
Appendix E
Transportation and Circulation

Background & Future (Cumulative) Projects Trip Generation Calculations

Approved Projects (Background)				ITE Vehicle Trip Generation Rates						Total Generated Trips									
Project Name and Location	ITE #	Land Use	# of Units / Size	Weekday	AM	PM	AM In	AM Out	PM In	PM Out	Daily	AM PK Hr.	PM PK Hr.	AM In	AM Out	PM In	PM Out	Notes	
Residential																			
Assisted Living, 721 Oddstad Blvd	254	Senior Assisted Living	141 Beds	2.66	0.14	0.22	65%	35%	44%	56%	375	20	31	13	7	14	17	Not Within Project Study Area	
Commercial / Mixed Use																			
Mixed Use Bldg, 2270-2286 Palmetto	814	Retail Condominiums	1,235 S.F. 3 DU's	44.32 5.81	6.57 0.44	2.71 0.52	48% 17%	52% 83%	44% 67%	56% 33%	55 17	8 1	3 2	4 0	4 1	1 1	2 1	*Included in Project Analysis *Included in Project Analysis	
Total Background Project Trips												9	5	4	5	3	2		
Future (Cumulative) Projects				ITE Vehicle Trip Generation Rates						Total Generated Trips									
Project Name and Location	ITE #	Land Use	# of Units / Size	Weekday	AM	PM	AM In	AM Out	PM In	PM Out	Daily	AM PK Hr.	PM PK Hr.	AM In	AM Out	PM In	PM Out	Notes	
Residential																			
Harmony @ J. Fessler Ave & Roberts Rd	210	Single Family Homes	13 DU's	9.57	0.75	1.01	25%	75%	63%	37%	124	10	13	2	7	8	5	Not Within Project Study Area	
The Bowl, N. end of Palmetto	230	Condominiums	43 DU's	5.81	0.44	0.52	17%	83%	67%	33%	250	19	22	3	16	15	7	*Included in Project Analysis	
Hillside Meadows, Adobe @ Higgins Way	210	Single Family Homes	11 DU's	9.57	0.75	1.01	25%	75%	63%	37%	105	8	11	2	6	7	4	Not Within Project Study Area	
Vistamar Development	230	Townhomes	8 DU's	5.81	0.44	0.52	17%	83%	67%	33%	46	4	4	1	3	3	1	Not Within Project Study Area	
1567 Beach Boulevard	230	Condominiums	9 DU's	5.81	0.44	0.52	17%	83%	67%	33%	52	4	5	1	3	3	2	*Included in Project Analysis	
The Prospects	230	Condominiums	29 DU's	5.81	0.44	0.52	17%	83%	67%	33%	168	13	15	2	11	10	5	Not Within Project Study Area	
Gypsy Hill	210	Single Family Homes	8 DU's	9.57	0.75	1.01	25%	75%	63%	37%	77	6	8	2	5	5	3	*Included in Project Analysis	
1335 Adobe	230	Condominiums	7 DU's	5.81	0.44	0.52	17%	83%	67%	33%	41	3	4	1	3	2	1	Not Within Project Study Area	
Commercial / Mixed Use																			
Holiday Inn Express	310	Hotel Rooms	44 Rooms	8.17	0.56	0.59	61%	39%	53%	47%	359	25	26	15	10	14	12	Not Within Project Study Area	
Total Cumulative plus Background Project Trips												451	38	40	10	29	26	14	

Caltrans Traffic Signal Warrant Worksheets
Intersection of Oceana Boulevard & Paloma Avenue
AM Peak Hour

TRAFFIC SIGNAL WARRANT #3 - PEAK HOUR VOLUME (URBAN CONDITIONS)			
General Information			
Description <u>EXISTING PLUS BACKGROUND PLUS PROJECT CONDITIONS - AM PEAK HOUR</u>			
Major Approach Street Name <u>Paloma Blvd</u>			
Minor Approach Street Name <u>Oceana Blvd</u>			
Geometry			
Number of Approach Legs			4
Number of Major Approach Lanes			1
Number of Minor Approach Lanes			2
Volumes and Delay			
Major Approach Volumes (Both Directions)			738
Minor Approach Volume (One Direction Only)			304
Total Entering Volume			1042
Minor Approach Delay per Vehicle			39.1
SIGNAL WARRANT NOT SATISFIED			
WARRANT 3 - Peak Hour			
(Part A or Part B must be satisfied)			
PART A		SATISFIED	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)			
1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
Total Delay (Vehicle Hours)			3.30
2. The volume on the same minor street approach (one direction only equal or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
Total Minor Approach Volume			304
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
Total Entering Volume			1042
PART B		SATISFIED	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street	✓		738
Higher Approach - Minor Street		✓	304
The plotted point falls above the curve in Figure 4C-3.		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
<u>OR</u> . The plotted point falls above the curve in Figure 4C-4.		YES <input type="checkbox"/> NO <input type="checkbox"/>	
The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.			

TRAFFIC SIGNAL WARRANT #3 - PEAK HOUR VOLUME

*EXISTING PLUS BACKGROUND PLUS PROJECT CONDITIONS - AM PEAK HOUR
(URBAN CONDITIONS)*

Peak Hour: **AM**

Major Street: **Paloma Blvd**

Minor S **Oceana Blvd**

Total of Both Approaches (VPH): **738**

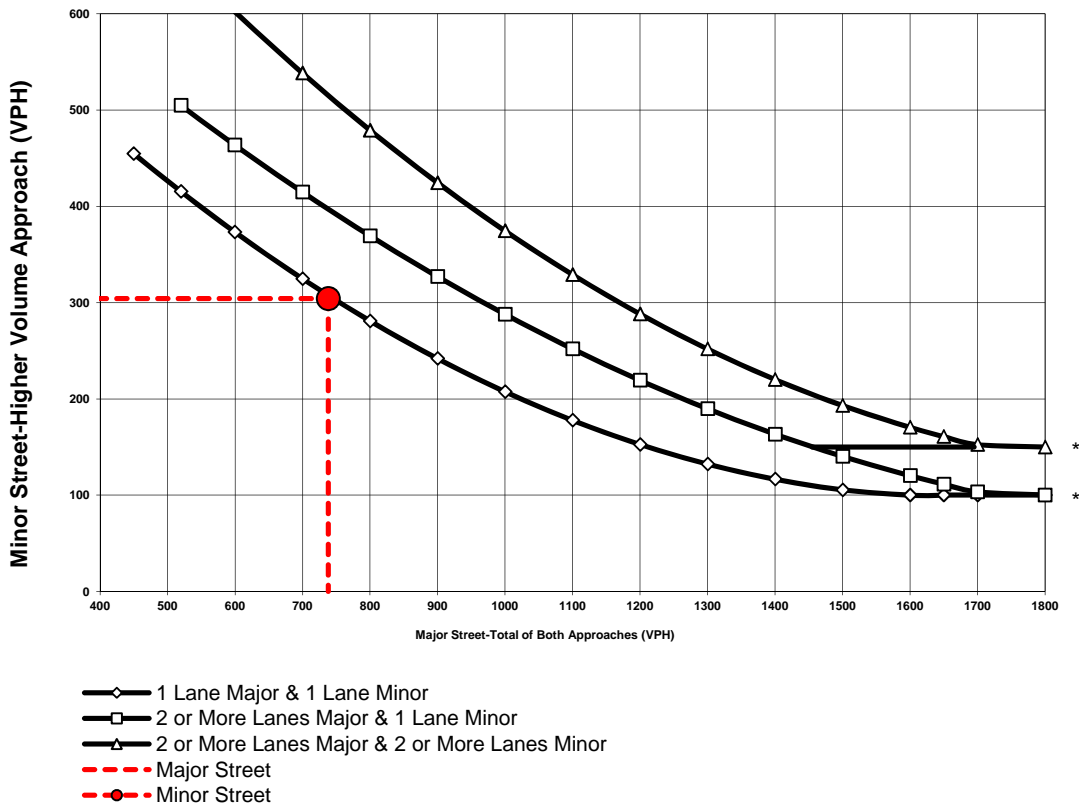
Higher Volume Approach (VPH): **304**

Number of Approach Lanes: **1**

Number of Approach Lanes: **2**

SIGNAL WARRANT NOT SATISFIED

Figure 4C-3. Peak Hour Warrant (Urban)



* Note:

150 vph Applies as the Lower Threshold Volume for a Minor Street Approach with Two or More Lanes and 100 vph Applies as the Lower Threshold Volume for a Minor Street Approach with One Lane.

Source: MUTCD 2003 Revisions 1 & 2, as amended for use in California (January 21, 2010).

TRAFFIC SIGNAL WARRANT #3 - PEAK HOUR VOLUME (URBAN CONDITIONS)			
General Information			
Description	<u>CUMULATIVE (WITHOUT PROJECT) CONDITIONS - AM PEAK HOUR</u>		
Major Approach Street Name	<u>Paloma Blvd</u>		
Minor Approach Street Name	<u>Oceana Blvd</u>		
Geometry			
Number of Approach Legs		4	
Number of Major Approach Lanes		1	
Number of Minor Approach Lanes		2	
Volumes and Delay			
Major Approach Volumes (Both Directions)		763	
Minor Approach Volume (One Direction Only)		316	
Total Entering Volume		1079	
Minor Approach Delay per Vehicle		48.6	
SIGNAL WARRANT NOT SATISFIED			
WARRANT 3 - Peak Hour (Part A or Part B must be satisfied)			
PART A		SATISFIED	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)			
1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	
Total Delay (Vehicle Hours)	4.27		
2. The volume on the same minor street approach (one direction only equal or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	
Total Minor Approach Volume	316		
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	
Total Entering Volume	1079		
PART B		SATISFIED	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street	✓		763
Higher Approach - Minor Street		✓	316
The plotted point falls above the curve in Figure 4C-3.			
YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
<u>OR</u> . The plotted point falls above the curve in Figure 4C-4.			
YES <input type="checkbox"/> NO <input type="checkbox"/>			
The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.			

TRAFFIC SIGNAL WARRANT #3 - PEAK HOUR VOLUME

CUMULATIVE (WITHOUT PROJECT) CONDITIONS - AM PEAK HOUR
(URBAN CONDITIONS)

Peak Hour: **AM**

Major Street: **Paloma Blvd**

Minor S **Oceana Blvd**

Total of Both Approaches (VPH): **763**

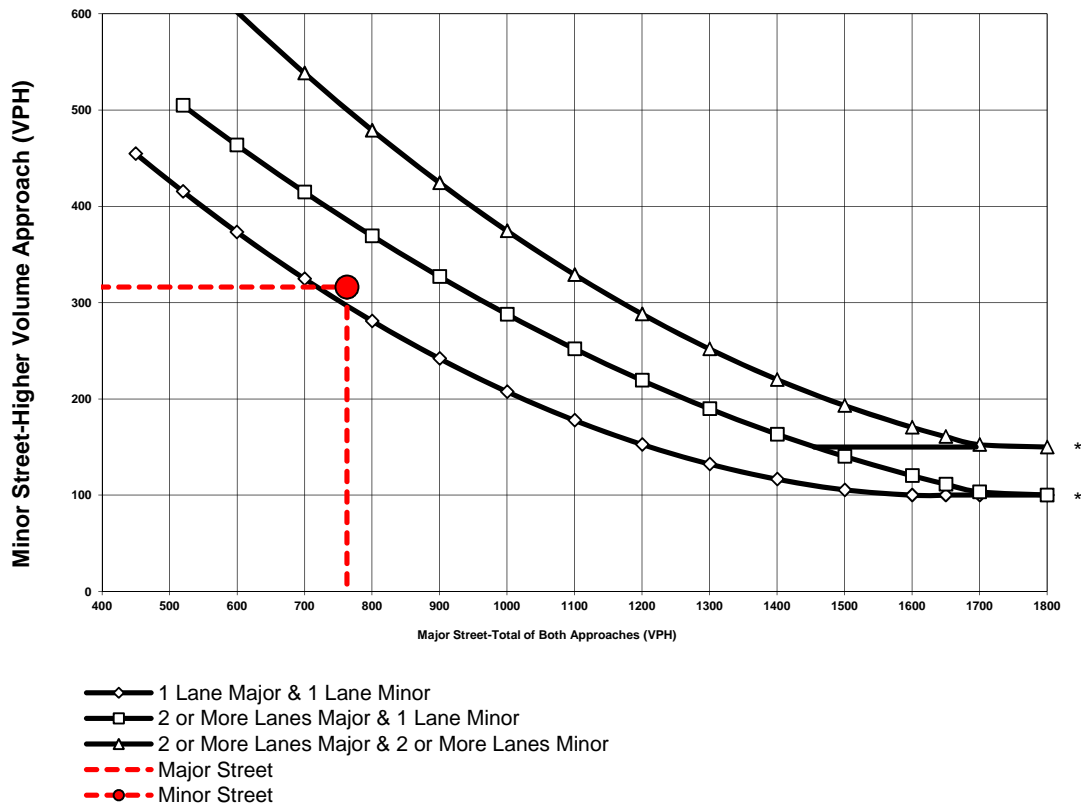
Higher Volume Approach (VPH): **316**

Number of Approach Lanes: **1**

Number of Approach Lanes: **2**

SIGNAL WARRANT NOT SATISFIED

Figure 4C-3. Peak Hour Warrant (Urban)



* Note:

150 vph Applies as the Lower Threshold Volume for a Minor Street Approach with Two or More Lanes and 100 vph Applies as the Lower Threshold Volume for a Minor Street Approach with One Lane.

Source: MUTCD 2003 Revisions 1 & 2, as amended for use in California (January 21, 2010).



**TRAFFIC SIGNAL WARRANT #3 - PEAK HOUR VOLUME
(URBAN CONDITIONS)**

General Information

Description CUMULATIVE PLUS PROJECT CONDITIONS - AM PEAK HOUR

Major Approach Street Name Paloma Blvd

Minor Approach Street Name Oceana Blvd

Geometry

Number of Approach Legs 4

Number of Major Approach Lanes 1

Number of Minor Approach Lanes 2

Volumes and Delay

Major Approach Volumes (Both Directions) 788

Minor Approach Volume (One Direction Only) 327

Total Entering Volume 1115

Minor Approach Delay per Vehicle 55.3

SIGNAL WARRANT SATISFIED

**WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)**

PART A SATISFIED YES NO
 (All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; **AND**

YES NO
 Total Delay (Vehicle Hours) 5.02

2. The volume on the same minor street approach (one direction only equal or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; **AND**

YES NO
 Total Minor Approach Volume 327

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.

YES NO
 Total Entering Volume 1115

PART B SATISFIED YES NO

APPROACH LANES	Hour		
	One	2 or More	
Both Approaches - Major Street	✓		788
Higher Approach - Minor Street		✓	327

The plotted point falls above the curve in Figure 4C-3. YES NO

OR. The plotted point falls above the curve in Figure 4C-4. YES NO

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

TRAFFIC SIGNAL WARRANT #3 - PEAK HOUR VOLUME

CUMULATIVE PLUS PROJECT CONDITIONS - AM PEAK HOUR
(URBAN CONDITIONS)

Peak Hour: **AM**

Major Street: **Paloma Blvd**

Minor **S Oceana Blvd**

Total of Both Approaches (VPH): **788**

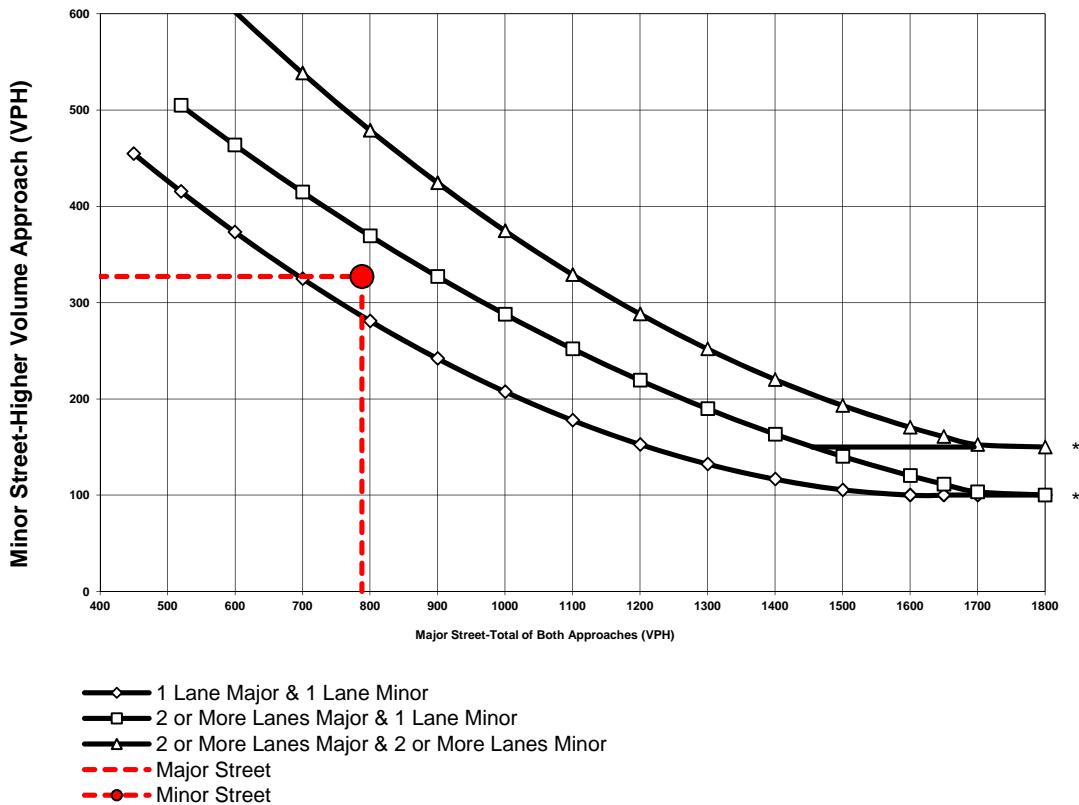
Higher Volume Approach (VPH): **327**

Number of Approach Lanes: **1**

Number of Approach Lanes: **2**

SIGNAL WARRANT NOT SATISFIED

Figure 4C-3. Peak Hour Warrant (Urban)



* Note:

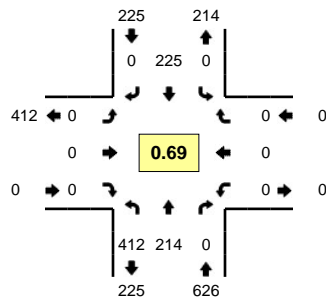
150 vph Applies as the Lower Threshold Volume for a Minor Street Approach with Two or More Lanes and 100 vph Applies as the Lower Threshold Volume for a Minor Street Approach with One Lane.

Source: MUTCD 2003 Revisions 1 & 2, as amended for use in California (January 21, 2010).

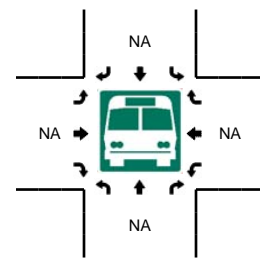
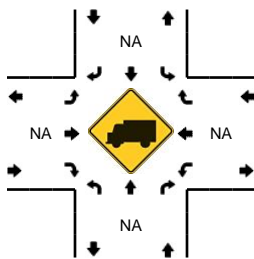
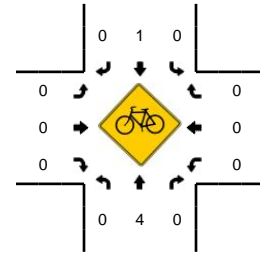
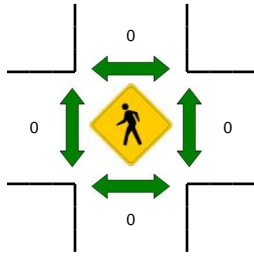
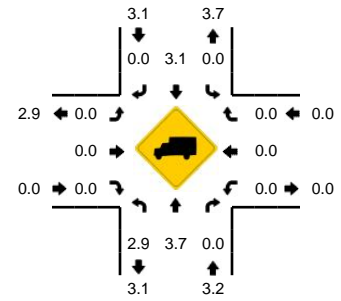
Intersection Turning Count Data
Conducted May 1, 2012

LOCATION: Oceana Blvd -- NB Hwy-1 On-Ramp
CITY/STATE: Pacifica, CA

QC JOB #: 10747801
DATE: Tue, May 01 2012



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

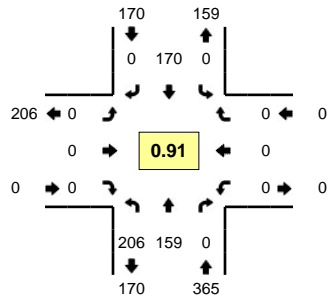


5-Min Count Period Beginning At	Oceana Blvd (Northbound)				Oceana Blvd (Southbound)				NB Hwy-1 On-Ramp (Eastbound)				NB Hwy-1 On-Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	19	7	0	0	0	4	0	0	0	0	0	0	0	0	0	0	30	
7:05 AM	18	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	30	
7:10 AM	26	5	0	0	0	8	0	0	0	0	0	0	0	0	0	0	39	
7:15 AM	36	5	0	0	0	8	0	0	0	0	0	0	0	0	0	0	49	
7:20 AM	25	9	0	0	0	5	0	0	0	0	0	0	0	0	0	0	39	
7:25 AM	27	11	0	0	0	8	0	0	0	0	0	0	0	0	0	0	46	
7:30 AM	24	9	0	0	0	11	0	0	0	0	0	0	0	0	0	0	44	
7:35 AM	37	15	0	0	0	11	0	0	0	0	0	0	0	0	0	0	63	
7:40 AM	28	15	0	0	0	14	0	0	0	0	0	0	0	0	0	0	57	
7:45 AM	35	23	0	0	0	13	0	0	0	0	0	0	0	0	0	0	71	
7:50 AM	29	19	0	0	0	23	0	0	0	0	0	0	0	0	0	0	71	
7:55 AM	45	32	0	0	0	24	0	0	0	0	0	0	0	0	0	0	101	640
8:00 AM	52	27	0	0	0	29	0	0	0	0	0	0	0	0	0	0	108	718
8:05 AM	48	24	0	0	0	27	0	0	0	0	0	0	0	0	0	0	99	787
8:10 AM	31	8	0	0	0	18	0	0	0	0	0	0	0	0	0	0	57	805
8:15 AM	35	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	75	831
8:20 AM	29	10	0	0	0	18	0	0	0	0	0	0	0	0	0	0	57	849
8:25 AM	19	12	0	0	0	17	0	0	0	0	0	0	0	0	0	0	48	851
8:30 AM	23	6	0	0	0	13	0	0	0	0	0	0	0	0	0	0	42	849
8:35 AM	23	5	0	0	0	30	0	0	0	0	0	0	0	0	0	0	58	844
8:40 AM	29	13	0	0	0	16	0	0	0	0	0	0	0	0	0	0	58	845
8:45 AM	28	16	0	0	0	20	0	0	0	0	0	0	0	0	0	0	64	838
8:50 AM	18	18	0	0	0	12	0	0	0	0	0	0	0	0	0	0	48	815
8:55 AM	24	13	0	0	0	8	0	0	0	0	0	0	0	0	0	0	45	759
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	580	332	0	0	0	320	0	0	0	0	0	0	0	0	0	0	1232	
Heavy Trucks	12	12	0	0	0	8	0	0	0	0	0	0	0	0	0	0	32	
Pedestrians		0				0					0						0	
Bicycles	0	3	0		0	0	0			0	0	0					3	
Railroad																		
Stopped Buses																		

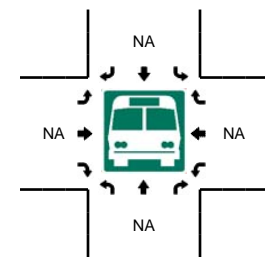
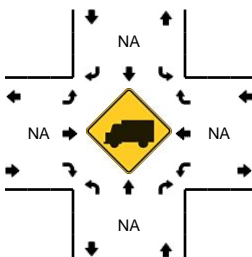
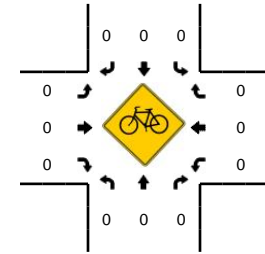
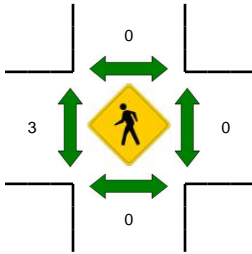
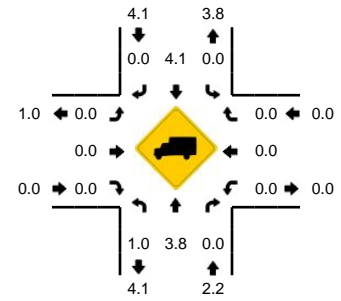
Comments:

LOCATION: Oceana Blvd -- NB Hwy-1 On-Ramp
CITY/STATE: Pacifica, CA

QC JOB #: 10747802
DATE: Tue, May 01 2012



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

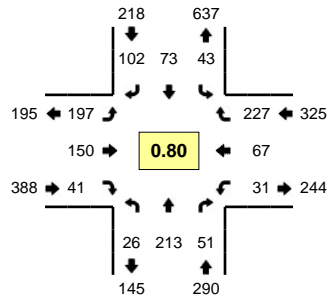


5-Min Count Period Beginning At	Oceana Blvd (Northbound)				Oceana Blvd (Southbound)				NB Hwy-1 On-Ramp (Eastbound)				NB Hwy-1 On-Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	17	14	0	0	0	12	0	0	0	0	0	0	0	0	0	0	43	
4:05 PM	20	16	0	0	0	13	0	0	0	0	0	0	0	0	0	0	49	
4:10 PM	24	13	0	0	0	8	0	0	0	0	0	0	0	0	0	0	45	
4:15 PM	17	16	0	0	0	14	0	0	0	0	0	0	0	0	0	0	47	
4:20 PM	16	12	0	0	0	14	0	0	0	0	0	0	0	0	0	0	42	
4:25 PM	18	18	0	0	0	9	0	0	0	0	0	0	0	0	0	0	45	
4:30 PM	17	6	0	0	0	13	0	0	0	0	0	0	0	0	0	0	36	
4:35 PM	18	13	0	0	0	25	0	0	0	0	0	0	0	0	0	0	56	
4:40 PM	18	11	0	0	0	19	0	0	0	0	0	0	0	0	0	0	48	
4:45 PM	14	10	0	0	0	19	0	0	0	0	0	0	0	0	0	0	43	
4:50 PM	17	12	0	0	0	13	0	0	0	0	0	0	0	0	0	0	42	
4:55 PM	10	18	0	0	0	11	0	0	0	0	0	0	0	0	0	0	39	535
5:00 PM	13	15	0	0	0	8	0	0	0	0	0	0	0	0	0	0	36	528
5:05 PM	11	13	0	0	0	14	0	0	0	0	0	0	0	0	0	0	38	517
5:10 PM	15	15	0	0	0	19	0	0	0	0	0	0	0	0	0	0	49	521
5:15 PM	20	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	42	516
5:20 PM	12	4	0	0	0	18	0	0	0	0	0	0	0	0	0	0	34	508
5:25 PM	10	9	0	0	0	12	0	0	0	0	0	0	0	0	0	0	31	494
5:30 PM	16	7	0	0	0	8	0	0	0	0	0	0	0	0	0	0	31	489
5:35 PM	21	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	37	470
5:40 PM	21	17	0	0	0	7	0	0	0	0	0	0	0	0	0	0	45	467
5:45 PM	11	11	0	0	0	19	0	0	0	0	0	0	0	0	0	0	41	465
5:50 PM	11	12	0	0	0	17	0	0	0	0	0	0	0	0	0	0	40	463
5:55 PM	9	6	0	0	0	14	0	0	0	0	0	0	0	0	0	0	29	453
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	200	136	0	0	0	252	0	0	0	0	0	0	0	0	0	0	588	
Heavy Trucks	0	8	0	0	0	4	0	0	0	0	0	0	0	0	0	0	12	
Pedestrians		0				0				4			0				4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

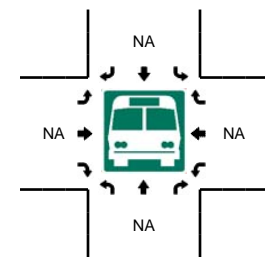
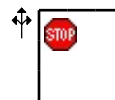
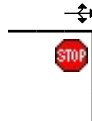
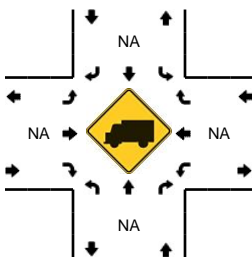
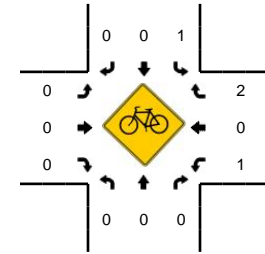
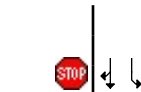
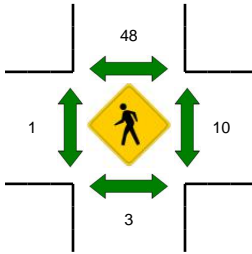
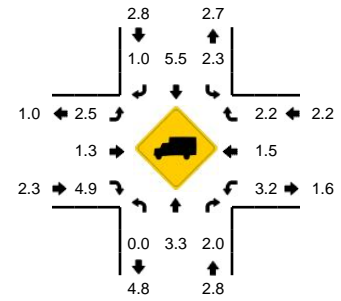
Comments:

LOCATION: Oceana Blvd -- Paloma Ave
CITY/STATE: Pacifica, CA

QC JOB #: 10747803
DATE: Tue, May 01 2012



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

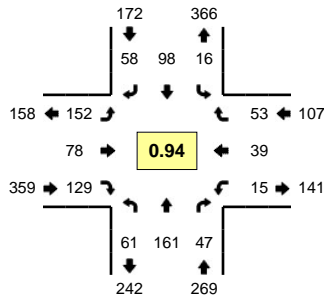


5-Min Count Period Beginning At	Oceana Blvd (Northbound)				Oceana Blvd (Southbound)				Paloma Ave (Eastbound)				Paloma Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	7	2	0	0	2	2	0	17	0	0	0	2	2	3	0	38	
7:05 AM	3	9	4	0	2	1	2	0	8	5	2	0	0	0	6	0	42	
7:10 AM	0	12	1	0	2	4	1	0	11	2	0	0	0	4	10	0	47	
7:15 AM	0	12	2	0	2	4	4	0	19	6	2	0	0	1	9	0	61	
7:20 AM	1	15	2	0	2	0	4	0	9	7	1	0	1	4	9	0	55	
7:25 AM	2	21	0	0	1	3	3	1	9	10	1	0	0	4	6	0	61	
7:30 AM	0	7	1	0	3	4	2	0	17	10	2	0	1	4	10	0	61	
7:35 AM	1	18	8	0	2	7	4	0	21	11	5	0	2	4	14	0	97	
7:40 AM	0	12	3	0	4	4	3	0	14	16	3	0	0	5	15	0	79	
7:45 AM	1	19	7	0	2	4	3	0	16	16	6	0	1	9	17	0	101	
7:50 AM	4	18	7	0	7	7	10	0	12	21	1	0	2	7	21	0	117	
7:55 AM	4	22	8	0	7	6	9	0	25	28	3	0	3	4	32	0	151	910
8:00 AM	4	36	6	0	4	10	13	0	21	23	2	0	4	9	33	0	165	1037
8:05 AM	1	16	1	0	3	10	16	0	19	11	4	0	7	11	37	0	136	1131
8:10 AM	5	12	1	0	3	6	12	0	11	5	4	0	2	5	14	0	80	1164
8:15 AM	3	22	3	0	1	7	11	0	12	2	2	0	3	4	20	0	90	1193
8:20 AM	2	18	4	0	4	7	5	0	12	5	4	0	1	4	8	0	74	1212
8:25 AM	1	13	2	0	3	1	14	0	17	2	5	0	5	1	6	0	70	1221
8:30 AM	5	8	4	0	2	6	8	0	13	1	2	0	1	1	4	0	55	1215
8:35 AM	5	14	6	0	3	11	13	0	9	6	3	0	1	0	4	0	75	1193
8:40 AM	6	18	3	0	3	4	10	0	16	0	11	0	2	2	8	0	83	1197
8:45 AM	10	7	11	0	3	4	10	0	31	1	5	0	1	2	6	0	91	1187
8:50 AM	8	11	3	1	2	4	7	0	18	2	4	0	0	4	8	0	72	1142
8:55 AM	5	18	3	0	0	4	5	0	11	1	5	0	3	7	7	0	69	1060
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	36	296	60	0	56	104	152	0	260	248	36	0	56	96	408	0	1808	
Heavy Trucks	0	8	4	0	0	4	0	0	8	0	0	0	4	0	8	0	36	
Pedestrians		4				44				0				4			52	
Bicycles	0	0	0		0	0	0		0	0	0		1	0	2		3	
Railroad																		
Stopped Buses																		

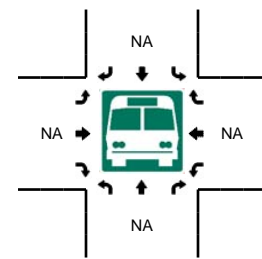
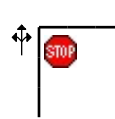
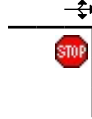
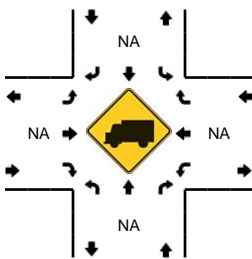
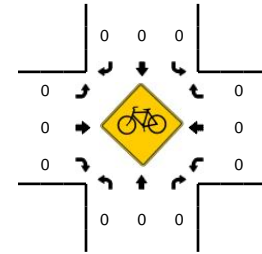
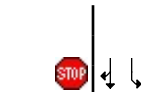
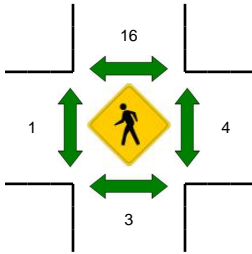
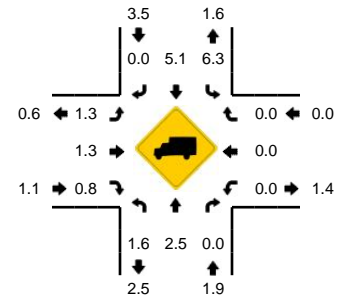
Comments:

LOCATION: Oceana Blvd -- Paloma Ave
CITY/STATE: Pacifica, CA

QC JOB #: 10747804
DATE: Tue, May 01 2012



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

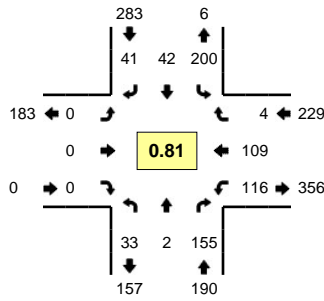


5-Min Count Period Beginning At	Oceana Blvd (Northbound)				Oceana Blvd (Southbound)				Paloma Ave (Eastbound)				Paloma Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	17	7	0	0	5	8	0	10	13	7	0	1	3	4	0	81	
4:05 PM	2	17	3	0	1	7	4	0	16	6	8	0	2	6	5	0	77	
4:10 PM	4	12	3	0	1	3	3	0	15	8	12	0	1	2	9	0	73	
4:15 PM	4	17	4	0	0	9	5	0	13	7	12	0	2	6	4	0	83	
4:20 PM	5	14	5	0	1	8	5	0	9	7	10	0	3	4	4	0	75	
4:25 PM	8	15	2	0	3	3	6	0	16	5	10	0	2	3	6	0	79	
4:30 PM	6	6	4	0	3	7	2	0	10	6	6	0	0	4	4	0	58	
4:35 PM	4	14	6	0	1	12	11	0	20	5	9	0	0	2	1	0	85	
4:40 PM	3	12	4	0	1	13	4	0	10	9	15	0	1	3	5	0	80	
4:45 PM	9	8	1	0	2	15	5	0	13	7	11	0	0	2	3	0	76	
4:50 PM	4	11	2	0	0	11	2	0	12	4	13	0	2	3	5	0	69	
4:55 PM	6	18	6	0	3	5	3	0	8	1	16	0	1	1	3	0	71	907
5:00 PM	5	10	4	0	3	4	1	0	11	11	14	0	1	1	7	0	72	898
5:05 PM	4	12	7	0	1	5	9	0	7	7	11	0	1	3	7	0	74	895
5:10 PM	2	12	4	0	6	5	6	0	10	3	12	0	0	1	7	0	68	890
5:15 PM	0	13	9	0	2	7	1	0	16	6	12	0	6	4	1	0	77	884
5:20 PM	3	8	3	0	4	6	8	0	8	6	9	0	1	3	1	0	60	869
5:25 PM	2	8	4	0	2	8	5	0	6	7	15	0	0	2	6	0	65	855
5:30 PM	1	13	3	0	2	2	4	0	8	3	11	0	0	3	2	0	52	849
5:35 PM	2	15	5	0	2	3	4	0	9	3	14	0	2	2	5	0	66	830
5:40 PM	3	22	7	0	0	1	5	0	13	5	6	0	0	4	2	0	68	818
5:45 PM	3	13	4	0	9	7	3	0	6	10	8	0	3	2	4	0	72	814
5:50 PM	4	10	9	0	3	8	5	0	8	9	22	0	0	4	4	0	86	831
5:55 PM	5	7	9	0	4	6	5	0	6	14	9	0	1	2	2	0	70	830
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	64	136	44	0	16	160	80	0	172	84	140	0	4	28	36	0	964	
Heavy Trucks	0	8	0	0	0	4	0	0	0	0	0	0	0	0	0	0	12	
Pedestrians		0				8				4				0			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

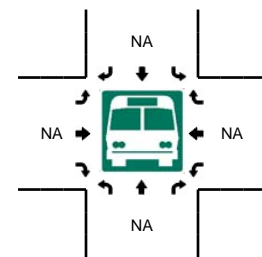
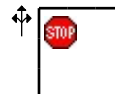
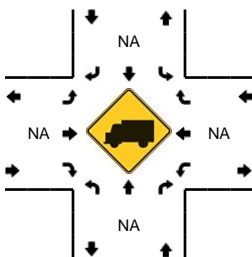
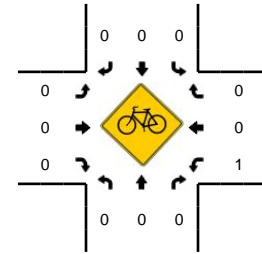
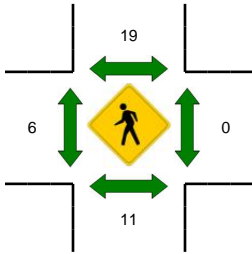
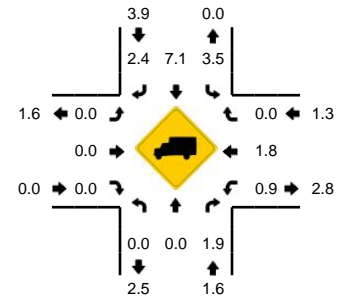
Comments:

LOCATION: Francisco Blvd -- Paloma Ave
CITY/STATE: Pacifica, CA

QC JOB #: 10747805
DATE: Tue, May 01 2012



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

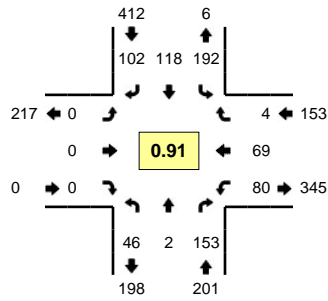


15-Min Count Period Beginning At	Francisco Blvd (Northbound)				Francisco Blvd (Southbound)				Paloma Ave (Eastbound)				Paloma Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	0	32	0	13	3	4	0	0	0	0	0	13	3	0	0	70	
7:15 AM	5	0	35	0	31	9	5	0	0	0	0	0	11	12	0	0	108	
7:30 AM	4	0	41	0	55	10	4	0	0	0	0	0	19	5	0	0	138	
7:45 AM	3	0	37	0	103	9	9	0	0	0	0	0	36	20	1	0	218	534
8:00 AM	2	2	41	0	47	12	9	0	0	0	0	0	44	28	1	1	187	651
8:15 AM	10	0	40	0	23	8	11	0	0	0	0	0	22	21	1	0	136	679
8:30 AM	18	0	37	0	27	13	12	0	0	0	0	0	13	40	1	0	161	702
8:45 AM	29	2	57	0	15	15	24	0	0	0	0	0	13	47	0	1	203	687
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	12	0	148	0	412	36	36	0	0	0	0	0	144	80	4	0	872	
Heavy Trucks	0	0	0		8	0	4		0	0	0		4	0	0		16	
Pedestrians		12				48				16				0			76	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

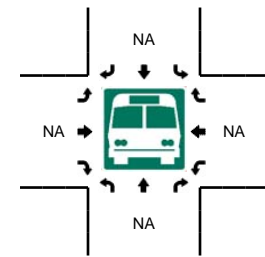
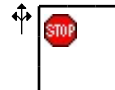
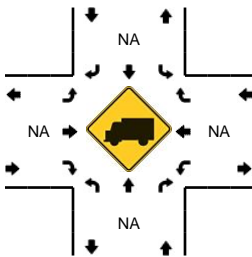
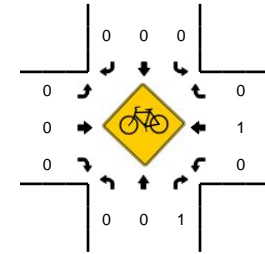
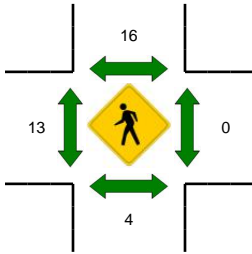
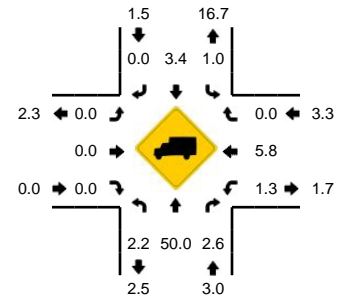
Comments:

LOCATION: Francisco Blvd -- Paloma Ave
CITY/STATE: Pacifica, CA

QC JOB #: 10747806
DATE: Tue, May 01 2012



Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

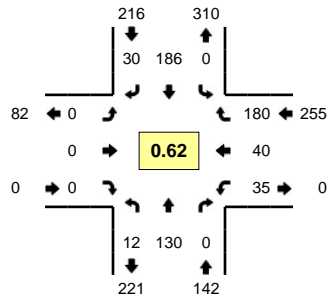


5-Min Count Period Beginning At	Francisco Blvd (Northbound)				Francisco Blvd (Southbound)				Paloma Ave (Eastbound)				Paloma Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	1	9	0	18	5	3	0	0	0	0	0	9	6	1	0	56	
4:05 PM	2	0	17	0	15	8	5	0	0	0	0	0	7	5	0	0	59	
4:10 PM	5	0	12	0	23	8	3	0	0	0	0	0	3	6	0	0	60	
4:15 PM	5	0	11	0	19	11	12	0	0	0	0	0	11	4	0	0	73	
4:20 PM	3	0	10	0	14	9	9	0	0	0	0	0	9	5	0	0	59	
4:25 PM	3	0	14	0	16	9	6	0	0	0	0	0	9	5	1	0	63	
4:30 PM	5	0	14	0	10	7	11	0	0	0	0	0	4	9	1	0	61	
4:35 PM	4	0	16	0	15	7	9	0	0	0	0	0	7	8	2	0	68	
4:40 PM	1	0	18	0	23	7	9	0	0	0	0	0	4	6	0	0	68	
4:45 PM	4	0	14	0	11	17	12	0	0	0	0	0	6	10	0	0	74	
4:50 PM	4	1	14	0	13	9	4	0	0	0	0	0	4	5	0	0	54	
4:55 PM	6	0	7	0	22	7	5	0	0	0	0	0	4	7	0	0	58	753
5:00 PM	5	0	12	0	21	10	6	0	0	0	0	0	3	3	0	0	60	757
5:05 PM	2	1	10	0	12	10	15	0	0	0	0	0	8	4	0	0	62	760
5:10 PM	4	0	13	0	16	15	4	0	0	0	0	0	11	3	0	0	66	766
5:15 PM	1	0	19	0	18	11	6	0	0	0	0	0	2	3	0	0	60	753
5:20 PM	2	0	10	0	13	7	9	0	0	0	0	0	5	7	1	0	54	748
5:25 PM	1	0	6	0	19	8	8	0	0	0	0	0	4	4	0	0	50	735
5:30 PM	2	0	8	0	14	13	8	0	0	0	0	0	5	3	0	0	53	727
5:35 PM	5	0	10	0	18	13	3	0	0	0	0	0	5	3	0	0	57	716
5:40 PM	6	0	13	0	12	9	8	0	0	0	0	0	8	5	0	0	61	709
5:45 PM	4	0	10	0	19	6	5	0	0	0	0	0	5	2	0	0	51	686
5:50 PM	3	0	11	0	22	11	4	0	0	0	0	0	10	3	0	0	64	696
5:55 PM	6	0	7	0	24	13	6	0	0	0	0	0	7	4	0	0	67	705
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	36	0	192	0	196	124	120	0	0	0	0	0	68	96	8	0	840	
Heavy Trucks	4	0	4		0	0	0		0	0	0		0	8	0		16	
Pedestrians						8				8				0			16	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

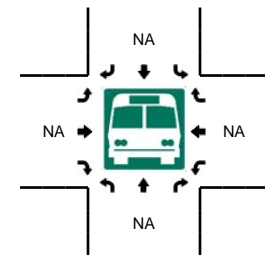
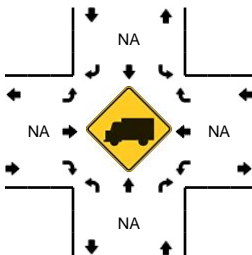
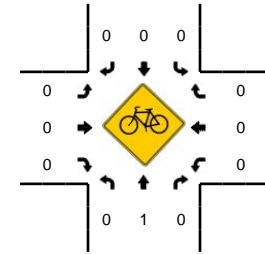
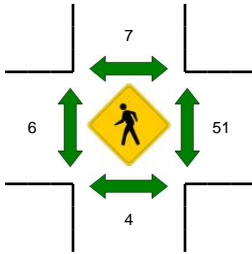
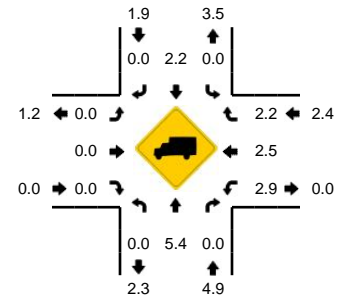
Comments:

LOCATION: Palmetto Ave -- Paloma Ave
CITY/STATE: Pacifica, CA

QC JOB #: 10747807
DATE: Tue, May 01 2012



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:40 AM -- 8:55 AM

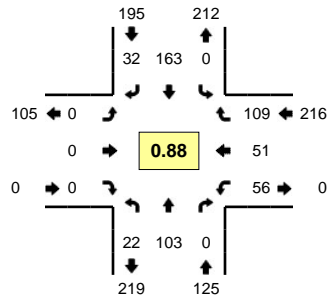


5-Min Count Period Beginning At	Palmetto Ave (Northbound)				Palmetto Ave (Southbound)				Paloma Ave (Eastbound)				Paloma Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	2	0	1	0	1	0	0	0	0	0	0	2	1	2	0	9	
7:05 AM	0	2	0	0	0	5	3	0	0	0	0	0	1	0	1	0	12	
7:10 AM	0	8	0	0	0	3	0	0	0	0	0	0	1	0	2	0	14	
7:15 AM	0	5	0	0	0	4	2	0	0	0	0	0	0	4	2	0	17	
7:20 AM	0	1	0	0	0	5	0	0	0	0	0	0	1	2	3	0	12	
7:25 AM	0	6	0	0	0	5	0	0	0	0	0	0	4	2	6	0	23	
7:30 AM	0	3	0	0	0	6	6	0	0	0	0	0	0	1	1	0	17	
7:35 AM	2	5	0	0	0	9	0	0	0	0	0	0	1	2	3	0	22	
7:40 AM	0	5	0	0	0	4	0	0	0	0	0	0	2	3	1	0	15	
7:45 AM	1	3	0	0	0	6	2	0	0	0	0	0	0	1	6	0	19	
7:50 AM	0	5	0	0	0	9	0	0	0	0	0	0	1	4	8	0	27	
7:55 AM	0	7	0	0	0	4	2	0	0	0	0	0	1	3	6	0	23	210
8:00 AM	0	5	0	0	0	11	4	0	0	0	0	0	1	1	12	0	34	235
8:05 AM	1	5	0	0	0	8	1	0	0	0	0	0	1	5	5	0	26	249
8:10 AM	3	7	0	0	0	16	0	0	0	0	0	0	5	6	6	0	43	278
8:15 AM	2	3	0	0	0	4	4	0	0	0	0	0	4	2	7	0	26	287
8:20 AM	1	6	0	0	0	10	0	0	0	0	0	0	2	5	7	0	31	306
8:25 AM	1	15	0	0	0	13	0	0	0	0	0	0	3	4	8	0	44	327
8:30 AM	1	11	0	0	0	12	4	0	0	0	0	0	3	4	14	0	49	359
8:35 AM	1	13	0	0	0	12	3	0	0	0	0	0	6	3	15	0	53	390
8:40 AM	1	23	0	0	0	21	5	0	0	0	0	0	0	2	22	0	74	449
8:45 AM	0	21	0	0	0	34	4	0	0	0	0	0	5	2	33	0	99	529
8:50 AM	1	10	0	0	0	26	3	0	0	0	0	0	2	5	28	0	75	577
8:55 AM	0	11	0	0	0	19	2	0	0	0	0	0	3	1	23	0	59	613
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	8	216	0	0	0	324	48	0	0	0	0	0	28	36	332	0	992	
Heavy Trucks	0	20	0	0	0	12	0	0	0	0	0	0	4	0	8	0	44	
Pedestrians		0				16				0				68			84	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																	0	
Stopped Buses																		

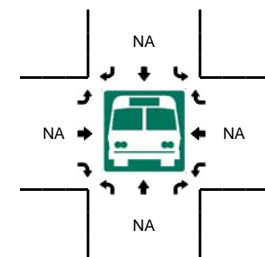
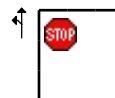
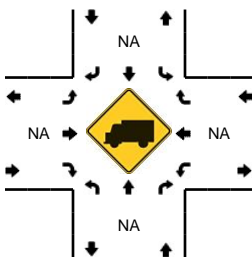
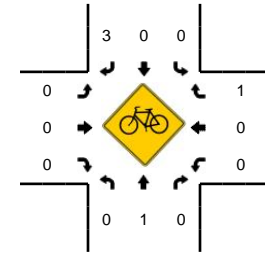
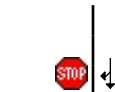
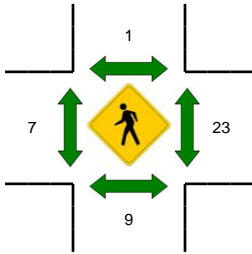
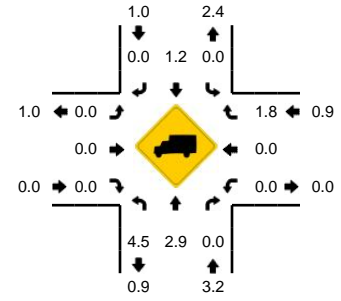
Comments:

LOCATION: Palmetto Ave -- Paloma Ave
CITY/STATE: Pacifica, CA

QC JOB #: 10747808
DATE: Tue, May 01 2012



Peak-Hour: 4:10 PM -- 5:10 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

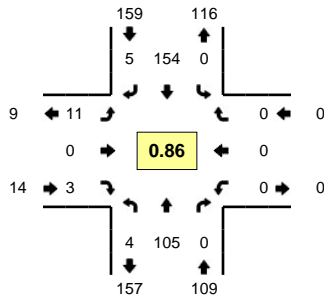


5-Min Count Period Beginning At	Palmetto Ave (Northbound)				Palmetto Ave (Southbound)				Paloma Ave (Eastbound)				Paloma Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	10	0	0	0	15	2	0	0	0	0	0	1	2	9	0	39	
4:05 PM	0	6	0	0	0	13	2	0	0	0	0	0	1	3	6	0	31	
4:10 PM	2	8	0	0	0	16	2	0	0	0	0	0	6	2	4	0	40	
4:15 PM	1	8	0	0	0	7	3	0	0	0	0	0	3	6	8	0	36	
4:20 PM	1	13	0	0	0	9	2	0	0	0	0	0	3	3	10	0	41	
4:25 PM	1	6	0	0	0	16	3	0	0	0	0	0	0	4	9	0	39	
4:30 PM	1	7	0	0	0	18	3	0	0	0	0	0	4	5	14	0	52	
4:35 PM	2	6	0	0	0	23	4	0	0	0	0	0	9	3	9	0	56	
4:40 PM	1	9	0	0	0	12	2	0	0	0	0	0	6	3	9	0	42	
4:45 PM	0	7	0	0	0	19	0	0	0	0	0	0	5	11	12	0	54	
4:50 PM	3	12	0	0	0	8	4	0	0	0	0	0	3	4	7	0	41	
4:55 PM	6	9	0	0	0	13	4	0	0	0	0	0	4	4	8	0	48	519
5:00 PM	0	6	0	0	0	14	2	0	0	0	0	0	2	2	14	0	40	520
5:05 PM	4	12	0	0	0	8	3	0	0	0	0	0	11	4	5	0	47	536
5:10 PM	1	7	0	0	0	12	6	0	0	0	0	0	4	5	3	0	38	534
5:15 PM	0	7	0	0	0	9	1	0	0	0	0	0	4	2	4	0	27	525
5:20 PM	0	5	0	0	0	15	3	0	0	0	0	0	6	5	7	0	41	525
5:25 PM	1	11	0	0	0	9	4	0	0	0	0	0	6	3	5	0	39	525
5:30 PM	1	9	0	0	0	8	1	0	0	0	0	0	6	4	4	0	33	506
5:35 PM	1	9	0	0	0	5	2	0	0	0	0	1	2	3	5	0	28	478
5:40 PM	3	8	0	0	0	15	3	0	0	0	0	0	6	4	6	0	45	481
5:45 PM	0	6	0	0	0	10	3	0	0	0	0	0	4	2	4	0	29	456
5:50 PM	1	5	0	0	0	16	4	0	0	0	0	0	0	6	7	0	39	454
5:55 PM	0	5	0	0	0	11	1	0	0	0	0	0	1	6	6	0	30	436
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	12	88	0	0	0	216	24	0	0	0	0	0	80	68	120	0	608	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	
Pedestrians		4				0				0				16			20	
Bicycles	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	4	
Railroad																		
Stopped Buses																		

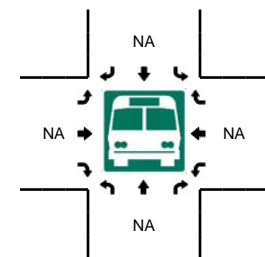
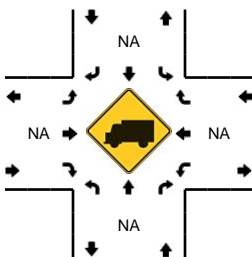
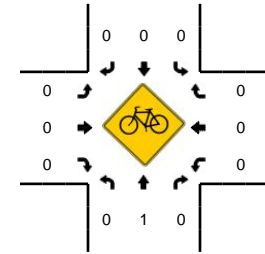
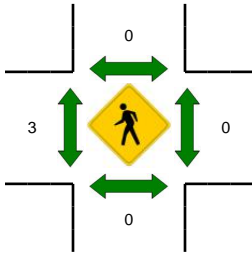
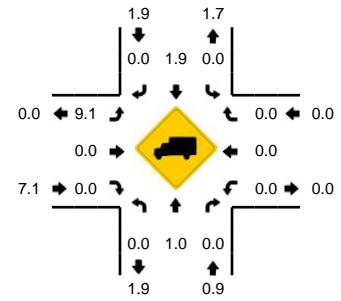
Comments:

LOCATION: Francisco Blvd -- Montecito Ave
CITY/STATE: Pacifica, CA

QC JOB #: 10747813
DATE: Tue, May 01 2012



Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

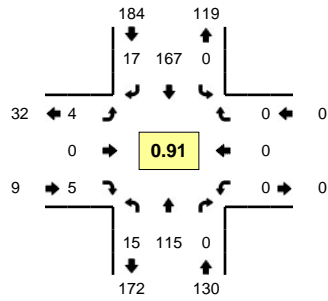


5-Min Count Period Beginning At	Francisco Blvd (Northbound)				Francisco Blvd (Southbound)				Montecito Ave (Eastbound)				Montecito Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	7	0	0	0	7	0	0	1	0	0	0	0	0	0	0	15	
7:05 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	
7:10 AM	0	5	0	0	0	6	0	0	1	0	1	0	0	0	0	0	13	
7:15 AM	0	5	0	0	0	5	0	0	3	0	0	0	0	0	0	0	13	
7:20 AM	0	2	0	0	0	1	2	0	2	0	0	0	0	0	0	0	7	
7:25 AM	0	9	0	0	0	11	0	0	0	0	0	0	0	0	0	0	20	
7:30 AM	0	6	0	0	0	4	0	0	0	0	1	0	0	0	0	0	11	
7:35 AM	0	5	0	0	0	16	1	0	1	0	1	0	0	0	0	0	24	
7:40 AM	0	5	0	0	0	9	0	0	1	0	0	0	0	0	0	0	15	
7:45 AM	0	5	0	0	0	16	1	0	1	0	0	0	0	0	0	0	23	
7:50 AM	0	5	0	0	0	14	0	0	1	0	0	0	0	0	0	0	20	
7:55 AM	0	7	0	0	0	16	1	0	2	0	0	0	0	0	0	0	26	191
8:00 AM	0	6	0	0	0	21	0	0	2	0	0	0	0	0	0	0	29	205
8:05 AM	0	5	0	0	0	19	1	0	1	0	1	0	0	0	0	0	27	228
8:10 AM	0	5	0	0	0	17	1	0	0	0	0	0	0	0	0	0	23	238
8:15 AM	1	6	0	0	0	13	0	0	1	0	0	0	0	0	0	0	21	246
8:20 AM	0	6	0	0	0	11	0	0	0	0	1	0	0	0	0	0	18	257
8:25 AM	0	15	0	0	0	8	0	0	2	0	1	0	0	0	0	0	26	263
8:30 AM	1	9	0	0	0	4	0	0	0	0	0	0	0	0	0	0	14	266
8:35 AM	0	9	0	0	0	10	0	0	0	0	0	0	0	0	0	0	19	261
8:40 AM	1	14	0	0	0	12	1	0	1	0	0	0	0	0	0	0	29	275
8:45 AM	1	18	0	0	0	9	1	0	1	0	0	0	0	0	0	0	30	282
8:50 AM	0	13	0	0	0	6	0	0	0	0	0	0	0	0	0	0	19	281
8:55 AM	0	9	0	0	0	13	1	0	0	0	0	0	0	0	0	0	23	278
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	72	0	0	0	224	8	0	20	0	4	0	0	0	0	0	328	
Heavy Trucks	0	4	0	0	0	4	0	0	4	0	0	0	0	0	0	0	12	
Pedestrians	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

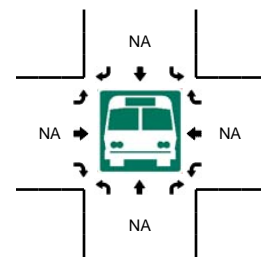
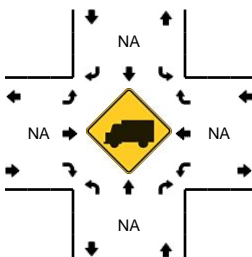
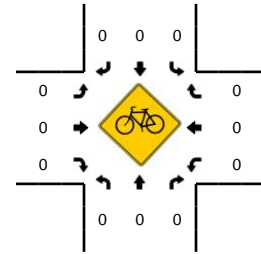
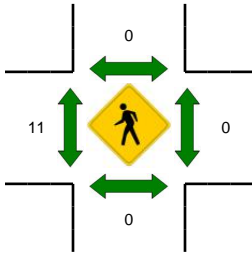
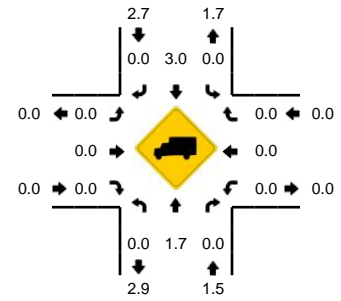
Comments:

LOCATION: Francisco Blvd -- Montecito Ave
CITY/STATE: Pacifica, CA

QC JOB #: 10747814
DATE: Tue, May 01 2012



Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

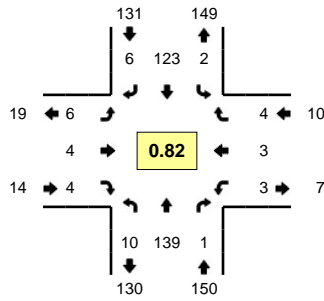


5-Min Count Period Beginning At	Francisco Blvd (Northbound)				Francisco Blvd (Southbound)				Montecito Ave (Eastbound)				Montecito Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	12	0	0	0	17	0	0	0	0	0	0	0	0	0	0	29	
4:05 PM	0	9	0	0	0	16	1	0	0	0	0	0	0	0	0	0	26	
4:10 PM	1	10	0	0	0	6	0	0	0	0	0	0	0	0	0	0	17	
4:15 PM	1	14	0	0	0	13	3	0	1	0	0	0	0	0	0	0	32	
4:20 PM	1	7	0	0	0	14	1	0	0	0	0	0	0	0	0	0	23	
4:25 PM	1	4	0	0	0	14	1	0	2	0	1	0	0	0	0	0	23	
4:30 PM	1	16	0	0	0	16	2	0	0	0	0	0	0	0	0	0	35	
4:35 PM	0	8	0	0	0	18	1	0	0	0	0	0	0	0	0	0	27	
4:40 PM	0	6	0	0	0	13	1	0	0	0	1	0	0	0	0	0	21	
4:45 PM	1	8	0	0	0	14	0	0	0	0	1	0	0	0	0	0	24	
4:50 PM	0	14	0	0	0	7	1	0	0	0	0	0	0	0	0	0	22	
4:55 PM	0	13	0	0	0	12	1	0	0	0	1	0	0	0	0	0	27	306
5:00 PM	2	9	0	0	0	16	1	0	0	0	1	0	0	0	0	0	29	306
5:05 PM	3	6	0	0	0	13	2	0	1	0	0	0	0	0	0	0	25	305
5:10 PM	5	10	0	0	0	17	3	0	0	0	0	0	0	0	0	0	35	323
5:15 PM	1	5	0	0	0	12	1	0	1	0	0	0	0	0	0	0	20	311
5:20 PM	2	8	0	0	0	11	2	0	0	0	0	0	0	0	0	0	23	311
5:25 PM	0	5	0	0	0	13	1	0	0	0	0	0	0	0	0	0	19	307
5:30 PM	1	4	0	0	0	15	4	0	0	0	0	0	0	0	0	0	24	296
5:35 PM	0	11	0	0	0	18	1	0	0	0	0	0	0	0	0	0	30	299
5:40 PM	0	7	0	0	0	20	1	0	0	0	0	0	0	0	0	0	28	306
5:45 PM	3	6	0	0	0	12	2	0	1	0	0	0	0	0	0	0	24	306
5:50 PM	1	9	0	0	0	10	2	0	0	0	0	0	0	0	0	0	22	306
5:55 PM	1	8	0	0	0	17	2	0	1	0	2	0	0	0	0	0	31	310
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	40	100	0	0	0	184	24	0	4	0	4	0	0	0	0	0	356	
Heavy Trucks	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Pedestrians		0				0				12				0			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

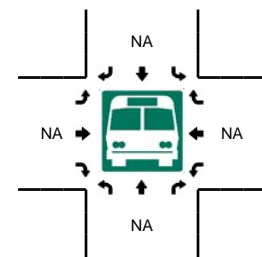
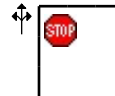
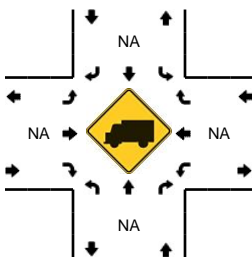
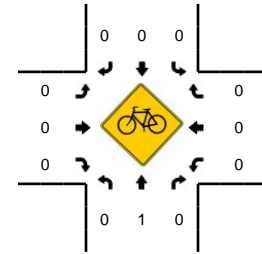
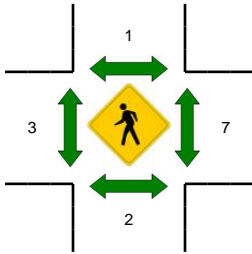
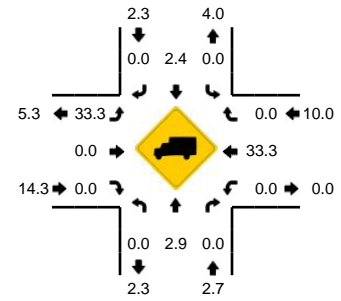
Comments:

LOCATION: Palmetto Ave -- Montecito Ave
CITY/STATE: Pacifica, CA

QC JOB #: 10747811
DATE: Tue, May 01 2012



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:40 AM -- 8:55 AM

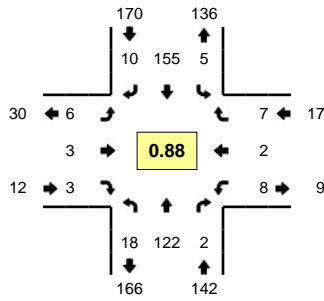


5-Min Count Period Beginning At	Palmetto Ave (Northbound)				Palmetto Ave (Southbound)				Montecito Ave (Eastbound)				Montecito Ave (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
7:00 AM	1	4	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	7	
7:05 AM	1	3	1	0	0	2	1	0	0	1	0	0	0	0	0	0	0	9	
7:10 AM	1	4	1	0	0	5	0	0	0	1	0	0	0	0	0	0	0	12	
7:15 AM	1	8	0	0	0	4	0	0	0	0	2	0	0	0	0	0	0	15	
7:20 AM	0	1	1	0	1	5	0	0	0	0	0	0	0	0	0	0	0	8	
7:25 AM	0	2	0	0	0	5	1	0	0	0	0	1	0	0	0	1	0	11	
7:30 AM	2	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	8	
7:35 AM	0	7	0	0	0	8	1	0	0	0	0	1	0	0	0	0	0	17	
7:40 AM	0	5	0	0	0	8	0	0	0	0	0	0	0	1	0	0	0	14	
7:45 AM	1	2	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	9	
7:50 AM	0	4	0	0	0	8	0	0	0	0	0	0	0	1	0	0	0	13	
7:55 AM	2	7	0	0	1	7	1	0	0	0	0	0	0	0	0	1	0	19	142
8:00 AM	1	10	0	0	0	7	1	0	0	2	1	2	0	0	0	0	0	24	159
8:05 AM	0	7	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	13	163
8:10 AM	1	11	0	0	0	13	1	0	0	1	0	0	0	0	0	1	0	28	179
8:15 AM	0	6	0	0	1	5	1	0	0	0	0	0	0	1	0	1	0	15	179
8:20 AM	1	7	0	0	0	11	1	0	0	1	1	0	0	0	0	0	0	22	193
8:25 AM	2	13	1	0	1	6	1	0	0	1	1	1	0	0	0	1	0	28	210
8:30 AM	3	16	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	28	230
8:35 AM	2	15	0	0	0	9	0	0	0	0	0	1	0	0	0	0	0	27	240
8:40 AM	0	19	0	0	0	8	0	0	0	1	1	0	0	1	1	0	0	31	257
8:45 AM	0	14	0	0	0	12	0	0	0	0	0	0	0	0	1	0	0	27	275
8:50 AM	0	11	0	0	0	22	1	0	0	0	0	0	0	0	0	1	0	35	297
8:55 AM	0	10	0	0	0	16	0	0	0	0	0	0	0	0	1	0	0	27	305
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
All Vehicles	0	176	0	0	0	168	4	0	4	4	0	0	4	8	4	0	372		
Heavy Trucks	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	24		
Pedestrians		4				0				0				16			20		
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0		
Railroad																			
Stopped Buses																			

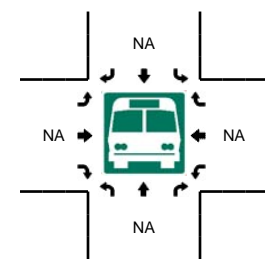
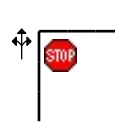
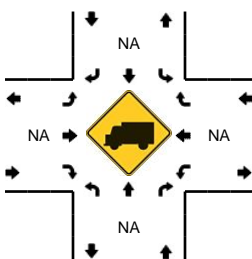
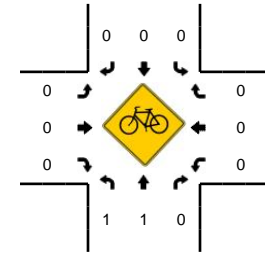
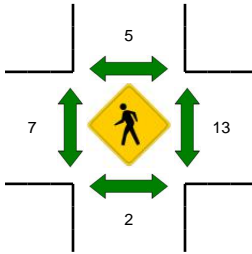
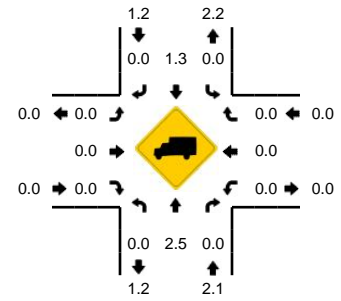
Comments:

LOCATION: Palmetto Ave -- Montecito Ave
CITY/STATE: Pacifica, CA

QC JOB #: 10747812
DATE: Tue, May 01 2012



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

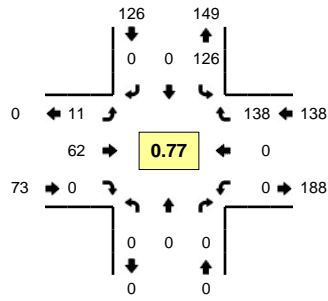


5-Min Count Period Beginning At	Palmetto Ave (Northbound)				Palmetto Ave (Southbound)				Montecito Ave (Eastbound)				Montecito Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	10	1	0	0	17	0	0	2	0	0	0	0	0	0	0	30	
4:05 PM	1	8	0	0	0	12	0	0	0	0	0	0	0	1	0	0	22	
4:10 PM	3	12	0	0	1	14	1	0	0	0	1	0	1	0	0	0	33	
4:15 PM	2	12	0	0	1	8	0	0	1	0	0	0	0	0	0	1	25	
4:20 PM	2	8	0	0	0	9	1	0	1	0	1	0	1	0	1	0	24	
4:25 PM	3	8	1	0	0	12	0	0	0	2	0	0	0	0	1	1	28	
4:30 PM	2	8	0	0	0	15	0	0	1	0	1	0	2	0	0	0	29	
4:35 PM	2	10	0	0	1	20	2	0	0	0	0	0	0	0	0	4	39	
4:40 PM	1	11	0	0	1	13	1	0	0	1	0	0	1	0	0	0	29	
4:45 PM	0	6	0	0	0	12	2	0	1	0	0	0	0	0	1	0	22	
4:50 PM	0	14	0	0	0	15	1	0	0	0	0	0	0	1	0	0	31	
4:55 PM	2	15	0	0	0	8	2	1	0	0	0	0	0	1	0	0	29	341
5:00 PM	2	4	0	0	0	12	0	0	1	1	0	0	0	0	2	0	22	333
5:05 PM	2	13	0	0	0	7	1	0	0	0	1	0	1	0	0	3	28	339
5:10 PM	3	6	0	0	1	10	0	0	1	0	0	0	0	1	1	3	26	332
5:15 PM	3	6	0	0	1	11	0	0	1	0	0	0	0	2	2	0	26	333
5:20 PM	1	6	0	0	0	11	0	0	0	0	0	0	0	2	1	0	21	330
5:25 PM	1	10	0	0	0	9	0	0	1	0	0	0	0	0	2	0	23	325
5:30 PM	3	12	0	0	0	6	0	0	0	0	0	0	0	0	1	1	23	319
5:35 PM	2	7	0	0	0	5	2	0	0	0	1	0	0	2	1	0	20	300
5:40 PM	0	16	0	0	0	8	3	0	0	0	0	0	0	0	0	0	27	298
5:45 PM	0	7	0	0	0	9	0	0	0	1	1	0	0	3	1	1	23	299
5:50 PM	3	4	0	1	0	13	1	0	0	0	0	0	0	0	2	0	24	292
5:55 PM	1	9	1	0	1	18	0	0	0	0	0	0	2	0	1	0	33	296
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	20	116	0	0	8	192	12	0	4	4	4	0	12	0	16	0	388	
Heavy Trucks	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Pedestrians		0			12				8				24				44	
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

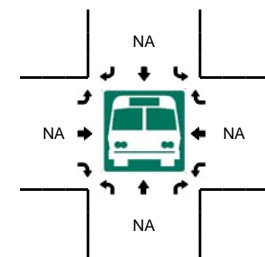
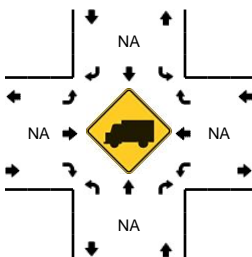
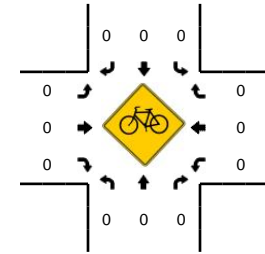
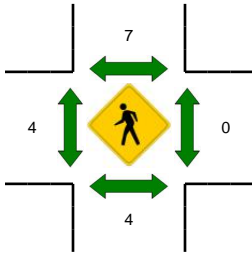
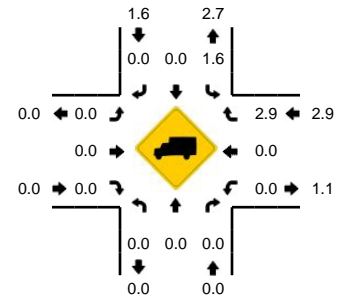
Comments:

LOCATION: Palmetto Ave -- Clarendon Rd
CITY/STATE: Pacifica, CA

QC JOB #: 10747809
DATE: Tue, May 01 2012



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:40 AM -- 8:55 AM

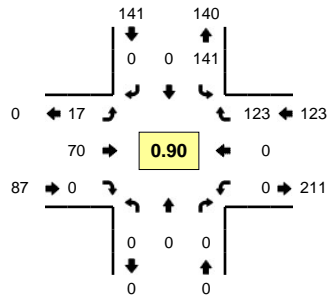


5-Min Count Period Beginning At	Palmetto Ave (Northbound)				Palmetto Ave (Southbound)				Clarendon Rd (Eastbound)				Clarendon Rd (Westbound)				Total	Hourly Totals		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U				
7:00 AM	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0	6	0	14		
7:05 AM	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	4	0	9		
7:10 AM	0	0	0	0	6	0	0	0	0	1	0	0	0	0	0	5	0	12		
7:15 AM	0	0	0	0	4	0	0	0	3	4	0	0	0	0	0	4	0	15		
7:20 AM	0	0	0	0	4	0	0	0	0	6	0	0	0	0	0	2	0	12		
7:25 AM	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	10		
7:30 AM	0	0	0	0	6	0	0	0	0	1	0	0	0	0	0	4	0	11		
7:35 AM	0	0	0	0	10	0	0	0	0	8	0	0	0	0	0	5	0	23		
7:40 AM	0	0	0	0	7	0	0	0	0	4	0	0	0	0	0	6	0	17		
7:45 AM	0	0	0	0	10	0	0	0	0	2	0	0	0	0	0	2	0	14		
7:50 AM	0	0	0	0	8	0	0	0	0	6	0	0	0	0	0	4	0	18		
7:55 AM	0	0	0	0	5	0	0	0	0	4	0	0	0	0	0	10	0	19	174	
8:00 AM	0	0	0	0	10	0	0	0	2	5	0	0	0	0	0	6	0	23	183	
8:05 AM	0	0	0	0	9	0	0	0	1	7	0	0	0	0	0	7	0	24	198	
8:10 AM	0	0	0	0	12	0	0	0	0	6	0	0	0	0	0	13	0	31	217	
8:15 AM	0	0	0	0	7	0	0	0	0	3	0	0	0	0	0	6	0	16	218	
8:20 AM	0	0	0	0	9	0	0	0	1	4	0	0	0	0	0	10	0	24	230	
8:25 AM	0	0	0	0	7	0	0	0	1	5	0	0	0	0	0	11	0	24	244	
8:30 AM	0	0	0	0	11	0	0	0	2	3	0	0	0	0	0	18	0	34	267	
8:35 AM	0	0	0	0	8	0	0	0	1	5	0	0	0	0	0	13	0	27	271	
8:40 AM	0	0	0	0	8	0	0	0	2	10	0	0	0	0	0	22	0	42	296	
8:45 AM	0	0	0	0	11	0	0	0	0	6	0	0	0	0	0	10	0	27	309	
8:50 AM	0	0	0	0	21	0	0	0	0	7	0	0	0	0	0	13	0	41	332	
8:55 AM	0	0	0	0	13	0	0	0	1	1	0	0	0	0	0	9	0	24	337	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total			
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U				
All Vehicles	0	0	0	0	160	0	0	0	8	92	0	0	0	0	0	180	0	440		
Heavy Trucks	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	12	0	16		
Pedestrians		4				8				4					0			16		
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0			0		
Railroad																				
Stopped Buses																				

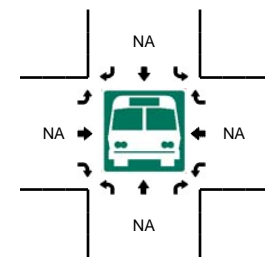
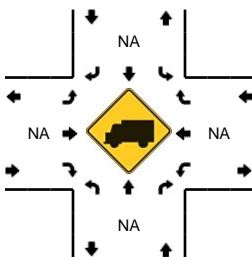
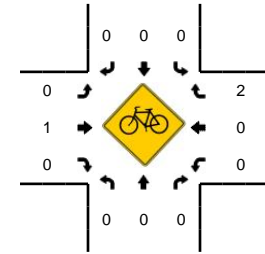
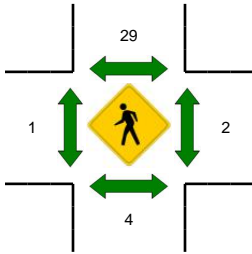
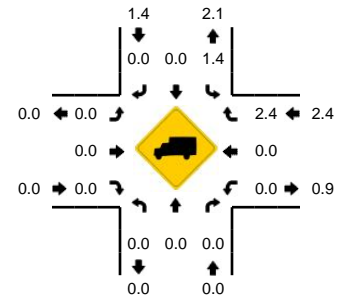
Comments:

LOCATION: Palmetto Ave -- Clarendon Rd
CITY/STATE: Pacifica, CA

QC JOB #: 10747810
DATE: Tue, May 01 2012



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

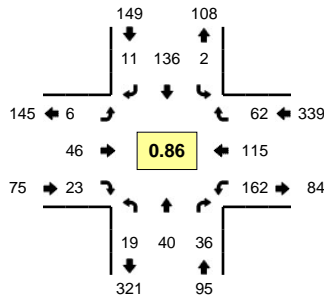


5-Min Count Period Beginning At	Palmetto Ave (Northbound)				Palmetto Ave (Southbound)				Clarendon Rd (Eastbound)				Clarendon Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	13	0	0	0	4	7	0	0	0	0	9	0	33	
4:05 PM	0	0	0	0	11	0	0	0	0	6	0	0	0	0	7	0	24	
4:10 PM	0	0	0	0	12	0	0	0	2	4	0	0	0	0	7	0	25	
4:15 PM	0	0	0	0	10	0	0	0	0	9	0	0	0	0	11	0	30	
4:20 PM	0	0	0	0	8	0	0	0	0	3	0	0	0	0	13	0	24	
4:25 PM	0	0	0	0	7	0	0	0	1	6	0	0	0	0	9	0	23	
4:30 PM	0	0	0	0	15	0	0	0	0	7	0	0	0	0	10	0	32	
4:35 PM	0	0	0	0	17	0	0	0	2	4	0	0	0	0	9	0	32	
4:40 PM	0	0	0	0	12	0	0	0	2	8	0	0	0	0	9	0	31	
4:45 PM	0	0	0	0	11	0	0	0	1	4	0	0	0	0	7	0	23	
4:50 PM	0	0	0	0	16	0	0	0	3	3	0	0	0	0	17	0	39	
4:55 PM	0	0	0	0	9	0	0	0	2	9	0	0	0	0	15	0	35	351
5:00 PM	0	0	0	0	9	0	0	0	0	4	0	0	0	0	7	0	20	338
5:05 PM	0	0	0	0	7	0	0	0	1	2	0	0	0	0	13	0	23	337
5:10 PM	0	0	0	0	6	0	0	0	0	11	0	0	0	0	13	0	30	342
5:15 PM	0	0	0	0	14	0	0	0	0	7	0	0	0	0	11	0	32	344
5:20 PM	0	0	0	0	8	0	0	0	0	2	0	0	0	0	8	0	18	338
5:25 PM	0	0	0	0	8	0	0	0	1	7	0	0	0	0	12	0	28	343
5:30 PM	0	0	0	0	7	0	0	0	1	3	0	0	0	0	13	0	24	335
5:35 PM	0	0	0	0	6	0	0	0	2	7	0	0	0	0	11	0	26	329
5:40 PM	0	0	0	0	6	0	0	0	1	9	0	0	0	0	9	0	25	323
5:45 PM	0	0	0	0	12	0	0	0	0	5	0	0	0	0	10	0	27	327
5:50 PM	0	0	0	0	11	0	0	0	1	4	0	0	0	0	11	0	27	315
5:55 PM	0	0	0	0	16	0	0	0	2	6	0	0	0	0	9	0	33	313
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	0	0	0	144	0	0	0	24	64	0	0	0	0	156	0	388	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians		16			24				0				4				44	
Bicycles	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

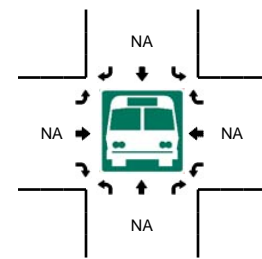
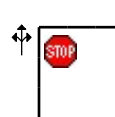
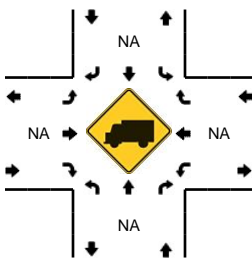
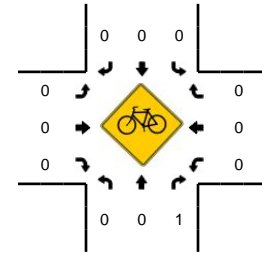
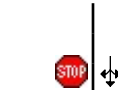
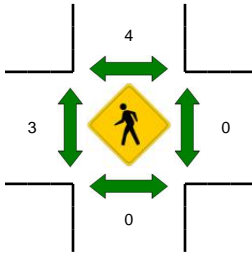
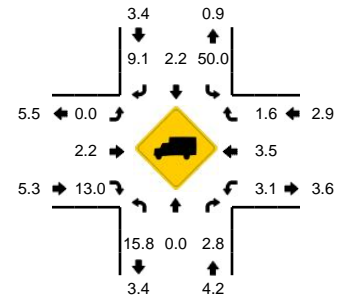
Comments:

LOCATION: Francisco Blvd -- Clarendon Rd
CITY/STATE: Pacifica, CA

QC JOB #: 10747815
DATE: Tue, May 01 2012



Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

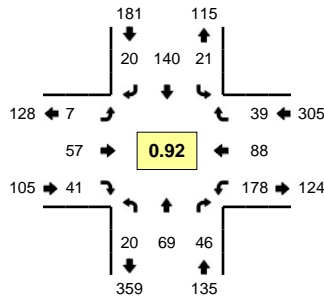


5-Min Count Period Beginning At	Francisco Blvd (Northbound)				Francisco Blvd (Southbound)				Clarendon Rd (Eastbound)				Clarendon Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	5	0	0	0	6	1	0	1	2	2	0	5	4	1	0	27	
7:05 AM	0	2	0	0	0	2	0	0	1	1	0	0	4	5	0	0	15	
7:10 AM	0	2	1	0	0	7	0	0	0	3	4	0	5	5	2	0	29	
7:15 AM	0	0	2	0	1	6	2	0	0	5	1	0	14	3	1	0	35	
7:20 AM	1	1	0	0	0	3	0	0	0	5	2	0	9	3	0	0	24	
7:25 AM	0	0	2	0	0	9	0	0	2	3	0	0	8	0	6	0	30	
7:30 AM	0	0	1	0	1	6	0	0	0	1	2	0	11	5	2	0	29	
7:35 AM	1	2	5	0	0	11	5	0	0	3	2	0	16	4	1	0	50	
7:40 AM	0	3	0	0	0	11	1	0	1	3	3	0	12	9	2	0	45	
7:45 AM	3	2	3	0	0	13	1	0	0	1	3	0	18	2	1	0	47	
7:50 AM	0	3	2	0	0	18	1	0	0	2	2	0	11	9	1	0	49	
7:55 AM	3	3	5	0	0	12	3	0	1	4	3	0	10	6	4	0	54	434
8:00 AM	1	3	2	0	2	17	0	0	0	5	2	0	27	5	1	0	65	472
8:05 AM	0	1	1	0	0	19	0	0	1	3	5	0	23	9	2	0	64	521
8:10 AM	3	2	1	0	0	16	2	0	1	4	1	0	20	11	2	0	63	555
8:15 AM	0	1	4	0	0	11	1	0	1	3	2	0	18	10	3	0	54	574
8:20 AM	2	4	3	0	0	16	0	0	0	3	3	0	9	10	2	0	52	602
8:25 AM	1	4	0	0	0	10	1	0	0	7	0	0	11	7	6	0	47	619
8:30 AM	2	3	2	0	0	3	0	0	2	2	0	0	7	13	6	0	40	630
8:35 AM	2	4	1	0	0	7	1	0	0	5	2	0	12	11	4	0	49	629
8:40 AM	0	5	6	0	0	12	0	0	0	3	1	0	11	17	10	0	65	649
8:45 AM	0	6	7	0	0	10	1	0	0	3	1	0	5	9	12	0	54	656
8:50 AM	5	4	4	0	0	3	2	0	0	4	3	0	9	7	10	0	51	658
8:55 AM	1	2	2	0	2	10	0	0	0	1	1	0	11	8	4	0	42	646
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	24	16	0	8	208	8	0	8	48	32	0	280	100	20	0	768	
Heavy Trucks	0	0	0	0	4	0	0	0	0	4	0	0	8	8	0	0	24	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

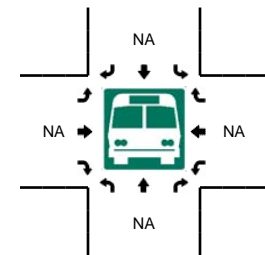
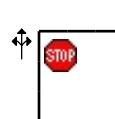
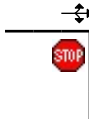
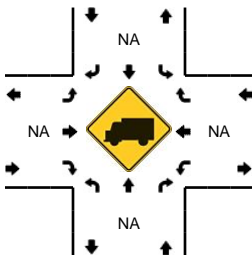
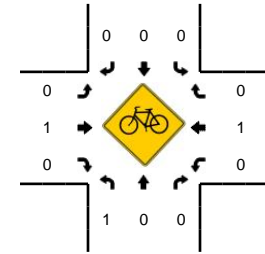
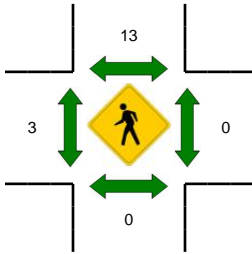
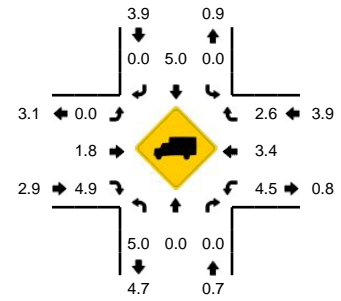
Comments:

LOCATION: Francisco Blvd -- Clarendon Rd
CITY/STATE: Pacifica, CA

QC JOB #: 10747816
DATE: Tue, May 01 2012



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

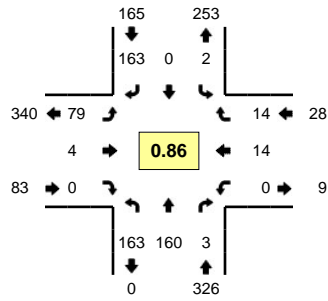


5-Min Count Period Beginning At	Francisco Blvd (Northbound)				Francisco Blvd (Southbound)				Clarendon Rd (Eastbound)				Clarendon Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	9	3	0	3	11	0	0	1	6	3	0	16	6	6	0	64	
4:05 PM	1	3	6	0	2	15	2	0	0	5	2	0	12	13	2	0	63	
4:10 PM	1	5	3	0	2	7	0	0	1	5	2	0	12	5	2	0	45	
4:15 PM	2	6	6	0	2	11	2	0	0	2	2	0	11	7	5	0	56	
4:20 PM	2	6	4	0	2	10	2	0	1	4	1	0	15	11	1	0	59	
4:25 PM	1	5	1	0	1	11	6	0	0	5	3	0	20	3	0	0	56	
4:30 PM	3	10	3	0	1	13	1	0	2	5	6	0	10	9	5	0	68	
4:35 PM	1	4	3	0	0	15	1	0	0	5	5	0	11	3	2	0	50	
4:40 PM	2	4	2	0	1	15	3	0	0	7	3	0	23	6	1	0	67	
4:45 PM	2	4	3	0	3	12	1	0	1	3	3	0	11	4	4	0	51	
4:50 PM	4	7	5	0	1	6	1	0	0	3	9	0	24	11	5	0	76	
4:55 PM	1	6	7	0	3	14	1	0	1	7	2	0	13	10	6	0	71	726
5:00 PM	1	9	1	0	1	8	2	0	1	1	3	0	12	6	3	0	48	710
5:05 PM	2	3	5	0	1	17	4	0	1	3	6	0	13	7	4	0	66	713
5:10 PM	3	5	2	0	0	13	3	0	0	4	4	0	12	7	4	0	57	725
5:15 PM	3	2	3	0	5	10	1	0	0	6	1	0	16	6	4	0	57	726
5:20 PM	2	7	4	0	1	12	1	0	1	2	0	0	17	6	3	0	56	723
5:25 PM	4	3	5	0	1	11	1	0	0	0	6	0	9	6	2	0	48	715
5:30 PM	4	1	0	0	2	10	2	0	1	1	2	0	11	7	3	0	44	691
5:35 PM	3	10	4	0	2	13	1	0	2	3	1	0	7	3	1	0	50	691
5:40 PM	2	5	3	0	3	11	4	0	0	7	1	0	7	7	5	0	55	679
5:45 PM	1	4	2	0	1	14	3	0	0	5	2	0	13	8	2	0	55	683
5:50 PM	3	1	4	0	3	10	3	0	1	3	3	0	9	3	8	0	51	658
5:55 PM	3	7	4	0	0	14	2	0	0	3	2	0	7	8	5	0	55	642
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	28	68	60	0	28	128	12	0	8	52	56	0	192	100	60	0	792	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	8	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

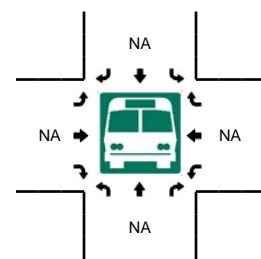
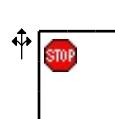
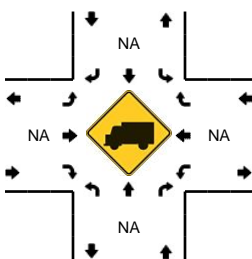
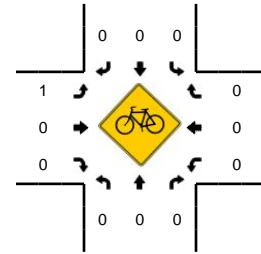
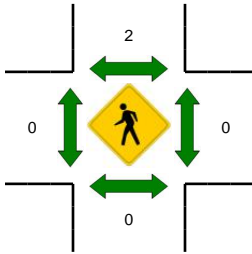
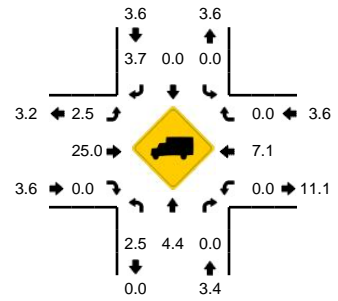
Comments:

LOCATION: Oceana Blvd -- Clarendon Rd
CITY/STATE: Pacifica, CA

QC JOB #: 10747817
DATE: Tue, May 01 2012



Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

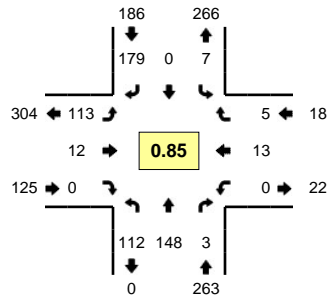


5-Min Count Period Beginning At	Oceana Blvd (Northbound)				Oceana Blvd (Southbound)				Clarendon Rd (Eastbound)				Clarendon Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	4	0	0	0	0	7	0	2	0	0	0	0	0	0	0	18	
7:05 AM	4	2	0	0	0	0	5	0	1	0	0	0	0	0	2	0	14	
7:10 AM	6	2	0	0	0	0	5	0	4	0	0	0	0	2	1	0	20	
7:15 AM	4	4	0	0	0	0	10	0	8	1	0	0	0	3	0	0	30	
7:20 AM	4	6	0	0	0	0	6	0	4	0	0	0	0	1	0	0	21	
7:25 AM	7	10	1	0	0	0	9	0	5	0	0	0	0	0	1	0	33	
7:30 AM	5	6	0	0	0	0	10	0	3	0	0	0	0	1	0	0	25	
7:35 AM	5	11	1	0	0	0	14	0	7	1	0	0	0	3	0	0	42	
7:40 AM	9	7	0	0	0	0	17	0	4	0	0	0	0	0	1	0	38	
7:45 AM	3	19	0	0	0	0	15	0	3	0	0	0	0	3	0	0	43	
7:50 AM	12	16	0	0	0	0	13	0	4	0	0	0	0	0	2	0	47	
7:55 AM	10	22	0	0	0	0	14	0	9	0	0	0	0	0	2	0	57	388
8:00 AM	6	6	0	0	1	0	21	0	8	1	0	0	0	1	1	0	45	415
8:05 AM	9	4	0	0	0	0	26	0	4	0	0	0	0	2	2	0	47	448
8:10 AM	9	11	1	0	0	0	16	0	4	0	0	0	0	5	3	0	49	477
8:15 AM	10	9	0	0	0	0	20	0	7	0	0	0	0	1	3	0	50	497
8:20 AM	10	14	1	0	0	0	11	0	6	0	0	0	0	0	0	0	42	518
8:25 AM	13	8	0	0	0	0	11	0	7	1	0	0	0	0	0	0	40	525
8:30 AM	18	15	1	0	1	0	8	0	2	1	0	0	0	1	2	0	49	549
8:35 AM	16	15	0	0	0	0	11	0	5	1	0	0	0	3	0	0	51	558
8:40 AM	28	26	0	0	0	0	11	0	9	0	0	0	0	0	0	0	74	594
8:45 AM	16	14	0	0	0	0	6	0	10	0	0	0	0	0	0	0	46	597
8:50 AM	18	16	0	0	0	0	8	0	8	0	0	0	0	1	1	0	52	602
8:55 AM	11	16	2	0	2	0	11	0	5	0	0	0	0	2	0	0	49	594
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	248	224	4	0	4	0	120	0	64	8	0	0	0	16	8	0	696	
Heavy Trucks	0	12	0	0	0	0	8	0	0	0	0	0	0	4	0	0	24	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

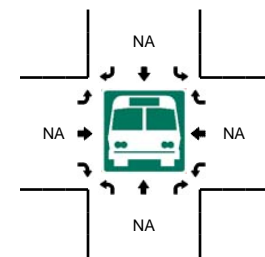
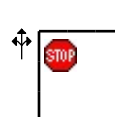
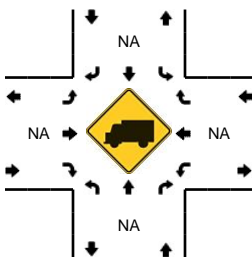
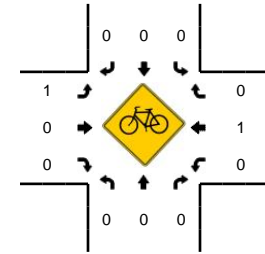
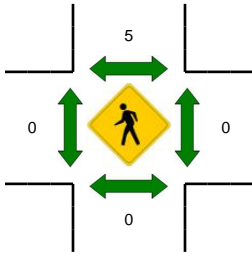
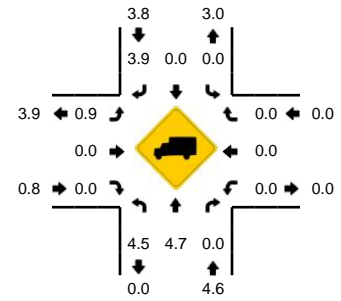
Comments:

LOCATION: Oceana Blvd -- Clarendon Rd
CITY/STATE: Pacifica, CA

QC JOB #: 10747818
DATE: Tue, May 01 2012



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:45 PM -- 5:00 PM



5-Min Count Period Beginning At	Oceana Blvd (Northbound)				Oceana Blvd (Southbound)				Clarendon Rd (Eastbound)				Clarendon Rd (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
4:00 PM	11	12	1	0	1	0	14	0	10	1	0	0	0	0	2	1	0	53	
4:05 PM	15	7	0	0	1	0	13	0	13	1	0	0	0	0	1	1	0	52	
4:10 PM	5	18	0	0	1	0	9	0	9	1	0	0	0	0	0	1	0	44	
4:15 PM	12	13	0	0	1	0	12	0	11	0	0	0	0	0	3	1	0	53	
4:20 PM	7	9	0	0	1	0	16	0	9	1	0	0	0	0	2	0	0	45	
4:25 PM	4	12	1	0	0	0	17	0	7	0	0	0	0	0	2	0	0	43	
4:30 PM	13	8	0	0	0	0	9	0	6	3	0	0	0	0	0	0	0	39	
4:35 PM	4	14	0	0	0	0	13	0	8	0	0	0	0	0	0	0	0	39	
4:40 PM	5	12	0	0	0	0	23	0	8	2	0	0	0	0	0	0	0	50	
4:45 PM	9	12	1	0	0	0	13	0	8	1	0	0	0	0	0	1	0	45	
4:50 PM	13	12	0	0	1	0	25	0	10	0	0	0	0	0	3	0	0	64	
4:55 PM	14	19	0	0	1	0	15	0	14	2	0	0	0	0	0	0	0	65	592
5:00 PM	11	15	0	0	0	0	8	0	3	0	0	0	0	0	1	0	0	38	577
5:05 PM	11	11	1	0	0	0	13	0	8	1	0	0	0	0	2	0	0	47	572
5:10 PM	13	11	0	0	1	0	10	0	6	0	0	0	0	0	2	1	0	44	572
5:15 PM	5	11	0	0	0	0	16	0	9	5	0	0	0	0	0	0	0	46	565
5:20 PM	7	11	2	0	0	0	17	0	4	2	0	0	0	0	0	0	0	43	563
5:25 PM	8	6	0	0	1	0	9	0	7	0	0	0	0	0	1	0	0	32	552
5:30 PM	5	5	1	0	1	0	11	0	3	0	0	0	0	0	0	1	0	27	540
5:35 PM	4	15	2	0	1	0	6	0	7	1	0	0	0	0	1	0	0	37	538
5:40 PM	13	14	0	0	0	0	9	0	10	4	0	0	0	0	1	0	0	51	539
5:45 PM	8	19	0	0	1	0	10	0	6	1	0	0	0	0	3	0	0	48	542
5:50 PM	6	21	0	0	0	0	10	0	10	0	0	0	0	0	2	0	0	49	527
5:55 PM	6	10	1	0	1	0	16	0	6	1	0	0	0	0	0	1	0	42	504
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
All Vehicles	144	172	4	0	8	0	212	0	128	12	0	0	0	0	12	4	0	696	
Heavy Trucks	8	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	16	
Pedestrians		0				0				0					0			0	
Bicycles		0				0				1	0	0			0	0	0	1	
Railroad																			
Stopped Buses																			

Comments:

Existing Conditions
Intersection Level of Service Calculations

Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Oceana Blvd. & NB Highway 1 On-Ramp

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[9.5]

Table with columns for Street Name (Ocean Blvd, SR 1 NB On-Ramp), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1, 0, 1, 0, 0).

Table with columns for Volume Module: >> Count Date: 1 May 2012 << 7:30-8:30 AM. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module: Critical Gp: 4.1, FollowUpTim: 2.2. Rows contain various 'xxxxx' placeholders.

Table for Capacity Module: Cnflct Vol: 274, Potent Cap.: 1300, Move Cap.: 1300, Volume/Cap: 0.39. Rows contain various 'xxxxx' placeholders.

Table for Level of Service Module: 2Way95thQ: 1.9, Control Del: 9.5, LOS by Move: A, Movement: LT-LTR-RT, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows contain various 'xxxxx' and '*' placeholders.

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Oceana Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.997
Loss Time (sec): 0 Average Delay (sec/veh): 42.0
Optimal Cycle: 0 Level Of Service: E

Street Name: Ocean Blvd Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 0 1 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 7:30-8:30 AM
Base Vol: 26 213 51 43 73 102 197 150 41 31 67 227
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 213 51 43 73 102 197 150 41 31 67 227
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
PHF Volume: 33 266 64 54 91 128 246 188 51 39 84 284
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 266 64 54 91 128 246 188 51 39 84 284
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 33 266 64 54 91 128 246 188 51 39 84 284

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.09 0.73 0.18 1.00 0.42 0.58 0.51 0.39 0.10 0.09 0.21 0.70
Final Sat.: 40 331 79 378 174 243 247 188 51 46 100 340

Capacity Analysis Module:
Vol/Sat: 0.80 0.80 0.80 0.14 0.52 0.52 1.00 1.00 1.00 0.83 0.83 0.83
Crit Moves: **** **** ****
Delay/Veh: 34.0 34.0 34.0 13.2 18.6 18.6 67.3 67.3 67.3 35.2 35.2 35.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 34.0 34.0 34.0 13.2 18.6 18.6 67.3 67.3 67.3 35.2 35.2 35.2
LOS by Move: D D D B C C F F F E E E
ApproachDel: 34.0 17.5 67.3 35.2
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 34.0 17.5 67.3 35.2
LOS by Appr: D C F E
AllWayAvgQ: 2.9 2.9 2.9 0.1 0.9 0.9 7.7 7.7 7.7 3.4 3.4 3.4

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

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Francisco Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 0 Average Delay (sec/veh): 12.7
Optimal Cycle: 0 Level Of Service: B

Street Name: Francisco Blvd Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1

Volume Module: >> Count Date: 1 May 2012 << 7:50-8:50 AM
Base Vol: 41 3 175 168 42 48 0 0 0 110 126 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: 41 3 175 168 42 48 0 0 0 110 126 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
PHF Volume: 51 4 219 210 53 60 0 0 0 138 158 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 4 219 210 53 60 0 0 0 138 158 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 51 4 219 210 53 60 0 0 0 138 158 5

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.19 0.01 0.80 0.65 0.16 0.19 0.00 0.00 0.00 0.47 0.53 1.00
Final Sat.: 133 10 569 435 109 124 0 0 0 264 302 662

Capacity Analysis Module:
Vol/Sat: 0.38 0.38 0.38 0.48 0.48 0.48 xxxx xxxx xxxx 0.52 0.52 0.01
Crit Moves: **** **** ****
Delay/Veh: 10.6 10.6 10.6 12.6 12.6 12.6 0.0 0.0 0.0 14.7 14.7 7.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 10.6 10.6 10.6 12.6 12.6 12.6 0.0 0.0 0.0 14.7 14.7 7.9
LOS by Move: B B B B B B * * * B B A
ApproachDel: 10.6 12.6 xxxxxx 14.6
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 10.6 12.6 xxxxxx 14.6
LOS by Appr: B B * B
AllWayAvgQ: 0.5 0.5 0.5 0.8 0.8 0.8 0.0 0.0 0.0 0.9 0.9 0.0

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Palmetto Ave. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 0 Average Delay (sec/veh): 11.8
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Palmetto Ave, Paloma Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Table for Volume Module: >> Count Date: 1 May 2012 << 8:00-9:00 AM. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module: Rows include Adjustment, Lanes, and Final Sat. values.

Table for Capacity Analysis Module: Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Francisco Blvd. & Montecito Ave.

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[10.2]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Francisco Blvd and Montecito Ave with details on North, South, East, and West bounds.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Includes data for 1 May 2012 at 7:50-8:50 AM.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for various approaches.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different approaches.

Table for Level of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Palmetto Ave. & Montecito Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.212
Loss Time (sec): 0 Average Delay (sec/veh): 8.1
Optimal Cycle: 0 Level Of Service: A

Street Name: Palmetto Ave Montecito Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 8:00-9:00 AM
Base Vol: 10 139 1 2 123 6 6 4 4 3 3 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: 10 139 1 2 123 6 6 4 4 3 3 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
PHF Volume: 12 170 1 2 150 7 7 5 5 4 4 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 12 170 1 2 150 7 7 5 5 4 4 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 12 170 1 2 150 7 7 5 5 4 4 5

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.06 0.93 0.01 0.01 0.94 0.05 0.43 0.28 0.29 0.30 0.30 0.40
Final Sat.: 58 800 6 13 812 40 319 212 212 227 227 303

Capacity Analysis Module:
Vol/Sat: 0.21 0.21 0.21 0.18 0.18 0.18 0.02 0.02 0.02 0.02 0.02 0.02
Crit Moves: ****
Delay/Veh: 8.2 8.2 8.2 8.0 8.0 8.0 7.6 7.6 7.6 7.5 7.5 7.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 8.2 8.2 8.2 8.0 8.0 8.0 7.6 7.6 7.6 7.5 7.5 7.5
LOS by Move: A A A A A A A A A A A A
ApproachDel: 8.2 8.0 7.6 7.5
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 8.2 8.0 7.6 7.5
LOS by Appr: A A A
AllWayAvgQ: 0.3 0.3 0.3 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0

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

Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Palmetto Ave. & Clarendon Ave.

Average Delay (sec/veh): 9.2 Worst Case Level Of Service: B[12.9]

Street Name: Palmetto Ave Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Yield Sign
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 0 1 0 1 0 0 0 0 0 0 1

Volume Module: >> Count Date: 1 May 2012 << 8:00-9:00 AM
Base Vol: 0 0 0 126 0 0 11 62 0 0 0 138
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: 0 0 0 126 0 0 11 62 0 0 0 138
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: 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77
PHF Volume: 0 0 0 164 0 0 14 81 0 0 0 179
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 164 0 0 14 81 0 0 0 179

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

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 0 xxxx xxxxxx 327 327 xxxxx xxxx xxxxx 0
Potent Cap.: xxxx xxxx xxxxx 1636 xxxx xxxxxx 630 595 xxxxxx xxxx xxxxx 1091
Move Cap.: xxxx xxxx xxxxx 1636 xxxx xxxxxx 486 535 xxxxxx xxxx xxxxx 1091
Volume/Cap: xxxx xxxx xxxxx 0.10 xxxx xxxxx 0.03 0.15 xxxxx xxxx xxxxx 0.16

Level of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.3 xxxx xxxxxx 0.1 0.5 xxxxx xxxx xxxxx 0.6
Control Del:xxxxx xxxx xxxxx 7.4 xxxx xxxxxx 12.6 12.9 xxxxx xxxxx xxxxx 8.9
LOS by Move: * * * A * * B B * * * A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxx xxxxxx
Shared LOS: * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 12.9 8.9
ApproachLOS: * * B A

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #8 Francisco Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 Average Delay (sec/veh): 11.0
Optimal Cycle: 0 Level Of Service: B

Street Name: Francisco Blvd Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 7:55-8:55 AM
Base Vol: 19 40 36 2 136 11 6 46 23 162 115 62
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 19 40 36 2 136 11 6 46 23 162 115 62
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 22 47 42 2 158 13 7 53 27 188 134 72
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 22 47 42 2 158 13 7 53 27 188 134 72
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 22 47 42 2 158 13 7 53 27 188 134 72

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.20 0.42 0.38 0.01 0.92 0.07 0.08 0.61 0.31 0.48 0.34 0.18
Final Sat.: 129 272 245 9 593 48 54 415 207 354 251 135

Capacity Analysis Module:
Vol/Sat: 0.17 0.17 0.17 0.27 0.27 0.27 0.13 0.13 0.13 0.53 0.53 0.53
Crit Moves: ****
Delay/Veh: 9.0 9.0 9.0 9.8 9.8 9.8 8.6 8.6 8.6 12.6 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
AdjDel/Veh: 9.0 9.0 9.0 9.8 9.8 9.8 8.6 8.6 8.6 12.6 12.6 12.6
LOS by Move: A A A A A A A A A B B B
ApproachDel: 9.0 9.8 8.6 12.6
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 9.0 9.8 8.6 12.6
LOS by Appr: A A B
AllWayAvgQ: 0.2 0.2 0.2 0.3 0.3 0.3 0.1 0.1 0.1 1.0 1.0 1.0

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Oceana Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 0 Average Delay (sec/veh): 10.2
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Ocean Blvd, Clarendon Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Table for Volume Module: >> Count Date: 1 May 2012 << 7:55-8:55 AM. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module: Rows include Adjustment, Lanes, and Final Sat. values.

Table for Capacity Analysis Module: Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Francisco Blvd. & SB Highway 1 On-ramp

Average Delay (sec/veh): 9.8 Worst Case Level Of Service: A[9.9]

Street Name: Francisco Blvd SR 1 NB Off-Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Yield Sign Uncontrolled Uncontrolled
Rights: Channel Include Include Include
Lanes: 0 0 1 0 1 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 2 May 2012 << 7:55-8:55 AM
Base Vol: 0 95 0 201 120 0 0 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 95 0 201 120 0 0 0 0 0 0 0 0
User Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 86 0 183 109 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 86 0 183 109 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gp:xxxxxx 6.5 6.2 7.1 6.5 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
FollowUpTim:xxxxxx 4.0 3.3 3.5 4.0 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxx xxxxxx

Capacity Module:
Cnflct Vol: xxxxx 0 0 43 0 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: xxxxx 900 1091 965 900 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: xxxxx 900 1091 894 900 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: xxxxx 0.10 0.00 0.20 0.12 xxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx

Level of Service Module:
2Way95thQ: xxxxx 0.3 xxxxxx 0.8 0.4 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del:xxxxxx 9.4 xxxxxx 10.1 9.6 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * A * B A * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * * * * * * * * *
ApproachDel: 9.4 9.9 xxxxxxxx xxxxxxxx
ApproachLOS: A A * *

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

Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Oceana Blvd. & NB Highway 1 On-Ramp

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: A[8.1]

Street Name: Ocean Blvd SR 1 NB On-Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 206 159 0 0 170 0 0 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 206 159 0 0 170 0 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 226 175 0 0 187 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 226 175 0 0 187 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
FollowUpTim: 2.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Capacity Module:
Cnflct Vol: 187 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: 1400 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: 1400 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: 0.16 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Level of Service Module:
2Way95thQ: 0.6 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del: 8.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx
LOS by Move: A * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Oceana Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 0 Average Delay (sec/veh): 13.3
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Ocean Blvd, Paloma Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Table for Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module: Rows include Adjustment, Lanes, and Final Sat. values.

Table for Capacity Analysis Module: Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Francisco Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 0 Average Delay (sec/veh): 12.1
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Francisco Blvd, Paloma Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Table for Volume Module showing Count, Date (1 May 2012), and various adjustment factors (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume).

Table for Saturation Flow Module showing Adjustment, Lanes, and Final Sat. values.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Palmetto Ave. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.290
Loss Time (sec): 0 Average Delay (sec/veh): 9.0
Optimal Cycle: 0 Level Of Service: A

Table with columns for Street Name (Palmetto Ave, Paloma Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Table for Volume Module: >> Count Date: 1 May 2012 << 4:10-5:10 PM. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module: Rows include Adjustment, Lanes, and Final Sat. values.

Table for Capacity Analysis Module: Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Francisco Blvd. & Montecito Ave.

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.9]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Francisco Blvd and Montecito Ave with details on North, South, East, and West bounds.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Includes a date entry: 1 May 2012 << 4:15-5:15 PM.

Table for Critical Gap Module with columns for Critical Gp and FollowUpTim. Values include 4.1, 2.2, 6.4, 6.5, 6.2, 3.5, 4.0, 3.3.

Table for Capacity Module with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Values include 202, 1382, 1382, 0.01, 352, 352, 193, 0.01, 0.00, 0.01.

Table for Level of Service Module with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Values include 0.0, 7.6, A, LT-LTR-RT, 746, 0.0, 9.9, A, 9.9, A.

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Palmetto Ave. & Montecito Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.223
Loss Time (sec): 0 Average Delay (sec/veh): 8.1
Optimal Cycle: 0 Level Of Service: A

Street Name: Palmetto Ave Montecito Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 18 122 2 5 155 10 6 3 3 8 2 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: 18 122 2 5 155 10 6 3 3 8 2 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: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 20 139 2 6 176 11 7 3 3 9 2 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 139 2 6 176 11 7 3 3 9 2 8
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 139 2 6 176 11 7 3 3 9 2 8

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.13 0.86 0.01 0.03 0.91 0.06 0.50 0.25 0.25 0.47 0.12 0.41
Final Sat.: 108 732 12 26 791 51 365 183 183 352 88 308

Capacity Analysis Module:
Vol/Sat: 0.19 0.19 0.19 0.22 0.22 0.22 0.02 0.02 0.02 0.03 0.03 0.03
Crit Moves: **** **** ****
Delay/Veh: 8.1 8.1 8.1 8.2 8.2 8.2 7.7 7.7 7.7 7.6 7.6 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
AdjDel/Veh: 8.1 8.1 8.1 8.2 8.2 8.2 7.7 7.7 7.7 7.6 7.6 7.6
LOS by Move: A A A A A A A A A A A A
ApproachDel: 8.1 8.2 7.7 7.6
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 8.1 8.2 7.7 7.6
LOS by Appr: A A A
AllWayAvgQ: 0.2 0.2 0.2 0.3 0.3 0.3 0.0 0.0 0.0 0.0 0.0 0.0

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

Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Palmetto Ave. & Clarendon Ave.

Average Delay (sec/veh): 9.2 Worst Case Level Of Service: B[12.6]

Street Name: Palmetto Ave Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Yield Sign
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 0 1 0 1 0 0 0 0 0 0 1

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 0 0 0 141 0 0 17 70 0 0 0 123
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 141 0 0 17 70 0 0 0 123
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 0 0 157 0 0 19 78 0 0 0 137
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 157 0 0 19 78 0 0 0 137

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

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 0 xxxx xxxxxx 313 313 xxxxx xxxx xxxx 0
Potent Cap.: xxxx xxxx xxxxx 1636 xxxx xxxxxx 643 605 xxxxxx xxxx xxxx 1091
Move Cap.: xxxx xxxx xxxxx 1636 xxxx xxxxxx 521 547 xxxxxx xxxx xxxx 1091
Volume/Cap: xxxx xxxx xxxx 0.10 xxxx xxxx 0.04 0.14 xxxx xxxx xxxx 0.13

Level of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.3 xxxx xxxxxx 0.1 0.5 xxxxx xxxx xxxx 0.4
Control Del:xxxxx xxxx xxxxx 7.4 xxxx xxxxxx 12.2 12.7 xxxxx xxxxx xxxx 8.8
LOS by Move: * * * A * * B B * * * A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 12.6 8.8
ApproachLOS: * * B A

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #8 Francisco Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 0 Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

Street Name: Francisco Blvd Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 20 69 46 21 140 20 7 57 41 178 88 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: 20 69 46 21 140 20 7 57 41 178 88 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 22 75 50 23 152 22 8 62 45 193 96 42
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 22 75 50 23 152 22 8 62 45 193 96 42
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 22 75 50 23 152 22 8 62 45 193 96 42

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.15 0.51 0.34 0.12 0.77 0.11 0.07 0.54 0.39 0.58 0.29 0.13
Final Sat.: 96 332 221 76 504 72 44 360 259 407 201 89

Capacity Analysis Module:
Vol/Sat: 0.23 0.23 0.23 0.30 0.30 0.30 0.17 0.17 0.17 0.48 0.48 0.48
Crit Moves: ****
Delay/Veh: 9.4 9.4 9.4 10.2 10.2 10.2 8.9 8.9 8.9 12.1 12.1 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
AdjDel/Veh: 9.4 9.4 9.4 10.2 10.2 10.2 8.9 8.9 8.9 12.1 12.1 12.1
LOS by Move: A A A B B B A A A B B B
ApproachDel: 9.4 10.2 8.9 12.1
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 9.4 10.2 8.9 12.1
LOS by Appr: A B A B
AllWayAvgQ: 0.2 0.2 0.2 0.4 0.4 0.4 0.2 0.2 0.2 0.8 0.8 0.8

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Oceana Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 0 Average Delay (sec/veh): 9.7
Optimal Cycle: 0 Level Of Service: A

Table with columns for Street Name (Ocean Blvd, Clarendon Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Table for Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module: Rows include Adjustment, Lanes, and Final Sat. values.

Table for Capacity Analysis Module: Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Francisco Blvd. & SB Highway 1 On-ramp

Average Delay (sec/veh): 10.7 Worst Case Level Of Service: B[11.0]

Street Name: Francisco Blvd SR 1 NB Off-Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Yield Sign Uncontrolled Uncontrolled
Rights: Channel Include Include Include
Lanes: 0 0 1 0 1 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 0 135 0 254 105 0 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 135 0 254 105 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 142 0 267 111 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 142 0 267 111 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gp:xxxxxx 6.5 6.2 7.1 6.5 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
FollowUpTim:xxxxxx 4.0 3.3 3.5 4.0 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Capacity Module:
Cnflct Vol: xxxxx 0 0 71 0 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: xxxxx 900 1091 925 900 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: xxxxx 900 1091 813 900 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: xxxxx 0.16 0.00 0.33 0.12 xxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx

Level of Service Module:
2Way95thQ: xxxxx 0.6 xxxxxx 1.4 0.4 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del:xxxxxx 9.7 xxxxxx 11.6 9.6 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * A * B A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * * * * * * * * *
ApproachDel: 9.7 11.0 xxxxxxxx xxxxxxxx
ApproachLOS: A B * *

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

Existing plus Background Conditions
Intersection Level of Service Calculations

Trip Generation Report

Forecast for AM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
5	Mixed Use Bl	1.00	Mixed Use (Ret	4.00	5.00	4	5	9	100.0
	Zone 5 Subtotal		.....			4	5	9	100.0
TOTAL						4	5	9	100.0

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Oceana Blvd. & NB Highway 1 On-Ramp

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[9.5]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Ocean Blvd and SR 1 NB On-Ramp with various movement details.

Table with columns for Volume Module, Count, Date, and various volume/adjustment factors. Includes rows for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values across different approaches.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. ratios.

Table for Level of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Oceana Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.001
Loss Time (sec): 0 Average Delay (sec/veh): 42.7
Optimal Cycle: 0 Level Of Service: E

Street Name: Ocean Blvd Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 0 1 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 7:30-8:30 AM
Base Vol: 26 213 51 43 73 102 197 150 41 31 67 227
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 213 51 43 73 102 197 150 41 31 67 227
Added Vol: 0 3 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 26 216 51 43 73 102 197 150 41 31 67 227
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
PHF Volume: 33 270 64 54 91 128 246 188 51 39 84 284
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 270 64 54 91 128 246 188 51 39 84 284
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 33 270 64 54 91 128 246 188 51 39 84 284

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.09 0.74 0.17 1.00 0.42 0.58 0.51 0.39 0.10 0.09 0.21 0.70
Final Sat.: 40 332 78 377 174 243 246 187 51 46 100 339

Capacity Analysis Module:
Vol/Sat: 0.81 0.81 0.81 0.14 0.53 0.53 1.00 1.00 1.00 0.84 0.84 0.84
Crit Moves: **** **** **** ****
Delay/Veh: 35.1 35.1 35.1 13.2 18.7 18.7 68.5 68.5 68.5 35.7 35.7 35.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 35.1 35.1 35.1 13.2 18.7 18.7 68.5 68.5 68.5 35.7 35.7 35.7
LOS by Move: E E E B C C F F F E E E
ApproachDel: 35.1 17.6 68.5 35.7
Delay Adj: 1.00 1.00
ApprAdjDel: 35.1 17.6 68.5 35.7
LOS by Appr: E C F E
AllWayAvgQ: 3.0 3.0 3.0 0.1 0.9 0.9 7.8 7.8 7.8 3.4 3.4 3.4

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Francisco Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 0 Average Delay (sec/veh): 12.7
Optimal Cycle: 0 Level Of Service: B

Street Name: Francisco Blvd Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 1

Volume Module: >> Count Date: 1 May 2012 << 7:50-8:50 AM
Base Vol: 41 3 175 168 42 48 0 0 0 110 126 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: 41 3 175 168 42 48 0 0 0 110 126 4
Added Vol: 0 0 0 0 0 3 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 41 3 175 168 42 51 0 0 0 110 126 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
PHF Volume: 51 4 219 210 53 64 0 0 0 138 158 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 4 219 210 53 64 0 0 0 138 158 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 51 4 219 210 53 64 0 0 0 138 158 5

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.19 0.01 0.80 0.64 0.16 0.20 0.00 0.00 0.00 0.47 0.53 1.00
Final Sat.: 133 10 569 431 108 131 0 0 0 264 302 661

Capacity Analysis Module:
Vol/Sat: 0.38 0.38 0.38 0.49 0.49 0.49 xxxx xxxx xxxx 0.52 0.52 0.01
Crit Moves: **** **** ****
Delay/Veh: 10.6 10.6 10.6 12.7 12.7 12.7 0.0 0.0 0.0 14.8 14.8 7.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 10.6 10.6 10.6 12.7 12.7 12.7 0.0 0.0 0.0 14.8 14.8 7.9
LOS by Move: B B B B B B * * * B B A
ApproachDel: 10.6 12.7 xxxxxx 14.6
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 10.6 12.7 xxxxxx 14.6
LOS by Appr: B B * B
AllWayAvgQ: 0.6 0.6 0.6 0.8 0.8 0.8 0.0 0.0 0.0 0.9 0.9 0.0

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Palmetto Ave. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 0 Average Delay (sec/veh): 11.9
Optimal Cycle: 0 Level Of Service: B

Street Name: Palmetto Ave Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 0 1 0 1 0

Volume Module: >> Count Date: 1 May 2012 << 8:00-9:00 AM
Base Vol: 12 130 0 0 186 30 0 0 0 0 35 40 180
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 1.00
Initial Bse: 12 130 0 0 186 30 0 0 0 0 35 40 180
Added Vol: 0 0 0 0 0 0 0 0 0 0 3 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 12 130 0 0 186 30 0 0 0 0 38 40 180
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 1.00
PHF Adj: 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62
PHF Volume: 19 210 0 0 300 48 0 0 0 0 61 65 290
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 19 210 0 0 300 48 0 0 0 0 61 65 290
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 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 19 210 0 0 300 48 0 0 0 0 61 65 290

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.08 0.92 0.00 0.00 0.86 0.14 0.00 0.00 0.00 0.29 0.71 1.00
Final Sat.: 54 584 0 0 584 94 0 0 0 169 406 664

Capacity Analysis Module:
Vol/Sat: 0.36 0.36 xxxx xxxx 0.51 0.51 xxxx xxxx xxxx 0.36 0.16 0.44
Crit Moves: **** ****
Delay/Veh: 11.2 11.2 0.0 0.0 13.1 13.1 0.0 0.0 0.0 10.3 10.3 11.6
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.2 11.2 0.0 0.0 13.1 13.1 0.0 0.0 0.0 10.3 10.3 11.6
LOS by Move: B B * * B B * * * B B B
ApproachDel: 11.2 13.1 xxxxxx 11.2
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 11.2 13.1 xxxxxx 11.2
LOS by Appr: B B * B
AllWayAvgQ: 0.5 0.5 0.5 0.9 0.9 0.9 0.0 0.0 0.0 0.3 0.7 0.7

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

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Francisco Blvd. & Montecito Ave.

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[10.2]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Francisco Blvd and Montecito Ave with North, South, East, and West bounds.

Table with columns for Volume Module, Count, Date, and various volume/adjustment factors like Base Vol, Growth Adj, PHF Adj, etc.

Table for Critical Gap Module with columns for Critical Gp, FollowUpTim, and various gap/adjustment values.

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

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

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Palmetto Ave. & Montecito Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.213
Loss Time (sec): 0 Average Delay (sec/veh): 8.1
Optimal Cycle: 0 Level Of Service: A

Street Name: Palmetto Ave Montecito Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 8:00-9:00 AM
Base Vol: 10 139 1 2 123 6 6 4 4 3 3 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: 10 139 1 2 123 6 6 4 4 3 3 4
Added Vol: 0 1 0 0 3 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 140 1 2 126 6 6 4 4 3 3 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
PHF Volume: 12 171 1 2 154 7 7 5 5 4 4 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 12 171 1 2 154 7 7 5 5 4 4 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 12 171 1 2 154 7 7 5 5 4 4 5

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.06 0.93 0.01 0.01 0.95 0.04 0.43 0.28 0.29 0.30 0.30 0.40
Final Sat.: 57 800 6 13 813 39 317 212 212 226 226 301

Capacity Analysis Module:
Vol/Sat: 0.21 0.21 0.21 0.19 0.19 0.19 0.02 0.02 0.02 0.02 0.02 0.02
Crit Moves: **** **** ****
Delay/Veh: 8.2 8.2 8.2 8.1 8.1 8.1 7.6 7.6 7.6 7.5 7.5 7.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 8.2 8.2 8.2 8.1 8.1 8.1 7.6 7.6 7.6 7.5 7.5 7.5
LOS by Move: A A A A A A A A A A A A
ApproachDel: 8.2 8.1 7.6 7.5
Delay Adj: 1.00 1.00
ApprAdjDel: 8.2 8.1 7.6 7.5
LOS by Appr: A A A A
AllWayAvgQ: 0.3 0.3 0.3 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0

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

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Palmetto Ave. & Clarendon Ave.

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: B[13.1]

Street Name: Palmetto Ave Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Yield Sign
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 0 1 0 1 0 0 0 0 0 0 1

Volume Module: >> Count Date: 1 May 2012 << 8:00-9:00 AM
Base Vol: 0 0 0 126 0 0 11 62 0 0 0 138
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: 0 0 0 126 0 0 11 62 0 0 0 138
Added Vol: 0 0 0 5 0 0 0 0 0 0 0 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 131 0 0 11 62 0 0 0 139
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: 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77
PHF Volume: 0 0 0 170 0 0 14 81 0 0 0 181
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 170 0 0 14 81 0 0 0 181

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

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 0 xxxx xxxxx 340 340 xxxxx xxxx xxxxx 0
Potent Cap.: xxxx xxxx xxxxx 1636 xxxx xxxxx 618 585 xxxxx xxxx xxxxx 1091
Move Cap.: xxxx xxxx xxxxx 1636 xxxx xxxxx 474 524 xxxxx xxxx xxxxx 1091
Volume/Cap: xxxx xxxx xxxxx 0.10 xxxx xxxxx 0.03 0.15 xxxxx xxxx xxxxx 0.17

Level of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.3 xxxx xxxxx 0.1 0.5 xxxxx xxxx xxxxx 0.6
Control Del:xxxxx xxxx xxxxx 7.5 xxxx xxxxx 12.8 13.1 xxxxx xxxxx xxxxx 9.0
LOS by Move: * * * A * * B B * * * A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 13.1 9.0
ApproachLOS: * * B A

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Francisco Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 Average Delay (sec/veh): 11.1
Optimal Cycle: 0 Level Of Service: B

Street Name: Francisco Blvd Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 7:55-8:55 AM
Base Vol: 19 40 36 2 136 11 6 46 23 162 115 62
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 19 40 36 2 136 11 6 46 23 162 115 62
Added Vol: 0 0 0 0 0 0 0 3 1 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 19 40 36 2 136 11 6 49 24 162 116 62
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 22 47 42 2 158 13 7 57 28 188 135 72
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 22 47 42 2 158 13 7 57 28 188 135 72
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 22 47 42 2 158 13 7 57 28 188 135 72

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.20 0.42 0.38 0.01 0.92 0.07 0.08 0.62 0.30 0.48 0.34 0.18
Final Sat.: 128 270 243 9 590 48 51 419 205 352 252 135

Capacity Analysis Module:
Vol/Sat: 0.17 0.17 0.17 0.27 0.27 0.27 0.14 0.14 0.14 0.54 0.54 0.54
Crit Moves: ****
Delay/Veh: 9.1 9.1 9.1 9.9 9.9 9.9 8.7 8.7 8.7 12.7 12.7 12.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.1 9.1 9.1 9.9 9.9 9.9 8.7 8.7 8.7 12.7 12.7 12.7
LOS by Move: A A A A A A A A A B B B
ApproachDel: 9.1 9.9 8.7 12.7
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 9.1 9.9 8.7 12.7
LOS by Appr: A A A B
AllWayAvgQ: 0.2 0.2 0.2 0.3 0.3 0.3 0.1 0.1 0.1 1.0 1.0 1.0

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Oceana Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 0 Average Delay (sec/veh): 10.2
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Ocean Blvd, Clarendon Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Table for Volume Module showing Count Date (1 May 2012), Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module showing Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Francisco Blvd. & SB Highway 1 On-ramp

Average Delay (sec/veh): 9.8 Worst Case Level Of Service: A[9.9]

Street Name: Francisco Blvd SR 1 NB Off-Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Yield Sign Uncontrolled Uncontrolled
Rights: Channel Include Include Include
Lanes: 0 0 1 0 1 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 2 May 2012 << 7:55-8:55 AM
Base Vol: 0 95 0 201 120 0 0 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 95 0 201 120 0 0 0 0 0 0 0 0
Added Vol: 0 0 0 1 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 95 0 202 120 0 0 0 0 0 0 0 0
User Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 86 0 184 109 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 86 0 184 109 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gp:xxxxx 6.5 6.2 7.1 6.5 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
FollowUpTim:xxxxxx 4.0 3.3 3.5 4.0 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Capacity Module:
Cnflct Vol: xxxxx 0 0 43 0 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Potent Cap.: xxxxx 900 1091 965 900 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Move Cap.: xxxxx 900 1091 894 900 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Volume/Cap: xxxxx 0.10 0.00 0.21 0.12 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Level Of Service Module:
2Way95thQ: xxxxx 0.3 xxxxxx 0.8 0.4 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Control Del:xxxxxx 9.4 xxxxxx 10.1 9.6 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: * A * B A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: 9.4 9.9 xxxxxxxx xxxxxxxx
ApproachLOS: A A * *

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

Trip Generation Report

Forecast for PM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
5	Mixed Use Bl	1.00	Mixed Use (Ret	3.00	2.00	3	2	5	100.0
	Zone 5 Subtotal		.....			3	2	5	100.0
TOTAL						3	2	5	100.0

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Oceana Blvd. & NB Highway 1 On-Ramp

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: A[8.1]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Ocean Blvd and SR 1 NB On-Ramp with various movement and control details.

Table with columns: Volume Module, Count, Date, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume. Includes data for 1 May 2012 at 4:00-5:00 PM.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim. Shows values like 4.1 and 2.2 with xxxxx placeholders.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Shows values like 187, 1400, and 0.16 with xxxxx placeholders.

Table with columns: Level of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Shows values like 0.6, 8.1, and A with xxxxx and * placeholders.

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Oceana Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 0 Average Delay (sec/veh): 13.3
Optimal Cycle: 0 Level Of Service: B

Street Name: Ocean Blvd Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 0 1 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 61 190 47 16 98 58 152 79 129 15 39 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: 61 190 47 16 98 58 152 79 129 15 39 53
Added Vol: 0 1 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 61 191 47 16 98 58 152 79 129 15 39 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 65 203 50 17 104 62 162 84 137 16 41 56
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 65 203 50 17 104 62 162 84 137 16 41 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
FinalVolume: 65 203 50 17 104 62 162 84 137 16 41 56

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.20 0.64 0.16 1.00 0.63 0.37 0.42 0.22 0.36 0.14 0.36 0.50
Final Sat.: 125 391 96 494 347 205 272 142 231 80 207 281

Capacity Analysis Module:
Vol/Sat: 0.52 0.52 0.52 0.03 0.30 0.30 0.59 0.59 0.59 0.20 0.20 0.20
Crit Moves: **** **** ****
Delay/Veh: 13.9 13.9 13.9 9.7 11.0 11.0 15.1 15.1 15.1 9.9 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
AdjDel/Veh: 13.9 13.9 13.9 9.7 11.0 11.0 15.1 15.1 15.1 9.9 9.9 9.9
LOS by Move: B B B A B B C C C A A A
ApproachDel: 13.9 10.9 15.1 9.9
Delay Adj: 1.00 1.00
ApprAdjDel: 13.9 10.9 15.1 9.9
LOS by Appr: B B C A
AllWayAvgQ: 0.9 0.9 0.9 0.0 0.4 0.4 1.2 1.2 1.2 0.2 0.2 0.2

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Francisco Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 0 Average Delay (sec/veh): 12.1
Optimal Cycle: 0 Level Of Service: B

Street Name: Francisco Blvd Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1

Volume Module: >> Count Date: 1 May 2012 << 4:15-5:15 PM
Base Vol: 46 2 153 192 118 102 0 0 0 80 69 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: 46 2 153 192 118 102 0 0 0 80 69 4
Added Vol: 0 0 0 0 0 2 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 46 2 153 192 118 104 0 0 0 80 69 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 51 2 168 211 130 114 0 0 0 88 76 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 168 211 130 114 0 0 0 88 76 4
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 51 2 168 211 130 114 0 0 0 88 76 4

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.23 0.01 0.76 0.46 0.29 0.25 0.00 0.00 0.00 0.54 0.46 1.00
Final Sat.: 175 8 581 355 218 192 0 0 0 292 252 636

Capacity Analysis Module:
Vol/Sat: 0.29 0.29 0.29 0.59 0.59 0.59 xxxx xxxx xxxx 0.30 0.30 0.01
Crit Moves: **** ****
Delay/Veh: 9.3 9.3 9.3 13.9 13.9 13.9 0.0 0.0 0.0 11.3 11.3 8.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.3 9.3 9.3 13.9 13.9 13.9 0.0 0.0 0.0 11.3 11.3 8.0
LOS by Move: A A A B B B * * * B B A
ApproachDel: 9.3 13.9 xxxxxx 11.2
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 9.3 13.9 xxxxxx 11.2
LOS by Appr: A B * B
AllWayAvgQ: 0.4 0.4 0.4 1.3 1.3 1.3 0.0 0.0 0.0 0.4 0.4 0.0

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Palmetto Ave. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.290
Loss Time (sec): 0 Average Delay (sec/veh): 9.0
Optimal Cycle: 0 Level Of Service: A

Street Name: Palmetto Ave Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 0 1 0 1 0

Volume Module: >> Count Date: 1 May 2012 << 4:10-5:10 PM
Base Vol: 22 103 0 0 163 32 0 0 0 56 51 109
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 22 103 0 0 163 32 0 0 0 56 51 109
Added Vol: 0 0 0 0 0 0 0 0 0 2 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 22 103 0 0 163 32 0 0 0 58 51 109
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 25 117 0 0 185 36 0 0 0 66 58 124
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 117 0 0 185 36 0 0 0 66 58 124
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 117 0 0 185 36 0 0 0 66 58 124

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.18 0.82 0.00 0.00 0.84 0.16 0.00 0.00 0.00 0.53 0.47 1.00
Final Sat.: 128 597 0 0 638 125 0 0 0 331 291 746

Capacity Analysis Module:
Vol/Sat: 0.20 0.20 xxxx xxxx 0.29 0.29 xxxx xxxx xxxx 0.20 0.20 0.17
Crit Moves: **** ****
Delay/Veh: 8.9 8.9 0.0 0.0 9.3 9.3 0.0 0.0 0.0 9.6 9.6 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
AdjDel/Veh: 8.9 8.9 0.0 0.0 9.3 9.3 0.0 0.0 0.0 9.6 9.6 8.2
LOS by Move: A A * * A A * * * A A A
ApproachDel: 8.9 9.3 xxxxxx 8.9
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 8.9 9.3 xxxxxx 8.9
LOS by Appr: A A * A
AllWayAvgQ: 0.2 0.2 0.2 0.4 0.4 0.4 0.0 0.0 0.0 0.2 0.2 0.2

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Francisco Blvd. & Montecito Ave.

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.9]

Table with columns for Street Name (Francisco Blvd, Montecito Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0, 1, 0, 0, 0).

Table with columns for Volume Module: >> Count Date: 1 May 2012 << 4:15-5:15 PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module: Critical Gp, FollowUpTim. Values include 4.1, 6.4, 6.5, 6.2, 2.2, 3.5, 4.0, 3.3.

Table for Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Values include 202, 1382, 1382, 0.01, 352, 649, 643, 0.01, 0.00, 0.01.

Table for Level of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Values include 0.0, 7.6, A, LT-LTR-RT, 746, 0.0, 9.9, A, 9.9, A.

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Palmetto Ave. & Montecito Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.225
Loss Time (sec): 0 Average Delay (sec/veh): 8.2
Optimal Cycle: 0 Level Of Service: A

Street Name: Palmetto Ave Montecito Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 18 122 2 5 155 10 6 3 3 8 2 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: 18 122 2 5 155 10 6 3 3 8 2 7
Added Vol: 0 0 0 0 2 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 18 122 2 5 157 10 6 3 3 8 2 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: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 20 139 2 6 178 11 7 3 3 9 2 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 139 2 6 178 11 7 3 3 9 2 8
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 139 2 6 178 11 7 3 3 9 2 8

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.13 0.86 0.01 0.03 0.91 0.06 0.50 0.25 0.25 0.47 0.12 0.41
Final Sat.: 108 732 12 25 792 50 365 182 182 351 88 307

Capacity Analysis Module:
Vol/Sat: 0.19 0.19 0.19 0.23 0.23 0.23 0.02 0.02 0.02 0.03 0.03 0.03
Crit Moves: ****
Delay/Veh: 8.1 8.1 8.1 8.3 8.3 8.3 7.7 7.7 7.7 7.6 7.6 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
AdjDel/Veh: 8.1 8.1 8.1 8.3 8.3 8.3 7.7 7.7 7.7 7.6 7.6 7.6
LOS by Move: A A A A A A A A A A A A
ApproachDel: 8.1 8.3 7.7 7.6
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 8.1 8.3 7.7 7.6
LOS by Appr: A A A A
AllWayAvgQ: 0.2 0.2 0.2 0.3 0.3 0.3 0.0 0.0 0.0 0.0 0.0 0.0

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

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Palmetto Ave. & Clarendon Ave.

Average Delay (sec/veh): 9.2 Worst Case Level Of Service: B[12.6]

Street Name: Palmetto Ave Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Yield Sign
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 0 1 0 1 0 0 0 0 0 0 1

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 0 0 0 141 0 0 17 70 0 0 0 123
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 141 0 0 17 70 0 0 0 123
Added Vol: 0 0 0 2 0 0 0 0 0 0 0 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 143 0 0 17 70 0 0 0 124
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 0 0 159 0 0 19 78 0 0 0 138
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 159 0 0 19 78 0 0 0 138

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

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 0 xxxx xxxxxx 318 318 xxxxxx xxxx xxxxx 0
Potent Cap.: xxxx xxxx xxxxxx 1636 xxxx xxxxxx 639 602 xxxxxx xxxx xxxxx 1091
Move Cap.: xxxx xxxx xxxxxx 1636 xxxx xxxxxx 517 543 xxxxxx xxxx xxxxx 1091
Volume/Cap: xxxx xxxx xxxxx 0.10 xxxx xxxxx 0.04 0.14 xxxxx xxxxx xxxxx 0.13

Level of Service Module:
2Way95thQ: xxxx xxxx xxxxxx 0.3 xxxx xxxxxx 0.1 0.5 xxxxxx xxxxx xxxxx 0.4
Control Del:xxxxx xxxx xxxxxx 7.4 xxxx xxxxxx 12.2 12.7 xxxxxx xxxxxx xxxxx 8.8
LOS by Move: * * * A * * B B * * * A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 12.6 8.8
ApproachLOS: * * B A

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Francisco Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 0 Average Delay (sec/veh): 10.7
Optimal Cycle: 0 Level Of Service: B

Street Name: Francisco Blvd Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 20 69 46 21 140 20 7 57 41 178 88 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: 20 69 46 21 140 20 7 57 41 178 88 39
Added Vol: 0 0 0 0 0 0 0 1 1 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 69 46 21 140 20 7 58 42 178 89 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 22 75 50 23 152 22 8 63 46 193 97 42
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 22 75 50 23 152 22 8 63 46 193 97 42
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 22 75 50 23 152 22 8 63 46 193 97 42

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.15 0.51 0.34 0.12 0.77 0.11 0.07 0.54 0.39 0.58 0.29 0.13
Final Sat.: 96 332 221 75 503 72 43 360 261 405 202 89

Capacity Analysis Module:
Vol/Sat: 0.23 0.23 0.23 0.30 0.30 0.30 0.18 0.18 0.18 0.48 0.48 0.48
Crit Moves: ****
Delay/Veh: 9.5 9.5 9.5 10.2 10.2 10.2 9.0 9.0 9.0 12.1 12.1 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
AdjDel/Veh: 9.5 9.5 9.5 10.2 10.2 10.2 9.0 9.0 9.0 12.1 12.1 12.1
LOS by Move: A A A B B B A A A B B B
ApproachDel: 9.5 10.2 9.0 12.1
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 9.5 10.2 9.0 12.1
LOS by Appr: A B A B
AllWayAvgQ: 0.2 0.2 0.2 0.4 0.4 0.4 0.2 0.2 0.2 0.8 0.8 0.8

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Oceana Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 0 Average Delay (sec/veh): 9.7
Optimal Cycle: 0 Level Of Service: A

Street Name: Ocean Blvd Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 112 148 3 7 0 179 113 12 0 0 13 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: 112 148 3 7 0 179 113 12 0 0 13 5
Added Vol: 1 0 0 0 0 0 1 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 113 148 3 7 0 179 114 12 0 0 13 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 133 174 4 8 0 211 134 14 0 0 15 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 133 174 4 8 0 211 134 14 0 0 15 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 133 174 4 8 0 211 134 14 0 0 15 6

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.43 0.56 0.01 0.04 0.00 0.96 0.90 0.10 0.00 0.00 0.72 0.28
Final Sat.: 322 422 9 31 0 804 577 61 0 0 455 175

Capacity Analysis Module:
Vol/Sat: 0.41 0.41 0.41 0.26 xxxx 0.26 0.23 0.23 xxxx xxxx 0.03 0.03
Crit Moves: **** **** ****
Delay/Veh: 10.7 10.7 10.7 8.5 0.0 8.5 9.7 9.7 0.0 0.0 8.3 8.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 10.7 10.7 10.7 8.5 0.0 8.5 9.7 9.7 0.0 0.0 8.3 8.3
LOS by Move: B B B A * A A A * * A A
ApproachDel: 10.7 8.5 9.7 8.3
Delay Adj: 1.00 1.00
ApprAdjDel: 10.7 8.5 9.7 8.3
LOS by Appr: B A A A
AllWayAvgQ: 0.6 0.6 0.6 0.3 0.3 0.3 0.3 0.3 0.3 0.0 0.0 0.0

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Francisco Blvd. & SB Highway 1 On-ramp

Average Delay (sec/veh): 10.7 Worst Case Level Of Service: B[11.0]

Street Name: Francisco Blvd SR 1 NB Off-Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Yield Sign Uncontrolled Uncontrolled
Rights: Channel Include Include Include
Lanes: 0 0 1 0 1 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 0 135 0 254 105 0 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 135 0 254 105 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: 0 135 0 254 105 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 142 0 267 111 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 142 0 267 111 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gp:xxxxx 6.5 6.2 7.1 6.5 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
FollowUpTim:xxxxxx 4.0 3.3 3.5 4.0 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Capacity Module:
Cnflct Vol: xxxxx 0 0 71 0 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Potent Cap.: xxxxx 900 1091 925 900 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Move Cap.: xxxxx 900 1091 813 900 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Volume/Cap: xxxxx 0.16 0.00 0.33 0.12 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Level Of Service Module:
2Way95thQ: xxxxx 0.6 xxxxxx 1.4 0.4 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Control Del:xxxxxx 9.7 xxxxxx 11.6 9.6 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: * A * B A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: 9.7 11.0 xxxxxxxx xxxxxxxx
ApproachLOS: A B * *

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

Existing plus Background plus Project Conditions
Intersection Level of Service Calculations

Trip Generation Report

Forecast for AM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Beach Blvd.	1.00	Townhomes	6.00	31.00	6	31	37	30.1
	Zone 1 Subtotal					6	31	37	30.1
2	Beach Blvd.	1.00	Restaurant	3.00	1.00	3	1	4	3.3
	Zone 2 Subtotal					3	1	4	3.3
3	Beach Blvd.	1.00	Library	22.00	9.00	22	9	31	25.2
	Zone 3 Subtotal					22	9	31	25.2
4	Beach Blvd.	1.00	Hotel	26.00	16.00	26	16	42	34.1
	Zone 4 Subtotal					26	16	42	34.1
5	Mixed Use B1	1.00	Mixed Use (Ret	4.00	5.00	4	5	9	7.3
	Zone 5 Subtotal					4	5	9	7.3
TOTAL						61	62	123	100.0

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Oceana Blvd. & NB Highway 1 On-Ramp

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: A[9.8]

Table with columns for Street Name (Ocean Blvd, SR 1 NB On-Ramp), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1, 0, 1, 0, 0).

Table with columns for Volume Module: >> Count Date: 1 May 2012 << 7:30-8:30 AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module: Critical Gp: 4.1, FollowUpTim: 2.2. Rows contain 'xxxx' values for various parameters.

Table for Capacity Module: Cnflct Vol: 276, Potent Cap.: 1299, Move Cap.: 1299, Volume/Cap: 0.42. Rows contain 'xxxx' values for various parameters.

Table for Level of Service Module: 2Way95thQ: 2.1, Control Del: 9.8, LOS by Move: A, Movement: LT-LTR-RT. Rows contain 'xxxx' and '*' values for various parameters.

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Oceana Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.080
Loss Time (sec): 0 Average Delay (sec/veh): 52.3
Optimal Cycle: 0 Level Of Service: F

Street Name: Ocean Blvd Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 0 1 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 7:30-8:30 AM
Base Vol: 26 213 51 43 73 102 197 150 41 31 67 227
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 213 51 43 73 102 197 150 41 31 67 227
Added Vol: 0 14 0 0 0 1 24 0 0 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 26 227 51 43 73 103 221 150 41 31 68 227
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
PHF Volume: 33 284 64 54 91 129 276 188 51 39 85 284
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 284 64 54 91 129 276 188 51 39 85 284
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 33 284 64 54 91 129 276 188 51 39 85 284

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.08 0.75 0.17 1.00 0.41 0.59 0.54 0.36 0.10 0.09 0.21 0.70
Final Sat.: 38 336 75 373 171 241 256 174 47 46 100 334

Capacity Analysis Module:
Vol/Sat: 0.85 0.85 0.85 0.14 0.53 0.53 1.08 1.08 1.08 0.85 0.85 0.85
Crit Moves: ****
Delay/Veh: 39.1 39.1 39.1 13.3 19.1 19.1 91.8 91.8 91.8 37.6 37.6 37.6
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 39.1 39.1 39.1 13.3 19.1 19.1 91.8 91.8 91.8 37.6 37.6 37.6
LOS by Move: E E E B C C F F F E E E
ApproachDel: 39.1 18.0 91.8 37.6
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 39.1 18.0 91.8 37.6
LOS by Appr: E C F E
AllWayAvgQ: 3.5 3.5 3.5 0.2 0.9 0.9 10.8 10.8 10.8 3.6 3.6 3.6

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Francisco Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 0 Average Delay (sec/veh): 13.5
Optimal Cycle: 0 Level Of Service: B

Street Name: Francisco Blvd Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1

Volume Module: >> Count Date: 1 May 2012 << 7:50-8:50 AM
Base Vol: 41 3 175 168 42 48 0 0 0 110 126 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: 41 3 175 168 42 48 0 0 0 110 126 4
Added Vol: 0 0 25 0 0 33 0 0 0 0 2 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 41 3 200 168 42 81 0 0 0 110 128 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
PHF Volume: 51 4 250 210 53 101 0 0 0 138 160 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 4 250 210 53 101 0 0 0 138 160 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 51 4 250 210 53 101 0 0 0 138 160 5

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.17 0.01 0.82 0.58 0.14 0.28 0.00 0.00 0.00 0.46 0.54 1.00
Final Sat.: 118 9 576 387 97 186 0 0 0 254 296 641

Capacity Analysis Module:
Vol/Sat: 0.43 0.43 0.43 0.54 0.54 0.54 xxxx xxxx xxxx 0.54 0.54 0.01
Crit Moves: **** ****
Delay/Veh: 11.3 11.3 11.3 13.8 13.8 13.8 0.0 0.0 0.0 15.5 15.5 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
AdjDel/Veh: 11.3 11.3 11.3 13.8 13.8 13.8 0.0 0.0 0.0 15.5 15.5 8.1
LOS by Move: B B B B B B * * * C C A
ApproachDel: 11.3 13.8 xxxxxx 15.3
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 11.3 13.8 xxxxxx 15.3
LOS by Appr: B B * C
AllWayAvgQ: 0.7 0.7 0.7 1.0 1.0 1.0 0.0 0.0 0.0 1.0 1.0 0.0

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Palmetto Ave. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 0 Average Delay (sec/veh): 12.4
Optimal Cycle: 0 Level Of Service: B

Street Name: Palmetto Ave Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 0 1 0 1 0

Volume Module: >> Count Date: 1 May 2012 << 8:00-9:00 AM
Base Vol: 12 130 0 0 186 30 0 0 0 35 40 180
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: 12 130 0 0 186 30 0 0 0 35 40 180
Added Vol: 0 3 0 0 4 0 0 0 0 34 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 12 133 0 0 190 30 0 0 0 69 41 180
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62
PHF Volume: 19 215 0 0 306 48 0 0 0 111 66 290
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 19 215 0 0 306 48 0 0 0 111 66 290
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
FinalVolume: 19 215 0 0 306 48 0 0 0 111 66 290

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.08 0.92 0.00 0.00 0.86 0.14 0.00 0.00 0.00 0.48 0.52 1.00
Final Sat.: 52 572 0 0 572 90 0 0 0 268 296 660

Capacity Analysis Module:
Vol/Sat: 0.37 0.37 xxxx xxxx 0.54 0.54 xxxx xxxx xxxx 0.41 0.22 0.44
Crit Moves: **** ****
Delay/Veh: 11.6 11.6 0.0 0.0 13.8 13.8 0.0 0.0 0.0 11.6 11.6 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
AdjDel/Veh: 11.6 11.6 0.0 0.0 13.8 13.8 0.0 0.0 0.0 11.6 11.6 11.7
LOS by Move: B B * * B B * * * B B B
ApproachDel: 11.6 13.8 xxxxxx 11.7
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 11.6 13.8 xxxxxx 11.7
LOS by Appr: B B * B
AllWayAvgQ: 0.5 0.5 0.5 1.0 1.0 1.0 0.0 0.0 0.0 0.4 0.7 0.7

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

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Francisco Blvd. & Montecito Ave.

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.6]

Table with columns for Street Name (Francisco Blvd, Montecito Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0, 1, 0, 0, 0).

Table with columns for Volume Module: >> Count Date: 1 May 2012 << 7:50-8:50 AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module: Critical Gp, FollowUpTim. Values include 4.1, 2.2, 6.4, 3.5, 6.5, 4.0, 6.2, 3.3.

Table for Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Values include 185, 1402, 1402, 0.00, 313, 684, 682, 0.06, 313, 605, 866, 0.00, 182, 866, 866, xxxxx, xxxxx, xxxxx.

Table for Level of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Values include 0.0, 7.6, A, LT-LTR-RT, xxxxx, 693, 0.2, 10.6, A, xxxxxx, 10.6, B, xxxxxx.

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Palmetto Ave. & Montecito Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.255
Loss Time (sec): 0 Average Delay (sec/veh): 8.4
Optimal Cycle: 0 Level Of Service: A

Street Name: Palmetto Ave Montecito Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 8:00-9:00 AM
Base Vol: 10 139 1 2 123 6 6 4 4 3 3 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: 10 139 1 2 123 6 6 4 4 3 3 4
Added Vol: 13 3 10 0 7 34 2 15 4 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 23 142 11 2 130 40 8 19 8 3 3 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
PHF Volume: 28 173 13 2 159 49 10 23 10 4 4 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 173 13 2 159 49 10 23 10 4 4 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 28 173 13 2 159 49 10 23 10 4 4 5

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.13 0.81 0.06 0.01 0.76 0.23 0.23 0.54 0.23 0.30 0.30 0.40
Final Sat.: 110 678 53 10 652 201 162 386 162 214 214 285

Capacity Analysis Module:
Vol/Sat: 0.26 0.26 0.26 0.24 0.24 0.24 0.06 0.06 0.06 0.02 0.02 0.02
Crit Moves: ****
Delay/Veh: 8.6 8.6 8.6 8.4 8.4 8.4 8.0 8.0 8.0 7.7 7.7 7.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 8.6 8.6 8.6 8.4 8.4 8.4 8.0 8.0 8.0 7.7 7.7 7.7
LOS by Move: A A A A A A A A A A A A
ApproachDel: 8.6 8.4 8.0 7.7
Delay Adj: 1.00 1.00
ApprAdjDel: 8.6 8.4 8.0 7.7
LOS by Appr: A A A A
AllWayAvgQ: 0.3 0.3 0.3 0.3 0.3 0.3 0.1 0.1 0.1 0.0 0.0 0.0

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

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Palmetto Ave. & Clarendon Ave.

Average Delay (sec/veh): 9.6 Worst Case Level Of Service: B[14.1]

Street Name: Palmetto Ave Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Yield Sign
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 0 1 0 1 0 0 0 0 0 0 1

Volume Module: >> Count Date: 1 May 2012 << 8:00-9:00 AM
Base Vol: 0 0 0 126 0 0 11 62 0 0 0 138
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: 0 0 0 126 0 0 11 62 0 0 0 138
Added Vol: 0 0 0 21 0 0 0 12 0 0 0 19
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 147 0 0 11 74 0 0 0 157
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: 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77
PHF Volume: 0 0 0 191 0 0 14 96 0 0 0 204
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 191 0 0 14 96 0 0 0 204

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

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 0 xxxx xxxxx 382 382 xxxxx xxxx xxxxx 0
Potent Cap.: xxxx xxxx xxxxx 1636 xxxx xxxxx 580 554 xxxxx xxxx xxxxx 1091
Move Cap.: xxxx xxxx xxxxx 1636 xxxx xxxxx 429 490 xxxxx xxxx xxxxx 1091
Volume/Cap: xxxx xxxx xxxxx 0.12 xxxx xxxxx 0.03 0.20 xxxxx xxxx xxxxx 0.19

Level of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.4 xxxx xxxxx 0.1 0.7 xxxxx xxxx xxxxx 0.7
Control Del:xxxxx xxxx xxxxx 7.5 xxxx xxxxx 13.7 14.1 xxxxx xxxxx xxxxx 9.1
LOS by Move: * * * A * * B B * * * A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 14.1 9.1
ApproachLOS: * * B A

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Francisco Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 0 Average Delay (sec/veh): 11.5
Optimal Cycle: 0 Level Of Service: B

Street Name: Francisco Blvd Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 7:55-8:55 AM
Base Vol: 19 40 36 2 136 11 6 46 23 162 115 62
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 19 40 36 2 136 11 6 46 23 162 115 62
Added Vol: 3 0 0 0 0 0 0 15 18 0 15 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 22 40 36 2 136 11 6 61 41 162 130 62
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 26 47 42 2 158 13 7 71 48 188 151 72
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 47 42 2 158 13 7 71 48 188 151 72
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 26 47 42 2 158 13 7 71 48 188 151 72

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.22 0.41 0.37 0.01 0.92 0.07 0.06 0.56 0.38 0.46 0.37 0.17
Final Sat.: 139 253 227 8 572 46 38 382 257 333 267 127

Capacity Analysis Module:
Vol/Sat: 0.18 0.18 0.18 0.28 0.28 0.28 0.19 0.19 0.19 0.57 0.57 0.57
Crit Moves: **** **** ****
Delay/Veh: 9.3 9.3 9.3 10.1 10.1 10.1 9.0 9.0 9.0 13.5 13.5 13.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.3 9.3 9.3 10.1 10.1 10.1 9.0 9.0 9.0 13.5 13.5 13.5
LOS by Move: A A A B B B A A A B B B
ApproachDel: 9.3 10.1 9.0 13.5
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 9.3 10.1 9.0 13.5
LOS by Appr: A B A B
AllWayAvgQ: 0.2 0.2 0.2 0.3 0.3 0.3 0.2 0.2 0.2 1.1 1.1 1.1

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Oceana Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 0 Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

Street Name: Ocean Blvd Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0

Volume Module: >> Count Date: 1 May 2012 << 7:55-8:55 AM
Base Vol: 163 160 3 2 0 163 79 4 0 0 14 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: 163 160 3 2 0 163 79 4 0 0 14 14
Added Vol: 14 0 0 0 0 0 14 0 0 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 177 160 3 2 0 163 93 4 0 0 15 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 206 186 3 2 0 190 108 5 0 0 17 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 206 186 3 2 0 190 108 5 0 0 17 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 206 186 3 2 0 190 108 5 0 0 17 16

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.52 0.47 0.01 0.01 0.00 0.99 0.96 0.04 0.00 0.00 0.52 0.48
Final Sat.: 401 362 7 10 0 822 587 25 0 0 327 305

Capacity Analysis Module:
Vol/Sat: 0.51 0.51 0.51 0.23 xxxx 0.23 0.18 0.18 xxxx xxxx 0.05 0.05
Crit Moves: **** **** ****
Delay/Veh: 12.1 12.1 12.1 8.3 0.0 8.3 9.5 9.5 0.0 0.0 8.3 8.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.1 12.1 12.1 8.3 0.0 8.3 9.5 9.5 0.0 0.0 8.3 8.3
LOS by Move: B B B A * A A A * * A A
ApproachDel: 12.1 8.3 9.5 8.3
Delay Adj: 1.00 1.00
ApprAdjDel: 12.1 8.3 9.5 8.3
LOS by Appr: B A A A
AllWayAvgQ: 1.0 1.0 1.0 0.3 0.3 0.3 0.2 0.2 0.2 0.0 0.0 0.0

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

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Francisco Blvd. & SB Highway 1 On-ramp

Average Delay (sec/veh): 9.8 Worst Case Level Of Service: A[10.0]

Street Name: Francisco Blvd SR 1 NB Off-Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Yield Sign Uncontrolled Uncontrolled
Rights: Channel Include Include Include
Lanes: 0 0 1 0 1 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 2 May 2012 << 7:55-8:55 AM
Base Vol: 0 95 0 201 120 0 0 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 95 0 201 120 0 0 0 0 0 0 0 0
Added Vol: 0 3 0 15 3 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 98 0 216 123 0 0 0 0 0 0 0 0
User Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 89 0 197 112 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 89 0 197 112 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gp:xxxxxx 6.5 6.2 7.1 6.5 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
FollowUpTim:xxxxxx 4.0 3.3 3.5 4.0 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Capacity Module:
Cnflct Vol: xxxxx 0 0 45 0 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Potent Cap.: xxxxx 900 1091 963 900 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Move Cap.: xxxxx 900 1091 890 900 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Volume/Cap: xxxxx 0.10 0.00 0.22 0.12 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Level of Service Module:
2Way95thQ: xxxxx 0.3 xxxxxx 0.8 0.4 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Control Del:xxxxxx 9.4 xxxxxx 10.2 9.6 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: * A * B A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: 9.4 10.0 xxxxxxxx xxxxxxxx
ApproachLOS: A A * *

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

Trip Generation Report

Forecast for PM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Beach Blvd.	1.00	Townhomes	29.00	14.00	29	14	43	12.6
	Zone 1 Subtotal					29	14	43	12.6
2	Beach Blvd.	1.00	Restaurant	23.00	11.00	23	11	34	10.0
	Zone 2 Subtotal					23	11	34	10.0
3	Beach Blvd.	1.00	Library	103.00	112.00	103	112	215	63.0
	Zone 3 Subtotal					103	112	215	63.0
4	Beach Blvd.	1.00	Hotel	23.00	21.00	23	21	44	12.9
	Zone 4 Subtotal					23	21	44	12.9
5	Mixed Use B1	1.00	Mixed Use (Ret	3.00	2.00	3	2	5	1.5
	Zone 5 Subtotal					3	2	5	1.5
TOTAL						181	160	341	100.0

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Oceana Blvd. & NB Highway 1 On-Ramp

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[8.3]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Ocean Blvd and SR 1 NB On-Ramp with various approach and movement details.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume. Rows show traffic volume data for 1 May 2012 at 4:00-5:00 PM.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim. Rows show critical gap and follow-up time data.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows show capacity and conflict volume data.

Table with columns: Level of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows show level of service and control delay data.

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

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Oceana Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 0 Average Delay (sec/veh): 15.8
Optimal Cycle: 0 Level Of Service: C

Table with columns for Street Name (Ocean Blvd, Paloma Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), and Lanes (0, 1, 2).

Table for Volume Module showing Count Date (1 May 2012 4:00-5:00 PM) and various volume metrics like Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module showing Adjustment, Lanes, and Final Sat. values.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Francisco Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 0 Average Delay (sec/veh): 14.7
Optimal Cycle: 0 Level Of Service: B

Street Name: Francisco Blvd Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 1

Volume Module: >> Count Date: 1 May 2012 << 4:15-5:15 PM
Base Vol: 46 2 153 192 118 102 0 0 0 80 69 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: 46 2 153 192 118 102 0 0 0 80 69 4
Added Vol: 0 0 40 0 0 84 0 0 0 1 9 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 46 2 193 192 118 186 0 0 0 81 78 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 51 2 212 211 130 204 0 0 0 89 86 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 2 212 211 130 204 0 0 0 89 86 4
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 51 2 212 211 130 204 0 0 0 89 86 4

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.19 0.01 0.80 0.39 0.24 0.37 0.00 0.00 0.00 0.51 0.49 1.00
Final Sat.: 141 6 594 296 182 287 0 0 0 265 255 602

Capacity Analysis Module:
Vol/Sat: 0.36 0.36 0.36 0.71 0.71 0.71 xxxx xxxx xxxx 0.34 0.34 0.01
Crit Moves: **** ****
Delay/Veh: 10.1 10.1 10.1 17.9 17.9 17.9 0.0 0.0 0.0 12.1 12.1 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
AdjDel/Veh: 10.1 10.1 10.1 17.9 17.9 17.9 0.0 0.0 0.0 12.1 12.1 8.2
LOS by Move: B B B C C C * * * B B A
ApproachDel: 10.1 17.9 xxxxxx 12.0
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 10.1 17.9 xxxxxx 12.0
LOS by Appr: B C * B
AllWayAvgQ: 0.5 0.5 0.5 2.2 2.2 2.2 0.0 0.0 0.0 0.4 0.4 0.0

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Palmetto Ave. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.333
Loss Time (sec): 0 Average Delay (sec/veh): 10.0
Optimal Cycle: 0 Level Of Service: A

Table with columns for Street Name (Palmetto Ave, Paloma Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Table for Volume Module: >> Count Date: 1 May 2012 << 4:10-5:10 PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module: Rows include Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module: Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Francisco Blvd. & Montecito Ave.

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[10.9]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Francisco Blvd and Montecito Ave with North, South, East, and West bound movements.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Includes data for May 2012.

Table for Critical Gap Module with columns for Critical Gp and FollowUpTim. Values include 4.1, 6.4, 6.5, 6.2, 2.2, 3.5, 4.0, 3.3.

Table for Capacity Module with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Values include 203, 1380, 1380, 0.01, 353, 649, 643, 0.08, 353, 575, 568, 0.00, 193, 853, 853, xxxxx.

Table for Level Of Service Module with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Values include 0.0, 7.6, A, LT-LTR-RT, xxxxx, 0.0, 7.6, A, xxxxxx, xxxxxx, 10.9, B, xxxxxx.

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Palmetto Ave. & Montecito Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 0 Average Delay (sec/veh): 9.4
Optimal Cycle: 0 Level Of Service: A

Street Name: Palmetto Ave Montecito Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 18 122 2 5 155 10 6 3 3 8 2 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: 18 122 2 5 155 10 6 3 3 8 2 7
Added Vol: 35 7 5 0 23 86 18 35 32 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 53 129 7 5 178 96 24 38 35 8 3 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: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 60 147 8 6 202 109 27 43 40 9 3 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 147 8 6 202 109 27 43 40 9 3 8
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 60 147 8 6 202 109 27 43 40 9 3 8

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.28 0.68 0.04 0.02 0.64 0.34 0.25 0.39 0.36 0.44 0.17 0.39
Final Sat.: 214 520 28 15 527 284 168 265 244 285 107 249

Capacity Analysis Module:
Vol/Sat: 0.28 0.28 0.28 0.38 0.38 0.38 0.16 0.16 0.16 0.03 0.03 0.03
Crit Moves: ****
Delay/Veh: 9.3 9.3 9.3 9.8 9.8 9.8 8.7 8.7 8.7 8.2 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
AdjDel/Veh: 9.3 9.3 9.3 9.8 9.8 9.8 8.7 8.7 8.7 8.2 8.2 8.2
LOS by Move: A A A A A A A A A A A A
ApproachDel: 9.3 9.8 8.7 8.2
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 9.3 9.8 8.7 8.2
LOS by Appr: A A A A
AllWayAvgQ: 0.4 0.4 0.4 0.6 0.6 0.6 0.2 0.2 0.2 0.0 0.0 0.0

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

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Palmetto Ave. & Clarendon Ave.

Average Delay (sec/veh): 10.0 Worst Case Level Of Service: C [16.1]

Street Name: Palmetto Ave Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Yield Sign
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 0 1 0 1 0 0 0 0 0 0 1

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 0 0 0 141 0 0 17 70 0 0 0 123
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 141 0 0 17 70 0 0 0 123
Added Vol: 0 0 0 70 0 0 1 25 0 0 0 62
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 211 0 0 18 95 0 0 0 185
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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 0 0 234 0 0 20 106 0 0 0 206
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 234 0 0 20 106 0 0 0 206

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

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 0 xxxx xxxxx 469 469 xxxxx xxxx xxxxx 0
Potent Cap.: xxxx xxxx xxxxx 1636 xxxx xxxxx 508 495 xxxxx xxxx xxxxx 1091
Move Cap.: xxxx xxxx xxxxx 1636 xxxx xxxxx 367 424 xxxxx xxxx xxxxx 1091
Volume/Cap: xxxx xxxx xxxxx 0.14 xxxx xxxxx 0.05 0.25 xxxxx xxxx xxxxx 0.19

Level of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.5 xxxx xxxxx 0.2 1.0 xxxxx xxxx xxxxx 0.7
Control Del:xxxxx xxxx xxxxx 7.6 xxxx xxxxx 15.4 16.3 xxxxx xxxxx xxxxx 9.1
LOS by Move: * * * A * * C C * * * A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 16.1 9.1
ApproachLOS: * * C A

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Francisco Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 0 Average Delay (sec/veh): 12.3
Optimal Cycle: 0 Level Of Service: B

Street Name: Francisco Blvd Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 20 69 46 21 140 20 7 57 41 178 88 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: 20 69 46 21 140 20 7 57 41 178 88 39
Added Vol: 11 0 0 0 0 0 0 0 43 52 0 51 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 31 69 46 21 140 20 7 100 93 178 139 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 34 75 50 23 152 22 8 109 101 193 151 42
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 34 75 50 23 152 22 8 109 101 193 151 42
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 34 75 50 23 152 22 8 109 101 193 151 42

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.21 0.47 0.32 0.12 0.77 0.11 0.03 0.50 0.47 0.50 0.39 0.11
Final Sat.: 123 273 182 68 452 65 23 323 301 331 259 73

Capacity Analysis Module:
Vol/Sat: 0.27 0.27 0.27 0.34 0.34 0.34 0.34 0.34 0.34 0.58 0.58 0.58
Crit Moves: ****
Delay/Veh: 10.4 10.4 10.4 11.1 11.1 11.1 10.5 10.5 10.5 14.7 14.7 14.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 10.4 10.4 10.4 11.1 11.1 11.1 10.5 10.5 10.5 14.7 14.7 14.7
LOS by Move: B B B B B B B B B B B B
ApproachDel: 10.4 11.1 10.5 14.7
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 10.4 11.1 10.5 14.7
LOS by Appr: B B B B
AllWayAvgQ: 0.3 0.3 0.3 0.4 0.4 0.4 0.4 0.4 0.4 1.2 1.2 1.2

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Oceana Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 0 Average Delay (sec/veh): 11.0
Optimal Cycle: 0 Level Of Service: B

Street Name: Ocean Blvd Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 0 0 1 0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 112 148 3 7 0 179 113 12 0 0 13 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: 112 148 3 7 0 179 113 12 0 0 13 5
Added Vol: 46 0 0 0 0 0 38 6 0 0 5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 158 148 3 7 0 179 151 18 0 0 18 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 186 174 4 8 0 211 178 21 0 0 21 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 186 174 4 8 0 211 178 21 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
FinalVolume: 186 174 4 8 0 211 178 21 0 0 21 6

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.51 0.48 0.01 0.04 0.00 0.96 0.89 0.11 0.00 0.00 0.78 0.22
Final Sat.: 368 345 7 29 0 749 552 66 0 0 457 127

Capacity Analysis Module:
Vol/Sat: 0.50 0.50 0.50 0.28 xxxx 0.28 0.32 0.32 xxxx xxxx 0.05 0.05
Crit Moves: **** **** **** ****
Delay/Veh: 12.4 12.4 12.4 9.0 0.0 9.0 10.7 10.7 0.0 0.0 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
AdjDel/Veh: 12.4 12.4 12.4 9.0 0.0 9.0 10.7 10.7 0.0 0.0 8.6 8.6
LOS by Move: B B B A * A B B * * A A
ApproachDel: 12.4 9.0 10.7 8.6
Delay Adj: 1.00 1.00
ApprAdjDel: 12.4 9.0 10.7 8.6
LOS by Appr: B A B A
AllWayAvgQ: 0.9 0.9 0.9 0.3 0.3 0.3 0.4 0.4 0.4 0.0 0.0 0.0

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

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Francisco Blvd. & SB Highway 1 On-ramp

Average Delay (sec/veh): 11.1 Worst Case Level Of Service: B[11.6]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Francisco Blvd and SR 1 NB Off-Ramp with various approach and movement details.

Table with columns: Volume Module, Count, Date, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

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

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

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

Cumulative Conditions
Intersection Level of Service Calculations

Trip Generation Report

Forecast for AM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
5	Mixed Use Bl	1.00	Mixed Use (Ret	4.00	5.00	4	5	9	23.1
	Zone 5 Subtotal					4	5	9	23.1
6	"The Bowl" 4	1.00	Condominiums	3.00	16.00	3	16	19	48.7
	Zone 6 Subtotal					3	16	19	48.7
7	1567 Beach B	1.00	Condominiums	1.00	3.00	1	3	4	10.3
	Zone 7 Subtotal					1	3	4	10.3
8	Gypsy Hill (	1.00	Condominiums	2.00	5.00	2	5	7	17.9
	Zone 8 Subtotal					2	5	7	17.9
TOTAL						10	29	39	100.0

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Oceana Blvd. & NB Highway 1 On-Ramp

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: A[9.9]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Ocean Blvd and SR 1 NB On-Ramp with various movement and control details.

Table with columns: Volume Module, Count, Date, and various volume/adjustment factors. Includes rows for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim. Values include 4.1, 2.2 and various xxxxx placeholders.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Values include 292, 1281, 1281, 0.43 and various xxxxx placeholders.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Values include 2.2, 9.9, A, and various xxxxx placeholders.

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Oceana Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.141
Loss Time (sec): 0 Average Delay (sec/veh): 64.9
Optimal Cycle: 0 Level Of Service: F

Street Name: Ocean Blvd Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 0 1 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 7:30-8:30 AM
Base Vol: 26 213 51 43 73 102 197 150 41 31 67 227
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 28 227 54 46 78 109 210 160 44 33 71 242
Added Vol: 0 7 0 0 0 0 2 0 1 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 234 54 46 78 109 212 160 45 33 71 242
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: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
PHF Volume: 35 293 68 57 97 136 265 200 56 41 89 302
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 293 68 57 97 136 265 200 56 41 89 302
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 293 68 57 97 136 265 200 56 41 89 302

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.09 0.74 0.17 1.00 0.42 0.58 0.51 0.38 0.11 0.09 0.21 0.70
Final Sat.: 38 325 75 368 170 237 232 175 49 45 97 327

Capacity Analysis Module:
Vol/Sat: 0.90 0.90 0.90 0.16 0.57 0.57 1.14 1.14 1.14 0.92 0.92 0.92
Crit Moves: **** **** ****
Delay/Veh: 48.6 48.6 48.6 13.8 21.2 21.2 114.4 114 114.4 50.7 50.7 50.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 48.6 48.6 48.6 13.8 21.2 21.2 114.4 114 114.4 50.7 50.7 50.7
LOS by Move: E E E B C C F F F F F F
ApproachDel: 48.6 19.7 114.4 50.7
Delay Adj: 1.00 1.00
ApprAdjDel: 48.6 19.7 114.4 50.7
LOS by Appr: E C F F
AllWayAvgQ: 4.6 4.6 4.6 0.2 1.1 1.1 13.1 13.1 13.1 5.2 5.2 5.2

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Francisco Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 0 Average Delay (sec/veh): 13.8
Optimal Cycle: 0 Level Of Service: B

Street Name: Francisco Blvd Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1

Volume Module: >> Count Date: 1 May 2012 << 7:50-8:50 AM
Base Vol: 41 3 175 168 42 48 0 0 0 110 126 4
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 44 3 187 179 45 51 0 0 0 117 134 4
Added Vol: 0 0 2 1 0 3 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 44 3 189 180 45 54 0 0 0 117 134 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
PHF Volume: 55 4 236 225 56 68 0 0 0 147 168 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 4 236 225 56 68 0 0 0 147 168 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 55 4 236 225 56 68 0 0 0 147 168 5

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.19 0.01 0.80 0.65 0.16 0.19 0.00 0.00 0.00 0.47 0.53 1.00
Final Sat.: 129 9 555 422 105 127 0 0 0 259 297 647

Capacity Analysis Module:
Vol/Sat: 0.42 0.42 0.42 0.53 0.53 0.53 xxxx xxxx xxxx 0.57 0.57 0.01
Crit Moves: **** **** ****
Delay/Veh: 11.3 11.3 11.3 13.8 13.8 13.8 0.0 0.0 0.0 16.1 16.1 8.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.3 11.3 11.3 13.8 13.8 13.8 0.0 0.0 0.0 16.1 16.1 8.0
LOS by Move: B B B B B B * * * C C A
ApproachDel: 11.3 13.8 xxxxxx 16.0
Delay Adj: 1.00 xxxxxx 1.00
ApprAdjDel: 11.3 13.8 xxxxxx 16.0
LOS by Appr: B B * C
AllWayAvgQ: 0.6 0.6 0.6 1.0 1.0 1.0 0.0 0.0 0.0 1.1 1.1 0.0

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Palmetto Ave. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 0 Average Delay (sec/veh): 12.8
Optimal Cycle: 0 Level Of Service: B

Street Name: Palmetto Ave Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 0 1 0 1 0

Volume Module: >> Count Date: 1 May 2012 << 8:00-9:00 AM
Base Vol: 12 130 0 0 186 30 0 0 0 35 40 180
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 13 139 0 0 198 32 0 0 0 37 43 192
Added Vol: 0 1 0 0 3 0 0 0 0 3 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 13 140 0 0 201 32 0 0 0 40 44 192
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62
PHF Volume: 21 225 0 0 325 52 0 0 0 65 70 309
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 225 0 0 325 52 0 0 0 65 70 309
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 21 225 0 0 325 52 0 0 0 65 70 309

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.08 0.92 0.00 0.00 0.86 0.14 0.00 0.00 0.00 0.29 0.71 1.00
Final Sat.: 52 572 0 0 573 91 0 0 0 165 399 650

Capacity Analysis Module:
Vol/Sat: 0.39 0.39 xxxx xxxx 0.57 0.57 xxxx xxxx xxxx 0.39 0.18 0.48
Crit Moves: **** ****
Delay/Veh: 11.8 11.8 0.0 0.0 14.5 14.5 0.0 0.0 0.0 10.7 10.7 12.4
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.8 11.8 0.0 0.0 14.5 14.5 0.0 0.0 0.0 10.7 10.7 12.4
LOS by Move: B B * * B B * * * B B B
ApproachDel: 11.8 14.5 xxxxxx 11.9
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 11.8 14.5 xxxxxx 11.9
LOS by Appr: B B * B
AllWayAvgQ: 0.6 0.6 0.6 1.1 1.1 1.1 0.0 0.0 0.0 0.3 0.8 0.8

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Francisco Blvd. & Montecito Ave.

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.4]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Francisco Blvd and Montecito Ave with North, South, East, and West bounds.

Table with columns for Volume Module, Count, Date, and various volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Table for Critical Gap Module with columns for Critical Gp, FollowUpTim, and various gap metrics.

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

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

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Palmetto Ave. & Montecito Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.229
Loss Time (sec): 0 Average Delay (sec/veh): 8.2
Optimal Cycle: 0 Level Of Service: A

Table with columns for Street Name (Palmetto Ave, Montecito Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), and Lanes (0, 1, 0, 0).

Table for Volume Module showing Count, Date (1 May 2012), and time range (8:00-9:00 AM). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module showing Adjustment, Lanes, and Final Sat. values for each approach and movement.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Palmetto Ave. & Clarendon Ave.

Average Delay (sec/veh): 9.4 Worst Case Level Of Service: B[13.6]

Table with columns for Street Name (Palmetto Ave, Clarendon Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign, Yield Sign), Rights (Include), and Lanes (0, 1).

Table with columns for Volume Module: >> Count Date: 1 May 2012 << 8:00-9:00 AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module with columns for Critical Gp, FollowUpTim, and values like 4.1, 7.1, 6.5, 3.5, 4.0, 6.2, 3.3.

Table for Capacity Module with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Values include 0, 364, 595, 448, 0.03, 0.17, 0.18.

Table for Level of Service Module with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Values include 0.4, 7.5, 13.3, 13.6, 0.1, 0.6, 9.0, 0.6, 0.18.

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Francisco Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 0 Average Delay (sec/veh): 11.8
Optimal Cycle: 0 Level Of Service: B

Street Name: Francisco Blvd Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 7:55-8:55 AM
Base Vol: 19 40 36 2 136 11 6 46 23 162 115 62
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 20 43 38 2 145 12 6 49 25 173 123 66
Added Vol: 1 0 0 0 0 0 0 3 4 1 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 43 38 2 145 12 6 52 29 174 124 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: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 25 50 45 2 169 14 7 61 33 202 144 77
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 50 45 2 169 14 7 61 33 202 144 77
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 50 45 2 169 14 7 61 33 202 144 77

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.21 0.42 0.37 0.01 0.92 0.07 0.07 0.60 0.33 0.48 0.34 0.18
Final Sat.: 130 260 234 8 575 47 48 394 216 347 247 132

Capacity Analysis Module:
Vol/Sat: 0.19 0.19 0.19 0.29 0.29 0.29 0.15 0.15 0.15 0.58 0.58 0.58
Crit Moves: **** **** **** ****
Delay/Veh: 9.4 9.4 9.4 10.3 10.3 10.3 8.9 8.9 8.9 13.9 13.9 13.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.4 9.4 9.4 10.3 10.3 10.3 8.9 8.9 8.9 13.9 13.9 13.9
LOS by Move: A A A B B B A A A B B B
ApproachDel: 9.4 10.3 8.9 13.9
Delay Adj: 1.00 1.00
ApprAdjDel: 9.4 10.3 8.9 13.9
LOS by Appr: A B A B
AllWayAvgQ: 0.2 0.2 0.2 0.3 0.3 0.3 0.2 0.2 0.2 1.2 1.2 1.2

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Oceana Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 0 Average Delay (sec/veh): 10.7
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Ocean Blvd, Clarendon Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Table with columns for Volume Module: >> Count Date: 1 May 2012 << 7:55-8:55 AM, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module: Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ.

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Francisco Blvd. & SB Highway 1 On-ramp

Average Delay (sec/veh): 9.9 Worst Case Level Of Service: B[10.0]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Francisco Blvd and SR 1 NB Off-Ramp with various movement and control details.

Table with columns for Volume Module, Count, Date, and various volume adjustments (Base Vol, Growth Adj, Initial Bse, etc.).

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for various movements.

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

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

Trip Generation Report

Forecast for PM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
5	Mixed Use B1	1.00	Mixed Use (Ret	3.00	2.00	3	2	5	12.5
	Zone 5 Subtotal					3	2	5	12.5
6	"The Bowl" 4	1.00	Condominiums	15.00	7.00	15	7	22	55.0
	Zone 6 Subtotal					15	7	22	55.0
7	1567 Beach B	1.00	Condominiums	3.00	2.00	3	2	5	12.5
	Zone 7 Subtotal					3	2	5	12.5
8	Gypsy Hill (	1.00	Condominiums	5.00	3.00	5	3	8	20.0
	Zone 8 Subtotal					5	3	8	20.0
TOTAL						26	14	40	100.0

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Oceana Blvd. & NB Highway 1 On-Ramp

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[8.2]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Ocean Blvd and SR 1 NB On-Ramp with various approach and movement details.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume. Rows show traffic volume and adjustment factors.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim. Rows show critical gap and follow-up time values.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows show capacity and conflict volume data.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows show level of service and control delay details.

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Oceana Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 0 Average Delay (sec/veh): 14.9
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Ocean Blvd, Paloma Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Table for Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module: Rows include Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module: Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Francisco Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 0 Average Delay (sec/veh): 13.3
Optimal Cycle: 0 Level Of Service: B

Street Name: Francisco Blvd Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1

Volume Module: >> Count Date: 1 May 2012 << 4:15-5:15 PM
Base Vol: 46 2 153 192 118 102 0 0 0 80 69 4
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 49 2 163 205 126 109 0 0 0 85 74 4
Added Vol: 0 0 1 4 0 4 0 0 0 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 49 2 164 209 126 113 0 0 0 85 75 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 54 2 180 229 138 124 0 0 0 94 82 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 2 180 229 138 124 0 0 0 94 82 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 54 2 180 229 138 124 0 0 0 94 82 5

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.23 0.01 0.76 0.47 0.28 0.25 0.00 0.00 0.00 0.53 0.47 1.00
Final Sat.: 170 7 569 352 212 190 0 0 0 284 249 621

Capacity Analysis Module:
Vol/Sat: 0.32 0.32 0.32 0.65 0.65 0.65 xxxx xxxx xxxx 0.33 0.33 0.01
Crit Moves: **** ****
Delay/Veh: 9.7 9.7 9.7 15.6 15.6 15.6 0.0 0.0 0.0 11.8 11.8 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
AdjDel/Veh: 9.7 9.7 9.7 15.6 15.6 15.6 0.0 0.0 0.0 11.8 11.8 8.1
LOS by Move: A A A C C C * * * B B A
ApproachDel: 9.7 15.6 xxxxxx 11.7
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 9.7 15.6 xxxxxx 11.7
LOS by Appr: A C * B
AllWayAvgQ: 0.4 0.4 0.4 1.7 1.7 1.7 0.0 0.0 0.0 0.4 0.4 0.0

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Palmetto Ave. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.318
Loss Time (sec): 0 Average Delay (sec/veh): 9.3
Optimal Cycle: 0 Level Of Service: A

Table with columns for Street Name (Palmetto Ave, Paloma Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Table for Volume Module showing Count Date (1 May 2012), Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module showing Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Francisco Blvd. & Montecito Ave.

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.1]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for Francisco Blvd and Montecito Ave.

Table with columns: Volume Module, Count, Date, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

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

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

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Palmetto Ave. & Montecito Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.242
Loss Time (sec): 0 Average Delay (sec/veh): 8.3
Optimal Cycle: 0 Level Of Service: A

Street Name: Palmetto Ave Montecito Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 18 122 2 5 155 10 6 3 3 8 2 7
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 19 130 2 5 165 11 6 3 3 9 2 7
Added Vol: 0 2 0 0 3 0 0 1 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 19 132 2 5 168 11 6 4 3 9 2 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: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 22 150 2 6 191 12 7 5 4 10 2 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 22 150 2 6 191 12 7 5 4 10 2 8
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 22 150 2 6 191 12 7 5 4 10 2 8

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.13 0.86 0.01 0.03 0.91 0.06 0.47 0.30 0.23 0.47 0.12 0.41
Final Sat.: 106 728 12 25 788 50 332 218 166 345 86 302

Capacity Analysis Module:
Vol/Sat: 0.21 0.21 0.21 0.24 0.24 0.24 0.02 0.02 0.02 0.03 0.03 0.03
Crit Moves: ****
Delay/Veh: 8.3 8.3 8.3 8.4 8.4 8.4 7.8 7.8 7.8 7.7 7.7 7.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 8.3 8.3 8.3 8.4 8.4 8.4 7.8 7.8 7.8 7.7 7.7 7.7
LOS by Move: A A A A A A A A A A A A
ApproachDel: 8.3 8.4 7.8 7.7
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 8.3 8.4 7.8 7.7
LOS by Appr: A A A A
AllWayAvgQ: 0.3 0.3 0.3 0.3 0.3 0.3 0.0 0.0 0.0 0.0 0.0 0.0

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

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Palmetto Ave. & Clarendon Ave.

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: B[13.1]

Street Name: Palmetto Ave Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Yield Sign
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 0 1 0 1 0 0 0 0 0 0 1

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 0 0 0 141 0 0 17 70 0 0 0 123
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 0 0 0 150 0 0 18 75 0 0 0 131
Added Vol: 0 0 0 3 0 0 0 1 0 0 0 3
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 153 0 0 18 76 0 0 0 134
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 0 0 170 0 0 20 84 0 0 0 149
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 170 0 0 20 84 0 0 0 149

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

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 0 xxxx xxxxx 341 341 xxxxx xxxx xxxxx 0
Potent Cap.: xxxx xxxx xxxxx 1636 xxxx xxxxx 617 584 xxxxx xxxx xxxxx 1091
Move Cap.: xxxx xxxx xxxxx 1636 xxxx xxxxx 490 524 xxxxx xxxx xxxxx 1091
Volume/Cap: xxxx xxxx xxxxx 0.10 xxxx xxxxx 0.04 0.16 xxxxx xxxx xxxxx 0.14

Level of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.3 xxxx xxxxx 0.1 0.6 xxxxx xxxx xxxxx 0.5
Control Del:xxxxx xxxx xxxxx 7.5 xxxx xxxxx 12.7 13.2 xxxxx xxxxx xxxx 8.8
LOS by Move: * * * A * * B B * * * A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 13.1 8.8
ApproachLOS: * * B A

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

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Francisco Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 0 Average Delay (sec/veh): 11.3
Optimal Cycle: 0 Level Of Service: B

Street Name: Francisco Blvd Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 20 69 46 21 140 20 7 57 41 178 88 39
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 21 74 49 22 149 21 7 61 44 190 94 42
Added Vol: 2 0 0 0 0 0 0 2 2 1 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 23 74 49 22 149 21 7 63 46 191 95 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 25 80 53 24 162 23 8 68 50 207 103 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 80 53 24 162 23 8 68 50 207 103 45
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 80 53 24 162 23 8 68 50 207 103 45

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.16 0.50 0.34 0.12 0.77 0.11 0.06 0.55 0.39 0.58 0.29 0.13
Final Sat.: 101 317 211 73 489 70 41 348 254 398 198 87

Capacity Analysis Module:
Vol/Sat: 0.25 0.25 0.25 0.33 0.33 0.33 0.20 0.20 0.20 0.52 0.52 0.52
Crit Moves: ****
Delay/Veh: 9.8 9.8 9.8 10.6 10.6 10.6 9.2 9.2 9.2 13.0 13.0 13.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.8 9.8 9.8 10.6 10.6 10.6 9.2 9.2 9.2 13.0 13.0 13.0
LOS by Move: A A A B B B A A A B B B
ApproachDel: 9.8 10.6 9.2 13.0
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 9.8 10.6 9.2 13.0
LOS by Appr: A B A B
AllWayAvgQ: 0.3 0.3 0.3 0.4 0.4 0.4 0.2 0.2 0.2 0.9 0.9 0.9

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Oceana Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 0 Average Delay (sec/veh): 10.2
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Ocean Blvd, Clarendon Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Table for Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module: Rows include Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module: Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Francisco Blvd. & SB Highway 1 On-ramp

Average Delay (sec/veh): 10.9 Worst Case Level Of Service: B[11.3]

Street Name: Francisco Blvd SR 1 NB Off-Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Yield Sign Uncontrolled Uncontrolled
Rights: Channel Include Include Include
Lanes: 0 0 1 0 1 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 0 135 0 254 105 0 0 0 0 0 0 0
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 0 144 0 271 112 0 0 0 0 0 0 0
Added Vol: 0 2 0 1 1 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 146 0 272 113 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 154 0 286 119 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 154 0 286 119 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gp:xxxxx 6.5 6.2 7.1 6.5 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
FollowUpTim:xxxxxx 4.0 3.3 3.5 4.0 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Capacity Module:
Cnflct Vol: xxxxx 0 0 77 0 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: xxxxx 900 1091 917 900 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: xxxxx 900 1091 797 900 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: xxxxx 0.17 0.00 0.36 0.13 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx

Level Of Service Module:
2Way95thQ: xxxxx 0.6 xxxxxx 1.6 0.5 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del:xxxxxx 9.8 xxxxxx 12.0 9.6 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * A * B A * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: 9.8 11.3 xxxxxxxx xxxxxxxx
ApproachLOS: A B * *

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

Cumulative plus Project Conditions
Intersection Level of Service Calculations

Trip Generation Report

Forecast for AM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Beach Blvd.	1.00	Townhomes	6.00	31.00	6	31	37	24.2
	Zone 1 Subtotal					6	31	37	24.2
2	Beach Blvd.	1.00	Restaurant	3.00	1.00	3	1	4	2.6
	Zone 2 Subtotal					3	1	4	2.6
3	Beach Blvd.	1.00	Library	22.00	9.00	22	9	31	20.3
	Zone 3 Subtotal					22	9	31	20.3
4	Beach Blvd.	1.00	Hotel	26.00	16.00	26	16	42	27.5
	Zone 4 Subtotal					26	16	42	27.5
5	Mixed Use B1	1.00	Mixed Use (Ret	4.00	5.00	4	5	9	5.9
	Zone 5 Subtotal					4	5	9	5.9
6	"The Bowl" 4	1.00	Condominiums	3.00	16.00	3	16	19	12.4
	Zone 6 Subtotal					3	16	19	12.4
7	1567 Beach B	1.00	Condominiums	1.00	3.00	1	3	4	2.6
	Zone 7 Subtotal					1	3	4	2.6
8	Gypsy Hill (	1.00	Condominiums	2.00	5.00	2	5	7	4.6
	Zone 8 Subtotal					2	5	7	4.6
TOTAL						67	86	153	100.0

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Oceana Blvd. & NB Highway 1 On-Ramp

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: B[10.2]

Table with columns for Street Name (Ocean Blvd, SR 1 NB On-Ramp), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1, 0, 1, 0, 0).

Table with columns for Volume Module: >> Count Date: 1 May 2012 << 7:30-8:30 AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module: Critical Gp: 4.1, FollowUpTim: 2.2. Values are followed by xxxxx.

Table for Capacity Module: Cnflct Vol: 294, Potent Cap.: 1279, Move Cap.: 1279, Volume/Cap: 0.46. Values are followed by xxxxx.

Table for Level Of Service Module: 2Way95thQ: 2.5, Control Del: 10.2, LOS by Move: B, Movement: LT - LTR - RT, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Oceana Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.228
Loss Time (sec): 0 Average Delay (sec/veh): 78.6
Optimal Cycle: 0 Level Of Service: F

Street Name: Ocean Blvd Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 0 1 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 7:30-8:30 AM
Base Vol: 26 213 51 43 73 102 197 150 41 31 67 227
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 28 227 54 46 78 109 210 160 44 33 71 242
Added Vol: 0 18 0 0 0 1 26 0 1 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 245 54 46 78 110 236 160 45 33 72 242
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: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
PHF Volume: 35 306 68 57 97 137 295 200 56 41 91 302
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 306 68 57 97 137 295 200 56 41 91 302
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 306 68 57 97 137 295 200 56 41 91 302

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.08 0.75 0.17 1.00 0.41 0.59 0.54 0.36 0.10 0.09 0.21 0.70
Final Sat.: 37 328 73 369 169 238 240 163 46 44 96 322

Capacity Analysis Module:
Vol/Sat: 0.93 0.93 0.93 0.16 0.58 0.58 1.23 1.23 1.23 0.94 0.94 0.94
Crit Moves: ****
Delay/Veh: 55.3 55.3 55.3 13.9 21.7 21.7 146.4 146 146.4 53.9 53.9 53.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 55.3 55.3 55.3 13.9 21.7 21.7 146.4 146 146.4 53.9 53.9 53.9
LOS by Move: F F F B C C F F F F F F
ApproachDel: 55.3 20.1 146.4 53.9
Delay Adj: 1.00 1.00
ApprAdjDel: 55.3 20.1 146.4 53.9
LOS by Appr: F C F
AllWayAvgQ: 5.4 5.4 5.4 0.2 1.2 1.2 16.9 16.9 16.9 5.6 5.6 5.6

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Francisco Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 0 Average Delay (sec/veh): 14.8
Optimal Cycle: 0 Level Of Service: B

Street Name: Francisco Blvd Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1

Volume Module: >> Count Date: 1 May 2012 << 7:50-8:50 AM
Base Vol: 41 3 175 168 42 48 0 0 0 110 126 4
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 44 3 187 179 45 51 0 0 0 117 134 4
Added Vol: 0 0 27 1 0 34 0 0 0 0 2 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 44 3 214 180 45 85 0 0 0 117 136 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
PHF Volume: 55 4 267 225 56 106 0 0 0 147 170 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 4 267 225 56 106 0 0 0 147 170 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 55 4 267 225 56 106 0 0 0 147 170 5

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.17 0.01 0.82 0.59 0.14 0.27 0.00 0.00 0.00 0.46 0.54 1.00
Final Sat.: 115 8 562 380 94 180 0 0 0 251 291 628

Capacity Analysis Module:
Vol/Sat: 0.48 0.48 0.48 0.59 0.59 0.59 xxxx xxxx xxxx 0.59 0.59 0.01
Crit Moves: **** ****
Delay/Veh: 12.2 12.2 12.2 15.3 15.3 15.3 0.0 0.0 0.0 17.0 17.0 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
AdjDel/Veh: 12.2 12.2 12.2 15.3 15.3 15.3 0.0 0.0 0.0 17.0 17.0 8.2
LOS by Move: B B B C C C * * * C C A
ApproachDel: 12.2 15.3 xxxxxx 16.8
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 12.2 15.3 xxxxxx 16.8
LOS by Appr: B C * C
AllWayAvgQ: 0.8 0.8 0.8 1.3 1.3 1.3 0.0 0.0 0.0 1.2 1.2 0.0

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Palmetto Ave. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 0 Average Delay (sec/veh): 13.4
Optimal Cycle: 0 Level Of Service: B

Street Name: Palmetto Ave Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 0 1 0 1 0

Volume Module: >> Count Date: 1 May 2012 << 8:00-9:00 AM
Base Vol: 12 130 0 0 186 30 0 0 0 35 40 180
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 13 139 0 0 198 32 0 0 0 37 43 192
Added Vol: 0 4 0 0 7 0 0 0 0 34 2 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 13 143 0 0 205 32 0 0 0 71 45 192
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62
PHF Volume: 21 230 0 0 331 52 0 0 0 115 72 309
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 230 0 0 331 52 0 0 0 115 72 309
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 21 230 0 0 331 52 0 0 0 115 72 309

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.08 0.92 0.00 0.00 0.87 0.13 0.00 0.00 0.00 0.46 0.54 1.00
Final Sat.: 50 560 0 0 563 88 0 0 0 257 297 646

Capacity Analysis Module:
Vol/Sat: 0.41 0.41 xxxx xxxx 0.59 0.59 xxxx xxxx xxxx 0.45 0.24 0.48
Crit Moves: **** ****
Delay/Veh: 12.3 12.3 0.0 0.0 15.3 15.3 0.0 0.0 0.0 12.0 12.0 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
AdjDel/Veh: 12.3 12.3 0.0 0.0 15.3 15.3 0.0 0.0 0.0 12.0 12.0 12.6
LOS by Move: B B * * C C * * * B B B
ApproachDel: 12.3 15.3 xxxxxx 12.4
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 12.3 15.3 xxxxxx 12.4
LOS by Appr: B C * B
AllWayAvgQ: 0.6 0.6 0.6 1.3 1.3 1.3 0.0 0.0 0.0 0.5 0.8 0.8

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Francisco Blvd. & Montecito Ave.

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[10.7]

Table with columns for Street Name (Francisco Blvd, Montecito Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0, 1, 0, 0, 0).

Table with columns for Volume Module: >> Count Date: 1 May 2012 << 7:50-8:50 AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module: Critical Gp, FollowUpTim. Values include 4.1, 2.2, 6.4, 3.5, 6.5, 4.0, 6.2, 3.3.

Table for Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Values include 197, 1388, 1388, 0.00, 334, 665, 663, 0.07, 334, 589, 587, 0.00, 194, 853, 853, xxxxx.

Table for Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Values include 0.0, 7.6, A, LT-LTR-RT, xxxxx, 0.0, 7.6, A, xxxxxx, *.

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Palmetto Ave. & Montecito Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.272
Loss Time (sec): 0 Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

Street Name: Palmetto Ave Montecito Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 8:00-9:00 AM
Base Vol: 10 139 1 2 123 6 6 4 4 3 3 4
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 11 148 1 2 131 6 6 4 4 3 3 4
Added Vol: 13 3 10 0 9 34 2 17 4 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 24 151 11 2 140 40 8 21 8 3 3 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
PHF Volume: 29 184 13 3 171 49 10 26 10 4 4 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 29 184 13 3 171 49 10 26 10 4 4 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 29 184 13 3 171 49 10 26 10 4 4 5

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.13 0.81 0.06 0.01 0.77 0.22 0.22 0.56 0.22 0.30 0.30 0.40
Final Sat.: 106 678 50 10 657 189 155 393 153 210 210 280

Capacity Analysis Module:
Vol/Sat: 0.27 0.27 0.27 0.26 0.26 0.26 0.07 0.07 0.07 0.02 0.02 0.02
Crit Moves: **** **** ****
Delay/Veh: 8.8 8.8 8.8 8.5 8.5 8.5 8.1 8.1 8.1 7.8 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
AdjDel/Veh: 8.8 8.8 8.8 8.5 8.5 8.5 8.1 8.1 8.1 7.8 7.8 7.8
LOS by Move: A A A A A A A A A A A A
ApproachDel: 8.8 8.5 8.1 7.8
Delay Adj: 1.00 1.00
ApprAdjDel: 8.8 8.5 8.1 7.8
LOS by Appr: A A A A
AllWayAvgQ: 0.4 0.4 0.4 0.3 0.3 0.3 0.1 0.1 0.1 0.0 0.0 0.0

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Palmetto Ave. & Clarendon Ave.

Average Delay (sec/veh): 9.7 Worst Case Level Of Service: B[14.8]

Street Name: Palmetto Ave Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Yield Sign
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 0 1 0 1 0 0 0 0 0 0 1

Volume Module: >> Count Date: 1 May 2012 << 8:00-9:00 AM
Base Vol: 0 0 0 126 0 0 11 62 0 0 0 138
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 0 0 0 134 0 0 12 66 0 0 0 147
Added Vol: 0 0 0 23 0 0 0 13 0 0 0 19
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 157 0 0 12 79 0 0 0 166
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77
PHF Volume: 0 0 0 204 0 0 15 103 0 0 0 216
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 204 0 0 15 103 0 0 0 216

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

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 0 xxxx xxxxx 409 409 xxxxx xxxx xxxxx 0
Potent Cap.: xxxx xxxx xxxxx 1636 xxxx xxxxx 557 535 xxxxx xxxx xxxxx 1091
Move Cap.: xxxx xxxx xxxxx 1636 xxxx xxxxx 404 469 xxxxx xxxx xxxxx 1091
Volume/Cap: xxxx xxxx xxxxx 0.12 xxxx xxxxx 0.04 0.22 xxxxx xxxx xxxxx 0.20

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.4 xxxx xxxxx 0.1 0.8 xxxxx xxxx xxxxx 0.7
Control Del:xxxxx xxxx xxxxx 7.5 xxxx xxxxx 14.3 14.8 xxxxx xxxxx xxxx 9.1
LOS by Move: * * * A * * B B * * * A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 14.8 9.1
ApproachLOS: * * B A

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Francisco Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 0 Average Delay (sec/veh): 12.4
Optimal Cycle: 0 Level Of Service: B

Street Name: Francisco Blvd Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 7:55-8:55 AM
Base Vol: 19 40 36 2 136 11 6 46 23 162 115 62
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 20 43 38 2 145 12 6 49 25 173 123 66
Added Vol: 4 0 0 0 0 0 0 15 20 1 16 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 24 43 38 2 145 12 6 64 45 174 139 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: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 28 50 45 2 169 14 7 74 52 202 161 77
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 50 45 2 169 14 7 74 52 202 161 77
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 28 50 45 2 169 14 7 74 52 202 161 77

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.23 0.41 0.36 0.01 0.92 0.07 0.05 0.56 0.39 0.46 0.37 0.17
Final Sat.: 138 243 219 8 556 45 37 365 254 329 262 125

Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.20 0.30 0.30 0.30 0.20 0.20 0.20 0.61 0.61 0.61
Crit Moves: ****
Delay/Veh: 9.6 9.6 9.6 10.5 10.5 10.5 9.3 9.3 9.3 14.9 14.9 14.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.6 9.6 9.6 10.5 10.5 10.5 9.3 9.3 9.3 14.9 14.9 14.9
LOS by Move: A A A B B B A A A B B B
ApproachDel: 9.6 10.5 9.3 14.9
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 9.6 10.5 9.3 14.9
LOS by Appr: A B A B
AllWayAvgQ: 0.2 0.2 0.2 0.4 0.4 0.4 0.2 0.2 0.2 1.4 1.4 1.4

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Oceana Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 0 Average Delay (sec/veh): 11.1
Optimal Cycle: 0 Level Of Service: B

Street Name: Ocean Blvd Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 1 0

Volume Module: >> Count Date: 1 May 2012 << 7:55-8:55 AM
Base Vol: 163 160 3 2 0 163 79 4 0 0 14 14
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 174 171 3 2 0 174 84 4 0 0 15 15
Added Vol: 14 0 0 1 0 0 14 1 0 0 3 4
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 188 171 3 3 0 174 98 5 0 0 18 19
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 218 198 4 4 0 202 114 6 0 0 21 22
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 218 198 4 4 0 202 114 6 0 0 21 22
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 218 198 4 4 0 202 114 6 0 0 21 22

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.52 0.47 0.01 0.02 0.00 0.98 0.95 0.05 0.00 0.00 0.49 0.51
Final Sat.: 394 358 7 14 0 798 567 30 0 0 300 316

Capacity Analysis Module:
Vol/Sat: 0.55 0.55 0.55 0.25 xxxx 0.25 0.20 0.20 xxxx xxxx 0.07 0.07
Crit Moves: **** **** ****
Delay/Veh: 13.1 13.1 13.1 8.6 0.0 8.6 9.8 9.8 0.0 0.0 8.5 8.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 13.1 13.1 13.1 8.6 0.0 8.6 9.8 9.8 0.0 0.0 8.5 8.5
LOS by Move: B B B A * A A A * * A A
ApproachDel: 13.1 8.6 9.8 8.5
Delay Adj: 1.00 1.00
ApprAdjDel: 13.1 8.6 9.8 8.5
LOS by Appr: B A A A
AllWayAvgQ: 1.1 1.1 1.1 0.3 0.3 0.3 0.2 0.2 0.2 0.1 0.1 0.1

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Francisco Blvd. & SB Highway 1 On-ramp

Average Delay (sec/veh): 10.0 Worst Case Level Of Service: B [10.1]

Street Name: Francisco Blvd SR 1 NB Off-Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Yield Sign Uncontrolled Uncontrolled
Rights: Channel Include Include Include
Lanes: 0 0 1 0 1 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 2 May 2012 << 7:55-8:55 AM
Base Vol: 0 95 0 201 120 0 0 0 0 0 0 0 0
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 0 101 0 214 128 0 0 0 0 0 0 0 0
Added Vol: 0 4 0 16 5 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 105 0 230 133 0 0 0 0 0 0 0 0
User Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 96 0 210 121 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 96 0 210 121 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gp:xxxxxx 6.5 6.2 7.1 6.5 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
FollowUpTim:xxxxxx 4.0 3.3 3.5 4.0 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Capacity Module:
Cnflct Vol: xxxxx 0 0 48 0 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Potent Cap.: xxxxx 900 1091 958 900 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Move Cap.: xxxxx 900 1091 880 900 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Volume/Cap: xxxxx 0.11 0.00 0.24 0.13 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Level Of Service Module:
2Way95thQ: xxxxx 0.4 xxxxxx 0.9 0.5 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Control Del:xxxxxx 9.5 xxxxxx 10.4 9.6 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: * A * B A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: 9.5 10.1 xxxxxxxx xxxxxxxx
ApproachLOS: A B * *

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

Trip Generation Report

Forecast for PM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Beach Blvd.	1.00	Townhomes	29.00	14.00	29	14	43	11.4
	Zone 1 Subtotal					29	14	43	11.4
2	Beach Blvd.	1.00	Restaurant	23.00	11.00	23	11	34	9.0
	Zone 2 Subtotal					23	11	34	9.0
3	Beach Blvd.	1.00	Library	103.00	112.00	103	112	215	57.2
	Zone 3 Subtotal					103	112	215	57.2
4	Beach Blvd.	1.00	Hotel	23.00	21.00	23	21	44	11.7
	Zone 4 Subtotal					23	21	44	11.7
5	Mixed Use B1	1.00	Mixed Use (Ret	3.00	2.00	3	2	5	1.3
	Zone 5 Subtotal					3	2	5	1.3
6	"The Bowl" 4	1.00	Condominiums	15.00	7.00	15	7	22	5.9
	Zone 6 Subtotal					15	7	22	5.9
7	1567 Beach B	1.00	Condominiums	3.00	2.00	3	2	5	1.3
	Zone 7 Subtotal					3	2	5	1.3
8	Gypsy Hill (	1.00	Condominiums	5.00	3.00	5	3	8	2.1
	Zone 8 Subtotal					5	3	8	2.1
TOTAL						204	172	376	100.0

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Oceana Blvd. & NB Highway 1 On-Ramp

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[8.4]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Ocean Blvd and SR 1 NB On-Ramp with various movement and control details.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume. Includes data for 1 May 2012 4:00-5:00 PM.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim. Shows gap values and follow-up times for different movements.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Shows capacity and conflict volume for various movements.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Shows level of service and control delay details.

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

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Oceana Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 0 Average Delay (sec/veh): 18.4
Optimal Cycle: 0 Level Of Service: C

Street Name: Ocean Blvd Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 1 0 0 1 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 61 190 47 16 98 58 152 79 129 15 39 53
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 65 203 50 17 104 62 162 84 138 16 42 56
Added Vol: 1 40 0 0 0 5 36 6 4 0 5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 66 243 50 17 104 67 198 90 142 16 47 56
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 70 258 53 18 111 71 211 96 151 17 50 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 70 258 53 18 111 71 211 96 151 17 50 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 70 258 53 18 111 71 211 96 151 17 50 60

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.18 0.68 0.14 1.00 0.61 0.39 0.46 0.21 0.33 0.13 0.39 0.48
Final Sat.: 105 387 80 453 306 196 279 127 200 67 196 238

Capacity Analysis Module:
Vol/Sat: 0.67 0.67 0.67 0.04 0.36 0.36 0.75 0.75 0.75 0.25 0.25 0.25
Crit Moves: **** **** ****
Delay/Veh: 19.0 19.0 19.0 10.3 12.5 12.5 22.7 22.7 22.7 11.0 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
AdjDel/Veh: 19.0 19.0 19.0 10.3 12.5 12.5 22.7 22.7 22.7 11.0 11.0 11.0
LOS by Move: C C C B B B C C C B B B
ApproachDel: 19.0 12.3 22.7 11.0
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 19.0 12.3 22.7 11.0
LOS by Appr: C B C B
AllWayAvgQ: 1.6 1.6 1.6 0.0 0.4 0.4 2.3 2.3 2.3 0.2 0.2 0.2

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #3 Francisco Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774
 Loss Time (sec): 0 Average Delay (sec/veh): 16.9
 Optimal Cycle: 0 Level Of Service: C

Street Name:	Francisco Blvd						Palma Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0

Volume Module:	>> Count	Date:	1 May 2012	<<	4:15-5:15 PM							
Base Vol:	46	2	153	192	118	102	0	0	0	80	69	4
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	49	2	163	205	126	109	0	0	0	85	74	4
Added Vol:	0	0	41	4	0	86	0	0	0	1	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	2	204	209	126	195	0	0	0	86	84	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	54	2	224	229	138	214	0	0	0	95	92	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	2	224	229	138	214	0	0	0	95	92	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 Volume:	54	2	224	229	138	214	0	0	0	95	92	5

Saturation Flow Module:	Adjustment:	Lanes:	Final Sat.:
Adjustment:	1.00	1.00	1.00
Lanes:	0.19	0.01	0.80
Final Sat.:	139	6	578

Capacity Analysis Module:	Vol/Sat:	Crit Moves:	Delay/Veh:	Delay Adj:	AdjDel/Veh:	LOS by Move:	ApproachDel:	Delay Adj:	ApprAdjDel:	LOS by Appr:	AllWayAvgQ:	
Vol/Sat:	0.39	0.39	0.39	0.77	0.77	0.77	xxxx	xxxx	xxxx	0.37	0.37	0.01
Crit Moves:	****			****						****		
Delay/Veh:	10.6	10.6	10.6	21.3	21.3	21.3	0.0	0.0	0.0	12.6	12.6	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	21.3	21.3	21.3	0.0	0.0	0.0	12.6	12.6	8.4
LOS by Move:	B	B	B	C	C	C	*	*	*	B	B	A
ApproachDel:	10.6			21.3			xxxxxx			12.5		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	10.6			21.3			xxxxxx			12.5		
LOS by Appr:	B			C			*			B		
AllWayAvgQ:	0.6	0.6	0.6	2.8	2.8	2.8	0.0	0.0	0.0	0.5	0.5	0.0

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Palmetto Ave. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 0 Average Delay (sec/veh): 10.3
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Palmetto Ave, Paloma Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), and Lanes (0, 1, 0, 0, 0).

Table with columns for Volume Module: >> Count Date: 1 May 2012 << 4:10-5:10 PM, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module: Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ.

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Francisco Blvd. & Montecito Ave.

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[11.2]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Francisco Blvd and Montecito Ave with North, South, East, and West bounds.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Includes a Date field: 1 May 2012 << 4:15-5:15 PM.

Table for Critical Gap Module with columns for Critical Gp and FollowUpTim. Values include 4.1, 6.4, 6.5, 6.2, 2.2, 3.5, 4.0, 3.3.

Table for Capacity Module with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Values include 217, 1365, 1365, 0.01, 376, 376, 206, 0.08, 0.00, 0.01.

Table for Level Of Service Module with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Values include 0.0, 7.7, A, LT-LTR-RT, 641, 0.3, 7.7, A, 11.2, B.

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

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Palmetto Ave. & Montecito Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 0 Average Delay (sec/veh): 9.6
Optimal Cycle: 0 Level Of Service: A

Street Name: Palmetto Ave Montecito Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 18 122 2 5 155 10 6 3 3 8 2 7
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 19 130 2 5 165 11 6 3 3 9 2 7
Added Vol: 35 9 5 0 24 86 18 37 32 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 54 139 7 5 189 97 24 40 35 9 3 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: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 62 158 8 6 215 110 28 46 40 10 4 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 62 158 8 6 215 110 28 46 40 10 4 8
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 62 158 8 6 215 110 28 46 40 10 4 8

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.27 0.69 0.04 0.02 0.65 0.33 0.24 0.41 0.35 0.45 0.16 0.39
Final Sat.: 205 525 27 15 531 271 163 268 235 280 103 245

Capacity Analysis Module:
Vol/Sat: 0.30 0.30 0.30 0.40 0.40 0.40 0.17 0.17 0.17 0.03 0.03 0.03
Crit Moves: **** **** ****
Delay/Veh: 9.5 9.5 9.5 10.1 10.1 10.1 8.9 8.9 8.9 8.3 8.3 8.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.5 9.5 9.5 10.1 10.1 10.1 8.9 8.9 8.9 8.3 8.3 8.3
LOS by Move: A A A B B B A A A A A A
ApproachDel: 9.5 10.1 8.9 8.3
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 9.5 10.1 8.9 8.3
LOS by Appr: A B A A
AllWayAvgQ: 0.4 0.4 0.4 0.6 0.6 0.6 0.2 0.2 0.2 0.0 0.0 0.0

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Palmetto Ave. & Clarendon Ave.

Average Delay (sec/veh): 10.2 Worst Case Level Of Service: C [16.9]

Street Name: Palmetto Ave Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Yield Sign
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 0 1 0 1 0 0 0 0 0 0 1

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 0 0 0 141 0 0 17 70 0 0 0 123
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 0 0 0 150 0 0 18 75 0 0 0 131
Added Vol: 0 0 0 71 0 0 1 25 0 0 0 64
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 221 0 0 19 100 0 0 0 195
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 0 0 246 0 0 21 111 0 0 0 217
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 246 0 0 21 111 0 0 0 217

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

Capacity Module:
Cnflct Vol: xxxxx xxxx xxxxxx 0 xxxxx xxxxxx 492 492 xxxxxx xxxxx xxxxx 0
Potent Cap.: xxxxx xxxx xxxxxx 1636 xxxxx xxxxxx 491 481 xxxxxx xxxxx xxxxx 1091
Move Cap.: xxxxx xxxx xxxxxx 1636 xxxxx xxxxxx 348 408 xxxxxx xxxxx xxxxx 1091
Volume/Cap: xxxxx xxxx xxxxx 0.15 xxxxx xxxxx 0.06 0.27 xxxxx xxxxx xxxxx 0.20

Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx 0.5 xxxxx xxxxxx 0.2 1.1 xxxxxx xxxxx xxxxx 0.7
Control Del:xxxxxx xxxx xxxxxx 7.6 xxxxx xxxxxx 16.0 17.1 xxxxxx xxxxxx xxxxx 9.1
LOS by Move: * * * A * * C C * * * A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * * * * * * * *
ApproachDel: xxxxxxx xxxxxxx 16.9 9.1
ApproachLOS: * * C A

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

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Francisco Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 0 Average Delay (sec/veh): 13.3
Optimal Cycle: 0 Level Of Service: B

Street Name: Francisco Blvd Clarendon Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM
Base Vol: 20 69 46 21 140 20 7 57 41 178 88 39
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 21 74 49 22 149 21 7 61 44 190 94 42
Added Vol: 13 0 0 0 0 0 0 43 53 1 51 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 34 74 49 22 149 21 7 104 97 191 145 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 37 80 53 24 162 23 8 113 105 207 157 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 37 80 53 24 162 23 8 113 105 207 157 45
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 37 80 53 24 162 23 8 113 105 207 157 45

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.22 0.47 0.31 0.12 0.77 0.11 0.04 0.50 0.46 0.51 0.38 0.11
Final Sat.: 122 262 175 66 438 63 22 312 291 328 249 72

Capacity Analysis Module:
Vol/Sat: 0.30 0.30 0.30 0.37 0.37 0.37 0.36 0.36 0.36 0.63 0.63 0.63
Crit Moves: ****
Delay/Veh: 10.9 10.9 10.9 11.7 11.7 11.7 11.0 11.0 11.0 16.3 16.3 16.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 10.9 10.9 10.9 11.7 11.7 11.7 11.0 11.0 11.0 16.3 16.3 16.3
LOS by Move: B B B B B B B B B C C C
ApproachDel: 10.9 11.7 11.0 16.3
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 10.9 11.7 11.0 16.3
LOS by Appr: B B B C
AllWayAvgQ: 0.3 0.3 0.3 0.5 0.5 0.5 0.5 0.5 0.5 1.4 1.4 1.4

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #9 Oceana Blvd. & Clarendon Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
 Loss Time (sec): 0 Average Delay (sec/veh): 11.6
 Optimal Cycle: 0 Level Of Service: B

Street Name:	Ocean Blvd						Clarendon Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	1	0	0	0	1

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM

Base Vol:	112	148	3	7	0	179	113	12	0	0	13	5
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	119	158	3	7	0	191	120	13	0	0	14	5
Added Vol:	46	1	1	4	0	0	38	6	0	0	6	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	159	4	11	0	191	158	19	0	0	20	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	195	187	5	13	0	224	186	22	0	0	23	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	187	5	13	0	224	186	22	0	0	23	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
FinalVolume:	195	187	5	13	0	224	186	22	0	0	23	9

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.51	0.48	0.01	0.06	0.00	0.94	0.89	0.11	0.00	0.00	0.73	0.27
Final Sat.:	357	343	9	43	0	714	540	64	0	0	414	153

Capacity Analysis Module:

Vol/Sat:	0.55	0.55	0.55	0.31	xxxx	0.31	0.35	0.35	xxxx	xxxx	0.06	0.06
Crit Moves:	****			****			****			****		
Delay/Veh:	13.4	13.4	13.4	9.4	0.0	9.4	11.2	11.2	0.0	0.0	8.8	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
AdjDel/Veh:	13.4	13.4	13.4	9.4	0.0	9.4	11.2	11.2	0.0	0.0	8.8	8.8
LOS by Move:	B	B	B	A	*	A	B	B	*	*	A	A
ApproachDel:	13.4			9.4			11.2			8.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.4			9.4			11.2			8.8		
LOS by Appr:	B			A			B			A		
AllWayAvgQ:	1.1	1.1	1.1	0.4	0.4	0.4	0.4	0.4	0.4	0.0	0.0	0.0

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

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Francisco Blvd. & SB Highway 1 On-ramp

Average Delay (sec/veh): 11.5 Worst Case Level Of Service: B[12.0]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Francisco Blvd and SR 1 NB Off-Ramp with various approach and movement details.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume. Rows show traffic volume and adjustment factors.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim. Rows show critical gap and follow-up time values.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows show capacity and conflict volume data.

Table with columns: Level of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows show level of service and delay metrics.

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

Intersection Mitigation

Intersection Level of Service Calculations

Oceana Boulevard & Paloma Avenue

Cumulative & Cumulative plus Project Conditions

Scenario Report

Scenario: AM Cumulative Mitigated

Command: Default Command
Volume: AM Peak Hour
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak Hour
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Oceana Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 0 Average Delay (sec/veh): 25.5
Optimal Cycle: 0 Level Of Service: D

Street Name: Ocean Blvd Paloma Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1

Volume Module: >> Count Date: 1 May 2012 << 7:30-8:30 AM
Base Vol: 26 213 51 43 73 102 197 150 41 31 67 227
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 28 227 54 46 78 109 210 160 44 33 71 242
Added Vol: 0 7 0 0 0 0 2 0 1 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 234 54 46 78 109 212 160 45 33 71 242
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: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
PHF Volume: 35 293 68 57 97 136 265 200 56 41 89 302
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 293 68 57 97 136 265 200 56 41 89 302
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 293 68 57 97 136 265 200 56 41 89 302

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.09 0.74 0.17 1.00 0.42 0.58 1.00 0.78 0.22 0.32 0.68 1.00
Final Sat.: 40 334 78 391 181 253 421 356 100 134 290 474

Capacity Analysis Module:
Vol/Sat: 0.88 0.88 0.88 0.15 0.54 0.54 0.63 0.56 0.56 0.31 0.31 0.64
Crit Moves: **** **** ****
Delay/Veh: 43.7 43.7 43.7 12.9 18.5 18.5 23.6 19.4 19.4 14.3 14.3 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
AdjDel/Veh: 43.7 43.7 43.7 12.9 18.5 18.5 23.6 19.4 19.4 14.3 14.3 21.1
LOS by Move: E E E B C C C C C B B C
ApproachDel: 43.7 17.4 21.6 19.1
Delay Adj: 1.00 1.00
ApprAdjDel: 43.7 17.4 21.6 19.1
LOS by Appr: E C C
AllWayAvgQ: 4.1 4.1 4.1 0.2 1.0 1.0 1.5 1.1 1.1 0.4 0.4 1.5

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

Scenario Report

Scenario: PM Cumulative Mitigated

Command: Default Command
Volume: PM Peak Hour
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak Hour
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #2 Oceana Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
 Loss Time (sec): 0 Average Delay (sec/veh): 13.7
 Optimal Cycle: 0 Level Of Service: B

Street Name:	Ocean Blvd						Paloma Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0

Volume Module: >> Count Date: 1 May 2012 << 4:00-5:00 PM

Base Vol:	61	190	47	16	98	58	152	79	129	15	39	53
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	65	203	50	17	104	62	162	84	138	16	42	56
Added Vol:	1	3	0	0	0	0	1	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	206	50	17	104	62	163	84	142	16	42	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	70	219	53	18	111	66	173	90	151	17	44	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	219	53	18	111	66	173	90	151	17	44	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 Volume:	70	219	53	18	111	66	173	90	151	17	44	60

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.64	0.16	1.00	0.63	0.37	1.00	0.37	0.63	0.28	0.72	1.00
Final Sat.:	116	360	88	487	342	202	511	220	370	134	348	542

Capacity Analysis Module:

Vol/Sat:	0.61	0.61	0.61	0.04	0.32	0.32	0.34	0.41	0.41	0.13	0.13	0.11
Crit Moves:	****			****			****			****		
Delay/Veh:	17.7	17.7	17.7	10.0	11.7	11.7	12.7	12.2	12.2	10.5	10.5	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	17.7	17.7	10.0	11.7	11.7	12.7	12.2	12.2	10.5	10.5	9.4
LOS by Move:	C	C	C	A	B	B	B	B	B	B	B	A
ApproachDel:	17.7			11.5			12.4			10.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.7			11.5			12.4			10.0		
LOS by Appr:	C			B			B			A		
AllWayAvgQ:	1.3	1.3	1.3	0.0	0.4	0.4	0.5	0.6	0.6	0.1	0.1	0.1

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

Scenario Report

Scenario: AM Cumulative + Project Mitigated

Command: Default Command
Volume: AM Peak Hour
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak Hour
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #2 Oceana Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
 Loss Time (sec): 0 Average Delay (sec/veh): 28.7
 Optimal Cycle: 0 Level Of Service: D

Street Name:	Ocean Blvd						Paloma Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0

Volume Module:	>> Count	Date:	1 May 2012	<< 7:30-8:30 AM								
Base Vol:	26	213	51	43	73	102	197	150	41	31	67	227
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	28	227	54	46	78	109	210	160	44	33	71	242
Added Vol:	0	18	0	0	0	1	26	0	1	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	245	54	46	78	110	236	160	45	33	72	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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	35	306	68	57	97	137	295	200	56	41	91	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	306	68	57	97	137	295	200	56	41	91	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	306	68	57	97	137	295	200	56	41	91	302

Saturation Flow Module:	Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.75	0.17	1.00	0.41	0.59	1.00	0.78	0.22	0.31	0.69	1.00	
Final Sat.:	38	334	74	386	178	251	417	352	98	131	287	465	

Capacity Analysis Module:	Vol/Sat:	0.92	0.92	0.92	0.15	0.55	0.55	0.71	0.57	0.57	0.32	0.32	0.65
Crit Moves:	****							****	****	****			****
Delay/Veh:	51.2	51.2	51.2	13.1	19.3	19.3	28.5	20.0	20.0	14.7	14.7	22.1	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	51.2	51.2	51.2	13.1	19.3	19.3	28.5	20.0	20.0	14.7	14.7	22.1	
LOS by Move:	F	F	F	B	C	C	D	C	C	B	B	C	
ApproachDel:	51.2			18.1			24.5			19.9			
Delay Adj:	1.00			1.00			1.00			1.00			
ApprAdjDel:	51.2			18.1			24.5			19.9			
LOS by Appr:	F			C			C			C			
AllWayAvgQ:	5.0	5.0	5.0	0.2	1.0	1.0	2.0	1.2	1.2	0.4	0.4	1.5	

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

Scenario Report

Scenario: PM Cumulative + Project Mitigated

Command: Default Command
Volume: AM Peak Hour
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak Hour
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #2 Oceana Blvd. & Paloma Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726
 Loss Time (sec): 0 Average Delay (sec/veh): 18.1
 Optimal Cycle: 0 Level Of Service: C

Street Name:	Ocean Blvd						Paloma Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0

Volume Module:	>> Count	Date:	1 May 2012	<< 7:30-8:30 AM								
Base Vol:	26	213	51	43	73	102	197	150	41	31	67	227
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	28	227	54	46	78	109	210	160	44	33	71	242
Added Vol:	0	18	0	0	0	1	26	0	1	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	245	54	46	78	110	236	160	45	33	72	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	29	261	58	49	83	117	251	170	48	35	77	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	261	58	49	83	117	251	170	48	35	77	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	261	58	49	83	117	251	170	48	35	77	257

Saturation Flow Module:	Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.75	0.17	1.00	0.41	0.59	1.00	0.78	0.22	0.31	0.69	1.00	
Final Sat.:	41	359	80	417	194	273	453	386	108	142	312	511	

Capacity Analysis Module:	Vol/Sat:	0.73	0.73	0.73	0.12	0.43	0.43	0.55	0.44	0.44	0.25	0.25	0.50
Crit Moves:	****							****	****	****			****
Delay/Veh:	25.9	25.9	25.9	11.9	14.7	14.7	19.0	14.9	14.9	12.6	12.6	15.4	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	25.9	25.9	25.9	11.9	14.7	14.7	19.0	14.9	14.9	12.6	12.6	15.4	
LOS by Move:	D	D	D	B	B	B	C	B	B	B	B	C	
ApproachDel:	25.9				14.2			17.1			14.6		
Delay Adj:	1.00				1.00			1.00			1.00		
ApprAdjDel:	25.9				14.2			17.1			14.6		
LOS by Appr:	D				B			C			B		
AllWayAvgQ:	2.1	2.1	2.1	0.1	0.6	0.6	1.1	0.7	0.7	0.3	0.3	0.9	

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