

## **Appendix D**

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### **Traffic Analysis**

TRIPS GENERATED BY PROJECTS

PROJECT (or Project Group)	A.M.PEAK enter	HOUR exit	P.M.PEAK enter	HOUR exit
Chevron construction	216	3	3	216

LEVEL OF SERVICE ANALYSIS

A.M. PEAK HOUR

chevrnA2.ivc

Ambient Traffic Growth: 1 % per year

Year 2002			Forecast Year 2003			Plus Proposed Project				
LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C	
Sepulveda Bl and El Segundo Bl	E	46.9	0.935	E	48.7	0.943	E	48.7	0.944	+0.001
Sepulveda Bl and Rosecrans Av	D	32.4	0.849	D	33.6	0.857	D	36.3	0.876	+0.019
Sepulveda Bl and Imperial Hwy	D	36.2	0.875	D	37.5	0.883	D	37.5	0.883	+0.000
Aviation Bl and El Segundo Bl	F	104.8	1.128	F	108.6	1.139	F	108.6	1.139	+0.000
Aviation Bl and Rosecrans Av	F	115.7	1.159	F	119.6	1.170	F	125.9	1.188	+0.018
La Cienega Bl and I-405 SB ramps	B	7.7	0.627	B	8.3	0.633	B	8.3	0.633	+0.000
La Cienega Bl and El Segundo Bl	B	13.0	0.680	B	13.6	0.686	B	13.6	0.686	+0.000
I-405 SB ramps and El Segundo Bl	D	28.2	0.821	D	29.3	0.829	D	29.3	0.829	+0.000
I-405 NB ramps and El Segundo Bl	C	24.9	0.799	D	25.9	0.806	D	25.9	0.806	+0.000
I-405 SB offramp and Rosecrans Bl	C	16.1	0.711	C	16.8	0.718	C	18.8	0.738	+0.020
I-405 NB ramps and Rosecrans Bl	B	9.0	0.640	B	9.6	0.646	B	11.5	0.665	+0.019
Hindry Avenue and I-405 SB off/I-405 SB on	C	17.0	0.720	C	17.7	0.727	C	17.7	0.727	+0.000

Notes: v/c = volume to capacity ratio (capacity utilization ratio)  
 delay = average stopped delay in seconds per vehicle  
 LOS = Level of Service

LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

chevrnP2.ivc

Ambient Traffic Growth: 1 % per year

Year 2002			Forecast Year 2003			Plus Proposed Project				
LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C	
Sepulveda Bl and El Segundo Bl	E	45.1	0.926	E	46.9	0.934	E	46.9	0.935	+0.001
Sepulveda Bl and Rosecrans Av	E	57.5	0.987	E	59.4	0.997	F	65.2	1.015	+0.018
Sepulveda Bl and Imperial Hwy	E	44.9	0.924	E	46.6	0.933	E	47.1	0.935	+0.002
Aviation Bl and El Segundo Bl	D	40.3	0.901	E	42.0	0.910	E	42.4	0.912	+0.002
Aviation Bl and Rosecrans Av	F	115.0	1.157	F	118.9	1.168	F	123.6	1.182	+0.014
La Cienega Bl and I-405 SB ramps	A	5.0	0.534	A	5.0	0.539	A	5.0	0.539	+0.000
La Cienega Bl and El Segundo Bl	B	10.0	0.650	B	10.6	0.656	B	11.0	0.660	+0.004
I-405 SB ramps and El Segundo Bl	A	5.0	0.551	A	5.0	0.556	A	5.0	0.556	+0.000
I-405 NB ramps and El Segundo Bl	B	15.4	0.704	C	16.1	0.711	C	16.4	0.714	+0.003
I-405 SB offramp and Rosecrans Bl	C	19.6	0.746	C	20.2	0.752	C	20.5	0.755	+0.003
I-405 NB ramps and Rosecrans Bl	B	9.7	0.647	B	10.3	0.653	B	10.6	0.656	+0.003
Hindry Avenue and I-405 SB off/I-405 SB on	B	13.8	0.688	B	14.5	0.695	C	17.8	0.728	+0.033

Notes: v/c = volume to capacity ratio (capacity utilization ratio)  
 delay = average stopped delay in seconds per vehicle  
 LOS = Level of Service

A.M. PEAK HOUR

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 TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	2	0	0	0	0	0	0	0	0	0	0	0	2
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	108	0	0	0	0	0	0	0	0	0	0	0	108
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	110	0	0	0	0	0	0	0	0	0	0	0	110

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 INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	348	0.218	351	0.220	351	0.220	351	0.220
THRU	4.00	6400	3166	0.529	3198	0.534	3199	0.534	3199	0.534
RIGHT	0.00	0	219	0.000	221	0.000	221	0.000	221	0.000
SB LEFT	1.00	1600	274	0.171	277	0.173	277	0.173	277	0.173
THRU	4.00	6400	1125	0.176	1136	0.178	1244	0.194	1244	0.194
RIGHT	1.00	1600	159	0.099	161	0.100	161	0.100	161	0.100
EB LEFT	1.00	1600	115	0.072	116	0.073	116	0.073	116	0.073
THRU	2.00	3200	420	0.131	424	0.133	424	0.133	424	0.133
RIGHT	1.00	1600	286	0.179	289	0.181	289	0.181	289	0.181
WB LEFT	1.00	1600	85	0.053	86	0.054	86	0.054	86	0.054
THRU	2.00	3200	356	0.111	360	0.112	360	0.112	360	0.112
RIGHT	1.00	1600	194	0.121	196	0.122	196	0.122	196	0.122
Intersection Volume			6747		6814		6924		6924	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.935		0.943		0.944		0.944	
Stopped Delay (sec/veh)			46.9		48.7		48.7		48.7	
LEVEL OF SERVICE (LOS)			E		E		E		E	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

A.M. PEAK HOUR

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 TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	22	0	0	0	0	0	0	0	0	0	0	0	22
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	1	0	0	0	0	0	0	0	0	0	0	0	1
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	86	0	0	0	0	0	0	0	0	0	0	0	86
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	110	0	0	0	0	0	0	0	0	0	0	0	110

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 INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	2.00	3120	160	0.051	162	0.052	183	0.059	183	0.059
THRU	4.00	6400	3317	0.518	3350	0.523	3350	0.523	3350	0.523
RIGHT	1.00	1600	430	0.269	434	0.271	434	0.271	434	0.271
SB LEFT	2.00	3120	174	0.056	176	0.056	176	0.056	176	0.056
THRU	3.00	4800	978	0.227	988	0.229	988	0.229	988	0.229
RIGHT	0.00	0	112	0.000	113	0.000	113	0.000	113	0.000
EB LEFT	1.00	1600	179	0.112	181	0.113	181	0.113	181	0.113
THRU	3.00	4800	655	0.151	662	0.153	662	0.153	662	0.153
RIGHT	0.00	0	71	0.000	72	0.000	72	0.000	72	0.000
WB LEFT	1.00	1600	115	0.072	116	0.073	116	0.073	116	0.073
THRU	3.00	4800	231	0.114	233	0.115	320	0.133	320	0.133
RIGHT	0.00	0	314	0.000	317	0.000	317	0.000	317	0.000
Intersection Volume			6736		6803		6913		6913	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.849		0.857		0.876		0.876	
Stopped Delay (sec/veh)			32.4		33.6		36.3		36.3	
LEVEL OF SERVICE (LOS)			D		D		D		D	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

A.M. PEAK HOUR

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TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	2	0	0	0	0	0	0	0	0	0	0	0	2
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	108	0	0	0	0	0	0	0	0	0	0	0	108
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	110	0	0	0	0	0	0	0	0	0	0	0	110

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INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	68	0.043	69	0.043	69	0.043	69	0.043
THRU	3.00	4800	2063	0.430	2084	0.434	2084	0.434	2084	0.434
RIGHT	1.00	(Free)	746		753		755		755	
SB LEFT	2.00	3120	483	0.155	488	0.156	488	0.156	488	0.156
THRU	4.00	6400	2865	0.451	2894	0.456	3002	0.473	3002	0.473
RIGHT	0.00	0	24	0.000	24	0.000	24	0.000	24	0.000
EB LEFT	2.00	3120	361	0.116	365	0.117	365	0.117	365	0.117
THRU	3.00	4800	367	0.076	371	0.077	371	0.077	371	0.077
RIGHT	1.00	1600	160	0.100	162	0.101	162	0.101	162	0.101
WB LEFT	2.00	3120	279	0.089	282	0.090	282	0.090	282	0.090
THRU	3.00	4800	308	0.064	311	0.065	311	0.065	311	0.065
RIGHT	1.00	1600	447	0.279	451	0.282	451	0.282	451	0.282
Intersection Volume			8171		8253		8362		8362	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.875		0.883		0.883		0.883	
Stopped Delay (sec/veh)			36.2		37.5		37.5		37.5	
LEVEL OF SERVICE (LOS)			D		D		D		D	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

A.M. PEAK HOUR

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 TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	0	0	0

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 INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	266	0.166	269	0.168	269	0.168	269	0.168
THRU	2.00	3200	943	0.325	952	0.328	952	0.328	952	0.328
RIGHT	0.00	0	97	0.000	98	0.000	98	0.000	98	0.000
SB LEFT	1.00	1600	65	0.041	66	0.041	66	0.041	66	0.041
THRU	2.00	3200	706	0.221	713	0.223	713	0.223	713	0.223
RIGHT	1.00	1600	311	0.194	314	0.196	314	0.196	314	0.196
EB LEFT	1.00	1600	85	0.053	86	0.054	86	0.054	86	0.054
THRU	3.00	4800	368	0.077	372	0.077	372	0.077	372	0.077
RIGHT	1.00	1600	127	0.079	128	0.080	128	0.080	128	0.080
WB LEFT	2.00	3120	415	0.133	419	0.134	419	0.134	419	0.134
THRU	2.00	3200	1883	0.638	1902	0.645	1902	0.645	1902	0.645
RIGHT	0.00	0	159	0.000	161	0.000	161	0.000	161	0.000
Intersection Volume			5425		5479		5479		5479	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			1.128		1.139		1.139		1.139	
Stopped Delay (sec/veh)			104.8		108.6		108.6		108.6	
LEVEL OF SERVICE (LOS)			F		F		F		F	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.



A.M. PEAK HOUR

-----  
 TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	1	0	0	0	0	0	0	0	0	0	0	0	1
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	86	0	0	0	0	0	0	0	0	0	0	0	86
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	87	0	0	0	0	0	0	0	0	0	0	0	87

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 INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	207	0.129	209	0.131	209	0.131	209	0.131
THRU	3.00	4800	1314	0.381	1327	0.385	1327	0.385	1327	0.385
RIGHT	0.00	0	516	0.000	521	0.000	521	0.000	521	0.000
SB LEFT	1.00	1600	129	0.081	130	0.081	130	0.081	130	0.081
THRU	3.00	4800	606	0.227	612	0.229	612	0.229	612	0.229
RIGHT	0.00	0	482	0.000	487	0.000	487	0.000	487	0.000
EB LEFT	1.00	1600	205	0.128	207	0.129	207	0.129	207	0.129
THRU	3.00	4800	776	0.181	784	0.183	785	0.183	785	0.183
RIGHT	0.00	0	94	0.000	95	0.000	95	0.000	95	0.000
WB LEFT	2.00	3120	805	0.258	813	0.261	813	0.261	813	0.261
THRU	3.00	4800	1651	0.519	1668	0.524	1754	0.542	1754	0.542
RIGHT	0.00	0	841	0.000	849	0.000	849	0.000	849	0.000
Intersection Volume			7626		7702		7790		7790	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			1.159		1.170		1.188		1.188	
Stopped Delay (sec/veh)			115.7		119.6		125.9		125.9	
LEVEL OF SERVICE (LOS)			F		F		F		F	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

A.M. PEAK HOUR

-----  
TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	0	0	0

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INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	1.00	1600	293	0.183	296	0.185	296	0.185	296	0.185
RIGHT	1.00	1600	143	0.089	144	0.090	144	0.090	144	0.090
SB LEFT	1.00	1600	225	0.141	227	0.142	227	0.142	227	0.142
THRU	3.00	4800	120	0.025	121	0.025	121	0.025	121	0.025
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	1.88	2938	744	0.253	751	0.256	751	0.256	751	0.256
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.12	192	45	0.234	45	0.237	45	0.237	45	0.237
Intersection Volume			1570		1586		1586		1586	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05
Intersection V/C Ratio				0.627		0.633		0.633		0.633
Stopped Delay (sec/veh)				7.7		8.3		8.3		8.3
LEVEL OF SERVICE (LOS)				B		B		B		B

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

A.M. PEAK HOUR

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 TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	0	0	0

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 INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
SB LEFT	2.00	3120	281	0.090	284	0.091	284	0.091	284	0.091
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	2.00	3120	602	0.193	608	0.195	608	0.195	608	0.195
EB LEFT	1.00	1600	83	0.052	84	0.052	84	0.052	84	0.052
THRU	2.00	3200	414	0.129	418	0.131	418	0.131	418	0.131
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	1735	0.437	1752	0.441	1752	0.441	1752	0.441
RIGHT	0.00	0	363	0.000	367	0.000	367	0.000	367	0.000
Intersection Volume			3478		3513		3513		3513	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.680		0.686		0.686		0.686	
Stopped Delay (sec/veh)			13.0		13.6		13.6		13.6	
LEVEL OF SERVICE (LOS)			B		B		B		B	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

A.M. PEAK HOUR

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 TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	0	0	0

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 INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.64	2573	525	0.204	530	0.206	530	0.206	530	0.206
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.36	576	115	0.200	116	0.202	116	0.202	116	0.202
SB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	351	0.073	355	0.074	355	0.074	355	0.074
RIGHT	1.00	1600	258	0.161	261	0.163	261	0.163	261	0.163
WB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	2722	0.567	2749	0.573	2749	0.573	2749	0.573
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume			3971		4011		4011		4011	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05
Intersection V/C Ratio				0.821		0.829		0.829		0.829
Stopped Delay (sec/veh)				28.2		29.3		29.3		29.3
LEVEL OF SERVICE (LOS)				D		D		D		D

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

A.M. PEAK HOUR

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 TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	0	0	0

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 INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	2.00	3120	1153	0.370	1165	0.373	1165	0.373	1165	0.373
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	69	0.043	70	0.044	70	0.044	70	0.044
SB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	492	0.190	497	0.192	497	0.192	497	0.192
RIGHT	0.00	0	116	0.000	117	0.000	117	0.000	117	0.000
WB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	1297	0.379	1310	0.383	1310	0.383	1310	0.383
RIGHT	0.00	0	523	0.000	528	0.000	528	0.000	528	0.000
Intersection Volume			3650		3687		3687		3687	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.799		0.806		0.806		0.806	
Stopped Delay (sec/veh)			24.9		25.9		25.9		25.9	
LEVEL OF SERVICE (LOS)			C		D		D		D	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

A.M. PEAK HOUR

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 TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	22	0	0	0	0	0	0	0	0	0	0	0	22
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	65	0	0	0	0	0	0	0	0	0	0	0	65
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	87	0	0	0	0	0	0	0	0	0	0	0	87

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 INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
SB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	2.00	3120	813	0.261	821	0.263	843	0.270	843	0.270
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	1558	0.325	1574	0.328	1574	0.328	1574	0.328
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	1922	0.400	1941	0.404	2006	0.418	2006	0.418
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume			4293		4336		4422		4422	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.711		0.718		0.738		0.738	
Stopped Delay (sec/veh)			16.1		16.8		18.8		18.8	
LEVEL OF SERVICE (LOS)			C		C		C		C	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

A.M. PEAK HOUR

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 TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	54	0	0	0	0	0	0	0	0	0	0	0	54
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	11	0	0	0	0	0	0	0	0	0	0	0	11
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	65	0	0	0	0	0	0	0	0	0	0	0	65

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 INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	2.00	3120	605	0.194	611	0.196	665	0.213	665	0.213
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	39	0.024	39	0.025	39	0.025	39	0.025
SB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	723	0.331	730	0.334	730	0.334	730	0.334
RIGHT	0.00	0	865	0.000	874	0.000	874	0.000	874	0.000
WB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	1291	0.396	1304	0.400	1315	0.402	1315	0.402
RIGHT	0.00	0	610	0.000	616	0.000	616	0.000	616	0.000
Intersection Volume			4133		4174		4239		4239	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.640		0.646		0.665		0.665	
Stopped Delay (sec/veh)			9.0		9.6		11.5		11.5	
LEVEL OF SERVICE (LOS)			B		B		B		B	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

A.M. PEAK HOUR

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 TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	1	0	0	0	0	0	0	0	0	0	0	0	1
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	1	0	0	0	0	0	0	0	0	0	0	0	1

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 INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	0.00	0	4	0.000	4	0.000	4	0.000	4	0.000
THRU	1.00	1600	89	0.061	90	0.061	90	0.061	90	0.061
RIGHT	0.00	0	4	0.000	4	0.000	4	0.000	4	0.000
SB LEFT	0.00	0	498	0.000	503	0.000	504	0.000	504	0.000
THRU	1.00	1600	21	0.331	21	0.335	21	0.335	21	0.335
RIGHT	0.00	0	11	0.000	11	0.000	11	0.000	11	0.000
EB LEFT	0.00	0	10	0.000	10	0.000	10	0.000	10	0.000
THRU	1.00	1600	1	0.010	1	0.010	1	0.010	1	0.010
RIGHT	0.00	0	5	0.000	5	0.000	5	0.000	5	0.000
WB LEFT	1.00	1600	122	0.076	123	0.077	123	0.077	123	0.077
THRU	1.00	1600	0	0.339	0	0.342	0	0.342	0	0.342
RIGHT	0.00	0	542	0.000	547	0.000	547	0.000	547	0.000
Intersection Volume			1307		1320		1321		1321	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.720		0.727		0.727		0.727	
Stopped Delay (sec/veh)			17.0		17.7		17.7		17.7	
LEVEL OF SERVICE (LOS)			C		C		C		C	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.



P.M. PEAK HOUR

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 TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	119	0	0	0	0	0	0	0	0	0	0	0	119
NR	11	0	0	0	0	0	0	0	0	0	0	0	11
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	2	0	0	0	0	0	0	0	0	0	0	0	2
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	131	0	0	0	0	0	0	0	0	0	0	0	131

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 INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	276	0.172	279	0.174	279	0.174	279	0.174
THRU	4.00	6400	1639	0.275	1655	0.277	1774	0.298	1774	0.298
RIGHT	0.00	0	119	0.000	120	0.000	131	0.000	131	0.000
SB LEFT	1.00	1600	181	0.113	183	0.114	183	0.114	183	0.114
THRU	4.00	6400	2306	0.360	2329	0.364	2331	0.364	2331	0.364
RIGHT	1.00	1600	29	0.018	29	0.018	29	0.018	29	0.018
EB LEFT	1.00	1600	156	0.097	158	0.098	158	0.098	158	0.098
THRU	2.00	3200	471	0.147	476	0.149	476	0.149	476	0.149
RIGHT	1.00	1600	385	0.241	389	0.243	389	0.243	389	0.243
WB LEFT	1.86	2907	569	0.196	575	0.198	575	0.198	575	0.198
THRU	1.14	1824	348	0.191	351	0.193	351	0.193	351	0.193
RIGHT	1.00	1600	332	0.207	335	0.210	335	0.210	335	0.210
Intersection Volume			6811		6879		7010		7010	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.926		0.934		0.935		0.935	
Stopped Delay (sec/veh)			45.1		46.9		46.9		46.9	
LEVEL OF SERVICE (LOS)			E		E		E		E	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

P.M. PEAK HOUR

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 TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	22	0	0	0	0	0	0	0	0	0	0	0	22
ET	65	0	0	0	0	0	0	0	0	0	0	0	65
ER	22	0	0	0	0	0	0	0	0	0	0	0	22
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	1	0	0	0	0	0	0	0	0	0	0	0	1
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	110	0	0	0	0	0	0	0	0	0	0	0	110

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 INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	2.00	3120	152	0.049	154	0.049	154	0.049	154	0.049
THRU	4.00	6400	1226	0.192	1238	0.193	1238	0.193	1238	0.193
RIGHT	1.00	1600	286	0.179	289	0.181	289	0.181	289	0.181
SB LEFT	2.00	3120	409	0.131	413	0.132	413	0.132	413	0.132
THRU	3.00	4800	2746	0.594	2773	0.600	2773	0.600	2773	0.600
RIGHT	0.00	0	106	0.000	107	0.000	107	0.000	107	0.000
EB LEFT	1.00	1600	106	0.066	107	0.067	129	0.080	129	0.080
THRU	3.00	4800	436	0.123	440	0.125	505	0.143	505	0.143
RIGHT	0.00	0	156	0.000	158	0.000	179	0.000	179	0.000
WB LEFT	1.00	1600	274	0.171	277	0.173	277	0.173	277	0.173
THRU	3.00	4800	343	0.185	346	0.187	348	0.187	348	0.187
RIGHT	0.00	0	544	0.000	549	0.000	549	0.000	549	0.000
Intersection Volume			6784		6852		6961		6961	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.987		0.997		1.015		1.015	
Stopped Delay (sec/veh)			57.5		59.4		65.2		65.2	
LEVEL OF SERVICE (LOS)			E		E		F		F	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

P.M. PEAK HOUR

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TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	11	0	0	0	0	0	0	0	0	0	0	0	11
NR	108	0	0	0	0	0	0	0	0	0	0	0	108
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	2	0	0	0	0	0	0	0	0	0	0	0	2
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	120	0	0	0	0	0	0	0	0	0	0	0	120

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INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	211	0.132	213	0.133	213	0.133	213	0.133
NB THRU	3.00	4800	2401	0.500	2425	0.505	2436	0.507	2436	0.507
NB RIGHT	1.00	(Free)	1079		1090		1198		1198	
SB LEFT	2.00	3120	449	0.144	453	0.145	453	0.145	453	0.145
SB THRU	4.00	6400	2880	0.456	2909	0.461	2910	0.461	2910	0.461
SB RIGHT	0.00	0	41	0.000	41	0.000	41	0.000	41	0.000
EB LEFT	2.00	3120	200	0.064	202	0.065	202	0.065	202	0.065
EB THRU	3.00	4800	414	0.086	418	0.087	418	0.087	418	0.087
EB RIGHT	1.00	1600	154	0.096	156	0.097	156	0.097	156	0.097
WB LEFT	2.00	3120	217	0.070	219	0.070	219	0.070	219	0.070
WB THRU	3.00	4800	334	0.070	337	0.070	337	0.070	337	0.070
WB RIGHT	1.00	1600	496	0.310	501	0.313	501	0.313	501	0.313
Intersection Volume			8876		8965		9085		9085	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.924		0.933		0.935		0.935	
Stopped Delay (sec/veh)			44.9		46.6		47.1		47.1	
LEVEL OF SERVICE (LOS)			E		E		E		E	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

P.M. PEAK HOUR

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TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	11	0	0	0	0	0	0	0	0	0	0	0	11
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	11	0	0	0	0	0	0	0	0	0	0	0	11

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INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	206	0.129	208	0.130	208	0.130	208	0.130
THRU	2.00	3200	844	0.321	852	0.324	852	0.324	852	0.324
RIGHT	0.00	0	182	0.000	184	0.000	184	0.000	184	0.000
SB LEFT	1.00	1600	152	0.095	154	0.096	154	0.096	154	0.096
THRU	2.00	3200	903	0.282	912	0.285	912	0.285	912	0.285
RIGHT	1.00	1600	130	0.081	131	0.082	131	0.082	131	0.082
EB LEFT	1.00	1600	280	0.175	283	0.177	283	0.177	283	0.177
THRU	3.00	4800	1373	0.286	1387	0.289	1398	0.291	1398	0.291
RIGHT	1.00	1600	280	0.175	283	0.177	283	0.177	283	0.177
WB LEFT	2.00	3120	467	0.150	472	0.151	472	0.151	472	0.151
THRU	2.00	3200	576	0.213	582	0.215	582	0.215	582	0.215
RIGHT	0.00	0	104	0.000	105	0.000	105	0.000	105	0.000
Intersection Volume			5497		5552		5563		5563	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.901		0.910		0.912		0.912	
Stopped Delay (sec/veh)			40.3		42.0		42.4		42.4	
LEVEL OF SERVICE (LOS)			D		E		E		E	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

P.M. PEAK HOUR

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TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	65	0	0	0	0	0	0	0	0	0	0	0	65
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	1	0	0	0	0	0	0	0	0	0	0	0	1
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	66	0	0	0	0	0	0	0	0	0	0	0	66

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INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	215	0.134	217	0.136	217	0.136	217	0.136
THRU	3.00	4800	616	0.222	622	0.225	622	0.225	622	0.225
RIGHT	0.00	0	452	0.000	457	0.000	457	0.000	457	0.000
SB LEFT	1.00	1600	434	0.271	438	0.274	438	0.274	438	0.274
THRU	3.00	4800	1395	0.410	1409	0.414	1409	0.414	1409	0.414
RIGHT	0.00	0	574	0.000	580	0.000	580	0.000	580	0.000
EB LEFT	1.00	1600	374	0.234	378	0.236	378	0.236	378	0.236
THRU	3.00	4800	1516	0.355	1531	0.359	1596	0.372	1596	0.372
RIGHT	0.00	0	188	0.000	190	0.000	190	0.000	190	0.000
WB LEFT	2.00	3120	648	0.208	654	0.210	654	0.210	654	0.210
THRU	3.00	4800	1210	0.310	1222	0.313	1223	0.314	1223	0.314
RIGHT	0.00	0	279	0.000	282	0.000	282	0.000	282	0.000
Intersection Volume			7901		7980		8046		8046	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			1.157		1.168		1.182		1.182	
Stopped Delay (sec/veh)			115.0		118.9		123.6		123.6	
LEVEL OF SERVICE (LOS)			F		F		F		F	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

P.M. PEAK HOUR

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 TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	0	0	0	0	0	0	0	0	0	0	0	0

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 INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	1.94	3104	209	0.067	211	0.068	211	0.068	211	0.068
RIGHT	1.06	1691	114	0.067	115	0.068	115	0.068	115	0.068
SB LEFT	1.00	1600	282	0.176	285	0.178	285	0.178	285	0.178
THRU	3.00	4800	522	0.109	527	0.110	527	0.110	527	0.110
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	1.70	2664	640	0.240	646	0.243	646	0.243	646	0.243
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.30	480	115	0.240	116	0.242	116	0.242	116	0.242
Intersection Volume			1882		1901		1901		1901	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.534		0.539		0.539		0.539	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

P.M. PEAK HOUR

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TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	11	0	0	0	0	0	0	0	0	0	0	0	11
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	11	0	0	0	0	0	0	0	0	0	0	0	11

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INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
SB LEFT	2.00	3120	649	0.208	655	0.210	655	0.210	655	0.210
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	2.00	3120	416	0.133	420	0.135	420	0.135	420	0.135
EB LEFT	1.00	1600	157	0.098	159	0.099	159	0.099	159	0.099
THRU	2.00	3200	1255	0.392	1268	0.396	1278	0.399	1278	0.399
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	583	0.157	589	0.159	589	0.159	589	0.159
RIGHT	0.00	0	171	0.000	173	0.000	173	0.000	173	0.000
Intersection Volume			3231		3263		3274		3274	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.650		0.656		0.660		0.660	
Stopped Delay (sec/veh)			10.0		10.6		11.0		11.0	
LEVEL OF SERVICE (LOS)			B		B		B		B	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

P.M. PEAK HOUR

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 TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	11	0	0	0	0	0	0	0	0	0	0	0	11
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	11	0	0	0	0	0	0	0	0	0	0	0	11

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 INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.10	1752	270	0.154	273	0.156	273	0.156	273	0.156
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.90	1440	222	0.154	224	0.156	224	0.156	224	0.156
SB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	901	0.188	910	0.190	921	0.192	921	0.192
RIGHT	1.00	1600	801	0.501	809	0.506	809	0.506	809	0.506
WB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	1050	0.219	1061	0.221	1061	0.221	1061	0.221
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume			3244		3276		3287		3287	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05
Intersection V/C Ratio				0.551		0.556		0.556		0.556
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0
LEVEL OF SERVICE (LOS)				A		A		A		A

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.



P.M. PEAK HOUR

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TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	11	0	0	0	0	0	0	0	0	0	0	0	11
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	11	0	0	0	0	0	0	0	0	0	0	0	11

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INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	2.00	3120	317	0.102	320	0.103	320	0.103	320	0.103
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	300	0.188	303	0.189	303	0.189	303	0.189
SB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	1324	0.467	1337	0.472	1348	0.475	1348	0.475
RIGHT	0.00	0	170	0.000	172	0.000	172	0.000	172	0.000
WB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	467	0.145	472	0.147	472	0.147	472	0.147
RIGHT	0.00	0	231	0.000	233	0.000	233	0.000	233	0.000
Intersection Volume			2809		2837		2848		2848	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.704		0.711		0.714		0.714	
Stopped Delay (sec/veh)			15.4		16.1		16.4		16.4	
LEVEL OF SERVICE (LOS)			B		C		C		C	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

P.M. PEAK HOUR

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 TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	11	0	0	0	0	0	0	0	0	0	0	0	11
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	1	0	0	0	0	0	0	0	0	0	0	0	1
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	12	0	0	0	0	0	0	0	0	0	0	0	12

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 INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
SB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	2.00	3120	729	0.234	736	0.236	737	0.236	737	0.236
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	2217	0.462	2239	0.466	2250	0.469	2250	0.469
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	1299	0.271	1312	0.273	1313	0.274	1313	0.274
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume			4245		4287		4299		4299	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.746		0.752		0.755		0.755	
Stopped Delay (sec/veh)			19.6		20.2		20.5		20.5	
LEVEL OF SERVICE (LOS)			C		C		C		C	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

P.M. PEAK HOUR

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 TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	1	0	0	0	0	0	0	0	0	0	0	0	1
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	11	0	0	0	0	0	0	0	0	0	0	0	11
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	12	0	0	0	0	0	0	0	0	0	0	0	12

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 INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	2.00	3120	429	0.138	433	0.139	434	0.139	434	0.139
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	182	0.114	184	0.115	184	0.115	184	0.115
SB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	1445	0.460	1459	0.464	1470	0.467	1470	0.467
RIGHT	0.00	0	762	0.000	770	0.000	770	0.000	770	0.000
WB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	834	0.263	842	0.266	842	0.266	842	0.266
RIGHT	0.00	0	429	0.000	433	0.000	433	0.000	433	0.000
Intersection Volume			4081		4122		4134		4134	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05
Intersection V/C Ratio				0.647		0.653		0.656		0.656
Stopped Delay (sec/veh)				9.7		10.3		10.6		10.6
LEVEL OF SERVICE (LOS)				B		B		B		B

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

P.M. PEAK HOUR

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 TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	54	0	0	0	0	0	0	0	0	0	0	0	54
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	54	0	0	0	0	0	0	0	0	0	0	0	54

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 INTERSECTION LEVEL OF SERVICE (LOS)

- \* Geometrics: Existing Geometrics
- \* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2002		Forecast Year 2003		W/Proposed Project		With ALL Projects	
			Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	1.00	1600	176	0.134	178	0.136	178	0.136	178	0.136
RIGHT	0.00	0	39	0.000	39	0.000	39	0.000	39	0.000
SB LEFT	0.00	0	633	0.000	639	0.000	693	0.000	693	0.000
THRU	1.00	1600	151	0.492	153	0.497	153	0.531	153	0.531
RIGHT	0.00	0	3	0.000	3	0.000	3	0.000	3	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	1.00	1600	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	1.00	1600	53	0.033	54	0.033	54	0.033	54	0.033
THRU	1.00	1600	0	0.146	0	0.148	0	0.148	0	0.148
RIGHT	0.00	0	234	0.000	236	0.000	236	0.000	236	0.000
Intersection Volume			1289		1302		1356		1356	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.688		0.695		0.728		0.728	
Stopped Delay (sec/veh)			13.8		14.5		17.8		17.8	
LEVEL OF SERVICE (LOS)			B		B		C		C	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.