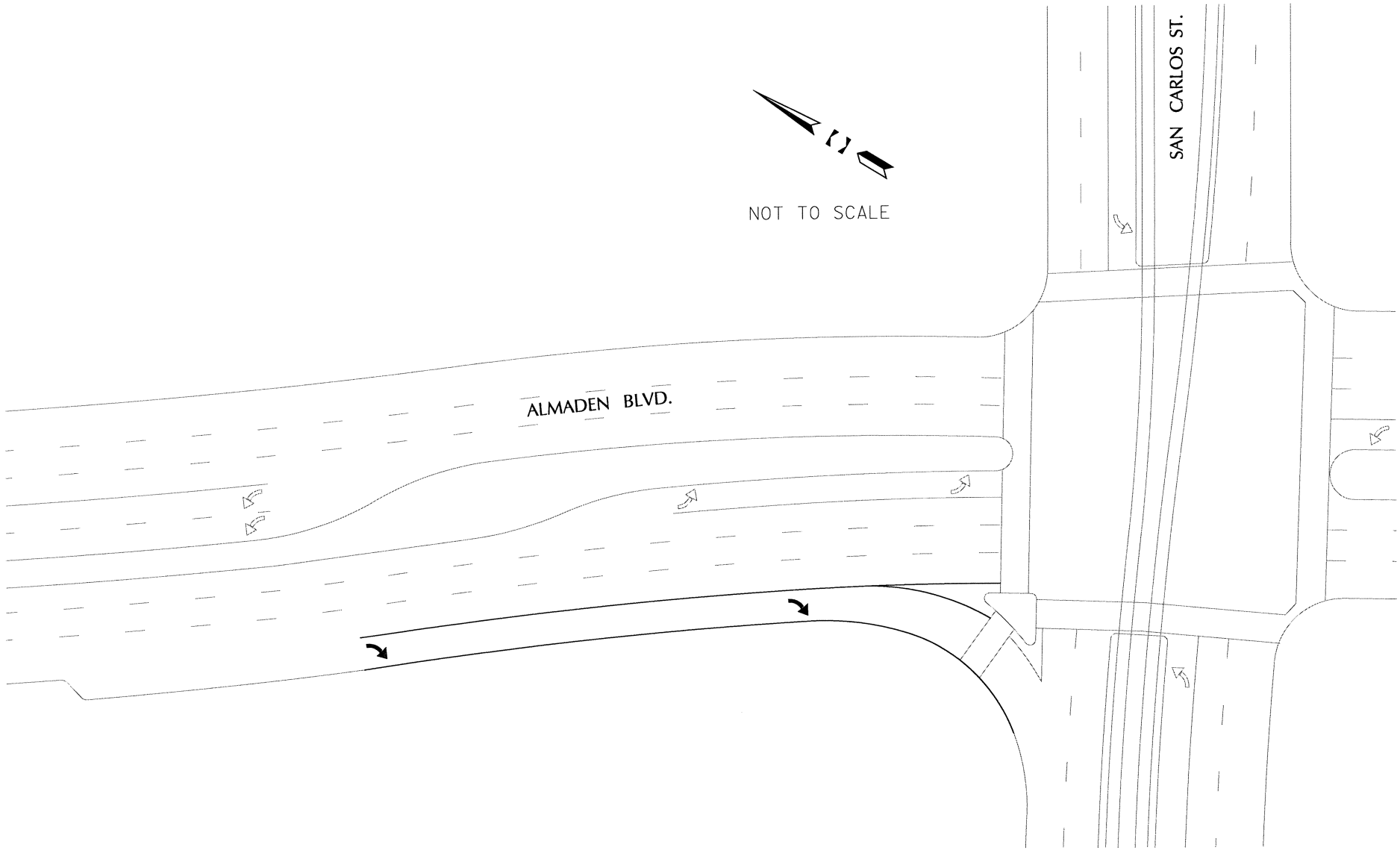
DATE: 11/20/03




PROPOSED IMPROVEMENTS
INTERSECTION 40
ALMADEN BLVD. AND SAN CARLOS ST.

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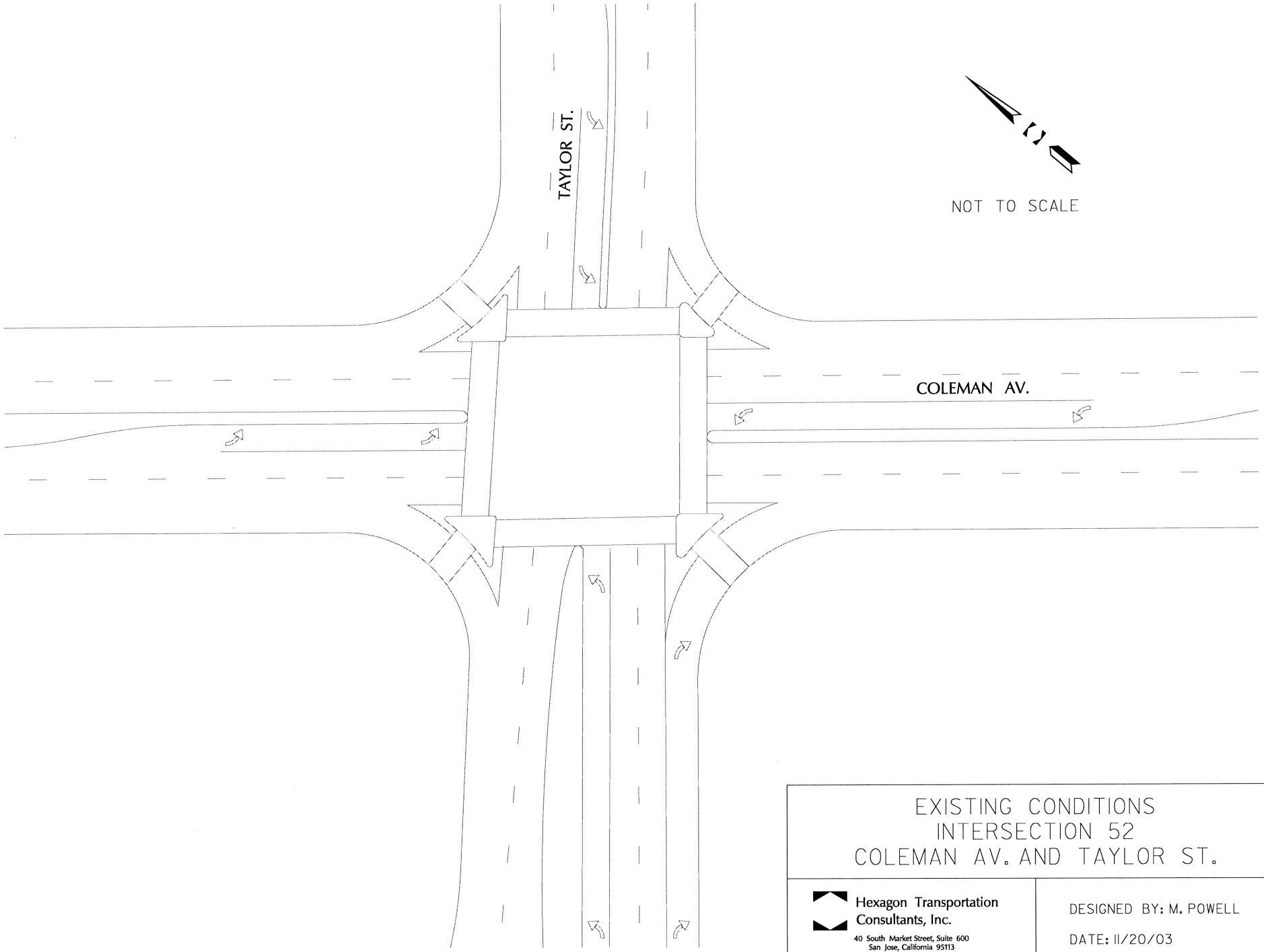


EXISTING CONDITIONS
INTERSECTION 52
COLEMAN AV. AND TAYLOR ST.

Hexagon Transportation Consultants, Inc.
40 South Market Street, Suite 600
San Jose, California 95113
Phone: (408) 971-6100 Fax: (408) 971-6102

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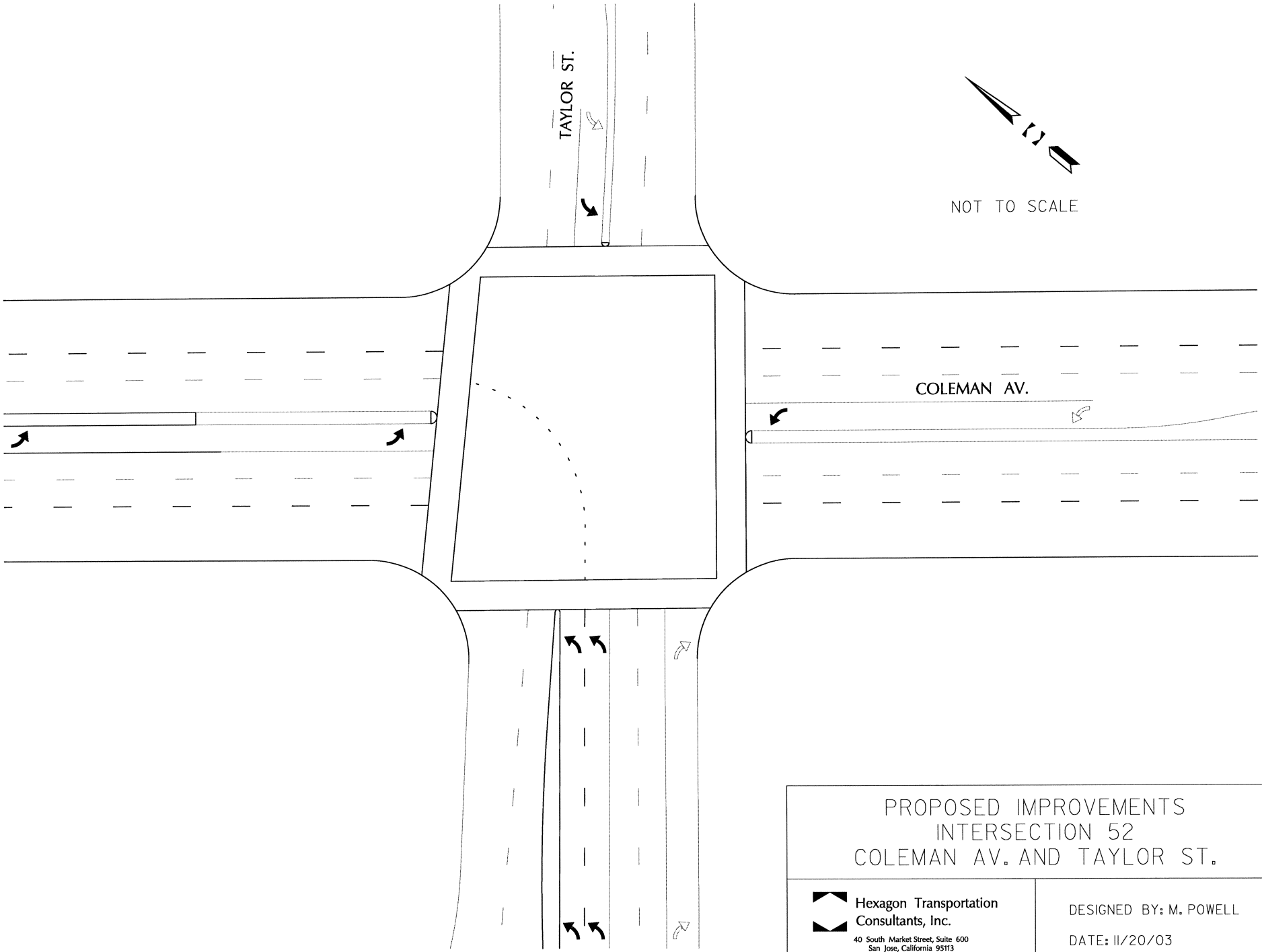


PROPOSED IMPROVEMENTS
INTERSECTION 52
COLEMAN AV. AND TAYLOR ST.

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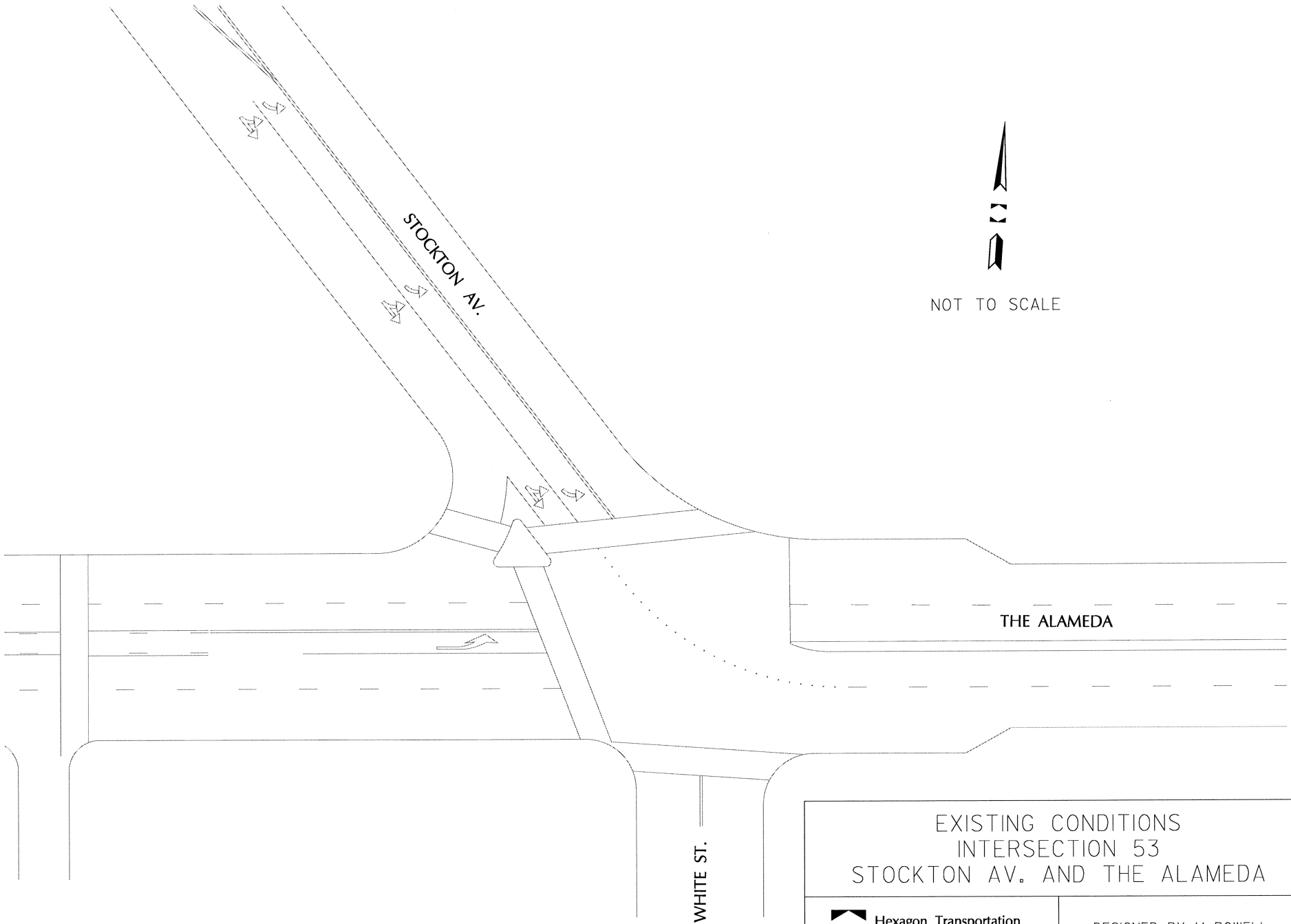


EXISTING CONDITIONS
INTERSECTION 53
STOCKTON AV. AND THE ALAMEDA

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Phone: (408) 971-6100 Fax: (408) 971-6102

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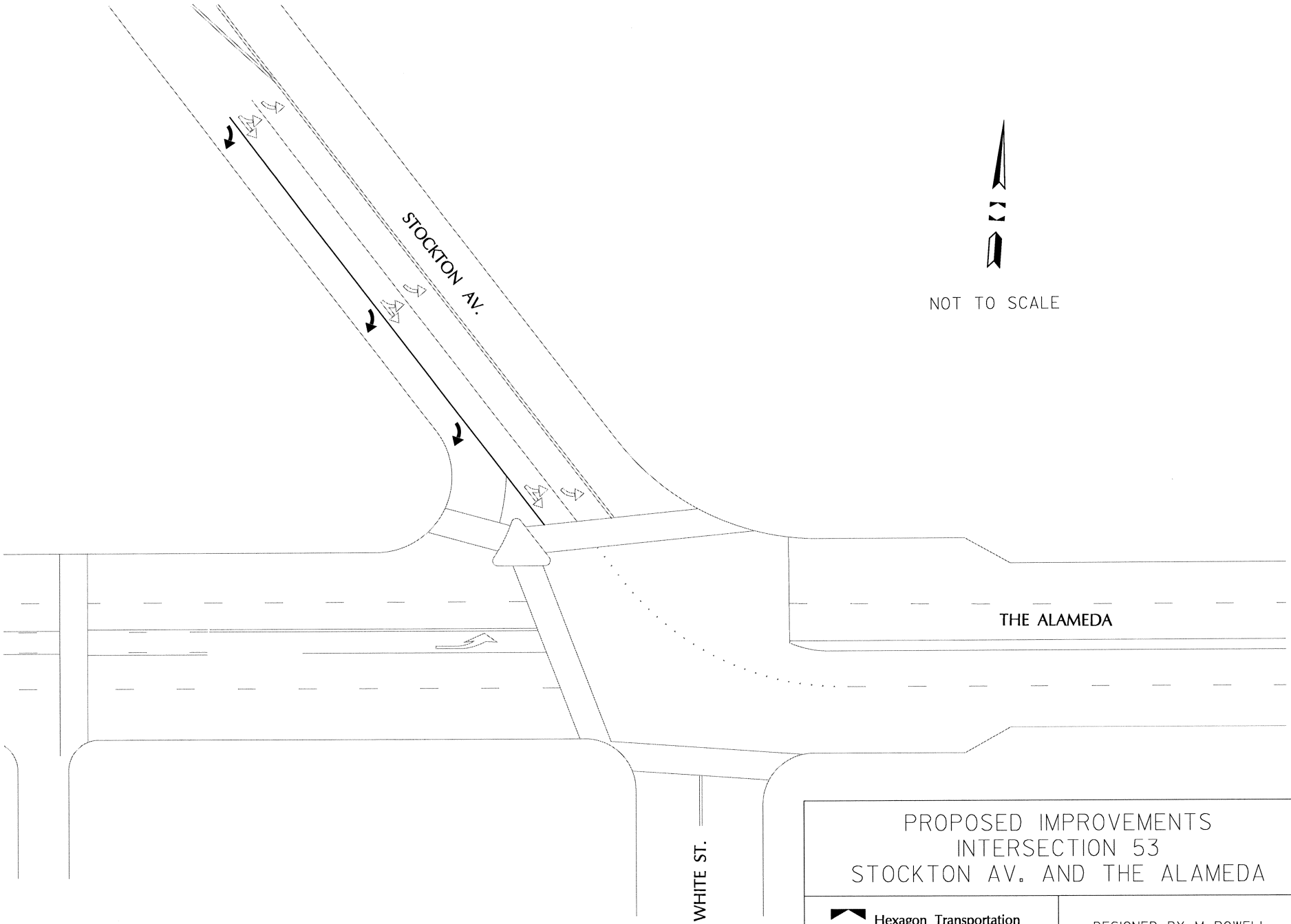


PROPOSED IMPROVEMENTS
INTERSECTION 53
STOCKTON AV. AND THE ALAMEDA

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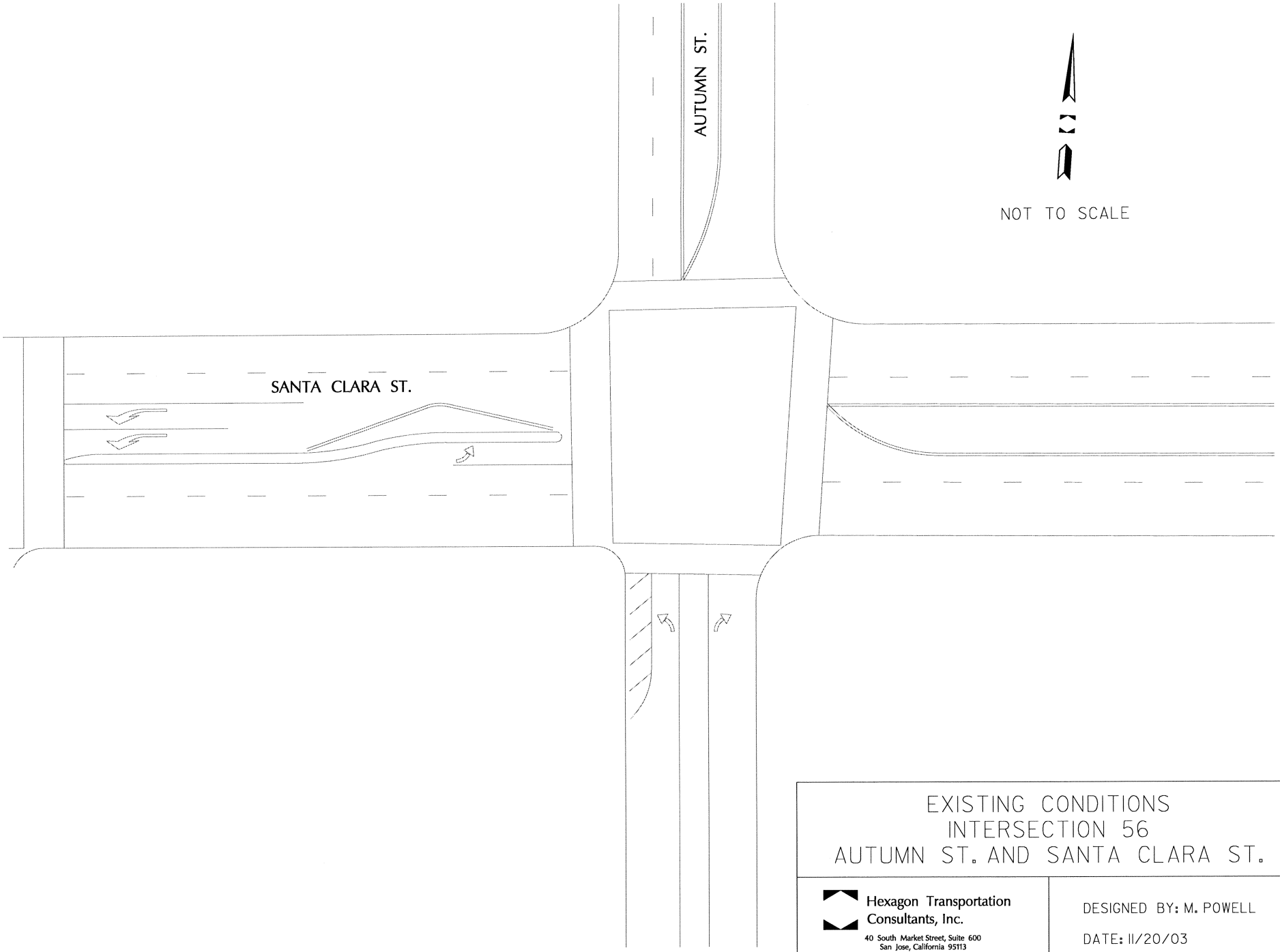


EXISTING CONDITIONS
INTERSECTION 56
AUTUMN ST. AND SANTA CLARA ST.

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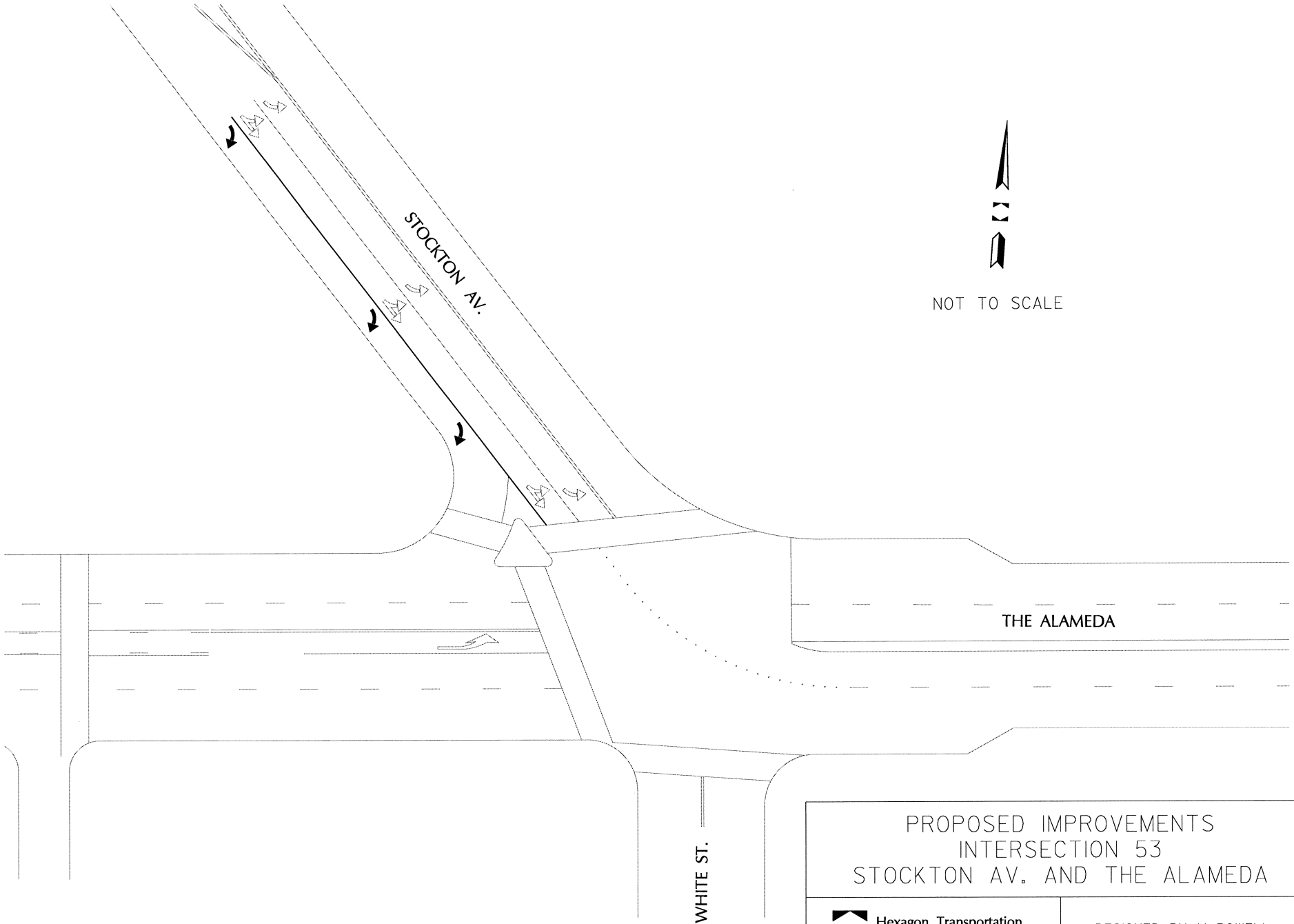


PROPOSED IMPROVEMENTS
INTERSECTION 53
STOCKTON AV. AND THE ALAMEDA

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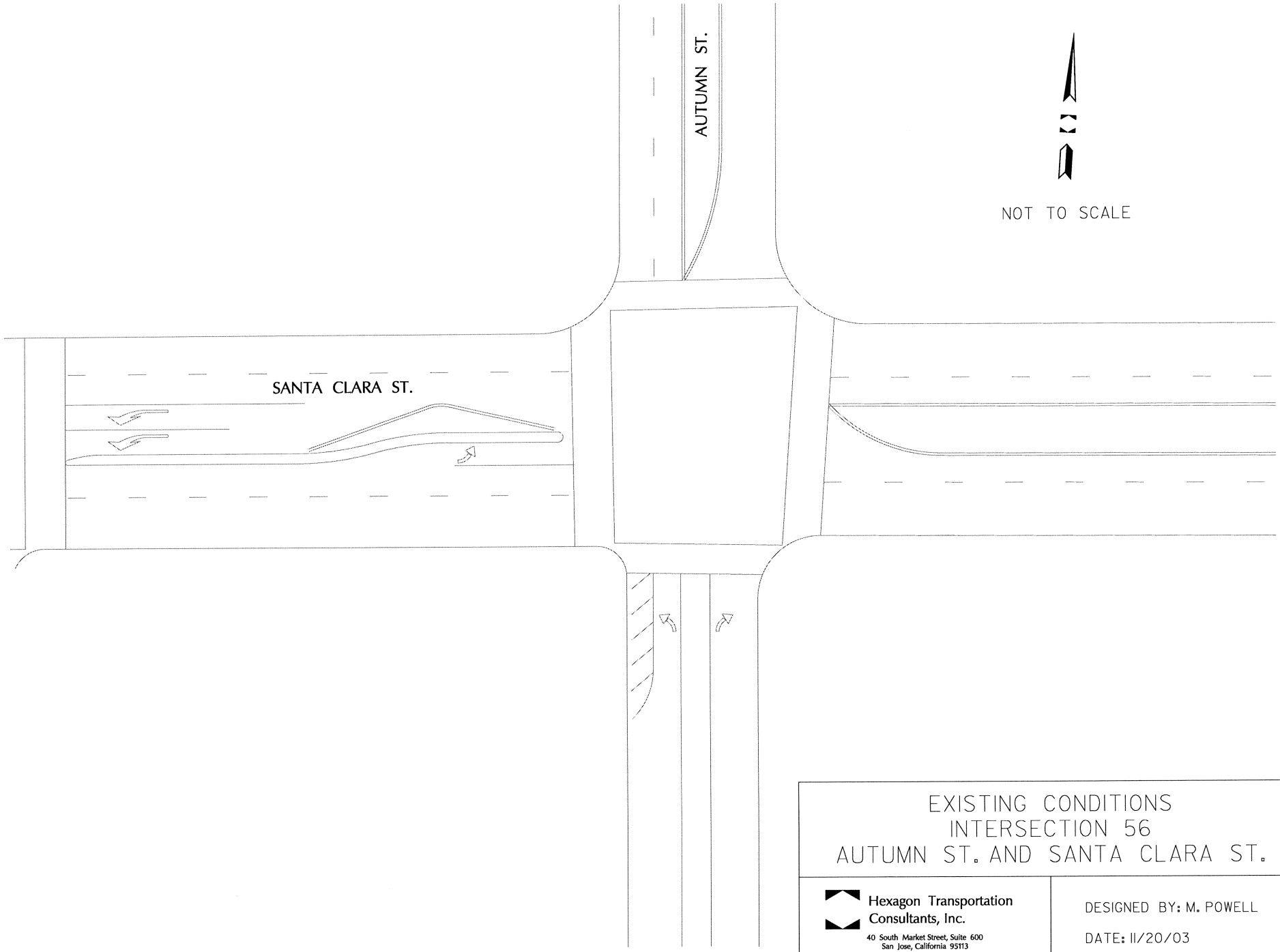


EXISTING CONDITIONS
INTERSECTION 56
AUTUMN ST. AND SANTA CLARA ST.

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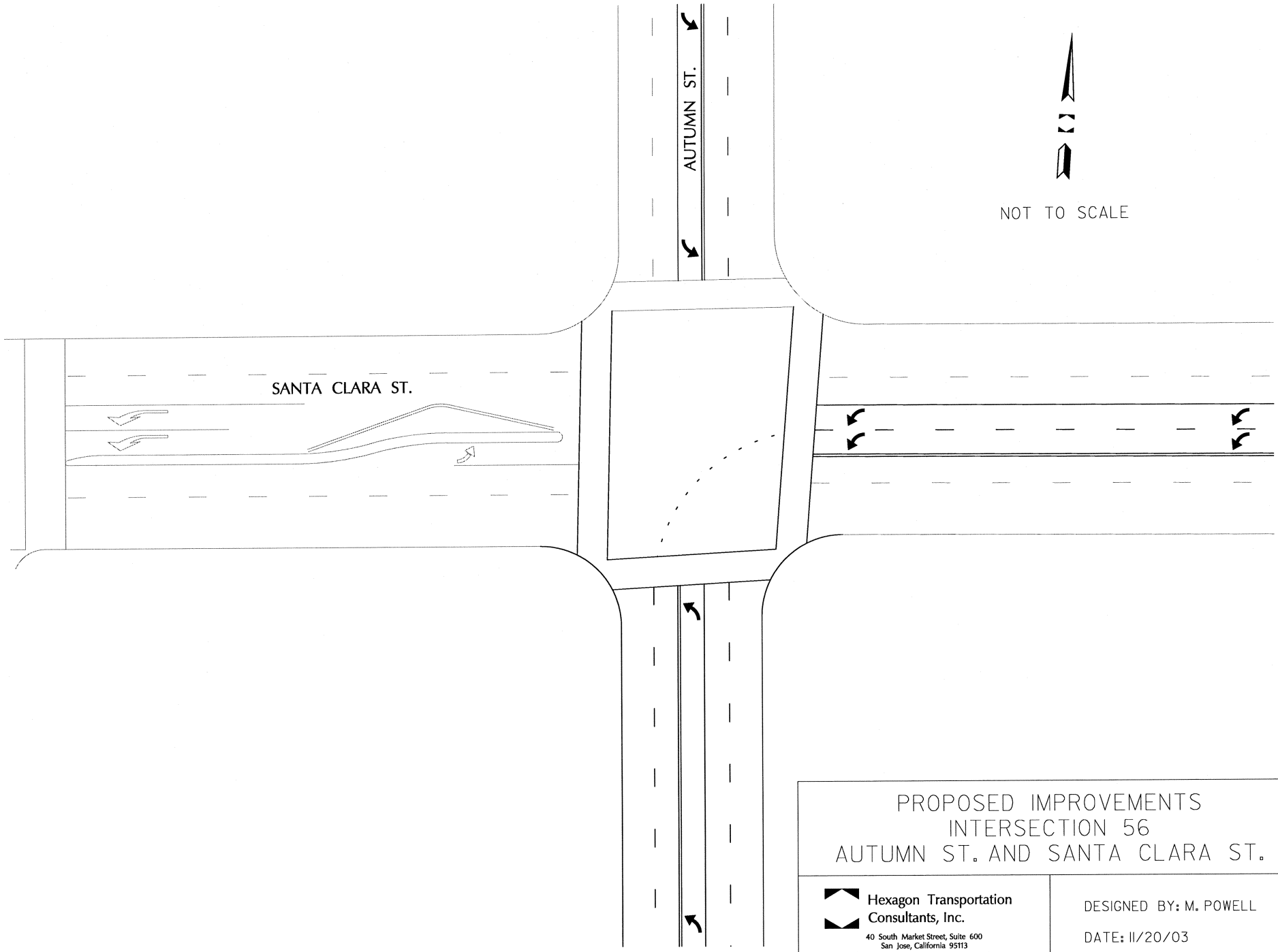


PROPOSED IMPROVEMENTS
INTERSECTION 56
AUTUMN ST. AND SANTA CLARA ST.

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San Jose, California 95113
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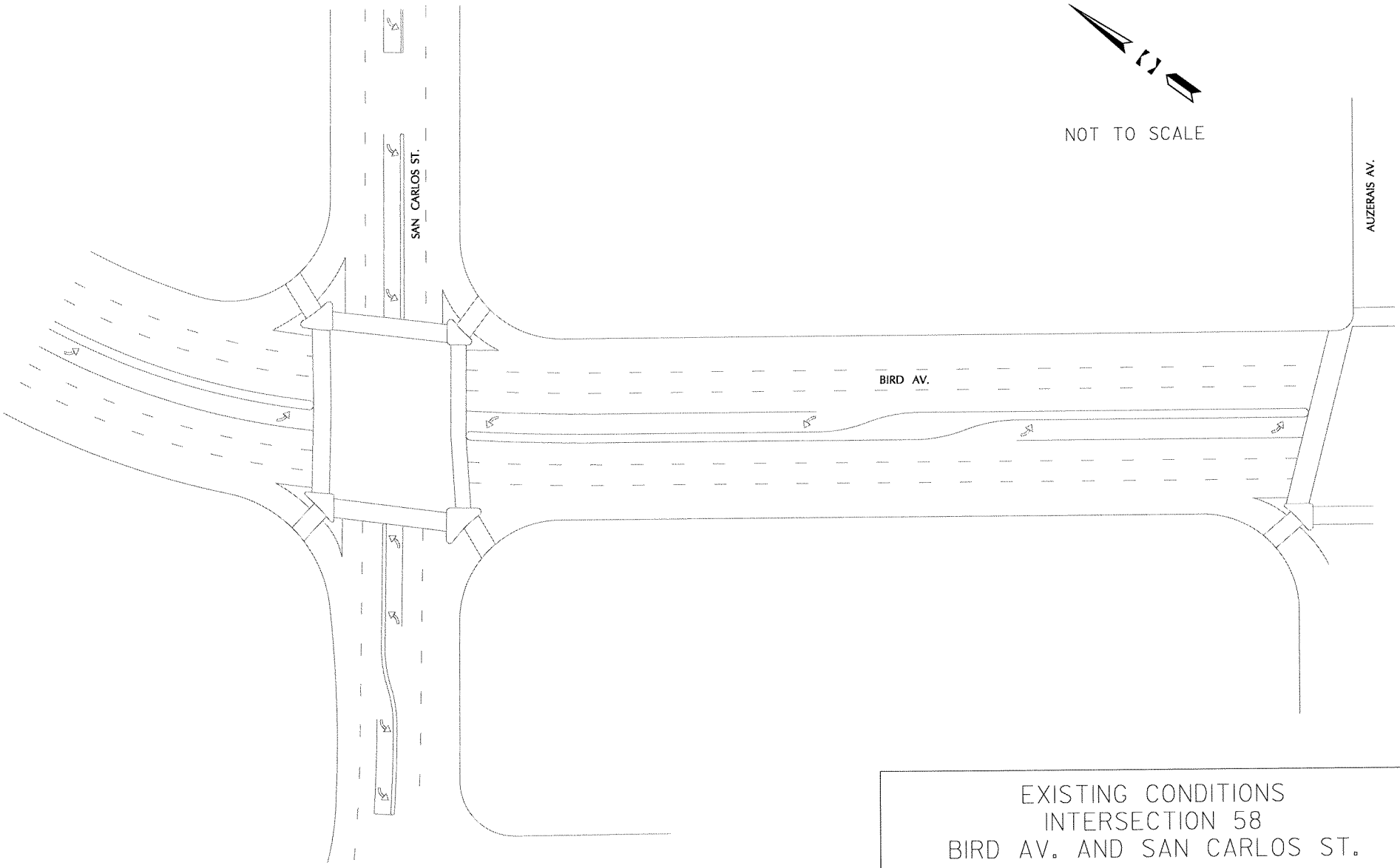


EXISTING CONDITIONS
INTERSECTION 58
BIRD AV. AND SAN CARLOS ST.

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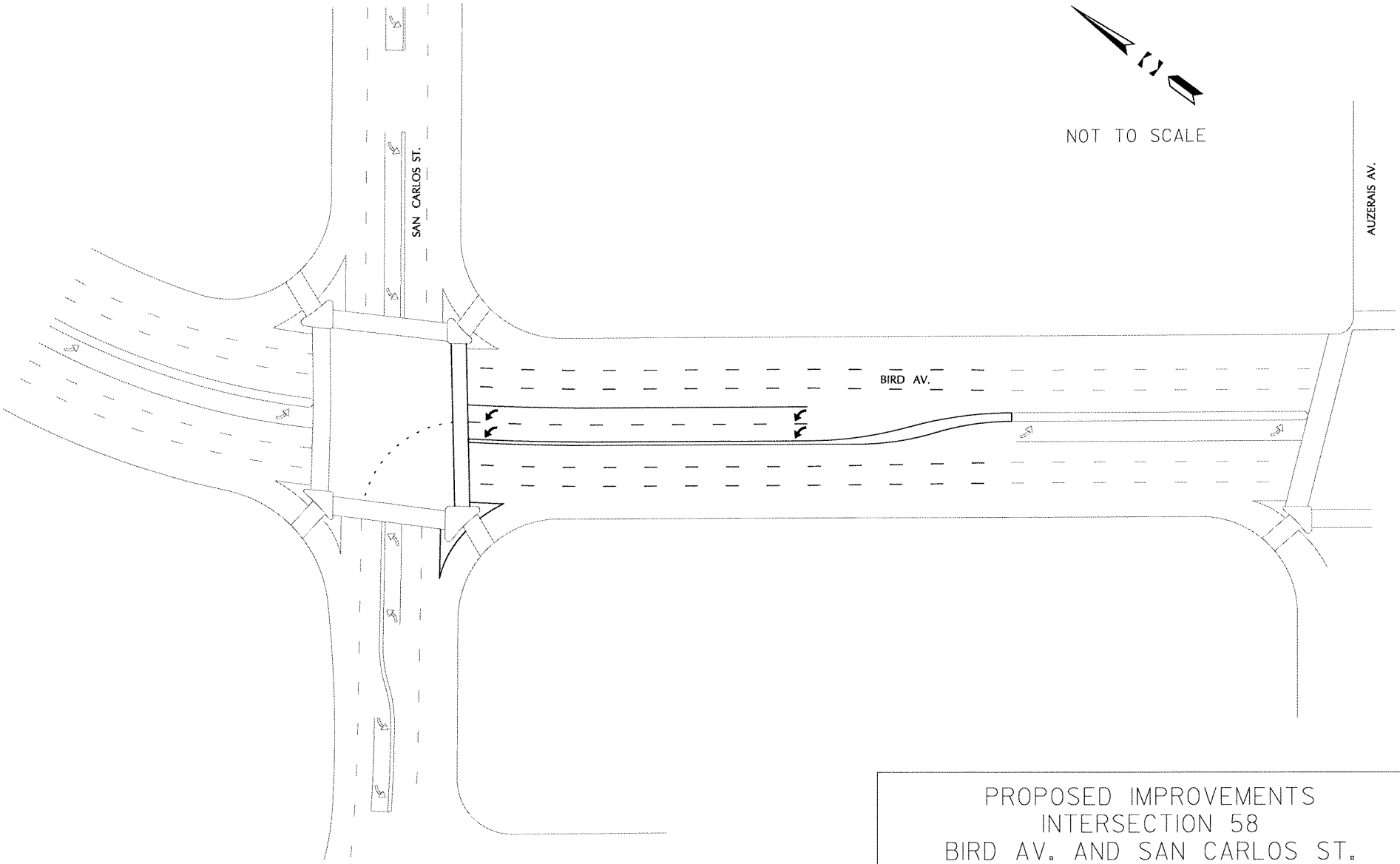
DATE: 11/20/03




PROPOSED IMPROVEMENTS
INTERSECTION 58
BIRD AV. AND SAN CARLOS ST.

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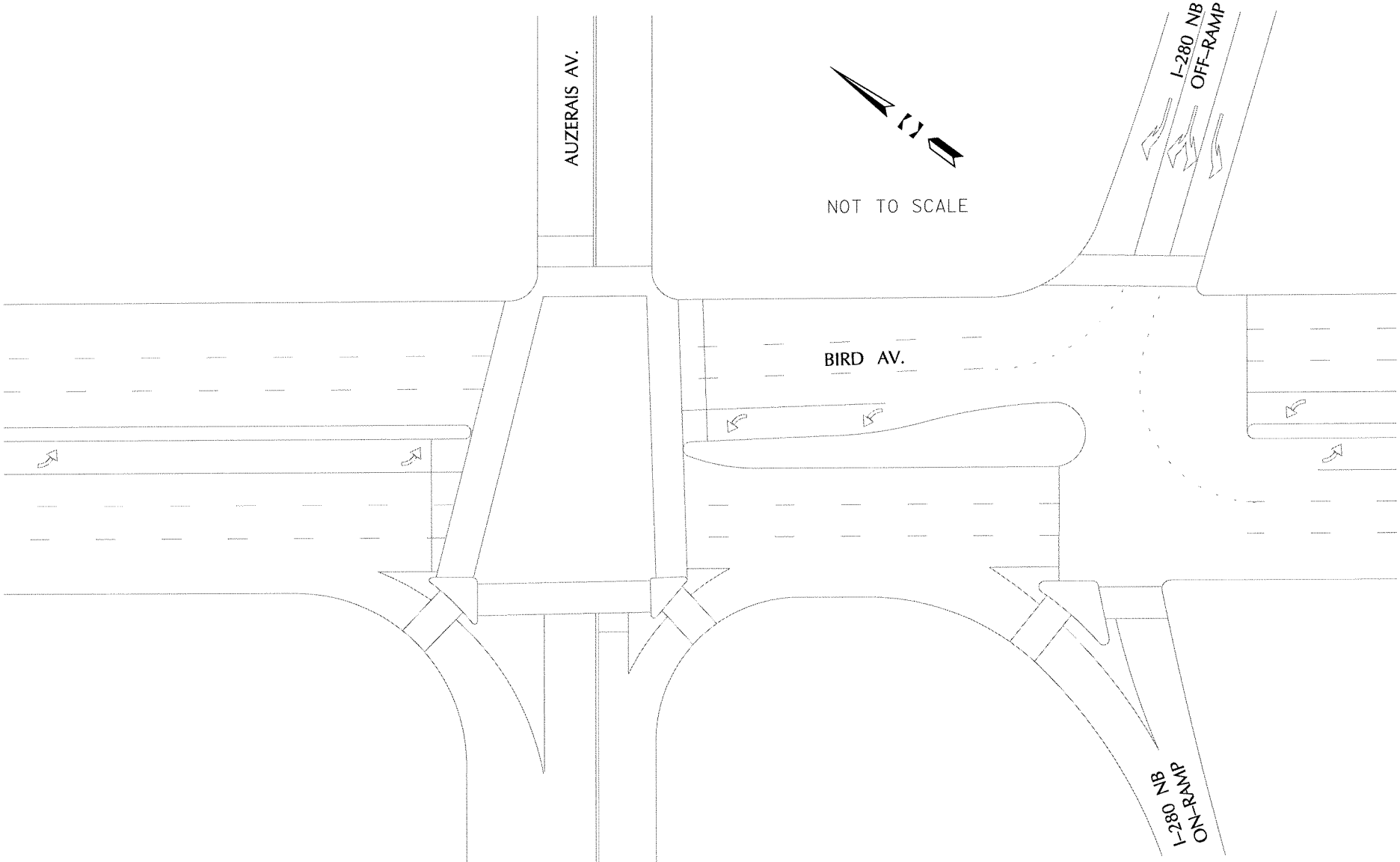


EXISTING CONDITIONS
INTERSECTION 59
BIRD AV. AND AUZERAIS AV.

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San Jose, California 95113
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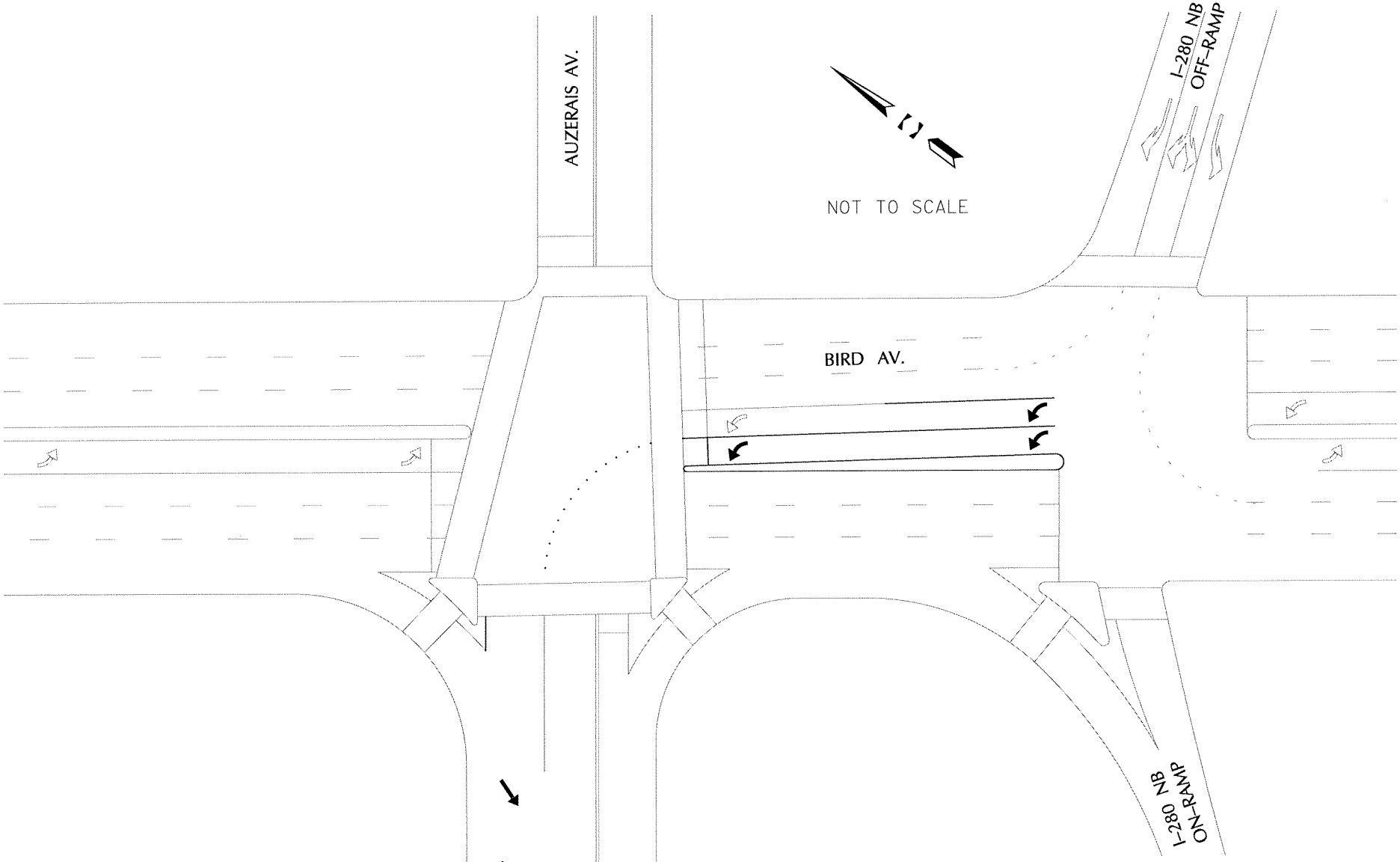
DATE: 11/20/03




PROPOSED IMPROVEMENTS
INTERSECTION 59
BIRD AV. AND AUZERAIS AV.

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San Jose, California 95113
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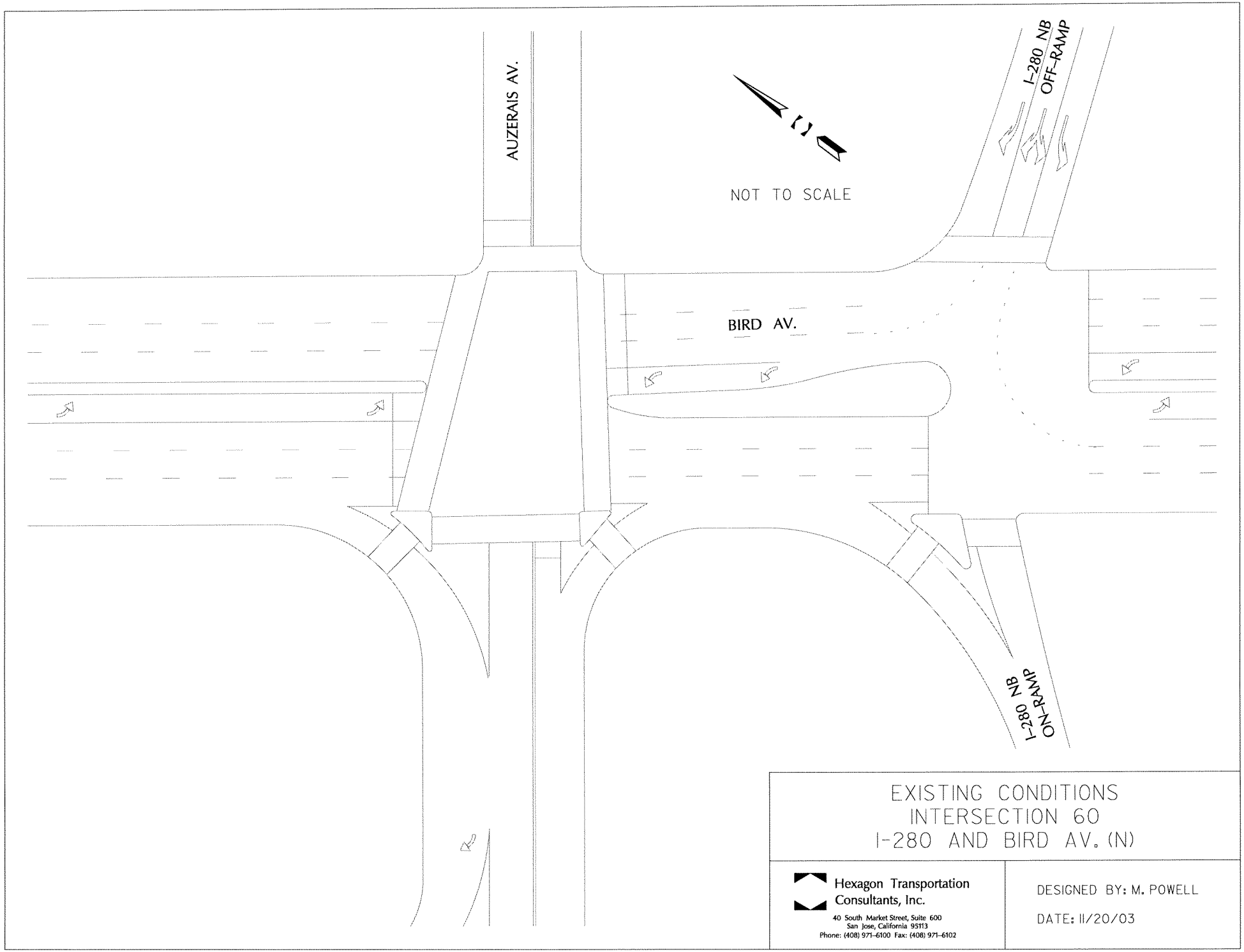
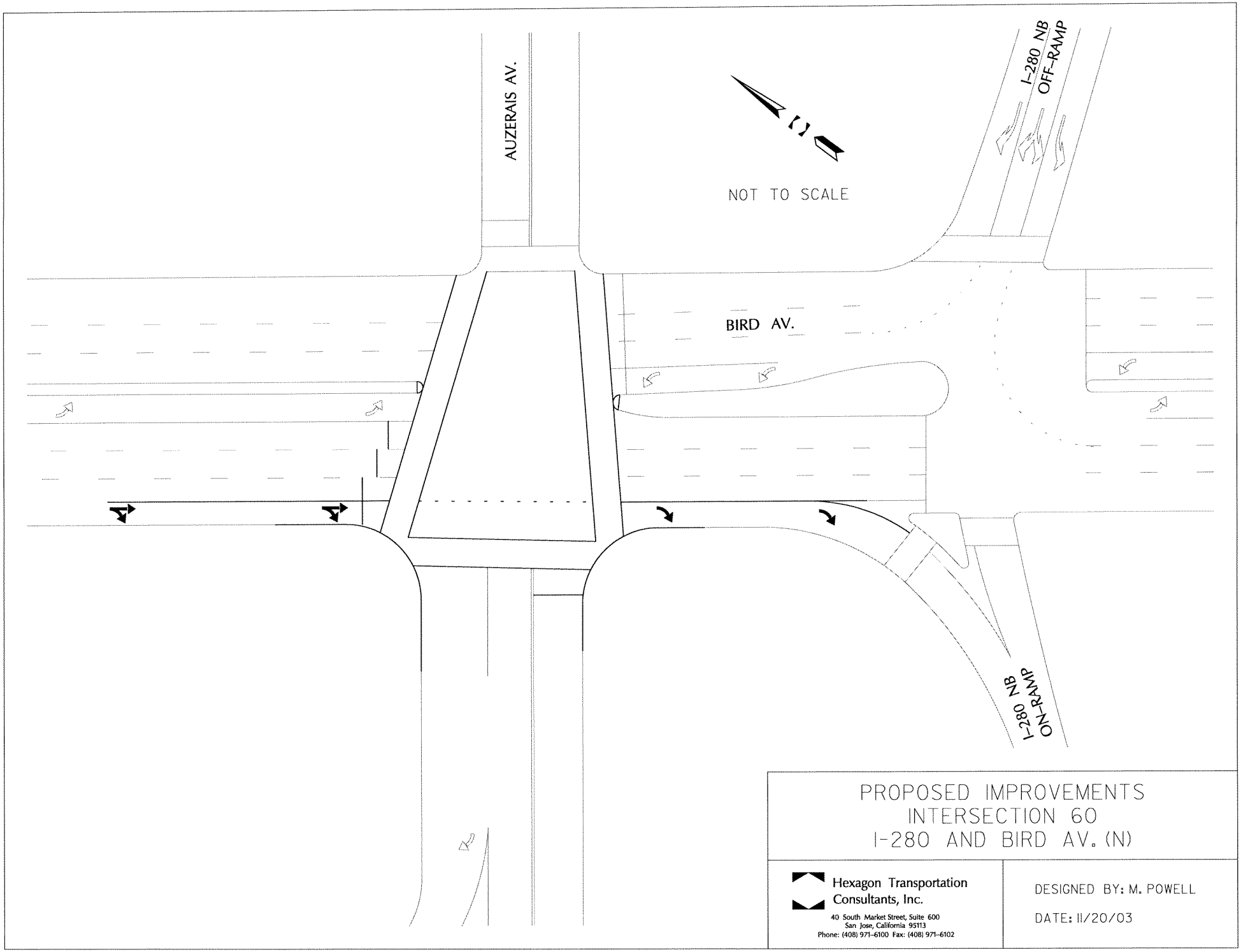
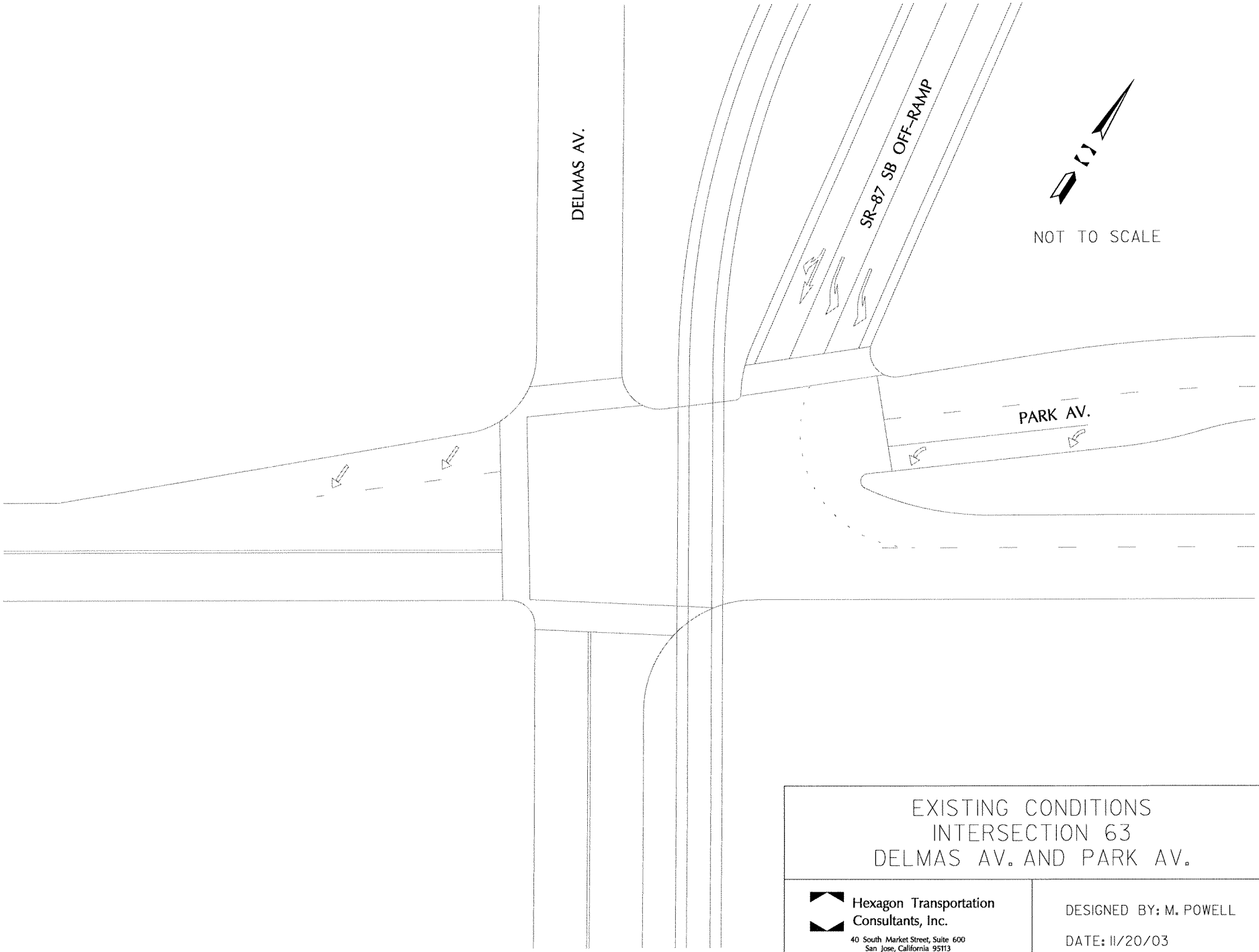

AUZERAIS AV.
NOT TO SCALE
I-280 NB
OFF-RAMP
BIRD AV.
I-280 NB
ON-RAMP
EXISTING CONDITIONS
INTERSECTION 60
I-280 AND BIRD AV. (N)
Hexagon Transportation
Consultants, Inc.
40 South Market Street, Suite 600
San Jose, California 95113
Phone: (408) 971-6100 Fax: (408) 971-6102
DESIGNED BY: M. POWELL
DATE: 11/20/03


AUZERAIS AV.
NOT TO SCALE
I-280 NB
OFF-RAMP
BIRD AV.
I-280 NB
ON-RAMP
PROPOSED IMPROVEMENTS
INTERSECTION 60
I-280 AND BIRD AV. (N)
Hexagon Transportation
Consultants, Inc.
40 South Market Street, Suite 600
San Jose, California 95113
Phone: (408) 971-6100 Fax: (408) 971-6102
DESIGNED BY: M. POWELL
DATE: 11/20/03

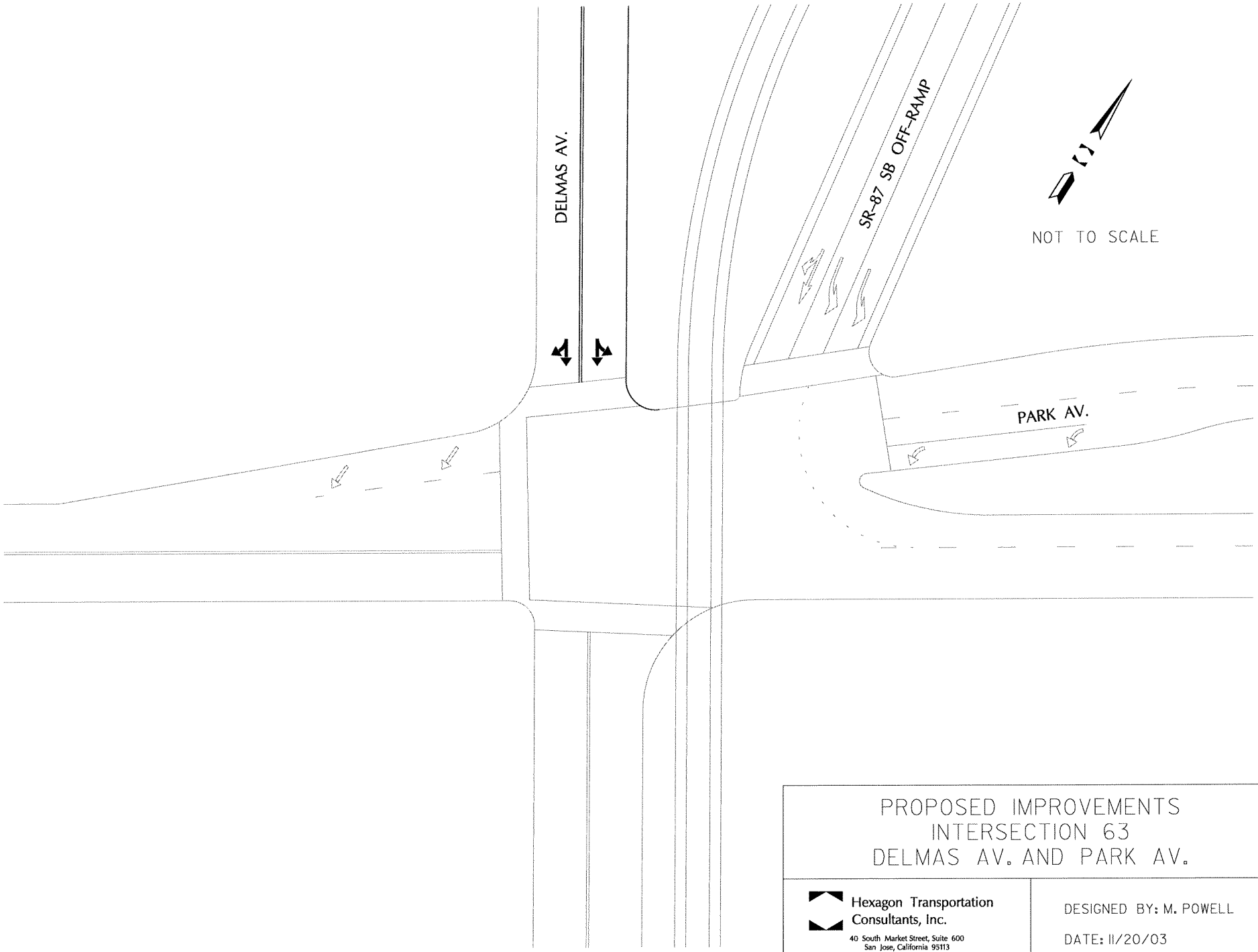



EXISTING CONDITIONS
INTERSECTION 63
DELMAS AV. AND PARK AV.

Hexagon Transportation Consultants, Inc.
40 South Market Street, Suite 600
San Jose, California 95113
Phone: (408) 971-6100 Fax: (408) 971-6102

DESIGNED BY: M. POWELL

DATE: 11/20/03




PROPOSED IMPROVEMENTS
INTERSECTION 63
DELMAS AV. AND PARK AV.

Hexagon Transportation Consultants, Inc.
40 South Market Street, Suite 600
San Jose, California 95113
Phone: (408) 971-6100 Fax: (408) 971-6102

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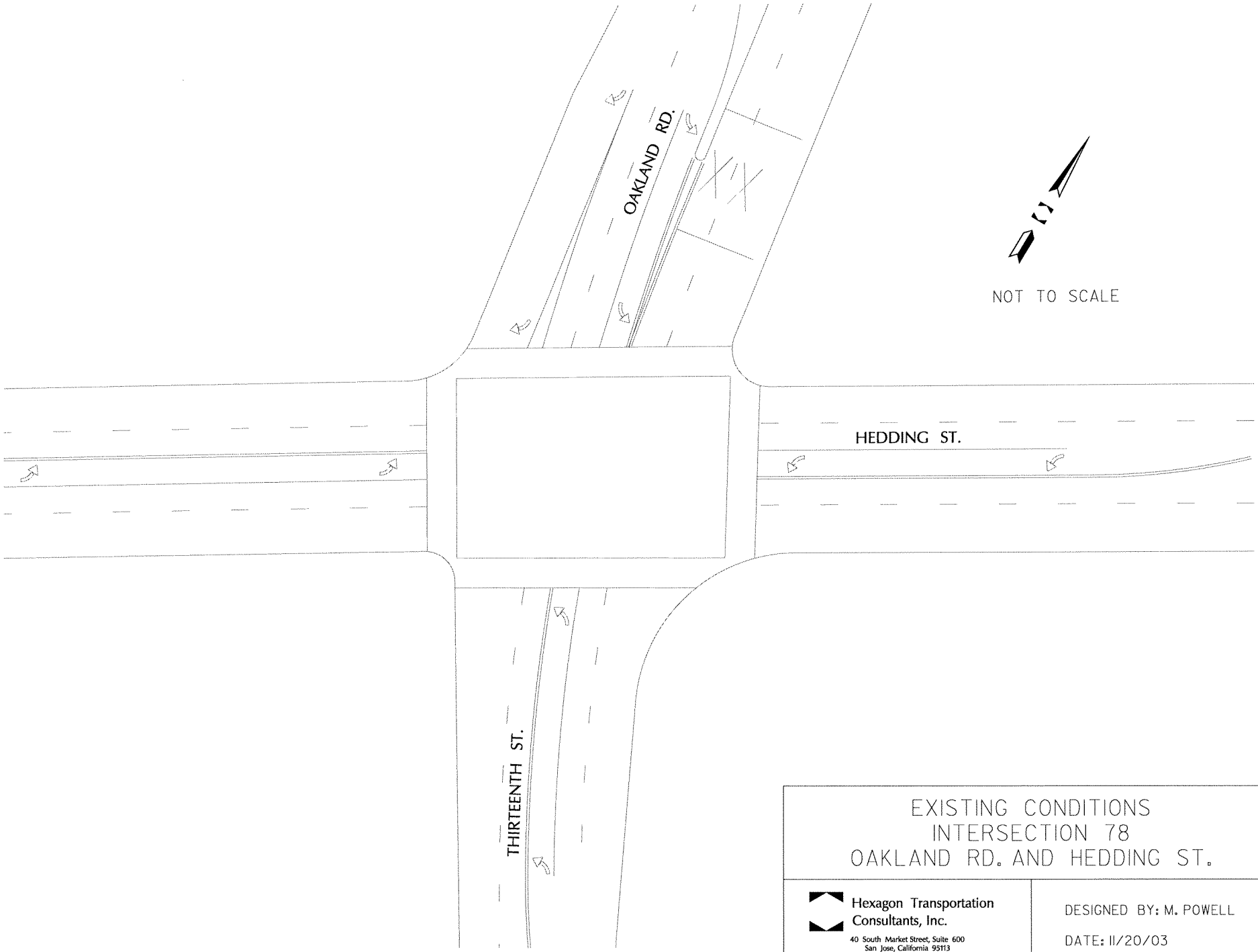
DATE: 11/20/03



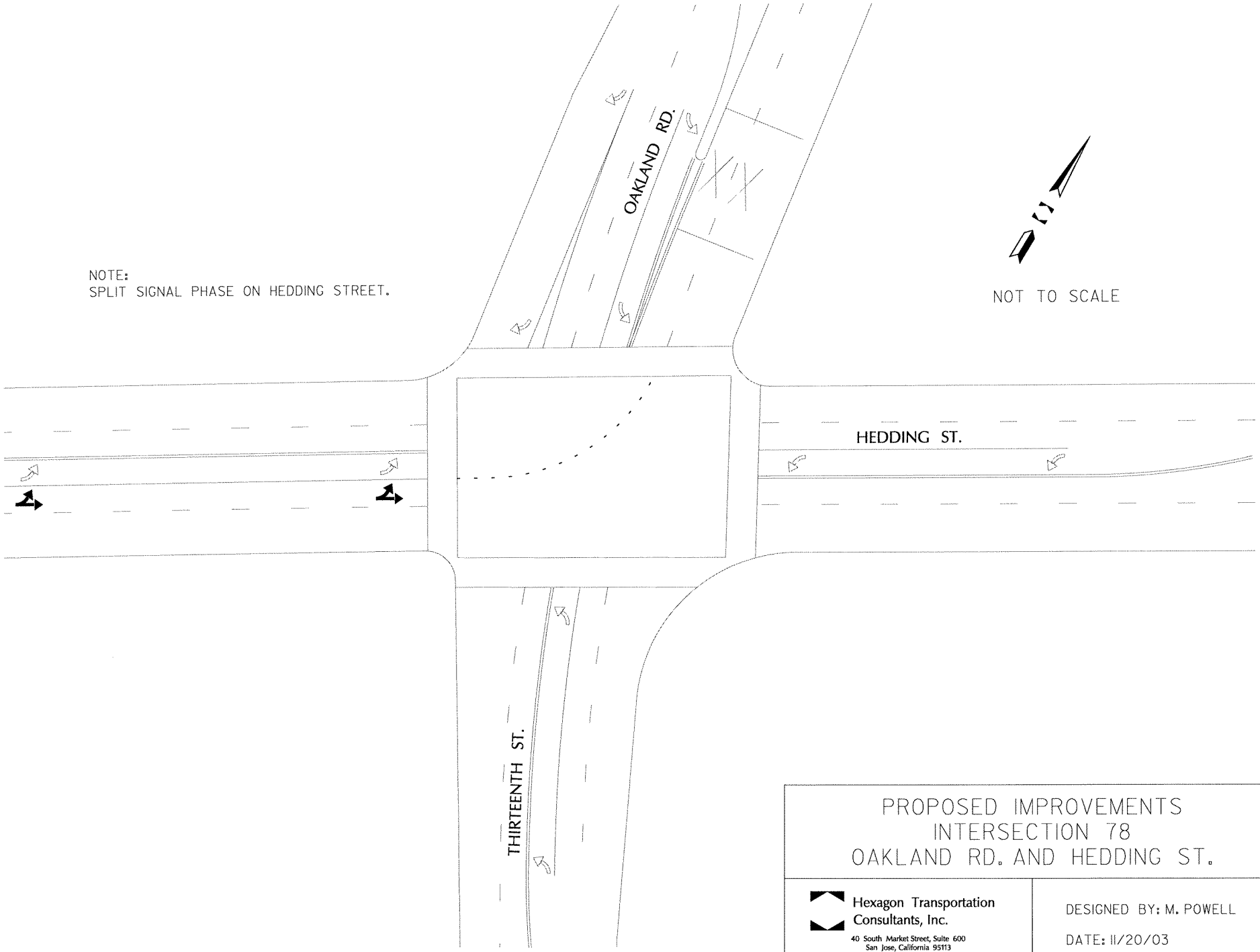

EXISTING CONDITIONS
INTERSECTION 78
OAKLAND RD. AND HEDDING ST.

Hexagon Transportation Consultants, Inc.
40 South Market Street, Suite 600
San Jose, California 95113
Phone: (408) 971-6100 Fax: (408) 971-6102

DESIGNED BY: M. POWELL

DATE: 11/20/03

NOTE:
SPLIT SIGNAL PHASE ON HEDDING STREET.




PROPOSED IMPROVEMENTS
INTERSECTION 78
OAKLAND RD. AND HEDDING ST.

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San Jose, California 95113
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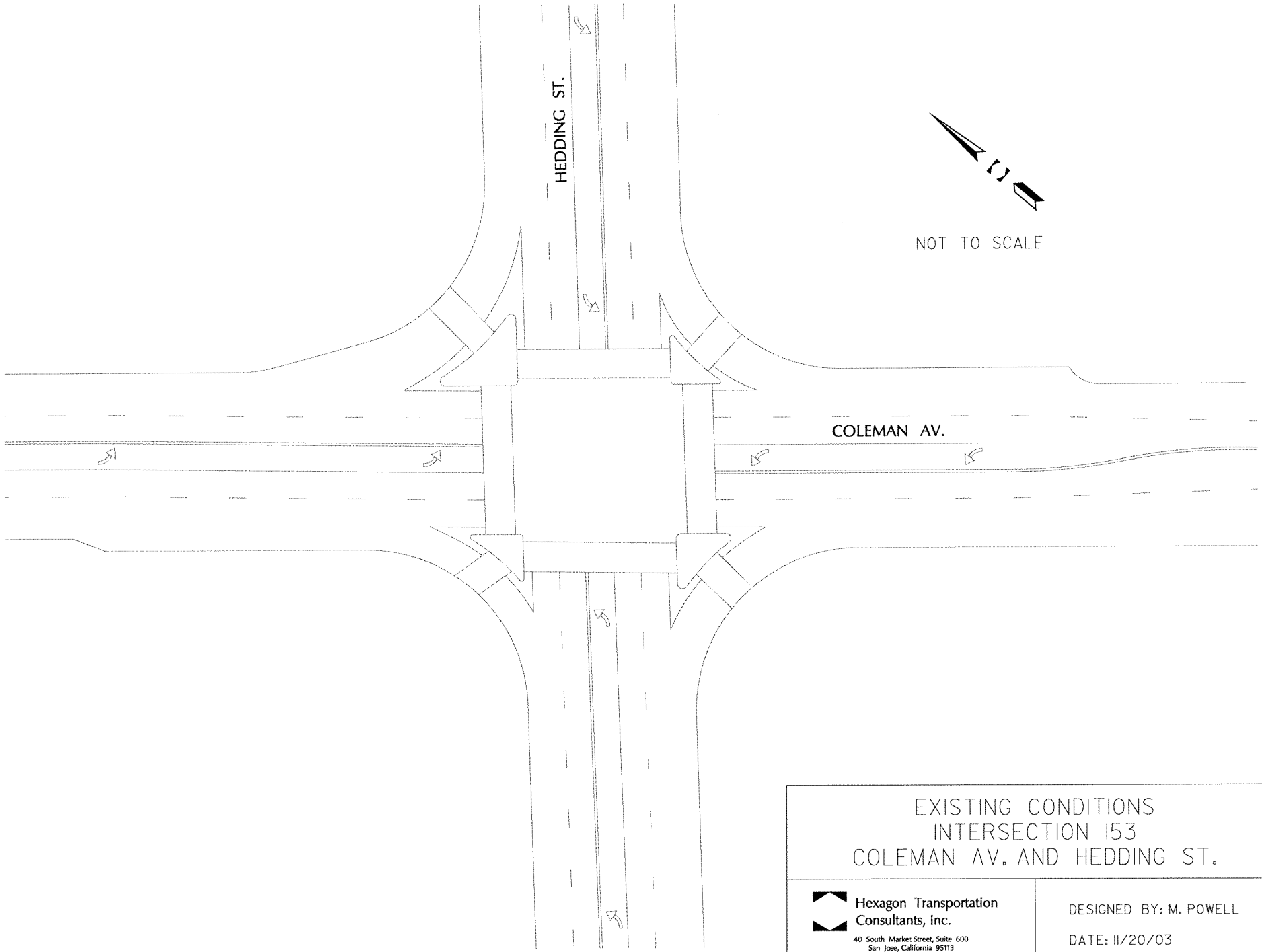
DESIGNED BY: M. POWELL

DATE: 11/20/03

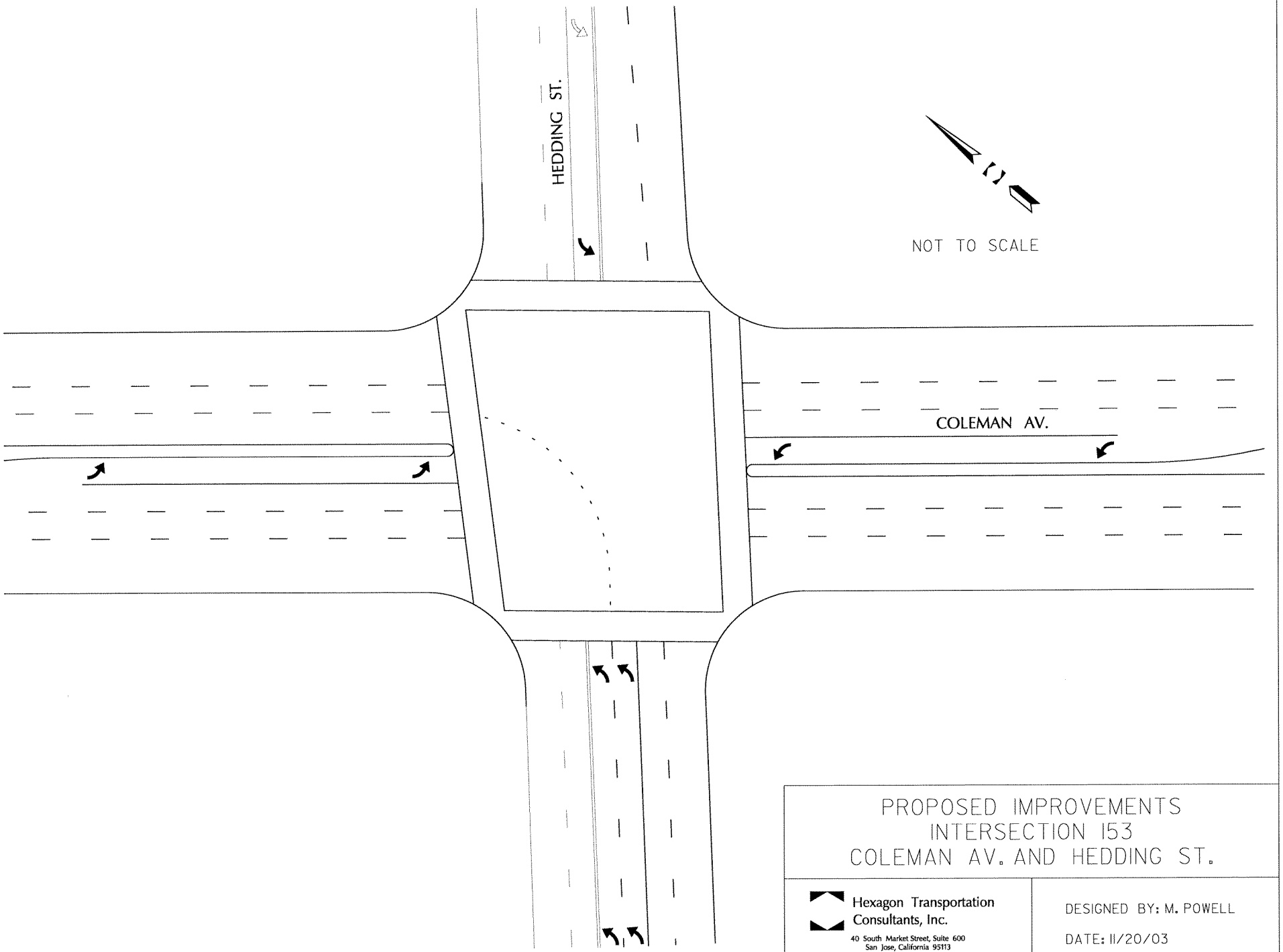



EXISTING CONDITIONS
INTERSECTION 153
COLEMAN AV. AND HEDDING ST.

Hexagon Transportation Consultants, Inc.
40 South Market Street, Suite 600
San Jose, California 95113
Phone: (408) 971-6100 Fax: (408) 971-6102

DESIGNED BY: M. POWELL

DATE: 11/20/03




PROPOSED IMPROVEMENTS
INTERSECTION 153
COLEMAN AV. AND HEDDING ST.

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Phone: (408) 971-6100 Fax: (408) 971-6102

DESIGNED BY: M. POWELL

DATE: 11/20/03

# Appendix E

## GPA Analysis Information

# GP 03-03-12
# General Plan Amendment
# Traffic Analysis Report

Prepared by: City of San José, Department of Transportation

## INTRODUCTION

The purpose of this General Plan Amendment (GPA) traffic study is to evaluate the long-term traffic impacts of the proposed network change the designation from Arterial (80 – 106 feet) to Arterial (115 – 130 feet) in General Plan Land Use / Transportation Diagram for Coleman Avenue between Hedding Street and State Route 87.

The objective of this GPA is to improve the Downtown gateway capacity to facilitate the ever-increasing traffic as recommended in the new Downtown Strategy Plan Study sponsored by the Redevelopment Agency. This GPA consists of changes of network elements only, and would not result in any land use changes, increase or decrease of trips in the system.

## STUDY METHODOLOGY

This traffic analysis is based on the City of San José's traffic forecasting model. The model was developed to help the city project PM peak hour traffic impacts attributable to changes proposed to the city's General Plan. The model is implemented using the TRANPLAN transportation planning software system. The San José model includes the four elements traditionally associated with models of this kind. These elements include:

- Trip Generation,
- Trip Distribution,
- Mode Choice, and
- Traffic Assignment.

The fundamental structure of the model includes a computer readable representation of the street system (highway network) that defines street segments (links) identified by end points (nodes). Each roadway link is further represented by key characteristics (link data) that describe the length, travel speeds, and vehicular capacity of the roadway segment. Small geographic areas (traffic analysis zones also called TAZ's) are used to represent the planned land use activity throughout the city's planning area. The boundaries of these small geographic areas are typically defined by the modeled street system, as well as natural and man made barriers to traffic.

The socioeconomic data for each TAZ in the model includes information about the number of households (stratified by household income and structure type), and employment (stratified by groupings of Standard Industrial Codes). The trip generation element of the San José model projects the traffic attributable to normal household and employment centers using trip generation rates and factors. The trip generation rates were derived from the Metropolitan Transportation Commission's 1981 San Francisco Bay Region Travel Survey, Caltrans San Francisco Bay Region and San Diego Trip Generation Studies, the Institute of Transportation Engineering trip generation studies and Arizona Department of Transportation studies.

Activity centers that have unusual traffic generating characteristics such as schools, hotels, large shopping centers, and airports are designated as special generators, and their associated traffic is manually estimated based on information from the above cited sources of trip generation information. Projected trips entering and leaving the County of Santa Clara are taken from a larger regional model run by the Metropolitan Transportation Commission (MTC) and the Valley Transportation Agency (VTA).

Travel times within and between TAZs (intra-zonal and inter-zonal and terminal times) are developed from the network being modeled. Travel times within zones (intra-zonal travel times) are derived for each zone based on half its average travel time to adjacent zones. Time to walk to and from the trip maker's car (terminal times) are also added. For special areas, additional terminal time is added to reflect the extra time associated with large parking lots, parking structures and areas with limited parking, specifically zones with large employer sites, shopping centers and in the downtown area. The projected daily trips are distributed using a standard gravity model and friction factors calibrated for the Santa Clara County area. The resulting trip distribution (trip table) factored to represent the number of trips occurring during the PM peak hour, the directionality of those trips, and deducting the estimated non-auto related trip-making (transit travel and carpool passengers). The assignment of the trip table to the roadway network uses a route selection procedure based on minimum travel time paths (as opposed to minimum travel distance paths) between TAZs and is done using a capacity constrained equilibrium seeking process. This capacity-constrained traffic assignment process enables the model to reflect diversion of traffic around congested portions of the modeled street system.

In addition to providing projected PM peak hour volumes and ratios comparing projected traffic volume to available roadway capacity (v/c ratios) on each roadway segment, the model provides information on vehicle-miles and vehicle-hours of travel by facility type (freeway, expressways, arterial streets, etc.). These informational reports can be used to compare and evaluate the project traffic impacts attributable to proposed amendments to the currently adopted San José General Plan. The San José traffic forecasting model is intended for use as a "macro analysis tool," that projects probable future conditions and is best used when comparing alternative future scenarios. It is not designed to answer "micro analysis level" operational questions.

This study also identifies current operating conditions of transportation facilities in the vicinity of the proposed General Plan Amendment locations. The near-term traffic information is presented to identify existing conditions in the area, some of which may constitute constraints for future studies. A more detailed traffic impact analysis may be conducted when engineering plans are developed. That analysis will address the near-term traffic constraints in detail and will identify abatement measures, if warranted.

# EXISTING CONDITIONS

## Existing Intersection Levels of Services

The results of the level of service analysis under existing conditions are attached at the end of this report. The results show that, measured against the City of San José level of services standards, 3 of the 74 signalized intersections in the vicinity of the GPA locations currently operated at an unacceptable LOS E or F during at least one of the peak hours. They are:

| Node | Intersection | Scenario | Date | Delay | LOS |
|---|---|---|---|---|---|
| 3519 | FIRST/TAYLOR | Existing (PM) | 2/13/1997 | 49 | E |
| 3417 | COLEMAN/TAYLOR | Existing (AM) | 1/29/1997 | 47.2 | E |
| 3413 | COLEMAN/HEDDING | Existing (AM) | 3/19/1997 | 44.4 | E |

Background conditions represent traffic conditions that would occur after all approved projects are completed and producing traffic on the street system. The results of the level of service analysis under background conditions are summarized in the table below. The results show that the same 3 intersections identified above would operate at an unacceptable LOS E or F during at least one of the peak hours of traffic. The intersection at Coleman Avenue and Hedding Street would operate at or below LOS E for both AM and PM peak hour, that is a significant degradation from the existing condition in which this intersection operates at LOS E only in the AM peak hour. All other signalized intersections would operate at an acceptable LOS D or better under background conditions. It should be noted that traffic data for these 3 intersections are aged at 6 years or older. The annual traffic data collections for these intersections have been suspended due to the construction of State Route 87. The LOS of these intersections, for both existing and background conditions, may fluctuate considerably once the City resumes data collection upon completion of State Route 87 freeway.

| Node | Intersection | Scenario | Date | Delay | LOS |
|---|---|---|---|---|---|
| 3519 | FIRST/TAYLOR | Background (PM) | 2/13/1997 | 59.2 | E- |
| 3417 | COLEMAN/TAYLOR | Background (AM) | 1/29/1997 | 56.5 | E- |
| 3413 | COLEMAN/HEDDING | Background (AM) | 3/19/1997 | 70.1 | F |
| 3413 | COLEMAN/HEDDING | Background (PM) | 10/29/1996 | 43.2 | E+ |

## Existing Freeway Levels of Service

Traffic volumes on freeway segments in the vicinity of the site were obtained from the Santa Clara County Congestion Management Program 2002 Monitoring & Conformance Report, April 2003. The results of the analysis, which are summarized below, show that 7 of the 10 freeway segments in the vicinity of the site currently operate at an unacceptable LOS F during at least one of the peak hours.

| Facility | Direction | Segment From | Segment To | Existing LOS AM | Existing LOS PM |
|---|---|---|---|---|---|
| SR87 | NB | I-280 | Julian St | A | A |
| | | Julian St | Coleman Ave | F | A |
| SR87 | SB | Julian St | I-280 | A | F |
| | | Coleman Ave | Julian St | A | A |
| I-880 | NB | The Alameda | Coleman | F | A |
| | | Coleman | SR 87 | F | C |
| | | SR 87 | N. 1st | F | C |
| | SB | N. 1st | SR 87 | A | F |
| | | SR 87 | Coleman | A | E |
| | | Coleman | The Alameda | A | F |

Source: Santa Clara Valley Transportation Authority

# LONG-TERM TRAFFIC IMPACT ANALYSIS

This GPA as proposed does not comprise any land use changes, thus, would not result in any changes of PM peak hour trips generated in the vicinity and the entire County. Traffic is expected to react to the proposed transportation network changes, and re-route in the system.

## Significant Impact Criteria

The determination of significance is based on the extent to which the proposed change contributes to peak-hour congestion in the vicinity of the proposed amendment. For this analysis, the addition of peak direction trips are determined on the congested links (LOS E or F) of (1) the facilities being changed; (2) the alternative routes to the facilities being changed; (3) the streets that connect to the facilities being changed; and (4) the streets that connect to the alternative routes. Congested links are grouped in sets and are generally major parallel facilities. The links are grouped in this manner to account for trip reassignment by the computer model. The traffic impact from the proposed GPA will be significant if:

- VMT and VHT both increase by 0.20 percent for all roadways in the San José Sphere of Influence.
- The volume on nearby LOS E/F links increases by 1.50 percent or more over the average volume of those congested links.

The impact criteria and thresholds of significance are described in more detail in the document titled *Methodology for Preparing Long Term Traffic Impact Assessments – June 2003 Update*, City of San José, 2003. This document is available from City of San José, Department of Transportation.

## Long Range Transportation Impacts

Both the increases of VMT and VHT for all roadways in the San José Sphere of Influence are below 0.20 percent for the proposed General Plan Amendment. There are 4 sets of roadway links operate at LOS E/F for the adopted General Plan base case. The E/F link set north of

Hedding Street is projected to cause an increase of 4.74% that exceeds the significant impact threshold of 1.5%. The projected volume increase of 179 vehicles is most noticeable at Coleman Avenue resulted from the proposed amendment. The proposed General Plan Amendment would not cause the volume to increase by 1.50% or more on any other E/F link sets. Therefore, based on impact criteria for the VMT/VHT analysis and the LOS E/F link analysis, the long-term traffic impacts as a result of the proposed General Plan Amendment scenario are determined to be significant. The changes in VMT/VHT and in trips on the E/F links are shown in the tables below.

VMT/VHT Analysis:

| | Base | GP03-03-12 | Change | Percentage | Significant Criterion |
|---|---|---|---|---|---|
| VMT | 1,563,779 | 1,564,205 | 425 | 0.03% | 0.20% |
| VHT | 40,957 | 40,989 | 32 | 0.08% | 0.20% |

**E/F Link Analysis in PM Peak Hour**

Link #1
**N/o Hedding**

| | | Base | | | Project | | | |
|---|---|---|---|---|---|---|---|---|
| | E/F Link | Volume | Capacity | V/C | Volume | Capacity | V/C | Change |
| 1 | First | 1972 | 1837 | 1.0735* | 1999 | 1837 | 1.0882* | 27 |
| 2 | CA-87 | 7572 | 5500 | 1.3767* | 7556 | 5500 | 1.3738* | -16 |
| 3 | Coleman | 2479 | 2763 | 0.8972 | 2658 | 2763 | 0.9620* | 179 |
| | Total | 12,023 | | | 12,213 | | | 190 |
| | Number of E/F Links | 3 | | | | | | |
| | Average Link Volume | 4,008 | | | | | | |
| | **Change in Volume** | 190 | | | | | | |
| | **Total Volume** | 4,008 | | | | | | |
| | **Percent Change** | 4.74% | (Significant impact = 1.50%) | | | | | |

Link #2
**S/o Julian**

| | | Base | | | Project | | | |
|---|---|---|---|---|---|---|---|---|
| | E/F Link | Volume | Capacity | V/C | Volume | Capacity | V/C | Change |
| 1 | CA-87 | 7998 | 5500 | 1.4542* | 8030 | 5500 | 1.4600* | 32 |
| | Total | 7,998 | | | 8,030 | | | 32 |
| | Number of E/F Links | 1 | | | | | | |
| | Average Link Volume | 7,998 | | | | | | |
| | **Change in Volume** | 32 | | | | | | |
| | **Total Volume** | 7,998 | | | | | | |
| | **Percent Change** | 0.40% | (Significant impact = 1.50%) | | | | | |

(continue next page)

Link #3
**W/o First**

| | | Base | | | Project | | | |
|---|---|---|---|---|---|---|---|---|
| | E/F Link | Volume | Capacity | V/C | Volume | Capacity | V/C | Change |
| 1 | I-880 | 8643 | 6600 | 1.3095* | 8677 | 6600 | 1.3147* | 34 |
| 2 | Julian | 1967 | 1837 | 1.0708* | 1919 | 1837 | 1.0446* | -48 |
| | Total | 10,610 | | | 10,596 | | | -14 |
| | Number of E/F Links | 2 | | | | | | |
| | Average Link Volume | 5,305 | | | | | | |
| | **Change in Volume** | -14 | | | | | | |
| | **Total Volume** | 5,305 | | | | | | |
| | **Percent Change** | -0.26% | (Significant impact = 1.50%) | | | | | |

Link #4
**N/o Alameda**

| | | Base | | | Project | | | |
|---|---|---|---|---|---|---|---|---|
| | E/F Link | Volume | Capacity | V/C | Volume | Capacity | V/C | Change |
| 1 | I-880 | 9393 | 7700 | 1.2199* | 9375 | 7700 | 1.2175* | -18 |
| | Total | 9,393 | | | 9,375 | | | -18 |
| | Number of E/F Links | 1 | | | | | | |
| | Average Link Volume | 9,393 | | | | | | |
| | **Change in Volume** | -18 | | | | | | |
| | **Total Volume** | 9,393 | | | | | | |
| | **Percent Change** | -0.19% | (Significant impact = 1.50%) | | | | | |

## Mitigation for Long Range Impacts

Consistent with City policies and practice, the TRANPLAN model used to evaluate traffic impacts for this proposed amendment includes all of the major infrastructure identified in the General Plan *Land Use/Transportation Diagram*, including infrastructure that is not yet built and/funded.

*General Plan Policies*

Impacts from these proposed General Plan amendments would be reduced by conformance with General Plan policies, including the following:

*Services and Facilities Level of Service Policy #5* - requires that the minimum overall performance of City streets during peak travel periods should be level of service "D". To meet that goal, the policy states that development proposals should be reviewed for their measurable impacts on the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "D" or worse.

Results of the traffic analysis indicate that the proposed amendment will add traffic to streets already identified as operating at unacceptable levels. According to the general plan policy and impact criteria, this constitutes a significant impact. Although there is no mitigation yet

identified, at the time a specific development application is submitted, a traffic impact study would identify any current condition deficiencies that would need to be mitigated to meet level of service policies. In accordance with the City's level of service policy, any impacts would then have to be mitigated before the project could be approved.

*Transportation Policy # 1 (Thoroughfares)* states that inter-neighborhood movement of people and goods should occur on thoroughfares and is discouraged on neighborhood streets.

*Transportation Policy #3 (Thoroughfares)* states that public street right-of-way dedication and improvements should be required as development occurs. Ultimate thoroughfare right-of-way should be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function.

*Transportation Policy #8 (Thoroughfares)* states that vehicular, bicycle, and pedestrian safety should be an important factor in the design of streets and roadways.

*Transportation Policy #9 (Impacts on Local Neighborhoods)* states that neighborhood streets should be designed to discourage through traffic and unsafe speeds. If neighborhood streets are used for through traffic or if they are traveled at unsafe speeds, law enforcement and traffic operations techniques should be employed to mitigate these conditions.

*Transportation Policy #11 (Transit Facilities)* states that the City should cooperate with transportation agencies to achieve the following objectives for the County's public transit system:

- Provide all segments of the City's population, including the handicapped, elderly, youth and economically disadvantaged, with adequate access to public transit. Public transit should be designed to be an attractive, convenient, dependable and safe alternative to the automobile.
- Enhance transit service in major commute corridors, and provide convenient transfers between public transit systems and other modes of travel.

*Transportation Policy #16 (Pedestrian Facilities)* states that pedestrian travel should be encouraged as a viable mode of movement between high density residential and commercial areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core Area and neighborhood business districts by providing safe and convenient pedestrian facilities.

*Transportation Policy #41 (Bicycling)* states that the City should develop a safe, direct, and well-maintained transportation bicycle network linking residences, employment centers, schools, parks and transit facilities and should promote bicycling as an alternative mode of transportation for commuting as well as for recreation.

*Transportation Policy #42 (Bicycling)* states that bike lanes are considered generally appropriate on arterial and major collector streets. Right-of-way requirements for bike lanes should be considered in conjunction with planning the major thoroughfares network and in implementing street improvement projects.

*Transportation Policy #43 (Bicycling)* states that priority improvements to the Transportation Bicycle Network should include:

- Bike routes linking light rail stations to nearby neighborhoods.
- Bike paths along designated trails and pathways corridors.
- Bike paths linking residential areas to major employment centers.

## Cumulative Impacts

TO BE COMPLETED when the data become available.

CSJ Traffix Database - Network Template
(Template modified Oct. 11, 2000)
(Database updated June 6, 2003)

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

| Intersection | | Existing (AM) | | | | Existing (PM) | | | | Background (AM) | | | | | | Background (PM) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | LOS | Avg Del (sec) | Crit V/C | Avg Crit Del (sec) | LOS | Avg Del (sec) | Crit V/C | Avg Crit Del (sec) | LOS | Avg Del (sec) | Crit V/C | Crit V/C Change | Avg Crit Del (sec) | Avg Crit Del Change | LOS | Avg Del (sec) | Crit V/C | Avg Crit Del (sec) |
| #3013 | 87/JULIAN (E) * | D | 32.2 | 0.590 | 32.0 | D | 30.3 | 0.616 | 32.3 | D- | 37.0 | 0.697 | + 0.081 | 37.4 | + 5.2 | D | 32.3 | 0.700 | 34.5 |
| #3014 | 87/JULIAN (W) | B | 11.0 | 0.374 | 8.8 | B | 11.4 | 0.379 | 13.8 | B | 11.6 | 0.506 | + 0.127 | 9.5 | - 4.4 | B | 11.6 | 0.473 | 13.5 |
| #3015 | 87/SANTA CLARA | B- | 13.3 | 0.623 | 13.3 | B | 11.2 | 0.382 | 11.6 | C+ | 15.9 | 0.830 | + 0.448 | 15.7 | + 4.1 | B | 12.6 | 0.499 | 12.9 |
| #3046 | 880/ALAMEDA (N) | C+ | 16.7 | 0.639 | 17.2 | B+ | 6.9 | 0.462 | 6.7 | C+ | 16.7 | 0.639 | + 0.177 | 17.2 | + 10.4 | B+ | 6.9 | 0.462 | 6.7 |
| #3047 | 880/ALAMEDA (S) | C | 18.8 | 0.567 | 18.9 | B+ | 6.1 | 0.398 | 6.5 | C | 18.8 | 0.567 | + 0.169 | 18.9 | + 12.4 | B+ | 6.1 | 0.398 | 6.5 |
| #3048 | 880/BASCOM (N) | B | 7.3 | 0.601 | 6.8 | B | 7.7 | 0.546 | 8.6 | B | 7.3 | 0.604 | + 0.058 | 6.9 | - 1.8 | B | 7.7 | 0.548 | 8.7 |
| #3049 | 880/BASCOM (S) | B+ | 6.5 | 0.469 | 9.1 | B | 8.0 | 0.461 | 0.2 | B+ | 6.4 | 0.471 | + 0.010 | 9.1 | + 8.8 | B | 8.0 | 0.462 | 0.2 |
| #3052 | 880/COLEMAN (N) | B- | 14.2 | 0.682 | 13.5 | B | 8.3 | 0.625 | 8.6 | C | 21.2 | 0.922 | + 0.297 | 23.7 | + 15.1 | B | 12.4 | 0.868 | 14.8 |
| #3053 | 880/COLEMAN (S) | B | 9.1 | 0.579 | 11.6 | B | 9.4 | 0.523 | 3.7 | B | 11.3 | 0.712 | + 0.189 | 14.9 | + 11.2 | B | 11.9 | 0.641 | 23.5 |
| #3054 | 880/FIRST (N) | C+ | 16.2 | 0.799 | 18.3 | B | 11.9 | 0.512 | 13.0 | D | 31.0 | 0.992 | + 0.480 | 36.3 | + 23.3 | B- | 13.9 | 0.643 | 15.1 |
| #3055 | 880/FIRST (S) | C | 17.4 | 0.677 | 19.5 | B | 12.9 | 0.565 | 15.8 | C | 19.4 | 0.774 | + 0.209 | 22.1 | + 6.2 | B- | 13.5 | 0.651 | 17.8 |
| #3057 | ALAMEDA/HEDDING | D | 34.1 | 0.789 | 37.3 | C- | 24.4 | 0.658 | 24.3 | D | 34.2 | 0.796 | + 0.138 | 37.7 | + 13.4 | C- | 24.5 | 0.664 | 24.3 |
| #3058 | ALAMEDA/NAGLEE | D | 32.5 | 0.663 | 33.7 | D+ | 27.2 | 0.624 | 27.9 | D | 32.9 | 0.666 | + 0.042 | 33.7 | + 5.7 | D+ | 27.2 | 0.633 | 28.1 |
| #3059 | ALAMEDA/RACE | D+ | 26.0 | 0.477 | 22.9 | C | 21.8 | 0.640 | 31.6 | D+ | 26.1 | 0.490 | - 0.150 | 22.9 | - 8.7 | C | 21.3 | 0.643 | 31.7 |
| #3066 | AUTUMN/SANTA CLARA | C- | 23.4 | 0.643 | 26.1 | B- | 14.6 | 0.353 | 15.8 | C- | 23.5 | 0.660 | + 0.308 | 26.6 | + 10.8 | C+ | 15.1 | 0.407 | 16.6 |
| #3112 | MONTGOMERY/SANTA CLARA [*loss time includes 34 sec | C+ | 15.1 | 0.536 | 8.1 | B- | 13.2 | 0.436 | 20.9 | B- | 15.0 | 0.555 | + 0.119 | 8.3 | - 12.6 | B- | 13.4 | 0.455 | 21.3 |
| #3227 | ALAMEDA/JULIAN | B | 12.7 | 0.628 | 15.4 | B | 11.9 | 0.432 | 6.7 | B | 12.7 | 0.628 | + 0.196 | 15.4 | + 8.7 | B | 11.9 | 0.432 | 6.7 |
| #3228 | ALAMEDA/LENZEN | B | 10.6 | 0.661 | 13.5 | B | 8.9 | 0.476 | 5.2 | B | 10.8 | 0.667 | + 0.192 | 13.7 | + 8.5 | B | 9.1 | 0.478 | 5.2 |
| #3230 | ALAMEDA/STOCKTON | C | 17.0 | 0.549 | 20.8 | B | 12.4 | 0.326 | 15.0 | C | 19.8 | 0.627 | + 0.300 | 24.6 | + 9.7 | B- | 14.8 | 0.386 | 18.4 |
| #3231 | ALAMEDA/SUNOL | B | 11.4 | 0.350 | 11.3 | B+ | 6.0 | 0.342 | 8.8 | B | 11.4 | 0.350 | + 0.008 | 11.3 | + 2.5 | B+ | 6.0 | 0.342 | 8.8 |
| #3249 | ALMADEN/PARK | C | 21.9 | 0.374 | 19.7 | C | 22.8 | 0.446 | 21.1 | D+ | 25.1 | 0.422 | - 0.024 | 22.1 | + 1.0 | C- | 24.8 | 0.477 | 21.4 |
| #3251 | ALMADEN/SAN FERNANDO | B- | 14.3 | 0.313 | 14.0 | C+ | 16.4 | 0.474 | 17.4 | B | 12.8 | 0.342 | - 0.132 | 13.8 | - 3.6 | C | 18.6 | 0.497 | 17.4 |
| #3252 | ALMADEN/SANTA CLARA(E) | C | 18.5 | 0.667 | 18.3 | C+ | 16.6 | 0.576 | 17.6 | C | 21.4 | 0.747 | + 0.171 | 21.5 | + 3.9 | C | 19.1 | 0.684 | 19.8 |
| #3253 | ALMADEN/SANTA CLARA(W) | A | 3.8 | 0.441 | 4.6 | B | 9.0 | 0.538 | 10.6 | A | 4.3 | 0.504 | - 0.034 | 5.6 | - 4.9 | B | 9.0 | 0.591 | 10.8 |
| #3263 | AUTUMN/JULIAN | B | 8.8 | 0.207 | 6.1 | B | 10.2 | 0.278 | 8.8 | B | 8.8 | 0.207 | - 0.071 | 6.1 | - 2.8 | B | 10.2 | 0.278 | 8.8 |
| #3264 | AUTUMN/SAN FERNANDO | B+ | 5.5 | 0.245 | 4.7 | B | 8.1 | 0.203 | 8.8 | B+ | 5.4 | 0.255 | + 0.052 | 4.6 | - 4.2 | B | 8.2 | 0.207 | 8.8 |

CSJ Traffix Database - Network Template
(Template modified Oct. 11, 2000)
(Database updated June 6, 2003)

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

| Intersection | | Existing (AM) | | | | Existing (PM) | | | | Background (AM) | | | | | | Background (PM) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | LOS | Avg Del (sec) | Crit V/C | Avg Crit Del (sec) | LOS | Avg Del (sec) | Crit V/C | Avg Crit Del (sec) | LOS | Avg Del (sec) | Crit V/C | Crit V/C Change | Avg Crit Del (sec) | Avg Crit Del Change | LOS | Avg Del (sec) | Crit V/C | Avg Crit Del (sec) |
| #3284 | BASCOM/NAGLEE | D+ | 26.1 | 0.576 | 22.8 | D | 29.9 | 0.592 | 31.6 | D+ | 25.3 | 0.578 | - 0.014 | 23.0 | - 8.7 | D | 30.4 | 0.609 | 32.4 |
| #3363 | CAHILL/SANTA CLARA | A | 4.6 | 0.372 | 2.5 | A | 4.7 | 0.317 | 6.0 | A | 4.6 | 0.372 | + 0.055 | 2.5 | - 3.5 | A | 4.7 | 0.317 | 6.0 |
| #3413 | COLEMAN/HEDDING | E | 44.4 | 0.964 | 55.5 | D | 35.6 | 0.928 | 39.3 | F | 70.1 | 1.096 | + 0.168 | 98.2 | + 58.9 | E+ | 43.2 | 1 005 | 51 6 |
| #3417 | COLEMAN/TAYLOR | E- | 47.2 | 0.924 | 51.5 | D | 34.1 | 0.616 | 35.5 | E- | 56.5 | 1.008 | + 0.392 | 67.7 | + 32.2 | D | 35.1 | 0.675 | 48.5 |
| #3443 | DANA/NAGLEE | B | 7.3 | 0.352 | 7.0 | A | 3.6 | 0.280 | 3.0 | B | 7.2 | 0.353 | + 0.073 | 7.0 | + 4.0 | A | 3 6 | 0.281 | 3.0 |
| #3445 | DELMAS/PARK* | C+ | 16.6 | 0.269 | 17.6 | C | 18.7 | 0.544 | 20.9 | C+ | 16.6 | 0.354 | - 0.190 | 17.8 | - 3.2 | C | 18.4 | 0 567 | 21.1 |
| #3450 | DI SALVO/FOREST | B- | 15.0 | 0.289 | 14.1 | B- | 14.0 | 0.296 | 13.9 | C+ | 15.3 | 0.310 | + 0.015 | 15.0 | + 1.1 | B- | 14.3 | 0.323 | 14.3 |
| #3491 | FIRST/ST. JAMES | B- | 13.3 | 0.378 | 13.4 | B | 10.7 | 0.331 | 10.5 | B- | 13.3 | 0.385 | + 0.054 | 13.4 | + 2.8 | B | 10.6 | 0.367 | 10.4 |
| #3494 | FIRST/HAWTHORNE | A | 2.5 | 0.268 | 2.7 | A | 2.7 | 0.335 | 3.0 | A | 2.7 | 0.296 | - 0.039 | 2.9 | - 0.0 | A | 2 8 | 0.370 | 3 2 |
| #3496 | FIRST/HEDDING | D | 28.1 | 0.543 | 26.3 | C- | 24.7 | 0.477 | 28.1 | D | 33.3 | 0.629 | + 0.152 | 28.7 | + 0.6 | D+ | 26.2 | 0.578 | 30.9 |
| #3498 | FIRST/JACKSON | C | 18.1 | 0.548 | 19.2 | C | 18.6 | 0.652 | 20.2 | C | 18.7 | 0.588 | - 0.063 | 19.7 | - 0.5 | C | 20.3 | 0.701 | 22.0 |
| #3499 | FIRST/JULIAN | C+ | 15.7 | 0.473 | 14.7 | C+ | 15.9 | 0.451 | 17.4 | C+ | 15.4 | 0.503 | + 0.052 | 14.9 | - 2.5 | C+ | 15.9 | 0.475 | 17.7 |
| #3502 | FIRST/MISSION | B- | 14.2 | 0.776 | 13.4 | B- | 13.8 | 0.614 | 14.3 | C+ | 15.6 | 0.812 | + 0.198 | 14.7 | + 0.4 | B- | 14 0 | 0.649 | 14.8 |
| #3505 | FIRST/RANKIN | A | 1.9 | 0.264 | 1.9 | A | 2.7 | 0.330 | 2.8 | A | 1.9 | 0.264 | - 0.066 | 1.9 | - 0.9 | A | 2.7 | 0.330 | 2.8 |
| #3511 | FIRST/SAN FERNANDO | B | 7.1 | 0.350 | 6.4 | B+ | 5.6 | 0.288 | 5.8 | B | 7.0 | 0.377 | + 0.089 | 6.6 | + 0.9 | B+ | 5.8 | 0.326 | 6.0 |
| #3513 | FIRST/SANTA CLARA | B | 7.0 | 0.443 | 7.3 | B+ | 6.1 | 0.415 | 6.5 | B+ | 6.9 | 0.462 | + 0.047 | 7.2 | + 0.7 | B+ | 6.1 | 0.476 | 6.5 |
| #3517 | FIRST/ST. JOHN | B | 12.6 | 0.345 | 10.8 | B | 12.5 | 0.285 | 12.3 | B | 12.6 | 0.346 | + 0.061 | 10.7 | - 1.6 | B | 12.6 | 0.295 | 12.3 |
| #3519 | FIRST/TAYLOR | D | 33.5 | 0.637 | 38.2 | E | 49.0 | 0.955 | 51.2 | D | 36.0 | 0.709 | - 0.247 | 41.2 | - 10.0 | E- | 59.2 | 1.014 | 61.6 |
| #3521 | FIRST/YOUNGER | B | 9.0 | 0.435 | 8.9 | B- | 13.4 | 0.514 | 13.1 | B | 8.8 | 0.447 | - 0.067 | 8.8 | - 4.4 | B- | 13.2 | 0.530 | 13.0 |
| #3563 | GUADALUPE/MISSION | B- | 13.7 | 0.917 | 17.3 | C+ | 16.4 | 0.810 | 19.0 | D+ | 25.7 | 0.979 | + 0.169 | 35.5 | + 16.4 | C | 19.0 | 0.900 | 22.0 |
| #3571 | HANCHETT/PARK | B | 7.0 | 0.626 | 7.4 | A | 4.5 | 0.494 | 3.9 | B | 7.0 | 0.626 | + 0.132 | 7.4 | + 3.5 | A | 4.5 | 0.494 | 3.9 |
| #3577 | HEDDING/PARK | B | 12.6 | 0.719 | 13.7 | B | 11.1 | 0.557 | 11.6 | B | 12.6 | 0.719 | + 0.162 | 13.7 | + 2.1 | B | 11.1 | 0.557 | 11.6 |
| #3578 | HEDDING/RUFF | A | 1.9 | 0.196 | 2.6 | A | 2.5 | 0.253 | 3.0 | A | 1.9 | 0.196 | - 0.057 | 2.6 | - 0.5 | A | 2.5 | 0.253 | 3.0 |
| #3579 | HEDDING/SAN PEDRO | C | 21.1 | 0.571 | 23.0 | C | 17.8 | 0.400 | 20.4 | C | 21.1 | 0.571 | + 0.171 | 23.0 | + 2.6 | C | 17.8 | 0.400 | 20.4 |
| #3605 | JULIAN/MARKET | C+ | 15.9 | 0.560 | 14.9 | C | 17.9 | 0.695 | 19.5 | C+ | 16.2 | 0.617 | - 0.078 | 16.0 | - 3.4 | C | 18.2 | 0.729 | 20 1 |
| #3606 | JULIAN/MONTGOMERY | B+ | 6.5 | 0.406 | 6.3 | B | 7.8 | 0.479 | 7.9 | B+ | 6.5 | 0.406 | - 0.073 | 6.3 | - 1.6 | B | 7.8 | 0.479 | 7.9 |

CSJ Traffix Database - Network Template
(Template modified Oct. 11, 2000)
(Database updated June 6, 2003)

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

| Intersection | Existing (AM) | | | | Existing (PM) | | | | Background (AM) | | | | | | Background (PM) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LOS | Avg Del (sec) | Crit V/C | Avg Crit Del (sec) | LOS | Avg Del (sec) | Crit V/C | Avg Crit Del (sec) | LOS | Avg Del (sec) | Crit V/C | Crit V/C Change | Avg Crit Del (sec) | Avg Crit Del Change | LOS | Avg Del (sec) | Crit V/C | Avg Crit Del (sec) |
| #3645 LENZEN/STOCKTON | B | 11.6 | 0.637 | 10.3 | B | 11.2 | 0.382 | 10.3 | B | 11.9 | 0.652 | + 0.269 | 10.7 | + 0.4 | B | 11.4 | 0.407 | 10.6 |
| #3667 MARKET/SAN FERNANDO | B | 11.5 | 0.413 | 12.0 | B | 10.9 | 0.436 | 11.4 | B | 11.6 | 0.445 | + 0.008 | 12.3 | + 0.8 | B | 11.3 | 0.496 | 12.0 |
| #3668 MARKET/PARK | B | 7.8 | 0.114 | 7.8 | A | 4.6 | 0.306 | 4.6 | B | 7.2 | 0.158 | - 0.148 | 7.2 | + 2.6 | A | 5.0 | 0.348 | 5.0 |
| #3670 MARKET/SANTA CLARA | C | 18.3 | 0.589 | 18.1 | C+ | 16.9 | 0.555 | 16.1 | C | 19.2 | 0.627 | + 0.073 | 18.7 | + 2.5 | C | 18.0 | 0.642 | 17.4 |
| #3671 MARKET/ST. JAMES | C+ | 16.1 | 0.483 | 16.4 | B- | 13.2 | 0.446 | 12.1 | C+ | 16.7 | 0.520 | + 0.074 | 17.1 | + 5.0 | B- | 13.7 | 0.478 | 12.7 |
| #3672 MARKET/ST. JOHN | B+ | 5.9 | 0.547 | 4.1 | B | 9.1 | 0.619 | 8.0 | B+ | 5.8 | 0.563 | - 0.056 | 4.1 | - 3.9 | B | 9.0 | 0.644 | 8.0 |
| #3689 MERIDIAN/PARK | B | 8.6 | 0.564 | 8.6 | B+ | 6.0 | 0.420 | 6.4 | B | 8.6 | 0.564 | + 0.144 | 8.6 | + 2.1 | B+ | 6.0 | 0.420 | 6.4 |
| #3697 MISSION/SAN PEDRO | B- | 14.6 | 0.242 | 12.5 | C+ | 16.0 | 0.372 | 15.0 | B- | 14.8 | 0.242 | - 0.129 | 12.5 | - 2.4 | C+ | 16.1 | 0.377 | 15.2 |
| #3709 MONTGOMERY/PARK | B- | 13.4 | 0.218 | 21.4 | C | 21.3 | 0.422 | 24.1 | B- | 13.2 | 0.218 | - 0.204 | 21.4 | - 2.7 | C | 21.3 | 0.422 | 24.1 |
| #3710 MONTGOMERY/SAN FERNANDO | B | 9.4 | 0.130 | 9.8 | B | 10.5 | 0.385 | 10.5 | B | 9.4 | 0.130 | - 0.255 | 9.8 | - 0.7 | B | 10.5 | 0.385 | 10.5 |
| #3718 NAGLEE/PARK | C+ | 16.3 | 0.639 | 16.9 | C | 17.1 | 0.398 | 17.2 | C+ | 16.4 | 0.639 | + 0.241 | 16.9 | - 0.2 | C | 17.1 | 0.399 | 17.2 |
| #3729 PARK/SANDRINGHAM | B | 8.8 | 0.535 | 5.3 | B | 9.8 | 0.616 | 12.8 | B | 8.8 | 0.535 | - 0.081 | 5.3 | - 7.4 | B | 9.8 | 0.616 | 12.8 |
| #3730 PARK/SUNOL | B+ | 6.3 | 0.322 | 6.7 | B+ | 6.8 | 0.366 | 7.4 | B+ | 6.3 | 0.322 | - 0.043 | 6.7 | - 0.7 | B+ | 6.8 | 0.366 | 7.4 |
| #3731 PARK/WOZ | B | 11.7 | 0.197 | 12.5 | C+ | 15.7 | 0.363 | 17.6 | B- | 13.8 | 0.299 | - 0.064 | 16.1 | - 1.6 | C+ | 15.2 | 0.516 | 19.2 |
| #3732 PARK/RACE | B | 8.5 | 0.595 | 9.6 | B | 8.7 | 0.620 | 9.7 | B | 8.5 | 0.595 | - 0.025 | 9.6 | - 0.1 | B | 8.7 | 0.620 | 9.7 |
| #3775 SAN PEDRO/SANTA CLARA | A | 3.4 | 0.315 | 3.6 | B+ | 5.8 | 0.304 | 6.1 | A | 3.3 | 0.328 | + 0.024 | 3.5 | - 2.7 | B+ | 5.3 | 0.344 | 5.6 |
| #3776 SAN PEDRO/TAYLOR | C | 22.5 | 0.203 | 21.8 | D | 33.5 | 0.521 | 31.3 | C- | 24.4 | 0.226 | - 0.295 | 21.9 | - 9.4 | D | 33.9 | 0.529 | 31.1 |
| #3777 SAN PEDRO/ST. JAMES | A | 3.5 | 0.343 | 2.7 | B | 7.5 | 0.212 | 6.6 | A | 3.5 | 0.357 | + 0.145 | 2.6 | - 3.9 | B+ | 6.9 | 0.238 | 5.9 |
| #3778 SAN PEDRO/YOUNGER | B | 11.1 | 0.128 | 7.7 | B | 8.3 | 0.117 | 9.5 | B | 11.1 | 0.128 | + 0.012 | 7.7 | - 1.8 | B | 8.3 | 0.117 | 9.5 |
| #3817 STOCKTON/TAYLOR | C+ | 15.9 | 0.336 | 15.5 | C+ | 16.7 | 0.291 | 18.2 | C+ | 15.6 | 0.353 | + 0.062 | 15.3 | - 2.9 | C+ | 16.5 | 0.317 | 17.1 |
| #3852 ALMADEN-TERRAINE/SANTA CLARA | A | 2.2 | 0.370 | 2.3 | A | 4.0 | 0.340 | 4.3 | A | 2.2 | 0.383 | + 0.043 | 2.3 | - 2.0 | A | 4.4 | 0.374 | 4.0 |

CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

*Department of Transportation*

# LETTER OF TRANSMITTAL

**TO: Gary Black, Hexagon Transportation** **DATE: October 15, 2003**

**RE: GP03-03-12**

## *WE ARE SENDING YOU*

✓ **Attached** ☐ **Under separate cover via _____ the following items:**

| COPIES | DATE | No. | DESCRIPTION |
|---|---|---|---|
| | | | |

**THESE ARE TRANSMITTED as checked below:**

| | | | | | |
|---|---|---|---|---|---|
| ☐ | For approval | ☐ | Approved as submitted | ☐ | Resubmit _____ copies for approval |
| ✓ | For your use | ☐ | Approved as noted | ☐ | Submit _____ copies for distribution |
| ☐ | As requested/ | ☐ | Returned for corrections | ☐ | Return _____ corrected prints |
| ☐ | For review and comment | ☐ | Items returned after loan to us | ☐ | other _____ |

## *REMARKS:*

Attached is the GP03-03-12 Project Impact Analysis and data. Also included is the Traffic Analysis Report for the GPA, which was prepared by the City of San José, Department of Transportation.

Please call me at 277-2545, or Casey Hirasaki at 277-4304, if you have any questions.

Sincerely,

Paul Ma
Transportation Systems Plan Manager
Transportation Planning Division

4 North Second Street, Suite 1000, San Jose, CA 95113 **tel** (408) 277-4304 **fax** (408) 277-2489

# General Plan Amendments
# GP03-03-12 (Coleman)
# Screenlines Analysis
# in the PM Peak Direction

## Base

| | | TO | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | District | 1 | 2 | 3 | 4 | 5 | Total | |
| FROM | 1 | 6674 | 1449 | 1098 | 11907 | 15467 | 36,595 | 29,921 |
| | 2 | 292 | 14098 | 765 | 6608 | 2630 | 24,393 | |
| | 3 | 220 | 1542 | 20580 | 11580 | 8219 | 42,141 | |
| | 4 | 3472 | 10106 | 12558 | 127721 | 45741 | 199,598 | |
| | 5 | 6374 | 7410 | 8797 | 66655 | 277641 | 366,877 | |
| | Total | 17,032 | 34,605 | 43,798 | 224,471 | 349,698 | 669,604 | |
| | Total Inbound | | 20,507 | 23,218 | | | | |

## Project

| | | TO | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | District | 1 | 2 | 3 | 4 | 5 | Total | |
| FROM | 1 | 6,674 | 1,449 | 1,098 | 11,907 | 15,467 | 36,595 | 29,921 |
| | 2 | 292 | 14,098 | 765 | 6,608 | 2,630 | 24,393 | |
| | 3 | 220 | 1,542 | 20,580 | 11,580 | 8,219 | 42,141 | |
| | 4 | 3,472 | 10,106 | 12,558 | 127,721 | 45,741 | 199,598 | |
| | 5 | 6,374 | 7,410 | 8,797 | 66,655 | 277,641 | 366,877 | |
| | Total | 17,032 | 34,605 | 43,798 | 224,471 | 349,698 | 669,604 | |
| | Total Inbound | | 20,507 | 23,218 | | | | |

| | |
|---|---|
| Change | 0 |
| Percent Change | 0.00% |

| | | | |
|---|---|---|---|
| EV | **Change in Volume** | 0 | |
| | **Percent Change** | 0.00% | (Significant impact for EV = 0.10%) |
| SSJ | **Change in Volume** | 0 | |
| | **Percent Change** | 0.00% | (Significant impact for SSJ = 0.20%) |
| NSJ | **Change in Volume** | 0 | |
| | **Percent Change** | 0.00% | (Significant impact for NSJ = 0.20%) |

| | |
|---|---|
| District 1 | North San Jose |
| District 2 | Evergreen |
| District 3 | South San Jose |
| District 4 | Remainder of City |
| District 5 | Remainder of County |

10/15/2003
Department of Transportation

**General Plan Amendment**
**GP03-03-12 (Coleman)**
**E/F Link Analysis**
**in PM Peak Direction**

Link #1
N/o Hedding

| | | | | Base | | | Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | A-Node | B-Node | E/F Link | Volume | Capacity | V/C | Volume | Capacity | V/C | Change |
| 1 | 7210 | 3496 | First | 1972 | 1837 | 1.0735* | 1999 | 1837 | 1.0882* | 27 |
| 2 | 6546 | 6548 | CA-87 | 7572 | 5500 | 1.3767* | 7556 | 5500 | 1.3738* | -16 |
| 3 | 3053 | 3413 | Coleman | 2479 | 2763 | 0.8972 | 2658 | 2763 | 0.9620* | 179 |

| | | | |
|---|---|---|---|
| Total | 12,023 | 12,213 | 190 |
| Number of E/F Links | 3 | | |
| Average Link Volume | 4,008 | | |

| | | |
|---|---|---|
| **Change in Volume** | 190 | |
| **Total Volume** | 4,008 | |
| **Percent Change** | 4.74% | (Significant impact = 1.50%) |

Link #2
S/o Julian

| | | | | Base | | | Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | A-Node | B-Node | E/F Link | Volume | Capacity | V/C | Volume | Capacity | V/C | Change |
| 1 | 6559 | 6561 | CA-87 | 7998 | 5500 | 1.4542* | 8030 | 5500 | 1.4600* | 32 |

| | | | |
|---|---|---|---|
| Total | 7,998 | 8,030 | 32 |
| Number of E/F Links | 1 | | |
| Average Link Volume | 7,998 | | |

| | | |
|---|---|---|
| **Change in Volume** | 32 | |
| **Total Volume** | 7,998 | |
| **Percent Change** | 0.40% | (Significant impact = 1.50%) |

Link #3
W/o First

| | | | | Base | | | Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | A-Node | B-Node | E/F Link | Volume | Capacity | V/C | Volume | Capacity | V/C | Change |
| 1 | 6313 | 6315 | I-880 | 8643 | 6600 | 1.3095* | 8677 | 6600 | 1.3147* | 34 |
| 2 | 3499 | 7134 | Julian | 1967 | 1837 | 1.0708* | 1919 | 1837 | 1.0446* | -48 |

| | | | |
|---|---|---|---|
| Total | 10,610 | 10,596 | -14 |
| Number of E/F Links | 2 | | |
| Average Link Volume | 5,305 | | |

| | | |
|---|---|---|
| **Change in Volume** | -14 | |
| **Total Volume** | 5,305 | |
| **Percent Change** | -0.26% | (Significant impact = 1.50%) |

**General Plan Amendment**
**GP03-03-12 (Coleman)**
**E/F Link Analysis**
**in PM Peak Direction**

Link #4
N/o Alameda

| | | | | Base | | | Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | A-Node | B-Node | E/F Link | Volume | Capacity | V/C | Volume | Capacity | V/C | Change |
| 1 | 6320 | 6322 | I-880 | 9393 | 7700 | 1.2199* | 9375 | 7700 | 1.2175* | -18 |
| | | | Total | 9,393 | | | 9,375 | | | -18 |
| | | | Number of E/F Links | 1 | | | | | | |
| | | | Average Link Volume | 9,393 | | | | | | |

| | | |
|---|---|---|
| **Change in Volume** | -18 | |
| **Total Volume** | 9,393 | |
| **Percent Change** | -0.19% | (Significant impact = 1.50%) |

## General Plan Amendments
## GP03-03-12 (Coleman)
## Vehicle Miles Traveled (VMT) Analysis Summary

| BASE | Freeways | Highways | Express-ways | Arterials | Collectors | On-ramps/ Off-ramps | Interchng. Ramps | Loop Ramps | Totals |
|---|---|---|---|---|---|---|---|---|---|
| NSJ | 42,790 | - | 19,736 | 49,698 | 6,661 | 1,738 | - | 67 | 120,689 |
| EV | 89,143 | - | 9,165 | 40,802 | 6,509 | 5,901 | 1,887 | 1,158 | 154,565 |
| SSJ | 110,694 | 19,833 | 36,625 | 68,754 | 5,878 | 2,318 | 2,020 | 178 | 246,300 |
| Rest of SJ | 463,709 | 37,764 | 67,360 | 372,608 | 46,578 | 26,535 | 23,395 | 4,279 | 1,042,226 |
| **Totals** | 706,335 | 57,597 | 132,885 | 531,862 | 65,626 | 36,491 | 27,302 | 5,682 | 1,563,779 |

**Total Base VMT = 1,563,779**

| PROJECT | Freeways | Highways | Express-ways | Arterials | Collectors | On-ramps/ Off-ramps | Interchng Ramps | Loop Ramps | Totals |
|---|---|---|---|---|---|---|---|---|---|
| NSJ | 42,877 | - | 19,783 | 49,457 | 6,654 | 1,752 | - | 66 | 120,588 |
| EV | 89,277 | - | 9,238 | 40,910 | 6,511 | 5,870 | 1,883 | 1,150 | 154,840 |
| SSJ | 110,849 | 19,731 | 36,694 | 68,564 | 5,897 | 2,305 | 2,073 | 183 | 246,295 |
| Rest of SJ | 463,557 | 37,588 | 67,250 | 373,361 | 46,441 | 26,568 | 23,393 | 4,325 | 1,042,483 |
| **Totals** | 706,560 | 57,319 | 132,965 | 532,292 | 65,502 | 36,496 | 27,348 | 5,724 | 1,564,205 |

**Total Project VMT = 1,564,205**

| | | |
|---|---|---|
| **Change in VMT** | **425** | (Significant impact = 0.20%) |
| **Percent Change** | **0.03%** | |

10/15/2003
Department of Transportation

# General Plan Amendments
# GP03-03-12 (Coleman)
# Vehicle Hours Traveled (VHT) Analysis Summary

| BASE | Freeways | Highways | Express-ways | Arterials | Collectors | On-ramps/ Off-ramps | Interchng Ramps | Loop Ramps | Totals |
|---|---|---|---|---|---|---|---|---|---|
| NSJ | 881 | - | 526 | 1,488 | 274 | 75 | - | 3 | 3,246 |
| EV | 1,978 | - | 229 | 1,330 | 307 | 251 | 39 | 39 | 4,171 |
| SSJ | 2,214 | 418 | 941 | 2,034 | 249 | 86 | 47 | 8 | 5,997 |
| Rest of SJ | 9,811 | 863 | 1,651 | 11,415 | 1,980 | 1,147 | 497 | 179 | 27,543 |
| **Totals** | 14,884 | 1,280 | 3,348 | 16,267 | 2,810 | 1,558 | 582 | 229 | 40,957 |

**Total Base VHT = 40,957**

| PROJECT | Freeways | Highways | Express-ways | Arterials | Collectors | On-ramps/ Off-ramps | Interchng Ramps | Loop Ramps | Totals |
|---|---|---|---|---|---|---|---|---|---|
| NSJ | 887 | - | 528 | 1,479 | 273 | 75 | - | 3 | 3,246 |
| EV | 1,983 | - | 232 | 1,333 | 306 | 249 | 39 | 38 | 4,179 |
| SSJ | 2,221 | 417 | 944 | 2,028 | 248 | 85 | 49 | 9 | 6,001 |
| Rest of SJ | 9,820 | 857 | 1,644 | 11,427 | 1,993 | 1,147 | 496 | 182 | 27,564 |
| **Totals** | 14,911 | 1,274 | 3,348 | 16,267 | 2,820 | 1,555 | 583 | 231 | 40,989 |

**Total Project VHT = 40,989**

| | | |
|---|---|---|
| **Change in VHT** | **32** | (Significant impact = 0.20%) |
| **Percent Change** | **0.08%** | |

10/15/2003
Department of Transportation

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

**CITY OF SAN JOSE**
Department of Planning, Building and Code Enforcement
Planning Divisions, 801 North First Street, Rm 400
San Jose, California 95110-1795
(408) 277-4576
Website: www.ci.san-jose.ca.us/planning/sjplan

# GENERAL PLAN AMENDMENT APPLICATION

## TO BE COMPLETED BY PLANNING STAFF

| FILE NUMBER (LAND USE AMENDMENT) | COUNCIL DISTRICT | QUAD # | RECEIPT #: |
|---|---|---|---|
| GP | | | |
| FILE NUMBER (TEXT AMENDMENT) | ZONING | | AMOUNT: |
| GPT GP____-T-____ | | | DATE: |
| PROJECT LOCATION AND STREET ADDRESS | | | BY: |

## TO BE COMPLETED BY THE APPLICANT

(PLEASE PRINT OR TYPE. FOR ADDITIONAL INFORMATION USE A SUPPLEMENTAL SHEET )

EXISTING GENERAL PLAN / DESIGNATION OR TEXT REFERENCE

Transportation LOS Policy

REQUESTED GENERAL PLAN / DESIGNATION OR TEXT

Delete the following intersections from the LOS Policy

1. Alameda and Hedding
2. First and Taylor
3. 7th + Virginia
4. Meridian and San Carlos

OTHER GENERAL PLAN CHANGES

FOR THE PROPERTY LOCATED AT

N/A

| ASSESSOR'S PARCEL NUMBER(S) (APN) | GROSS ACREAGE |
|---|---|
| N/A | N/A |

EXISTING LAND USE(S)

SUBJECT SITE - N/A

NORTH -

EAST -

SOUTH -

WEST -

THIS APPLICATION IS ACCEPTED BY APPOINTMENT ONLY WITH THE GENERAL PLAN STAFF, CALL (408) 277-4576

**TO BE COMPLETED BY THE APPLICANT**
(PLEASE PRINT OR TYPE. FOR ADDITIONAL INFORMATION USE A SUPPLEMENTAL SHEET )

REASON(S) FOR AMENDMENT REQUEST

To conform to the concept that there are gateways to the downtown (as defined - downtown is the "greater downtown") that may experience higher levels of traffic impacts and these intersections should not be expanded with additional traffic capacity

THE FOLLOWING REQUIRED MATERIALS ARE ATTACHED:

- ☐ Application for Environmental Clearance
- ☐ Application Fee(s) and Public Noticing Fees
- ☐ Assessor's Parcel Map(s)

→ Submitted as part of the draft Downtown EIR

THIS APPLICATION IS ACCEPTED BY APPOINTMENT ONLY WITH THE GENERAL PLAN STAFF, CALL (408) 277-4576

## APPLICANT

That for the purpose of processing and coordination of this application, the following person is my (our) designated representative/contact person:

| PRINT NAME OF APPLICANT | RELATIONSHIP TO OWNER(S) | NAME OF FIRM, IF APPLICABLE |
|---|---|---|
| San Jose Redevelopment | | |

| ADDRESS | CITY | STATE | ZIP CODE |
|---|---|---|---|
| 50 West San Fernando Street Ste 1500 | San Jose | CA | 95113 |

| DAYTIME TELEPHONE # | FAX TELEPHONE # | E-MAIL ADDRESS |
|---|---|---|
| (408) 794-1085 | (408) 277 3153 | dennis.korabiak@sanjose ca.gov |

## CONTACT PERSON (IF DIFFERENT FROM APPLICANT)

| PRINT NAME OF CONTACT PERSON | NAME OF FIRM, IF APPLICABLE |
|---|---|
| Dennis Korabiak ↑ | |

| ADDRESS | CITY | STATE | ZIP CODE |
|---|---|---|---|
| | | | |

| DAYTIME TELEPHONE # | FAX TELEPHONE # | E-MAIL ADDRESS |
|---|---|---|
| ( ) | ( ) | |

## PROPERTY OWNER

| PRINT NAME OF OWNER | NAME OF FIRM, IF APPLICABLE |
|---|---|
| | |

| ADDRESS | CITY | STATE | ZIP CODE |
|---|---|---|---|
| | | | |

| DAYTIME TELEPHONE # | FAX TELEPHONE # | E-MAIL ADDRESS |
|---|---|---|
| ( ) | ( ) | |

| PRINT NAME OF OWNER | NAME OF FIRM, IF APPLICABLE |
|---|---|
| | |

| ADDRESS | CITY | STATE | ZIP CODE |
|---|---|---|---|
| | | | |

| DAYTIME TELEPHONE # | FAX TELEPHONE # | E-MAIL ADDRESS |
|---|---|---|
| ( ) | ( ) | |

THIS APPLICATION IS ACCEPTED BY APPOINTMENT ONLY WITH THE GENERAL PLAN STAFF, CALL (408) 277-4576