Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		0	75		75	0		0
Storage Lanes	1		1	2		1	1		1	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	200	50	50	200	50	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.864	
Flt Protected	0.950			0.950			0.950	0.953		0.950		
Satd. Flow (prot)	1770	5085	1583	3433	3539	1583	1681	1686	1583	1770	1609	0
Flt Permitted	0.950			0.950			0.950	0.953		0.950		
Satd. Flow (perm)	1770	5085	1583	3433	3539	1583	1681	1686	1583	1770	1609	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142			3			36		10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		441			788			535			263	
Travel Time (s)		10.0			17.9			12.2			6.0	
Volume (vph)	11	638	149	41	1765	6	243	1	33	2	1	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	693	162	45	1918	7	264	1	36	2	1	10
Lane Group Flow (vph)	12	693	162	45	1918	7	132	133	36	2	11	0
Turn Type	Prot		Perm	Prot		Perm	Split		Perm	Split		
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6			8			
Detector Phases	5	2	2	1	6	6	8	8	8	4	4	
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	15.0	27.0	27.0	14.0	21.0	21.0	30.0	30.0	30.0	15.0	15.0	
Total Split (s)	21.0	32.0	32.0	21.0	32.0	32.0	36.0	36.0	36.0	21.0	21.0	0.0
Total Split (%)	19.1%	29.1%	29.1%	19.1%	29.1%	29.1%	32.7%	32.7%	32.7%	19.1%	19.1%	0.0%
Maximum Green (s)	17.5	27.0	27.0	17.5	27.0	27.0	31.0	31.0	31.0	16.0	16.0	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	0.5	0.5	0.0	0.5	0.5	1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0			
Flash Dont Walk (s)		18.0	18.0		12.0	12.0	21.0	21.0	21.0			
Pedestrian Calls (#/hr)		5	5		5	5	10	10	10			
Act Effct Green (s)	6.8	72.0	72.0	10.5	80.5	80.5	16.6	16.6	16.6	8.0	8.0	
Actuated g/C Ratio	0.06	0.65	0.65	0.10	0.73	0.73	0.15	0.15	0.15	0.07	0.07	
v/c Ratio	0.11	0.21	0.15	0.14	0.74	0.01	0.52	0.52	0.13	0.02	0.09	
Control Delay	50.0	12.1	6.4	52.9	10.6	4.8	49.1	49.1	12.3	47.0	27.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.0	12.1	6.4	52.9	10.6	4.8	49.1	49.1	12.3	47.0	27.0	
LOS	D	B	A	D	B	A	D	D	B	D	C	
Approach Delay		11.6			11.6			44.7			30.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		0	0		75	0		0
Storage Lanes	1		1	2		1	1		1	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	250	50	50	250	50	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.892	
Flt Protected	0.950			0.950			0.950	0.953		0.950		
Satd. Flow (prot)	1770	5085	1583	3433	3539	1583	1681	1686	1583	1770	1662	0
Flt Permitted	0.950			0.950			0.950	0.953		0.950		
Satd. Flow (perm)	1770	5085	1583	3433	3539	1583	1681	1686	1583	1770	1662	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			188			9			97		13	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		441			788			535			263	
Travel Time (s)		10.0			17.9			12.2			6.0	
Volume (vph)	37	1912	460	42	824	8	395	2	136	13	5	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	2078	500	46	896	9	429	2	148	14	5	13
Lane Group Flow (vph)	40	2078	500	46	896	9	215	216	148	14	18	0
Turn Type	Prot		Perm	Prot		Perm	Split		Perm	Split		
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			6			8			
Detector Phases	5	2	2	1	6	6	8	8	8	4	4	
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	15.0	29.0	29.0	14.0	21.0	21.0	31.0	31.0	31.0	15.0	15.0	
Total Split (s)	15.0	70.0	70.0	14.0	69.0	69.0	31.0	31.0	31.0	15.0	15.0	0.0
Total Split (%)	11.5%	53.8%	53.8%	10.8%	53.1%	53.1%	23.8%	23.8%	23.8%	11.5%	11.5%	0.0%
Maximum Green (s)	11.5	65.0	65.0	10.5	64.0	64.0	26.0	26.0	26.0	10.0	10.0	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	0.5	0.5	0.0	0.5	0.5	1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0			
Flash Dont Walk (s)		20.0	20.0		12.0	12.0	22.0	22.0	22.0			
Pedestrian Calls (#/hr)		5	5		5	5	10	10	10			
Act Effct Green (s)	8.8	82.4	82.4	10.5	83.2	83.2	23.4	23.4	23.4	8.6	8.6	
Actuated g/C Ratio	0.07	0.63	0.63	0.08	0.64	0.64	0.18	0.18	0.18	0.07	0.07	
v/c Ratio	0.33	0.64	0.47	0.17	0.40	0.01	0.71	0.71	0.41	0.12	0.15	
Control Delay	77.7	6.3	2.7	82.9	3.4	0.9	62.6	62.6	20.0	58.9	33.9	
Queue Delay	0.0	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	77.7	6.4	3.1	82.9	3.4	0.9	62.6	62.6	20.0	58.9	33.9	
LOS	E	A	A	F	A	A	E	E	C	E	C	
Approach Delay		6.9			7.2			51.7			44.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		460	200		260	300		0	315		100
Storage Lanes	1		0	1		1	2		0	2		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	200	50	50	200	50	50	200		50	200	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.957				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3387	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	3433	3387	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			98			310		52				240
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		788			1204			1002			464	
Travel Time (s)		17.9			20.5			22.8			10.5	
Volume (vph)	190	396	90	281	1094	330	542	463	184	146	263	221
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	430	98	305	1189	359	589	503	200	159	286	240
Lane Group Flow (vph)	207	430	98	305	1189	359	589	703	0	159	286	240
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6						8
Detector Phases	5	2	2	1	6	6	7	4		3	8	8
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	15.0	35.0	35.0	15.0	36.0	36.0	15.0	35.0		15.0	36.0	36.0
Total Split (s)	21.0	36.0	36.0	22.0	37.0	37.0	22.0	32.0	0.0	20.0	30.0	30.0
Total Split (%)	19.1%	32.7%	32.7%	20.0%	33.6%	33.6%	20.0%	29.1%	0.0%	18.2%	27.3%	27.3%
Maximum Green (s)	17.5	31.0	31.0	18.5	32.0	32.0	18.5	27.0		16.5	25.0	25.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0		0.0	1.0	1.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min		C-Max	C-Max	C-Max
Walk Time (s)		4.0	4.0		4.0	4.0		4.0			4.0	4.0
Flash Dont Walk (s)		26.0	26.0		27.0	27.0		21.0			20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10		10			10	10
Act Effct Green (s)	16.4	31.4	31.4	19.0	34.0	34.0	20.5	27.9		19.7	27.1	27.1
Actuated g/C Ratio	0.15	0.29	0.29	0.17	0.31	0.31	0.19	0.25		0.18	0.25	0.25
v/c Ratio	0.78	0.43	0.19	1.00	1.09	0.51	0.92	0.78		0.26	0.33	0.42
Control Delay	65.4	34.4	18.9	97.1	90.8	8.3	65.6	42.1		41.5	35.3	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	65.4	34.4	18.9	97.1	90.8	8.3	65.6	42.1		41.5	35.3	6.8
LOS	E	C	B	F	F	A	E	D		D	D	A
Approach Delay		41.1			75.8			52.8			26.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		130	300		0	315		100
Storage Lanes	1		1	1		1	2		0	2		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	250	50	50	250	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.965				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3415	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	3433	3415	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			243			125		29				139
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		788			1204			1002			464	
Travel Time (s)		17.9			27.4			22.8			10.5	
Volume (vph)	260	1450	338	218	651	165	154	411	127	239	404	165
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	283	1576	367	237	708	179	167	447	138	260	439	179
Lane Group Flow (vph)	283	1576	367	237	708	179	167	585	0	260	439	179
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases			8			4						6
Detector Phases	3	8	8	7	4	4	5	2		1	6	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	15.0	29.0	29.0	15.0	29.0	29.0	15.0	31.0		15.0	33.0	33.0
Total Split (s)	35.0	61.0	61.0	21.0	47.0	47.0	15.0	33.0	0.0	15.0	33.0	33.0
Total Split (%)	26.9%	46.9%	46.9%	16.2%	36.2%	36.2%	11.5%	25.4%	0.0%	11.5%	25.4%	25.4%
Maximum Green (s)	30.0	56.0	56.0	16.0	42.0	42.0	11.5	28.0		11.5	28.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0		0.0	1.0	1.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max	None	Min	Min	None	None		None	None	None
Walk Time (s)		4.0	4.0		4.0	4.0		4.0			4.0	4.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		22.0			24.0	24.0
Pedestrian Calls (#/hr)		10	10		10	10		10			10	10
Act Effct Green (s)	38.7	58.7	58.7	19.3	39.4	39.4	16.4	27.0		12.9	23.6	23.6
Actuated g/C Ratio	0.30	0.45	0.45	0.15	0.30	0.30	0.13	0.21		0.10	0.18	0.18
v/c Ratio	0.54	0.99	0.43	0.90	0.66	0.32	0.39	0.80		0.76	0.68	0.45
Control Delay	28.6	36.6	3.6	89.9	42.2	12.1	55.7	55.0		72.1	55.0	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	28.6	36.6	3.6	89.9	42.2	12.1	55.7	55.0		72.1	55.0	15.6
LOS	C	D	A	F	D	B	E	E		E	D	B
Approach Delay		30.1			47.5			55.2			52.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		50	0		150	300		0	200		200
Storage Lanes	1		1	1		1	1		0	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850			0.850		0.978				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	1863	1583	1770	3461	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	1770	1863	1583	1770	3461	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			224			91		21				235
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		668			937			1507			1209	
Travel Time (s)		15.2			21.3			34.3			27.5	
Volume (vph)	143	71	206	42	58	84	285	379	66	235	461	216
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	155	77	224	46	63	91	310	412	72	255	501	235
Lane Group Flow (vph)	155	77	224	46	63	91	310	484	0	255	501	235
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		custom
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6						5 8
Detector Phases	5	2	2	1	6	6	7	4		3	8	5 8
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	15.0	26.0	26.0	15.0	26.0	26.0	15.0	26.0		15.0	26.0	
Total Split (s)	21.0	32.0	32.0	15.0	26.0	26.0	17.0	28.0	0.0	15.0	26.0	47.0
Total Split (%)	23.3%	35.6%	35.6%	16.7%	28.9%	28.9%	18.9%	31.1%	0.0%	16.7%	28.9%	52.2%
Maximum Green (s)	16.0	27.0	27.0	10.0	21.0	21.0	12.0	23.0		10.0	21.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Min	Min	None	None	None	None	None		None	None	
Walk Time (s)		4.0	4.0		4.0	4.0		4.0			4.0	
Flash Dont Walk (s)		17.0	17.0		17.0	17.0		17.0			17.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effct Green (s)	9.4	13.8	13.8	8.3	10.3	10.3	13.8	17.6		11.7	15.4	28.9
Actuated g/C Ratio	0.14	0.22	0.22	0.12	0.16	0.16	0.22	0.28		0.19	0.24	0.44
v/c Ratio	0.31	0.19	0.43	0.21	0.21	0.27	0.80	0.49		0.78	0.58	0.28
Control Delay	28.9	24.1	6.8	32.0	26.8	8.7	46.4	21.5		48.5	25.2	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	28.9	24.1	6.8	32.0	26.8	8.7	46.4	21.5		48.5	25.2	2.9
LOS	C	C	A	C	C	A	D	C		D	C	A
Approach Delay		17.2			19.7			31.2			25.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		50	0		150	300		0	200		200
Storage Lanes	1		1	1		1	1		0	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850			0.850		0.991				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	1863	1583	1770	3507	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	1770	1863	1583	1770	3507	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			172			151		7				138
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		668			937			1507			1209	
Travel Time (s)		15.2			21.3			34.3			27.5	
Volume (vph)	374	77	158	44	138	139	125	548	35	76	356	127
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	407	84	172	48	150	151	136	596	38	83	387	138
Lane Group Flow (vph)	407	84	172	48	150	151	136	634	0	83	387	138
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		custom
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6						5 8
Detector Phases	5	2	2	1	6	6	7	4		3	8	5 8
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	15.0	26.0	26.0	15.0	26.0	26.0	15.0	26.0		15.0	26.0	
Total Split (s)	21.0	32.0	32.0	15.0	26.0	26.0	17.0	28.0	0.0	15.0	26.0	47.0
Total Split (%)	23.3%	35.6%	35.6%	16.7%	28.9%	28.9%	18.9%	31.1%	0.0%	16.7%	28.9%	52.2%
Maximum Green (s)	16.0	27.0	27.0	10.0	21.0	21.0	12.0	23.0		10.0	21.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Min	Min	None	None	None	None	None		None	None	
Walk Time (s)		4.0	4.0		4.0	4.0		4.0			4.0	
Flash Dont Walk (s)		17.0	17.0		17.0	17.0		17.0			17.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effct Green (s)	14.6	20.6	20.6	9.0	12.7	12.7	11.0	18.8		9.7	17.5	39.3
Actuated g/C Ratio	0.22	0.31	0.31	0.13	0.19	0.19	0.16	0.29		0.14	0.27	0.60
v/c Ratio	0.53	0.14	0.28	0.21	0.43	0.36	0.47	0.63		0.33	0.41	0.14
Control Delay	30.0	21.9	5.5	35.7	32.2	8.1	37.5	26.6		36.4	25.3	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	30.0	21.9	5.5	35.7	32.2	8.1	37.5	26.6		36.4	25.3	2.9
LOS	C	C	A	D	C	A	D	C		D	C	A
Approach Delay		22.6			22.3			28.5			21.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	100		0	150		0	200		0
Storage Lanes	1		0	1		1	1		0	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Frt		0.986				0.850		0.925			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3490	0	1770	1863	1583	1770	3274	0	3433	3458	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3490	0	1770	1863	1583	1770	3274	0	3433	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				258		254			24	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		638			910			766			907	
Travel Time (s)		14.5			20.7			17.4			20.6	
Volume (vph)	78	493	51	85	148	237	74	325	326	406	144	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	85	536	55	92	161	258	80	353	354	441	157	29
Lane Group Flow (vph)	85	591	0	92	161	258	80	707	0	441	186	0
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6						
Detector Phases	5	2		1	6	6	7	4		3	8	
Minimum Initial (s)	7.0	10.0		7.0	10.0	10.0	7.0	5.0		7.0	5.0	
Minimum Split (s)	12.0	29.0		12.0	29.0	29.0	12.0	32.0		12.0	32.0	
Total Split (s)	12.0	29.0	0.0	17.0	34.0	34.0	12.0	32.0	0.0	12.0	32.0	0.0
Total Split (%)	13.3%	32.2%	0.0%	18.9%	37.8%	37.8%	13.3%	35.6%	0.0%	13.3%	35.6%	0.0%
Maximum Green (s)	7.0	24.0		12.0	29.0	29.0	7.0	27.0		7.0	27.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min	Min	None	None		None	None	
Walk Time (s)		4.0			4.0	4.0		4.0			4.0	
Flash Dont Walk (s)		17.0			20.0	20.0		23.0			23.0	
Pedestrian Calls (#/hr)		5			5	5		5			5	
Act Effct Green (s)	8.3	17.9		10.2	19.7	19.7	8.3	16.8		8.7	23.6	
Actuated g/C Ratio	0.12	0.27		0.15	0.29	0.29	0.12	0.25		0.13	0.35	
v/c Ratio	0.40	0.63		0.35	0.29	0.40	0.39	0.70		0.99	0.15	
Control Delay	39.9	26.5		34.8	22.0	5.1	40.4	19.1		78.1	18.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	39.9	26.5		34.8	22.0	5.1	40.4	19.1		78.1	18.0	
LOS	D	C		C	C	A	D	B		E	B	
Approach Delay		28.2			15.8			21.3			60.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	100		0	150		0	200		0
Storage Lanes	1		0	1		1	1		0	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Frt		0.950				0.850		0.962			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3362	0	1770	1863	1583	1770	3405	0	3433	3405	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3362	0	1770	1863	1583	1770	3405	0	3433	3405	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		96				380		53			53	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		638			910			766			907	
Travel Time (s)		14.5			20.7			17.4			20.6	
Volume (vph)	100	200	100	250	500	350	100	300	100	150	300	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	217	109	272	543	380	109	326	109	163	326	109
Lane Group Flow (vph)	109	326	0	272	543	380	109	435	0	163	435	0
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6						
Detector Phases	5	2		1	6	6	7	4		3	8	
Minimum Initial (s)	7.0	10.0		7.0	10.0	10.0	7.0	5.0		7.0	5.0	
Minimum Split (s)	12.0	29.0		12.0	29.0	29.0	12.0	32.0		12.0	32.0	
Total Split (s)	12.0	29.0	0.0	17.0	34.0	34.0	12.0	32.0	0.0	12.0	32.0	0.0
Total Split (%)	13.3%	32.2%	0.0%	18.9%	37.8%	37.8%	13.3%	35.6%	0.0%	13.3%	35.6%	0.0%
Maximum Green (s)	7.0	24.0		12.0	29.0	29.0	7.0	27.0		7.0	27.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min	Min	None	None		None	None	
Walk Time (s)		4.0			4.0	4.0		4.0			4.0	
Flash Dont Walk (s)		17.0			20.0	20.0		23.0			23.0	
Pedestrian Calls (#/hr)		5			5	5		5			5	
Act Effct Green (s)	8.2	21.0		13.8	30.3	30.3	8.2	15.6		8.2	15.6	
Actuated g/C Ratio	0.11	0.29		0.19	0.42	0.42	0.11	0.22		0.11	0.22	
v/c Ratio	0.56	0.31		0.80	0.69	0.43	0.56	0.56		0.43	0.56	
Control Delay	48.2	15.8		53.1	27.8	4.1	48.2	25.6		38.0	25.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	48.2	15.8		53.1	27.8	4.1	48.2	25.6		38.0	25.6	
LOS	D	B		D	C	A	D	C		D	C	
Approach Delay		23.9			26.0			30.1			29.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		225	300		0	175		175	150		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1803	0
Flt Permitted	0.950			0.950			0.697			0.728		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1298	1863	1583	1356	1803	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72			23			145		18	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		504			1434			529			426	
Travel Time (s)		8.6			24.4			12.0			9.7	
Volume (vph)	34	951	70	88	758	21	116	41	133	18	67	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	1034	76	96	824	23	126	45	145	20	73	20
Lane Group Flow (vph)	37	1034	76	96	824	23	126	45	145	20	93	0
Turn Type	Prot		Perm	Prot		Perm	Perm		Perm	Perm		
Protected Phases	5	2		1	6			4			8	
Permitted Phases			2			6	4		4	8		
Detector Phases	5	2	2	1	6	6	4	4	4	8	8	
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	15.0	33.0	33.0	15.0	22.0	22.0	32.0	32.0	32.0	32.0	32.0	
Total Split (s)	26.0	24.0	24.0	26.0	24.0	24.0	40.0	40.0	40.0	40.0	40.0	0.0
Total Split (%)	28.9%	26.7%	26.7%	28.9%	26.7%	26.7%	44.4%	44.4%	44.4%	44.4%	44.4%	0.0%
Maximum Green (s)	21.0	17.0	17.0	21.0	17.0	17.0	35.0	35.0	35.0	35.0	35.0	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	2.5	2.5	1.5	2.5	2.5	1.5	1.5	1.5	1.5	1.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Flash Dont Walk (s)		22.0	22.0		11.0	11.0	23.0	23.0	23.0	23.0	23.0	
Pedestrian Calls (#/hr)		1	1		1	1	1	1	1	1	1	
Act Effct Green (s)	8.2	53.5	53.5	11.3	58.0	58.0	16.1	16.1	16.1	16.1	16.1	
Actuated g/C Ratio	0.09	0.59	0.59	0.13	0.64	0.64	0.18	0.18	0.18	0.18	0.18	
v/c Ratio	0.23	0.49	0.08	0.43	0.36	0.02	0.54	0.13	0.36	0.08	0.28	
Control Delay	40.8	13.8	4.2	51.9	7.4	4.9	40.8	29.1	7.3	27.9	25.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	40.8	13.8	4.2	51.9	7.4	4.9	40.8	29.1	7.3	27.9	25.7	
LOS	D	B	A	D	A	A	D	C	A	C	C	
Approach Delay		14.0			11.8			23.8			26.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		225	300		0	175		175	150		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1811	0
Flt Permitted	0.950			0.950			0.726			0.734		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1352	1863	1583	1367	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			154			31			57		9	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		504			1434			529			426	
Travel Time (s)		8.6			24.4			12.0			9.7	
Volume (vph)	16	825	142	90	1004	29	181	32	52	30	36	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	897	154	98	1091	32	197	35	57	33	39	9
Lane Group Flow (vph)	17	897	154	98	1091	32	197	35	57	33	48	0
Turn Type	Prot		Perm	Prot		Perm	Perm		Perm	Perm		
Protected Phases	5	2		1	6			4			8	
Permitted Phases			2			6	4		4	8		
Detector Phases	5	2	2	1	6	6	4	4	4	8	8	
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	15.0	33.0	33.0	15.0	22.0	22.0	32.0	32.0	32.0	32.0	32.0	
Total Split (s)	26.0	43.0	43.0	26.0	43.0	43.0	41.0	41.0	41.0	41.0	41.0	0.0
Total Split (%)	23.6%	39.1%	39.1%	23.6%	39.1%	39.1%	37.3%	37.3%	37.3%	37.3%	37.3%	0.0%
Maximum Green (s)	21.0	36.0	36.0	21.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	2.5	2.5	1.5	2.5	2.5	1.5	1.5	1.5	1.5	1.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Flash Dont Walk (s)		22.0	22.0		11.0	11.0	23.0	23.0	23.0	23.0	23.0	
Pedestrian Calls (#/hr)		1	1		1	1	1	1	1	1	1	
Act Effct Green (s)	7.5	67.5	67.5	12.3	75.8	75.8	21.1	21.1	21.1	21.1	21.1	
Actuated g/C Ratio	0.07	0.61	0.61	0.11	0.69	0.69	0.19	0.19	0.19	0.19	0.19	
v/c Ratio	0.14	0.41	0.15	0.49	0.45	0.03	0.76	0.10	0.16	0.13	0.14	
Control Delay	50.3	13.8	2.7	40.6	15.7	5.3	59.5	34.2	9.6	34.9	29.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.3	13.8	2.7	40.6	15.7	5.3	59.5	34.2	9.6	34.9	29.6	
LOS	D	B	A	D	B	A	E	C	A	C	C	
Approach Delay		12.8			17.4			46.6			31.8	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	ø8
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	590			290	930	930	
Storage Lanes	2			1	2	0	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Leading Detector (ft)	50	200	200	50	200	200	
Trailing Detector (ft)	0	0	0	0	0	0	
Lane Util. Factor	0.97	0.95	0.95	1.00	0.97	1.00	
Frt				0.850		0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	3433	3539	3539	1583	3433	1583	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	3433	3539	3539	1583	3433	1583	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				360		539	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Link Speed (mph)		40	40		30		
Link Distance (ft)		2026	1030		1337		
Travel Time (s)		34.5	17.6		30.4		
Volume (vph)	165	286	723	331	404	496	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	179	311	786	360	439	539	
Lane Group Flow (vph)	179	311	786	360	439	539	
Turn Type	Prot			Perm		custom	
Protected Phases	5	2	6		7		8
Permitted Phases				6		4	
Detector Phases	5	2	6	6	7	4	
Minimum Initial (s)	9.0	14.0	9.0	9.0	7.0	8.0	4.0
Minimum Split (s)	15.0	20.0	45.0	45.0	15.0	31.0	28.0
Total Split (s)	17.0	33.0	16.0	16.0	16.0	27.0	11.0
Total Split (%)	28.3%	55.0%	26.7%	26.7%	26.7%	45.0%	18%
Maximum Green (s)	11.0	27.0	10.0	10.0	10.0	23.0	7.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	0.5	0.5
Lead/Lag	Lead		Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Walk Time (s)			7.0	7.0		7.0	7.0
Flash Dont Walk (s)			32.0	32.0		16.0	17.0
Pedestrian Calls (#/hr)			1	1		1	1
Act Effct Green (s)	12.4	36.3	23.9	23.9	15.5	17.7	
Actuated g/C Ratio	0.21	0.60	0.40	0.40	0.26	0.30	
v/c Ratio	0.25	0.15	0.56	0.43	0.49	0.64	
Control Delay	16.8	4.3	13.9	4.6	21.0	5.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	16.8	4.3	13.9	4.6	21.0	5.3	
LOS	B	A	B	A	C	A	
Approach Delay		8.9	11.0		12.4		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	ø8
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	590			290	0	930	
Storage Lanes	2			1	2	1	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Leading Detector (ft)	50	250	250	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	
Lane Util. Factor	0.97	0.95	0.95	1.00	0.97	1.00	
Frt				0.850		0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	3433	3539	3539	1583	3433	1583	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	3433	3539	3539	1583	3433	1583	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				398		312	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Link Speed (mph)		30	30		30		
Link Distance (ft)		2026	1030		1337		
Travel Time (s)		46.0	23.4		30.4		
Volume (vph)	622	698	380	366	281	287	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	676	759	413	398	305	312	
Lane Group Flow (vph)	676	759	413	398	305	312	
Turn Type	Prot			Perm		custom	
Protected Phases	5	2	6		7		8
Permitted Phases				6		4	
Detector Phases	5	2	6	6	7	4	
Minimum Initial (s)	8.0	14.0	9.0	9.0	7.0	8.0	4.0
Minimum Split (s)	14.0	20.0	42.0	42.0	14.0	28.0	20.0
Total Split (s)	14.0	56.0	42.0	42.0	14.0	34.0	20.0
Total Split (%)	15.6%	62.2%	46.7%	46.7%	15.6%	37.8%	22%
Maximum Green (s)	8.0	50.0	36.0	36.0	8.0	30.0	16.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	0.5	0.5
Lead/Lag	Lead		Lag	Lag	Lead		Lag
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Walk Time (s)			7.0	7.0		4.0	4.0
Flash Dont Walk (s)			29.0	29.0		20.0	12.0
Pedestrian Calls (#/hr)			1	1		1	1
Act Effct Green (s)	27.0	69.0	39.0	39.0	11.0	15.0	
Actuated g/C Ratio	0.30	0.77	0.43	0.43	0.12	0.17	
v/c Ratio	0.66	0.28	0.27	0.44	0.73	0.60	
Control Delay	30.6	1.9	11.1	7.9	49.2	8.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	30.6	1.9	11.1	7.9	49.2	8.3	
LOS	C	A	B	A	D	A	
Approach Delay		15.4	9.5		28.5		

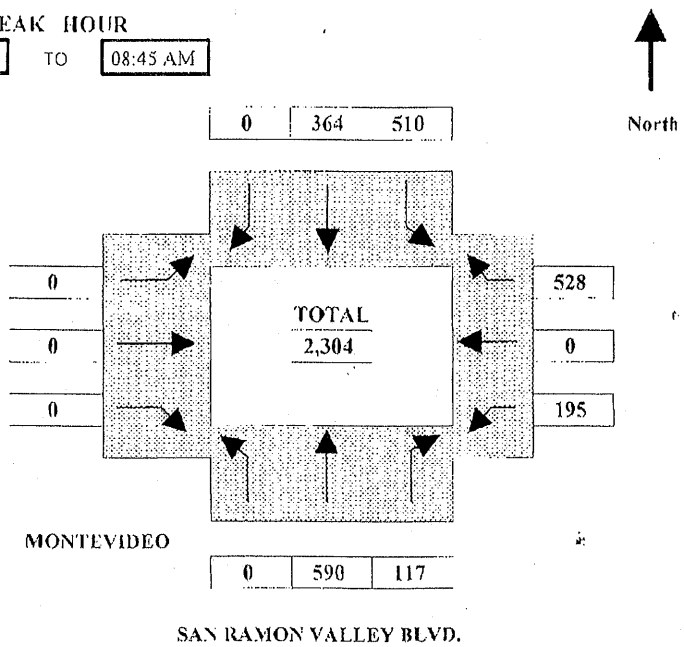
BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

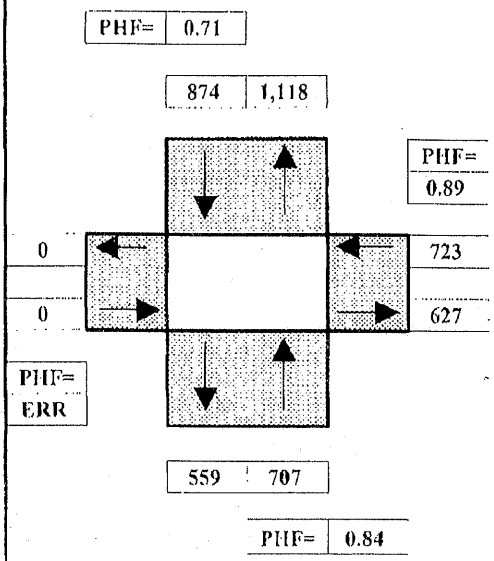
PROJECT:	SAN RAMON TMC	SURVEY DATE: 2 / 15 / 2007	DAY: THURSDAY
N-S Approach:	SAN RAMON VALLEY BLVD.	SURVEY TIME: 7:00 AM	TO 9:00 AM
E-W Approach:	MONTEVIDEO	CITY: SAN RAMON	FILE: SRVMTSRAM

PEAK HOUR

07:45 AM TO 08:45 AM



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From		To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
SURVEY DATA															
07:00 AM	---	07:15 AM	0	36	12	39	38	0	0	0	0	46	0	66	*237*
07:15 AM	---	07:30 AM	0	95	17	81	90	0	0	0	0	106	0	138	*527*
07:30 AM	---	07:45 AM	0	179	27	139	162	0	0	0	0	188	0	232	*927*
07:45 AM	---	08:00 AM	0	310	52	285	256	0	0	0	0	263	0	354	*1,520*
08:00 AM	---	08:15 AM	0	473	100	467	381	0	0	0	0	304	0	517	*2,242*
08:15 AM	---	08:30 AM	0	625	126	605	466	0	0	0	0	339	0	648	*2,809*
08:30 AM	---	08:45 AM	0	769	144	649	526	0	0	0	0	383	0	760	*3,231*
08:45 AM	---	09:00 AM	0	899	158	680	567	0	0	0	0	419	0	855	*3,578*
TOTAL BY PERIOD															
07:00 AM	---	07:15 AM	0	36	12	39	38	0	0	0	0	46	0	66	*237*
07:15 AM	---	07:30 AM	0	59	5	42	52	0	0	0	0	60	0	72	*290*
07:30 AM	---	07:45 AM	0	84	10	58	72	0	0	0	0	82	0	94	*400*
07:45 AM	---	08:00 AM	0	131	25	146	94	0	0	0	0	75	0	122	*593*
08:00 AM	---	08:15 AM	0	163	48	182	125	0	0	0	0	41	0	163	*722*
08:15 AM	---	08:30 AM	0	152	26	138	85	0	0	0	0	35	0	131	*567*
08:30 AM	---	08:45 AM	0	144	18	44	60	0	0	0	0	44	0	112	*422*
08:45 AM	---	09:00 AM	0	130	14	31	41	0	0	0	0	36	0	95	*347*
HOURLY TOTALS															
07:00 AM	---	08:00 AM	0	310	52	285	256	0	0	0	0	263	0	354	*1,520*
07:15 AM	---	08:15 AM	0	437	88	428	343	0	0	0	0	258	0	451	*2,005*
07:30 AM	---	08:30 AM	0	530	109	524	376	0	0	0	0	233	0	510	*2,282*
07:45 AM	---	08:45 AM	0	590	117	510	364	0	0	0	0	195	0	528	*2,304*
08:00 AM	---	09:00 AM	0	589	106	395	311	0	0	0	0	156	0	501	*2,058*

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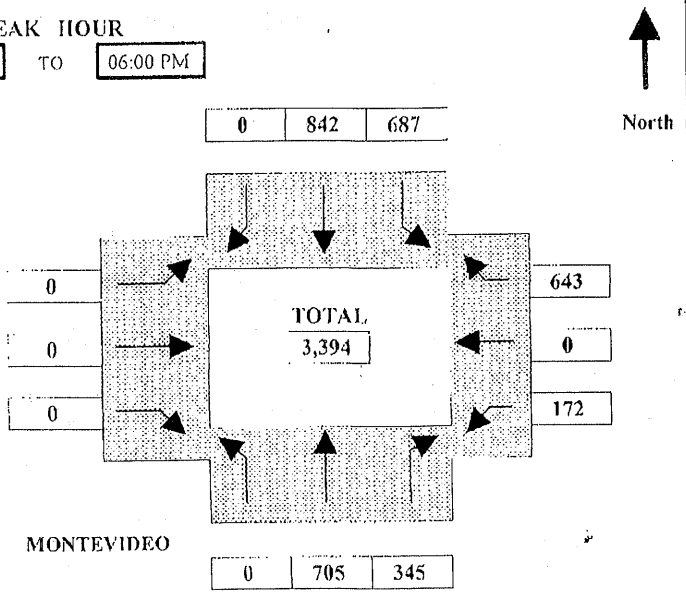
BAYMETRICS TRAFFIC RESOURCES

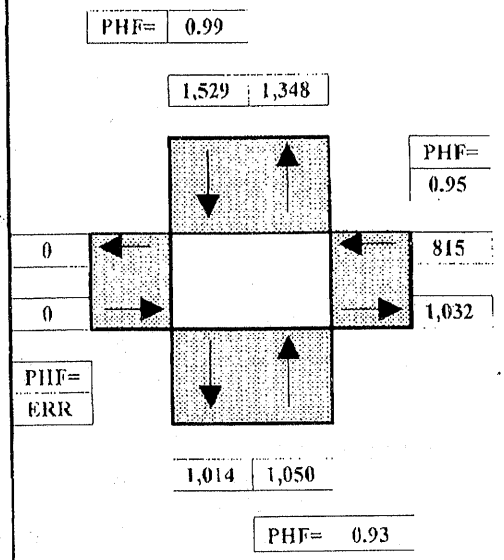
INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: SAN RAMON TMC | SURVEY DATE: 2/15/2007 | DAY: THURSDAY
N-S Approach: SAN RAMON VALLEY BLVD. | SURVEY TIME: 4:00 PM TO 6:00 PM
E-W Approach: MONTEVIDEO | CITY: SAN RAMON | FILE: SRVMTSRPM

PEAK HOUR
05:00 PM TO 06:00 PM



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From		To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
						SURVEY DATA									
04:00 PM	---	04:15 PM	0	133	45	112	152	0	0	0	0	33	0	82	*557*
04:15 PM	---	04:30 PM	0	289	97	251	329	0	0	0	0	59	0	176	*1,201*
04:30 PM	---	04:45 PM	0	459	157	407	514	0	0	0	0	89	0	281	*1,907*
04:45 PM	---	05:00 PM	0	613	229	549	680	0	0	0	0	135	0	405	*2,611*
05:00 PM	---	05:15 PM	0	795	320	724	886	0	0	0	0	176	0	547	*3,448*
05:15 PM	---	05:30 PM	0	960	400	885	1,104	0	0	0	0	228	0	710	*4,287*
05:30 PM	---	05:45 PM	0	1,148	493	1,067	1,309	0	0	0	0	266	0	882	*5,165*
05:45 PM	---	06:00 PM	0	1,318	574	1,236	1,522	0	0	0	0	307	0	1,048	*6,005*
						TOTAL BY PERIOD									
04:00 PM	---	04:15 PM	0	133	45	112	152	0	0	0	0	33	0	82	*557*
04:15 PM	---	04:30 PM	0	156	52	139	177	0	0	0	0	26	0	94	*644*
04:30 PM	---	04:45 PM	0	170	60	156	185	0	0	0	0	30	0	105	*706*
04:45 PM	---	05:00 PM	0	154	72	142	166	0	0	0	0	46	0	124	*704*
05:00 PM	---	05:15 PM	0	182	91	175	206	0	0	0	0	41	0	142	*837*
05:15 PM	---	05:30 PM	0	165	80	161	218	0	0	0	0	52	0	163	*839*
05:30 PM	---	05:45 PM	0	188	93	182	205	0	0	0	0	38	0	172	*878*
05:45 PM	---	06:00 PM	0	170	81	169	213	0	0	0	0	41	0	166	*840*
						HOURLY TOTALS									
04:00 PM	---	05:00 PM	0	613	229	549	680	0	0	0	0	135	0	405	*2,611*
04:15 PM	---	05:15 PM	0	662	275	612	734	0	0	0	0	143	0	465	*2,891*
04:30 PM	---	05:30 PM	0	671	303	634	775	0	0	0	0	169	0	534	*3,086*
04:45 PM	---	05:45 PM	0	689	336	660	795	0	0	0	0	177	0	601	*3,258*
05:00 PM	---	06:00 PM	0	705	345	687	842	0	0	0	0	172	0	643	*3,394*

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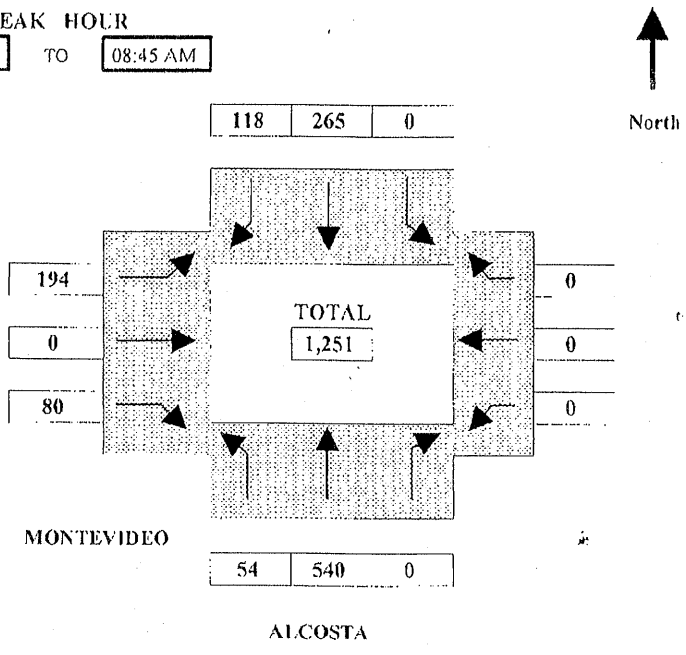
BAYMETRICS TRAFFIC RESOURCES

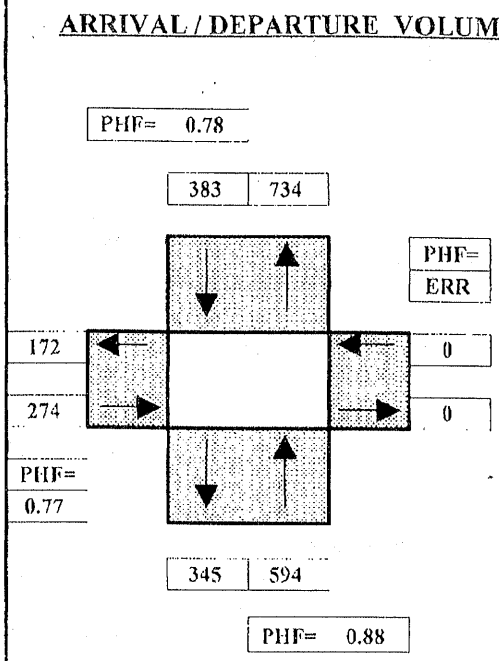
INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: SAN RAMON TMC | SURVEY DATE: 2/15/2007 | DAY: THURSDAY
N-S Approach: ALCOSTA | SURVEY TIME: 7:00 AM TO 9:00 AM
E-W Approach: MONTEVIDEO | CITY: SAN RAMON | FILE: ACMTSRAM

PEAK HOUR
07:45 AM TO 08:45 AM



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From	To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
						SURVEY DATA								
07:00 AM ---	07:15 AM	4	36	0	0	30	56	33	0	10	0	0	0	*169*
07:15 AM ---	07:30 AM	9	95	0	0	68	97	74	0	22	0	0	0	*365*
07:30 AM ---	07:45 AM	15	179	0	0	124	127	112	0	39	0	0	0	*596*
07:45 AM ---	08:00 AM	25	310	0	0	194	155	154	0	54	0	0	0	*892*
08:00 AM ---	08:15 AM	46	458	0	0	277	195	217	0	80	0	0	0	*1,273*
08:15 AM ---	08:30 AM	62	600	0	0	343	225	269	0	104	0	0	0	*1,603*
08:30 AM ---	08:45 AM	69	719	0	0	389	245	306	0	119	0	0	0	*1,847*
08:45 AM ---	09:00 AM	72	794	0	0	424	255	326	0	126	0	0	0	*1,997*
						TOTAL BY PERIOD								
07:00 AM ---	07:15 AM	4	36	0	0	30	56	33	0	10	0	0	0	*169*
07:15 AM ---	07:30 AM	5	59	0	0	38	41	41	0	12	0	0	0	*196*
07:30 AM ---	07:45 AM	6	84	0	0	56	30	38	0	17	0	0	0	*231*
07:45 AM ---	08:00 AM	10	131	0	0	70	28	42	0	15	0	0	0	*296*
08:00 AM ---	08:15 AM	21	148	0	0	83	40	63	0	26	0	0	0	*381*
08:15 AM ---	08:30 AM	16	142	0	0	66	30	52	0	24	0	0	0	*330*
08:30 AM ---	08:45 AM	7	119	0	0	46	20	37	0	15	0	0	0	*244*
08:45 AM ---	09:00 AM	3	75	0	0	35	10	20	0	7	0	0	0	*150*
						HOURLY TOTALS								
07:00 AM ---	08:00 AM	25	310	0	0	194	155	154	0	54	0	0	0	*892*
07:15 AM ---	08:15 AM	42	422	0	0	247	139	184	0	70	0	0	0	*1,104*
07:30 AM ---	08:30 AM	53	505	0	0	275	128	195	0	82	0	0	0	*1,238*
07:45 AM ---	08:45 AM	54	540	0	0	265	118	194	0	80	0	0	0	*1,251*
08:00 AM ---	09:00 AM	47	484	0	0	230	100	172	0	72	0	0	0	*1,105*

Tel : (510) 232-1271 *Fax: (510) 232-1272*

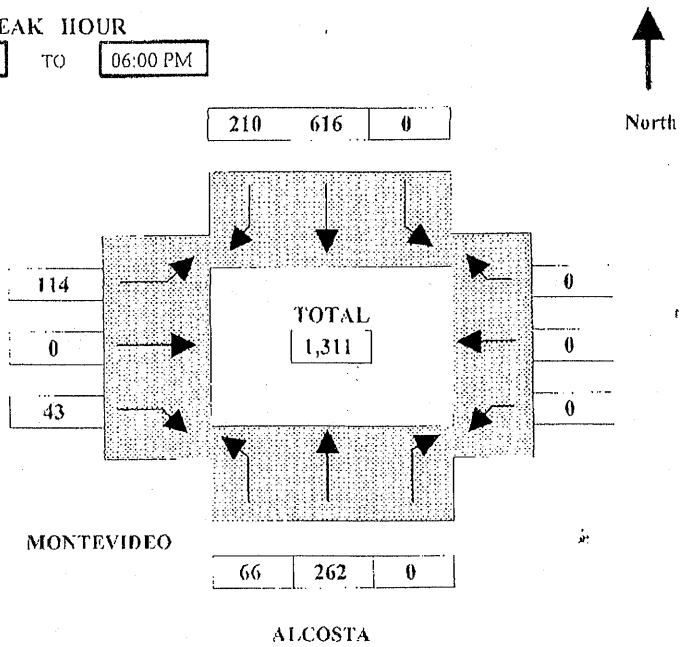
BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

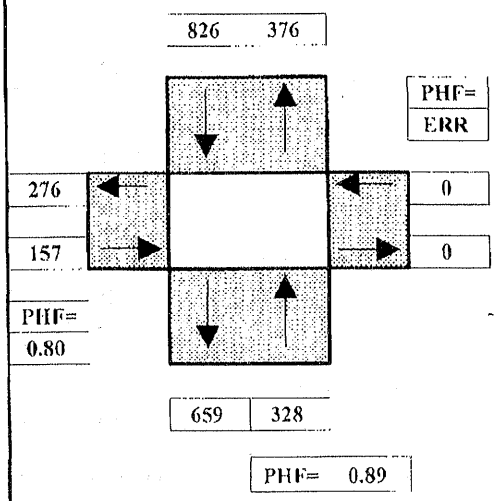
PROJECT:	SAN RAMON TMC	SURVEY DATE: 2/15/2007	DAY: THURSDAY
N-S Approach:	ALCOSTA	SURVEY TIME: 4:00 PM	TO 6:00 PM
E-W Approach:	MONTEVIDEO	CITY: SAN RAMON	FILE: ACMTSRPM

PEAK HOUR

05:00 PM TO 06:00 PM



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From		To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
							SURVEY DATA								
04:00 PM	---	04:15 PM	5	55	0	0	112	33	33	0	5	0	0	0	*243*
04:15 PM	---	04:30 PM	12	118	0	0	241	79	61	0	17	0	0	0	*528*
04:30 PM	---	04:45 PM	21	190	0	0	347	131	86	0	24	0	0	0	*799*
04:45 PM	---	05:00 PM	32	255	0	0	482	194	116	0	37	0	0	0	*1,116*
05:00 PM	---	05:15 PM	42	314	0	0	641	244	144	0	43	0	0	0	*1,428*
05:15 PM	---	05:30 PM	61	387	0	0	785	295	169	0	53	0	0	0	*1,750*
05:30 PM	---	05:45 PM	76	455	0	0	951	353	203	0	68	0	0	0	*2,106*
05:45 PM	---	06:00 PM	98	517	0	0	1,098	404	230	0	80	0	0	0	*2,427*
							TOTAL BY PERIOD								
04:00 PM	---	04:15 PM	5	55	0	0	112	33	33	0	5	0	0	0	*243*
04:15 PM	---	04:30 PM	7	63	0	0	129	46	28	0	12	0	0	0	*285*
04:30 PM	---	04:45 PM	9	72	0	0	106	52	25	0	7	0	0	0	*271*
04:45 PM	---	05:00 PM	11	65	0	0	135	63	30	0	13	0	0	0	*317*
05:00 PM	---	05:15 PM	10	59	0	0	159	50	28	0	6	0	0	0	*312*
05:15 PM	---	05:30 PM	19	73	0	0	144	51	25	0	10	0	0	0	*322*
05:30 PM	---	05:45 PM	15	68	0	0	166	58	34	0	15	0	0	0	*356*
05:45 PM	---	06:00 PM	22	62	0	0	147	51	27	0	12	0	0	0	*321*
							HOURLY TOTALS								
04:00 PM	---	05:00 PM	32	255	0	0	482	194	116	0	37	0	0	0	*1,116*
04:15 PM	---	05:15 PM	37	259	0	0	529	211	111	0	38	0	0	0	*1,185*
04:30 PM	---	05:30 PM	49	269	0	0	544	216	108	0	36	0	0	0	*1,222*
04:45 PM	---	05:45 PM	55	265	0	0	604	222	117	0	44	0	0	0	*1,307*
05:00 PM	---	06:00 PM	66	262	0	0	616	210	114	0	43	0	0	0	*1,311*

Tel : (510) 232-1271 *Fax: (510) 232-1272*

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	260		281	0
Storage Lanes		1	1		1	2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	0.88
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	3433	3539	3433	2787
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	1583	3433	3539	3433	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		115				445
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			40	30	
Link Distance (ft)	1090			630	736	
Travel Time (s)	16.5			10.7	16.7	
Volume (vph)	426	106	694	1177	210	409
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	463	115	754	1279	228	445
Lane Group Flow (vph)	463	115	754	1279	228	445
Turn Type		Perm	Prot			Prot
Protected Phases	2		1	6	8	8
Permitted Phases	2	2				
Detector Phases	2	2	1	6	8	8
Minimum Initial (s)	10.0	10.0	7.0	10.0	5.0	5.0
Minimum Split (s)	36.0	36.0	15.0	20.0	39.0	39.0
Total Split (s)	36.0	36.0	25.0	61.0	39.0	39.0
Total Split (%)	36.0%	36.0%	25.0%	61.0%	39.0%	39.0%
Maximum Green (s)	30.3	30.3	20.0	55.3	34.0	34.0
Yellow Time (s)	4.7	4.7	3.5	4.7	3.5	3.5
All-Red Time (s)	1.0	1.0	1.5	1.0	1.5	1.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	Max	None	None
Walk Time (s)	4.0	4.0			5.0	5.0
Flash Dont Walk (s)	26.0	26.0			29.0	29.0
Pedestrian Calls (#/hr)	4	4			4	4
Act Effct Green (s)	32.4	32.4	21.3	57.7	15.1	15.1
Actuated g/C Ratio	0.40	0.40	0.26	0.71	0.19	0.19
v/c Ratio	0.33	0.16	0.83	0.51	0.36	0.51
Control Delay	19.1	5.0	39.5	7.7	29.1	4.7
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	19.1	5.0	39.5	7.8	29.1	4.7
LOS	B	A	D	A	C	A
Approach Delay	16.3			19.5	13.0	

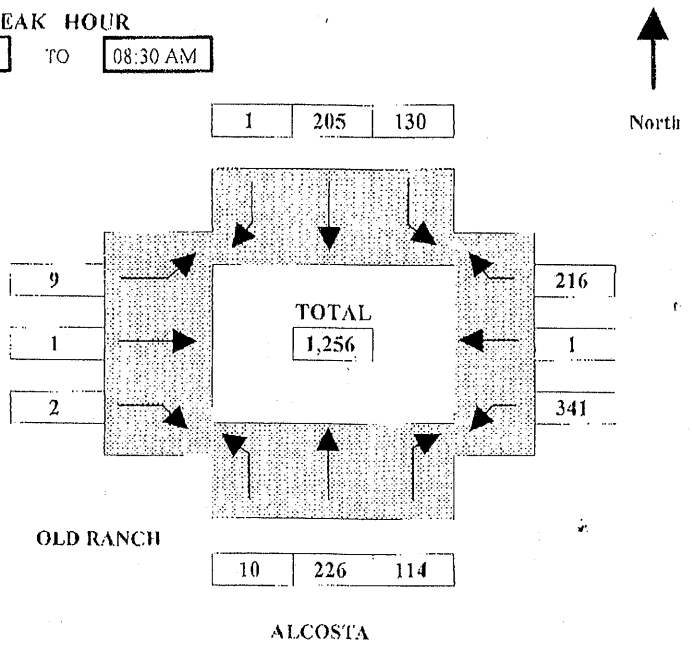
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	260		281	0
Storage Lanes		1	1		1	2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	0.88
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	3433	3539	3433	2787
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	1583	3433	3539	3433	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		70				882
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			40	30	
Link Distance (ft)	1090			630	736	
Travel Time (s)	16.5			10.7	16.7	
Volume (vph)	1195	137	547	541	135	811
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1299	149	595	588	147	882
Lane Group Flow (vph)	1299	149	595	588	147	882
Turn Type		Perm	Prot			Prot
Protected Phases	2		1	6	8	8
Permitted Phases	2	2				
Detector Phases	2	2	1	6	8	8
Minimum Initial (s)	10.0	10.0	7.0	10.0	5.0	5.0
Minimum Split (s)	36.0	36.0	15.0	20.0	39.0	39.0
Total Split (s)	36.0	36.0	32.0	68.0	42.0	42.0
Total Split (%)	32.7%	32.7%	29.1%	61.8%	38.2%	38.2%
Maximum Green (s)	30.3	30.3	27.0	62.3	37.0	37.0
Yellow Time (s)	4.7	4.7	3.5	4.7	3.5	3.5
All-Red Time (s)	1.0	1.0	1.5	1.0	1.5	1.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)	4.0	4.0			5.0	5.0
Flash Dont Walk (s)	26.0	26.0			29.0	29.0
Pedestrian Calls (#/hr)	4	4			4	4
Act Effct Green (s)	55.1	55.1	26.2	85.4	16.6	16.6
Actuated g/C Ratio	0.50	0.50	0.24	0.78	0.15	0.15
v/c Ratio	0.73	0.18	0.73	0.21	0.28	0.75
Control Delay	23.5	8.3	48.0	2.5	40.6	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	23.5	8.3	48.0	2.5	40.6	7.0
LOS	C	A	D	A	D	A
Approach Delay	21.9			25.4	11.8	

BAYMETRICS TRAFFIC RESOURCES

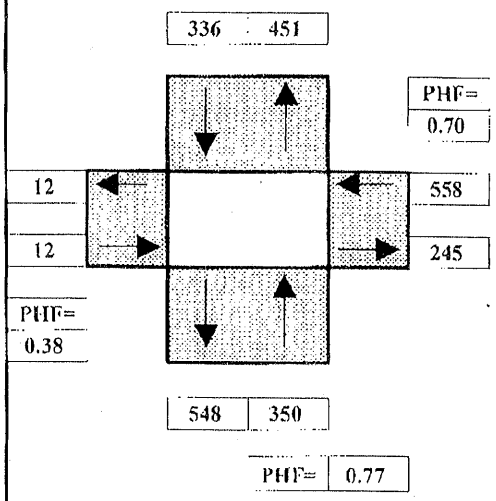
INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: SAN RAMON TMC | SURVEY DATE: 2/15/2007 | DAY: THURSDAY
N-S Approach: ALCOSTA | SURVEY TIME: 7:00 AM TO 9:00 AM
E-W Approach: OLD RANCH | CITY: SAN RAMON | FILE: ACORSRAM

PEAK HOUR
07:30 AM TO 08:30 AM



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From		To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
SURVEY DATA															
07:00 AM	---	07:15 AM	1	18	9	20	28	0	0	0	0	29	0	25	*130*
07:15 AM	---	07:30 AM	3	47	19	42	60	0	1	1	0	74	0	56	*303*
07:30 AM	---	07:45 AM	5	89	34	70	101	0	3	1	0	137	0	96	*536*
07:45 AM	---	08:00 AM	9	145	62	108	154	0	4	1	1	225	1	151	*861*
08:00 AM	---	08:15 AM	11	218	100	142	220	1	7	2	1	345	1	229	*1,277*
08:15 AM	---	08:30 AM	13	273	133	172	265	1	10	2	2	415	1	272	*1,559*
08:30 AM	---	08:45 AM	15	323	161	197	301	2	12	2	2	456	2	297	*1,770*
08:45 AM	---	09:00 AM	16	366	185	219	338	2	13	2	3	489	2	317	*1,952*
TOTAL BY PERIOD															
07:00 AM	---	07:15 AM	1	18	9	20	28	0	0	0	0	29	0	25	*130*
07:15 AM	---	07:30 AM	2	29	10	22	32	0	1	1	0	45	0	31	*173*
07:30 AM	---	07:45 AM	2	42	15	28	41	0	2	0	0	63	0	40	*233*
07:45 AM	---	08:00 AM	4	56	28	38	53	0	1	0	1	88	1	55	*325*
08:00 AM	---	08:15 AM	2	73	38	34	66	1	3	1	0	120	0	78	*416*
08:15 AM	---	08:30 AM	2	55	33	30	45	0	3	0	1	70	0	43	*282*
08:30 AM	---	08:45 AM	2	50	28	25	36	1	2	0	0	41	1	25	*211*
08:45 AM	---	09:00 AM	1	43	24	22	37	0	1	0	1	33	0	20	*182*
HOURLY TOTALS															
07:00 AM	---	08:00 AM	9	145	62	108	154	0	4	1	1	225	1	151	*861*
07:15 AM	---	08:15 AM	10	200	91	122	192	1	7	2	1	316	1	204	*1,147*
07:30 AM	---	08:30 AM	10	226	114	130	205	1	9	1	2	341	1	216	*1,256*
07:45 AM	---	08:45 AM	10	234	127	127	200	2	9	1	2	319	2	201	*1,234*
08:00 AM	---	09:00 AM	7	221	123	111	184	2	9	1	2	264	1	166	*1,091*

Tel : (510) 232-1271 *Fax: (510) 232-1272*

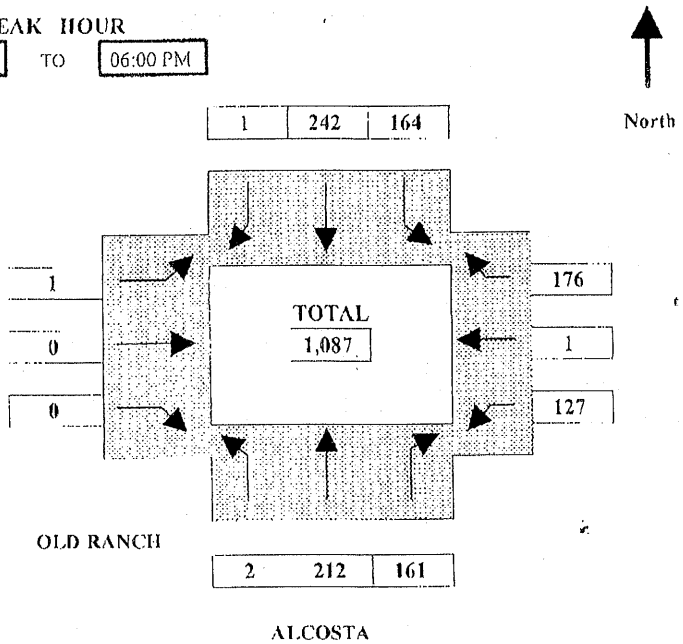
BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

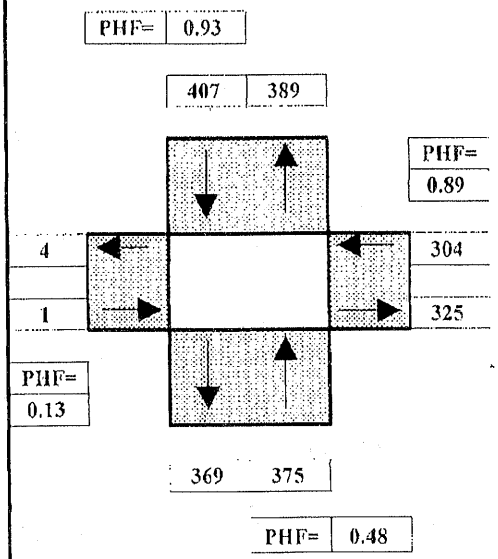
PROJECT:	SAN RAMON TMC	SURVEY DATE: 2 / 15 / 2007	DAY: THURSDAY
N-S Approach:	ALCOSTA	SURVEY TIME: 4:00 PM	TO 6:00 PM
E-W Approach:	OLD RANCH	CITY: SAN RAMON	FILE: ACORSRPM

PEAK HOUR

05:00 PM TO 06:00 PM



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From		To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
SURVEY DATA															
04:00 PM	---	04:15 PM	0	46	29	19	45	0	0	0	0	32	0	24	*195*
04:15 PM	---	04:30 PM	0	99	63	45	97	1	0	0	0	72	0	44	*421*
04:30 PM	---	04:45 PM	2	151	106	76	144	1	0	0	0	107	0	78	*665*
04:45 PM	---	05:00 PM	2	211	141	118	200	2	0	2	0	136	0	116	*928*
05:00 PM	---	05:15 PM	2	259	181	156	266	2	1	2	0	162	0	161	*1,192*
05:15 PM	---	05:30 PM	3	316	214	192	324	2	1	2	0	195	1	202	*1,452*
05:30 PM	---	05:45 PM	4	367	260	236	388	3	1	2	0	232	1	250	*1,744*
05:45 PM	---	06:00 PM	4	423	302	282	442	3	1	2	0	263	1	292	*2,015*
TOTAL BY PERIOD															
04:00 PM	---	04:15 PM	0	46	29	19	45	0	0	0	0	32	0	24	*195*
04:15 PM	---	04:30 PM	0	53	34	26	52	1	0	0	0	40	0	20	*226*
04:30 PM	---	04:45 PM	2	52	43	31	47	0	0	0	0	35	0	34	*244*
04:45 PM	---	05:00 PM	0	60	35	42	56	1	0	2	0	29	0	38	*263*
05:00 PM	---	05:15 PM	0	48	40	38	66	0	1	0	0	26	0	45	*264*
05:15 PM	---	05:30 PM	1	57	33	36	58	0	0	0	0	33	1	41	*260*
05:30 PM	---	05:45 PM	1	51	46	44	64	1	0	0	0	37	0	48	*292*
05:45 PM	---	06:00 PM	0	56	42	46	54	0	0	0	0	31	0	42	*271*
HOURLY TOTALS															
04:00 PM	---	05:00 PM	2	211	141	118	200	2	0	2	0	136	0	116	*928*
04:15 PM	---	05:15 PM	2	213	152	137	221	2	1	2	0	130	0	137	*997*
04:30 PM	---	05:30 PM	3	217	151	147	227	1	1	2	0	123	1	158	*1,031*
04:45 PM	---	05:45 PM	2	216	154	160	244	2	1	2	0	125	1	172	*1,079*
05:00 PM	---	06:00 PM	2	212	161	164	242	1	1	0	0	127	1	176	*1,087*

Tel : (510) 232-1271 *Fax: (510) 232-1272*

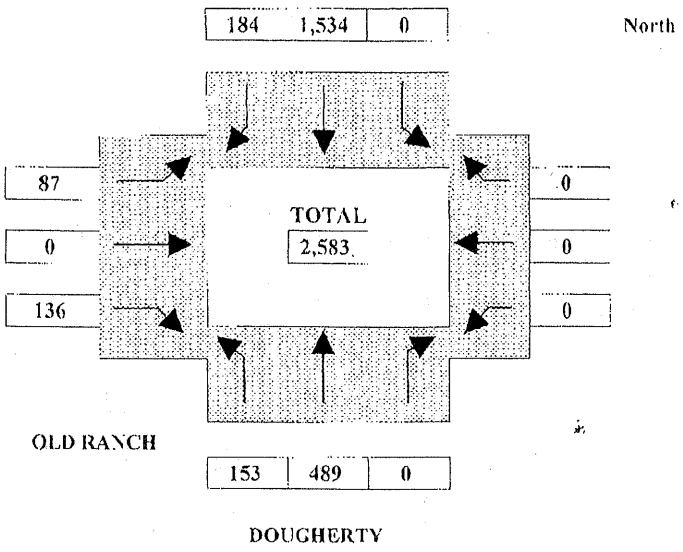
BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

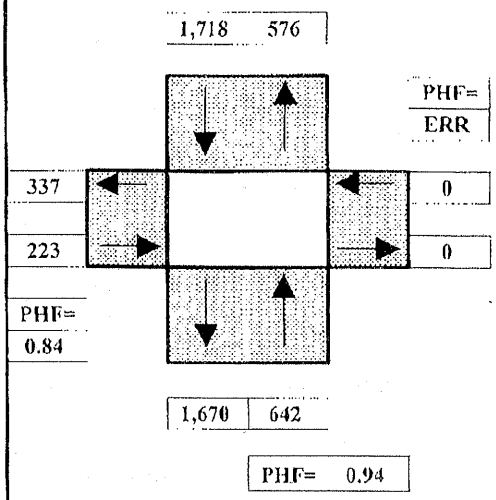
PROJECT:	SAN RAMON TMC	SURVEY DATE: 2/15/2007	DAY: THURSDAY
N-S Approach:	DOUGHERTY	SURVEY TIME: 7:00 AM	TO 9:00 AM
E-W Approach:	OLD RANCH	CITY: SAN RAMON	FILE: DHORSRAM

PEAK HOUR

08:00 AM TO 09:00 AM



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From		To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
SURVEY DATA															
07:00 AM	---	07:15 AM	13	106	0	0	245	10	5	0	42	0	0	0	*421*
07:15 AM	---	07:30 AM	31	218	0	0	511	26	13	0	80	0	0	0	*879*
07:30 AM	---	07:45 AM	51	342	0	0	813	51	28	0	116	0	0	0	*1,401*
07:45 AM	---	08:00 AM	77	448	0	0	1,139	89	48	0	160	0	0	0	*1,961*
08:00 AM	---	08:15 AM	113	582	0	0	1,523	135	72	0	196	0	0	0	*2,621*
08:15 AM	---	08:30 AM	155	697	0	0	1,928	191	100	0	234	0	0	0	*3,305*
08:30 AM	---	08:45 AM	190	824	0	0	2,319	235	119	0	266	0	0	0	*3,953*
08:45 AM	---	09:00 AM	230	937	0	0	2,673	273	135	0	296	0	0	0	*4,544*
TOTAL BY PERIOD															
07:00 AM	---	07:15 AM	13	106	0	0	245	10	5	0	42	0	0	0	*421*
07:15 AM	---	07:30 AM	18	112	0	0	266	16	8	0	38	0	0	0	*458*
07:30 AM	---	07:45 AM	20	124	0	0	302	25	15	0	36	0	0	0	*522*
07:45 AM	---	08:00 AM	26	106	0	0	326	38	20	0	44	0	0	0	*560*
08:00 AM	---	08:15 AM	36	134	0	0	384	46	24	0	36	0	0	0	*660*
08:15 AM	---	08:30 AM	42	115	0	0	405	56	28	0	38	0	0	0	*684*
08:30 AM	---	08:45 AM	35	127	0	0	391	44	19	0	32	0	0	0	*648*
08:45 AM	---	09:00 AM	40	113	0	0	354	38	16	0	30	0	0	0	*591*
HOURLY TOTALS															
07:00 AM	---	08:00 AM	77	448	0	0	1,139	89	48	0	160	0	0	0	*1,961*
07:15 AM	---	08:15 AM	100	476	0	0	1,278	125	67	0	154	0	0	0	*2,200*
07:30 AM	---	08:30 AM	124	479	0	0	1,417	165	87	0	154	0	0	0	*2,426*
07:45 AM	---	08:45 AM	139	482	0	0	1,506	184	91	0	150	0	0	0	*2,552*
08:00 AM	---	09:00 AM	153	489	0	0	1,534	184	87	0	136	0	0	0	*2,583*

Tel : (510) 232-1271 *Fax: (510) 232-1272*

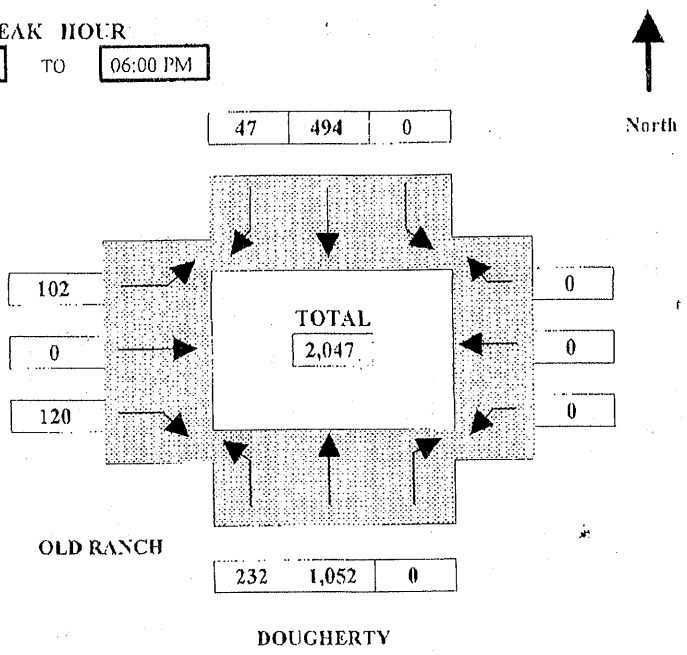
BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

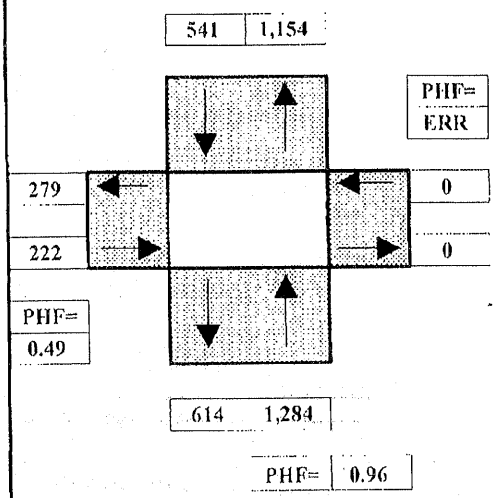
PROJECT: SAN RAMON TMC
N-S Approach: DOUGHERTY
E-W Approach: OLD RANCH

SURVEY DATE: 2 / 15 / 2007 DAY: THURSDAY
SURVEY TIME: 4:00 PM TO 6:00 PM
CITY: SAN RAMON FILE: DHORSRPM

PEAK HOUR
05:00 PM TO 06:00 PM



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From		To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
						SURVEY DATA									
04:00 PM	---	04:15 PM	50	178	0	0	106	15	25	0	22	0	0	0	*396*
04:15 PM	---	04:30 PM	110	383	0	0	230	27	47	0	46	0	0	0	*843*
04:30 PM	---	04:45 PM	161	604	0	0	335	36	81	0	65	0	0	0	*1,282*
04:45 PM	---	05:00 PM	209	848	0	0	452	47	107	0	95	0	0	0	*1,758*
05:00 PM	---	05:15 PM	265	1,117	0	0	593	61	132	0	122	0	0	0	*2,290*
05:15 PM	---	05:30 PM	328	1,367	0	0	702	69	154	0	156	0	0	0	*2,776*
05:30 PM	---	05:45 PM	380	1,648	0	0	830	84	183	0	184	0	0	0	*3,309*
05:45 PM	---	06:00 PM	441	1,900	0	0	946	94	209	0	215	0	0	0	*3,805*
						TOTAL BY PERIOD									
04:00 PM	---	04:15 PM	50	178	0	0	106	15	25	0	22	0	0	0	*396*
04:15 PM	---	04:30 PM	60	205	0	0	124	12	22	0	24	0	0	0	*447*
04:30 PM	---	04:45 PM	51	221	0	0	105	9	34	0	19	0	0	0	*439*
04:45 PM	---	05:00 PM	48	244	0	0	117	11	26	0	30	0	0	0	*476*
05:00 PM	---	05:15 PM	56	269	0	0	141	14	25	0	27	0	0	0	*532*
05:15 PM	---	05:30 PM	63	250	0	0	109	8	22	0	34	0	0	0	*486*
05:30 PM	---	05:45 PM	52	281	0	0	128	15	29	0	28	0	0	0	*533*
05:45 PM	---	06:00 PM	61	252	0	0	116	10	26	0	31	0	0	0	*496*
						HOURLY TOTALS									
04:00 PM	---	05:00 PM	209	848	0	0	452	47	107	0	95	0	0	0	*1,758*
04:15 PM	---	05:15 PM	215	939	0	0	487	46	107	0	100	0	0	0	*1,894*
04:30 PM	---	05:30 PM	218	984	0	0	472	42	107	0	110	0	0	0	*1,933*
04:45 PM	---	05:45 PM	219	1,044	0	0	495	48	102	0	119	0	0	0	*2,027*
05:00 PM	---	06:00 PM	232	1,052	0	0	494	47	102	0	120	0	0	0	*2,047*

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PEAK HOUR COUNTS

LOCATION: Sunset Dr./ Shopping Center

DATE: 9/20/06

AM												TOTAL
NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR	
302	691	78	12	1	3	7	109	23	48	6	142	**1422**
PEAK HOUR: 7:30-8:30 AM												

PM												TOTAL
NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR	
250	200	50	100	25	15	25	575	75	50	15	175	**1555**
PEAK HOUR: 4:30-5:30 PM												

LOCATION: Sunset Dr./ Bishop Dr.

DATE: 9/20/06

AM												TOTAL
NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR	
299	393	49	33	71	11	11	14	20	25	82	90	**1098**
PEAK HOUR: 7:30-8:30 AM												

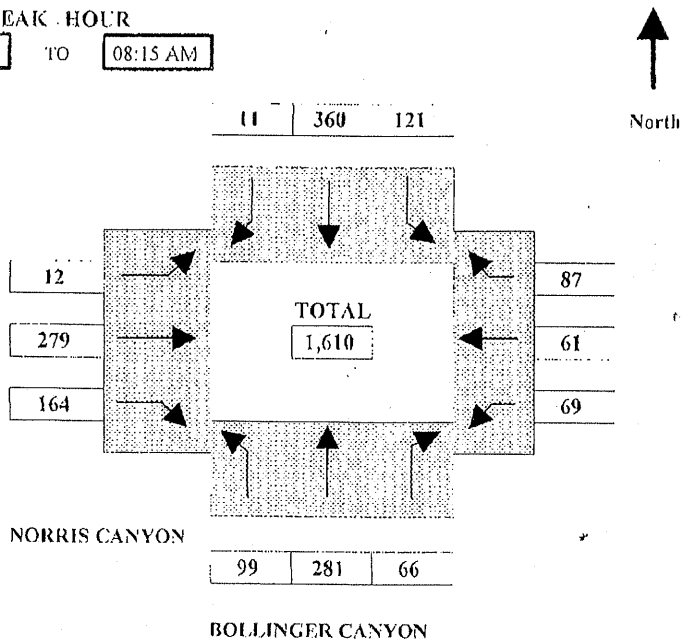
PM												TOTAL
NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR	
140	50	75	100	50	20	20	325	25	15	100	250	**1170**
PEAK HOUR: 4:30-5:30 PM												

BAYMETRICS TRAFFIC RESOURCES

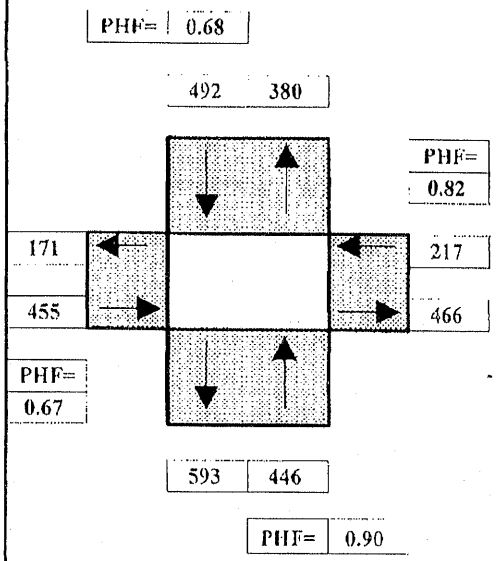
INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: SAN RAMON TMC
SURVEY DATE: 2 / 15 / 2007 DAY: THURSDAY
N-S Approach: BOLLINGER CANYON
SURVEY TIME: 7:00 AM TO 9:00 AM
E-W Approach: NORRIS CANYON
CITY: SAN RAMON FILE: BCNCSRAM

PEAK HOUR
07:15 AM TO 08:15 AM



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From		To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
SURVEY DATA															
07:00 AM	---	07:15 AM	28	41	5	7	42	3	0	35	18	10	15	5	*209*
07:15 AM	---	07:30 AM	51	111	15	25	98	6	1	75	43	24	27	17	*493*
07:30 AM	---	07:45 AM	79	186	36	55	186	8	3	137	77	39	41	36	*883*
07:45 AM	---	08:00 AM	101	252	54	100	317	12	8	239	139	61	54	66	*1,403*
08:00 AM	---	08:15 AM	127	322	71	128	402	14	12	314	182	79	76	92	*1,819*
08:15 AM	---	08:30 AM	146	377	83	146	458	17	12	369	211	89	89	102	*2,099*
08:30 AM	---	08:45 AM	161	423	91	159	495	18	15	412	229	94	97	108	*2,302*
08:45 AM	---	09:00 AM	174	464	101	170	529	20	16	450	251	100	104	113	*2,492*
TOTAL BY PERIOD															
07:00 AM	---	07:15 AM	28	41	5	7	42	3	0	35	18	10	15	5	*209*
07:15 AM	---	07:30 AM	23	70	10	18	56	3	1	40	25	14	12	12	*284*
07:30 AM	---	07:45 AM	28	75	21	30	88	2	2	62	34	15	14	19	*390*
07:45 AM	---	08:00 AM	22	66	18	45	131	4	5	102	62	22	13	30	*520*
08:00 AM	---	08:15 AM	26	70	17	28	85	2	4	75	43	18	22	26	*416*
08:15 AM	---	08:30 AM	19	55	12	18	56	3	0	55	29	10	13	10	*280*
08:30 AM	---	08:45 AM	15	46	8	13	37	1	3	43	18	5	8	6	*203*
08:45 AM	---	09:00 AM	13	41	10	11	34	2	1	38	22	6	7	5	*190*
HOURLY TOTALS															
07:00 AM	---	08:00 AM	101	252	54	100	317	12	8	239	139	61	54	66	*1,403*
07:15 AM	---	08:15 AM	99	281	66	121	360	11	12	279	164	69	61	87	*1,610*
07:30 AM	---	08:30 AM	95	266	68	121	360	11	11	294	168	65	62	85	*1,606*
07:45 AM	---	08:45 AM	82	237	55	104	309	10	12	275	152	55	56	72	*1,419*
08:00 AM	---	09:00 AM	73	212	47	70	212	8	8	211	112	39	50	47	*1,089*

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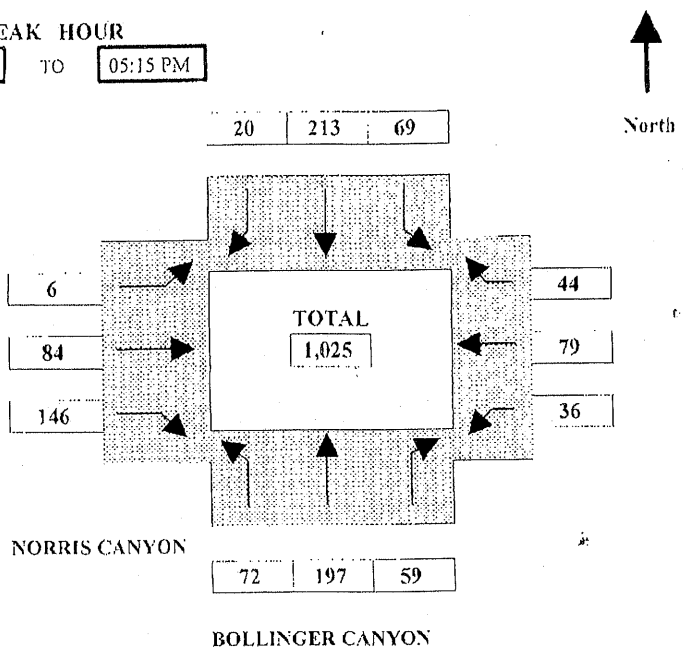
BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

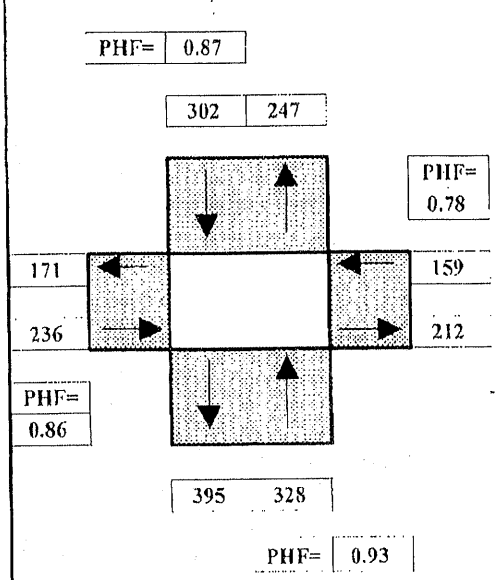
PROJECT:	SAN RAMON TMC	SURVEY DATE: 2 / 15 / 2007	DAY: THURSDAY
N-S Approach:	BOLLINGER CANYON	SURVEY TIME: 4:00 PM	TO 6:00 PM
E-W Approach:	NORRIS CANYON	CITY: SAN RAMON	FILE: BCNCSRPM

PEAK HOUR

04:15 PM TO 05:15 PM



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From	To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
SURVEY DATA														
04:00 PM ---	04:15 PM	16	45	10	17	42	4	0	24	33	10	18	9	*228*
04:15 PM ---	04:30 PM	38	96	25	31	93	11	2	43	73	18	40	19	*489*
04:30 PM ---	04:45 PM	55	151	36	51	155	16	2	60	108	25	57	31	*747*
04:45 PM ---	05:00 PM	70	199	56	67	210	21	4	80	140	37	73	45	*1,002*
05:00 PM ---	05:15 PM	88	242	69	86	255	24	6	108	179	46	97	53	*1,253*
05:15 PM ---	05:30 PM	102	280	86	100	293	26	6	130	222	54	129	60	*1,488*
05:30 PM ---	05:45 PM	119	320	108	112	334	27	8	156	251	65	157	72	*1,729*
05:45 PM ---	06:00 PM	132	354	126	123	368	30	10	178	286	79	183	82	*1,951*
TOTAL BY PERIOD														
04:00 PM ---	04:15 PM	16	45	10	17	42	4	0	24	33	10	18	9	*228*
04:15 PM ---	04:30 PM	22	51	15	14	51	7	2	19	40	8	22	10	*261*
04:30 PM ---	04:45 PM	17	55	11	20	62	5	0	17	35	7	17	12	*258*
04:45 PM ---	05:00 PM	15	48	20	16	55	5	2	20	32	12	16	14	*255*
05:00 PM ---	05:15 PM	18	43	13	19	45	3	2	28	39	9	24	8	*251*
05:15 PM ---	05:30 PM	14	38	17	14	38	2	0	22	43	8	32	7	*235*
05:30 PM ---	05:45 PM	17	40	22	12	41	1	2	26	29	11	28	12	*241*
05:45 PM ---	06:00 PM	13	34	18	11	34	3	2	22	35	14	26	10	*222*
HOURLY TOTALS														
04:00 PM ---	05:00 PM	70	199	56	67	210	21	4	80	140	37	73	45	*1,002*
04:15 PM ---	05:15 PM	72	197	59	69	213	20	6	84	146	36	79	44	*1,025*
04:30 PM ---	05:30 PM	64	184	61	69	200	15	4	87	149	36	89	41	*999*
04:45 PM ---	05:45 PM	64	169	72	61	179	11	6	96	143	40	100	41	*982*
05:00 PM ---	06:00 PM	62	155	70	56	158	9	6	98	146	42	110	37	*949*

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	120		200	100		0	0		110
Storage Lanes	1		0	1		1	1		0	0		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	200		50	200	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850		0.888				0.850
Flt Protected	0.950			0.950			0.950				0.954	
Satd. Flow (prot)	1770	3525	0	1770	3539	1583	1770	1654	0	0	1777	1583
Flt Permitted	0.950			0.950			0.731				0.814	
Satd. Flow (perm)	1770	3525	0	1770	3539	1583	1362	1654	0	0	1516	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				86		12				279
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1038			1986			316			373	
Travel Time (s)		17.7			33.9			7.2			8.5	
Volume (vph)	172	480	13	33	1276	79	124	4	11	36	1	257
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	187	522	14	36	1387	86	135	4	12	39	1	279
Lane Group Flow (vph)	187	536	0	36	1387	86	135	16	0	0	40	279
Turn Type	Prot			Prot		Perm	Perm			Perm		custom
Protected Phases	5	2		1	6			4			8	
Permitted Phases						6	4			8		6
Detector Phases	5	2		1	6	6	4	4		8	8	6
Minimum Initial (s)	7.0	15.0		7.0	15.0	15.0	7.0	7.0		7.0	7.0	15.0
Minimum Split (s)	15.0	29.0		15.0	29.0	29.0	32.0	32.0		32.0	32.0	29.0
Total Split (s)	15.0	20.0	0.0	15.0	20.0	20.0	25.0	25.0	0.0	25.0	25.0	20.0
Total Split (%)	25.0%	33.3%	0.0%	25.0%	33.3%	33.3%	41.7%	41.7%	0.0%	41.7%	41.7%	33.3%
Maximum Green (s)	11.0	15.0		11.0	15.0	15.0	20.0	20.0		20.0	20.0	15.0
Yellow Time (s)	3.5	4.0		3.5	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.5	1.0		0.5	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead						Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	C-Max
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		15.0			15.0	15.0	20.0	20.0		20.0	20.0	15.0
Pedestrian Calls (#/hr)		4			4	4	4	4		4	4	4
Act Effct Green (s)	10.9	37.2		9.6	28.7	28.7	13.8	13.8			13.8	28.7
Actuated g/C Ratio	0.18	0.62		0.16	0.48	0.48	0.23	0.23			0.23	0.48
v/c Ratio	0.58	0.25		0.13	0.82	0.11	0.43	0.04			0.11	0.31
Control Delay	30.0	10.0		21.2	16.3	1.3	22.7	9.5			16.6	3.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	30.0	10.0		21.2	16.3	1.3	22.7	9.5			16.6	3.5
LOS	C	A		C	B	A	C	A			B	A
Approach Delay		15.1			15.6			21.3			5.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	120		200	100		0	0		110
Storage Lanes	1		0	1		1	1		0	0		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	250		50	250	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989				0.850		0.925				0.850
Flt Protected	0.950			0.950			0.950				0.956	
Satd. Flow (prot)	1770	3500	0	1770	3539	1583	1770	1723	0	0	1781	1583
Flt Permitted	0.950			0.950			0.675				0.762	
Satd. Flow (perm)	1770	3500	0	1770	3539	1583	1257	1723	0	0	1419	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				97		7				188
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1038			1986			316			373	
Travel Time (s)		23.6			45.1			7.2			8.5	
Volume (vph)	301	1402	107	24	638	89	52	6	6	90	7	173
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	327	1524	116	26	693	97	57	7	7	98	8	188
Lane Group Flow (vph)	327	1640	0	26	693	97	57	14	0	0	106	188
Turn Type	Prot			Prot		Perm	Perm			Perm		custom
Protected Phases	5	2		1	6			4			8	
Permitted Phases						6	4			8		6
Detector Phases	5	2		1	6	6	4	4		8	8	6
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	15.0	31.0		15.0	30.0	30.0	35.0	35.0		33.0	33.0	30.0
Total Split (s)	24.0	40.0	0.0	15.0	31.0	31.0	35.0	35.0	0.0	35.0	35.0	31.0
Total Split (%)	26.7%	44.4%	0.0%	16.7%	34.4%	34.4%	38.9%	38.9%	0.0%	38.9%	38.9%	34.4%
Maximum Green (s)	20.0	35.0		11.0	26.0	26.0	30.0	30.0		30.0	30.0	26.0
Yellow Time (s)	3.5	4.0		3.5	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.5	1.0		0.5	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	C-Max
Walk Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	4.0
Flash Dont Walk (s)		22.0			21.0	21.0	26.0	26.0		24.0	24.0	21.0
Pedestrian Calls (#/hr)		4			4	4	4	4		4	4	4
Act Effct Green (s)	21.7	65.9		7.9	45.5	45.5	15.9	15.9			16.0	45.5
Actuated g/C Ratio	0.24	0.73		0.09	0.51	0.51	0.18	0.18			0.18	0.51
v/c Ratio	0.77	0.64		0.17	0.39	0.11	0.26	0.05			0.42	0.21
Control Delay	44.8	13.1		51.9	8.3	1.5	31.2	18.1			35.4	4.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	44.8	13.1		51.9	8.3	1.5	31.2	18.1			35.4	4.0
LOS	D	B		D	A	A	C	B			D	A
Approach Delay		18.3			8.8			28.7			15.3	

TRAFFIX ANALYSIS

Existing

Scenario Report

Scenario:	AM EXT
Command:	Default Command
Volume:	AM Ext
Geometry:	Ext
Impact Fee:	Default Impact Fee
Trip Generation:	No
Trip Distribution:	None
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 San Ramon/Crow	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
# 2 680 SB OFF/Crow	A	xxxxx	0.588	A	xxxxx	0.588	+ 0.000 V/C
# 3 680 NB ON/Crow	A	xxxxx	0.523	A	xxxxx	0.523	+ 0.000 V/C
# 4 Camino Ramon/Crow	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000 V/C
# 5 Alcosta/Crow	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
# 6 Camino Ramon/Norris	A	xxxxx	0.462	A	xxxxx	0.462	+ 0.000 V/C
# 7 Camino Ramon/Executive	A	xxxxx	0.357	A	xxxxx	0.357	+ 0.000 V/C
# 8 Camino Ramon/Bishop Drive	A	xxxxx	0.358	A	xxxxx	0.358	+ 0.000 V/C
# 9 San Ramon/Bollinger	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
# 10 680 SB OFF/Bollinger	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
# 11 680 NB OFF/Bollinger	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000 V/C
# 12 Sunset/Bollinger	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000 V/C
# 13 Camino Ramon/Bollinger	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
# 14 Bishop 2 Drive/Bollinger	A	xxxxx	0.385	A	xxxxx	0.385	+ 0.000 V/C
# 15 Market/Bollinger Drive	A	xxxxx	0.452	A	xxxxx	0.452	+ 0.000 V/C
# 16 Alcosta/Bollinger	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000 V/C
# 17 Alcosta/Norris	A	xxxxx	0.395	A	xxxxx	0.395	+ 0.000 V/C
# 18 San Ramon/Norris	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
# 19 Bollinger/Crow	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000 V/C
# 20 Dougherty/Bollinger	A	xxxxx	0.498	A	xxxxx	0.498	+ 0.000 V/C
# 21 San Ramon/Montevideo	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000 V/C
# 22 Alcosts/Montevideo	A	xxxxx	0.270	A	xxxxx	0.270	+ 0.000 V/C
# 23 Dougherty/Crow	A	xxxxx	0.409	A	xxxxx	0.409	+ 0.000 V/C
# 24 Alcosta/Old Ranch	A	xxxxx	0.299	A	xxxxx	0.299	+ 0.000 V/C
# 25 Doughert/Old Ranch	B	xxxxx	0.639	B	xxxxx	0.639	+ 0.000 V/C

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 Sunset/Center Street	A	xxxxx	0.299	A	xxxxx	0.299	+ 0.000 V/C
# 27 Bishop Drive/Sunset	A	xxxxx	0.362	A	xxxxx	0.362	+ 0.000 V/C
# 28 Bollinger Canyon/Norris Canyon	C	20.6	0.855	C	20.6	0.855	+ 0.000 V/C
# 29 Bollinger/Canyon Lakes	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
# 30 Camino Ramon/Center Street		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #1 San Ramon/Crow

Cycle (sec):	180	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	91	238	410	340	225	131	171	975	124	492	1228	466
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	238	410	340	225	131	171	975	124	492	1228	466
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:	91	238	410	340	225	131	171	975	124	492	1228	466
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	238	410	340	225	131	171	975	124	492	1228	466
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	238	410	340	225	131	171	975	124	492	1228	466
RTOR Reduct:	0	0	271	0	0	94	0	0	50	0	0	187
RTOR Vol:	91	238	139	340	225	37	171	975	74	492	1228	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	238	139	340	225	37	171	975	74	492	1228	279
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3300	1650	3000	3300	1650	3000	4950	1650	3000	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.08	0.11	0.07	0.02	0.06	0.20	0.04	0.16	0.25	0.17
Crit Vol:			139	170				325		246		
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #2 680 SB OFF/Crow

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	1149	0	838	0	934	497	0	1280	749
Growth Adj:	1.00	1.00	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	1149	0	838	0	934	497	0	1280	749
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1149	0	838	0	934	497	0	1280	749
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1149	0	838	0	934	497	0	1280	749
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1149	0	838	0	934	497	0	1280	749
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	0	0	0	1149	0	838	0	934	497	0	1280	749
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	1149	0	838	0	934	497	0	1280	749
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3272	0	3272	0	5400	1800	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.26	0.00	0.17	0.28	0.00	0.24	0.42
Crit Vol:		0		575			0				427	
Crit Moves:				****			****				****	

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #3 680 NB ON/Crow

Cycle (sec):	100	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 1	1
Volume Module:												
Base Vol:	453	0	874	0	0	0	0	1364	915	0	1151	551
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	453	0	874	0	0	0	0	1364	915	0	1151	551
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:	453	0	874	0	0	0	0	1364	915	0	1151	551
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	0	874	0	0	0	0	1364	915	0	1151	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	0	874	0	0	0	0	1364	915	0	1151	551
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	453	0	874	0	0	0	0	1364	915	0	1151	551
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	453	0	874	0	0	0	0	1364	915	0	1151	551
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91
Lanes:	1.02	xxxx	1.98	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.38	1.62
Final Sat.:	1676	0	3233	0	0	0	0	5400	1800	0	6086	2648
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.25	0.51	0.00	0.19	0.21
Crit Vol:			442		0			455			0	
Crit Moves:			****					****			****	

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #4 Camino Ramon/Crow

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	0 1		1 0 1	1 0		1 0 3	0 1		1 0 3	1 0	
Volume Module:												
Base Vol:	109	61	57	126	126	68	184	1046	579	231	1560	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	61	57	126	126	68	184	1046	579	231	1560	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	61	57	126	126	68	184	1046	579	231	1560	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	61	57	126	126	68	184	1046	579	231	1560	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	61	57	126	126	68	184	1046	579	231	1560	204
RTOR Reduct:	0	0	57	0	0	0	0	0	60	0	0	0
RTOR Vol:	109	61	0	126	126	68	184	1046	519	231	1560	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	109	61	0	126	126	68	184	1046	519	231	1560	204
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.30	0.70	1.00	3.00	1.00	1.00	3.54	0.46
Final Sat.:	3000	1650	1650	1650	2143	1157	1650	4950	1650	1650	5837	763
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.08	0.06	0.06	0.11	0.21	0.31	0.14	0.27	0.27
Crit Vol:		61		126					519	231		
Crit Moves:		****		****					****	****		

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #5 Alcosta/Crow

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	3 0	0
Volume Module:												
Base Vol:	275	0	225	0	0	0	0	608	464	521	1653	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	0	225	0	0	0	0	608	464	521	1653	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:	275	0	225	0	0	0	0	608	464	521	1653	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	0	225	0	0	0	0	608	464	521	1653	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	0	225	0	0	0	0	608	464	521	1653	0
RTOR Reduct:	0	0	225	0	0	0	0	0	151	0	0	0
RTOR Vol:	275	0	0	0	0	0	0	608	313	521	1653	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	275	0	0	0	0	0	0	608	313	521	1653	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3127	0	1720	0	0	0	0	5160	1720	3127	5160	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.18	0.17	0.32	0.00
Crit Vol:	138				0				313	261		
Crit Moves:	****								****	****		

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #6 Camino Ramon/Norris

Cycle (sec):	100	Critical Vol./Cap.(X):	0.462
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 1 1 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	78	159	59	131	569	108	76	336	120	117	261	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	159	59	131	569	108	76	336	120	117	261	90
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:	78	159	59	131	569	108	76	336	120	117	261	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	159	59	131	569	108	76	336	120	117	261	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	159	59	131	569	108	76	336	120	117	261	90
RTOR Reduct:	0	0	59	0	0	0	0	0	0	0	0	0
RTOR Vol:	78	159	0	131	569	108	76	336	120	117	261	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	159	0	131	569	108	76	336	120	117	261	90
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.47	0.53	1.00	1.49	0.51
Final Sat.:	1650	3300	1650	1650	2774	526	1650	2432	868	1650	2454	846
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.00	0.08	0.21	0.21	0.05	0.14	0.14	0.07	0.11	0.11
Crit Vol:	78				339				228	117		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #7 Camino Ramon/Executive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.357
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	178	307	71	63	417	202	44	39	23	43	26	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	307	71	63	417	202	44	39	23	43	26	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	307	71	63	417	202	44	39	23	43	26	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	307	71	63	417	202	44	39	23	43	26	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	307	71	63	417	202	44	39	23	43	26	45
RTOR Reduct:	0	0	0	0	0	0	0	0	23	0	0	45
RTOR Vol:	178	307	71	63	417	202	44	39	0	43	26	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	178	307	71	63	417	202	44	39	0	43	26	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.62	0.38	1.00	1.35	0.65	0.53	0.47	1.00	0.62	0.38	1.00
Final Sat.:	1720	2794	646	1720	2317	1123	912	808	1720	1072	648	1720
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.04	0.18	0.18	0.05	0.05	0.00	0.04	0.04	0.00
Crit Vol:	178					310		83		43		
Crit Moves:	****					****		****		****		

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #8 Camino Ramon/Bishop Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	75	829	161	22	216	82	62	16	28	26	4	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:	75	829	161	22	216	82	62	16	28	26	4	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	829	161	22	216	82	62	16	28	26	4	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	829	161	22	216	82	62	16	28	26	4	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	829	161	22	216	82	62	16	28	26	4	7
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	75	829	161	22	216	82	62	16	28	26	4	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	829	161	22	216	82	62	16	28	26	4	7
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	1.00	1.45	0.55	1.00	0.36	0.64	1.00	0.36	0.64
Final Sat.:	1650	2763	537	1650	2392	908	1650	600	1050	1650	600	1050
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.30	0.01	0.09	0.09	0.04	0.03	0.03	0.02	0.01	0.01
Crit Vol:		495		22			62				11	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #9 San Ramon/Bollinger

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	0	2 0	1 1	0	1 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	206	491	446	260	276	26	38	761	200	397	308	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	491	446	260	276	26	38	761	200	397	308	200
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:	206	491	446	260	276	26	38	761	200	397	308	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	491	446	260	276	26	38	761	200	397	308	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	491	446	260	276	26	38	761	200	397	308	200
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	143
RTOR Vol:	206	491	446	260	276	26	38	761	200	397	308	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	206	491	446	260	276	26	38	761	200	397	308	57
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	1.05	0.95	2.00	1.83	0.17	1.00	1.58	0.42	2.00	2.00	1.00
Final Sat.:	3000	1729	1571	3000	3016	284	1650	2613	687	3000	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.09	0.09	0.09	0.02	0.29	0.29	0.13	0.09	0.03
Crit Vol:		469		130				481		199		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #10 680 SB OFF/Bollinger

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 1	0 0	2	0 0	3 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	3	0	101	733	12	248	0	1375	8	0	680	834
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	101	733	12	248	0	1375	8	0	680	834
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	101	733	12	248	0	1375	8	0	680	834
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	101	733	12	248	0	1375	8	0	680	834
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	101	733	12	248	0	1375	8	0	680	834
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	3	0	101	733	12	248	0	1375	8	0	680	834
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	0	101	733	12	248	0	1375	8	0	680	834
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.00	0.97	1.97	0.03	2.00	0.00	3.98	0.02	0.00	3.00	1.00
Final Sat.:	50	0	1670	3077	55	3127	0	6840	40	0	5160	1720
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.24	0.22	0.08	0.00	0.20	0.20	0.00	0.13	0.48
Crit Vol:			104	372					346	0		
Crit Moves:			****	****					****	****		

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #11 680 NB OFF/Bollinger

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	0	2	0 0 0	0	0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	280	0	1646	0	0	0	0	1349	386	0	1218	511
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	0	1646	0	0	0	0	1349	386	0	1218	511
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	0	1646	0	0	0	0	1349	386	0	1218	511
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	0	1646	0	0	0	0	1349	386	0	1218	511
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	0	1646	0	0	0	0	1349	386	0	1218	511
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	280	0	1646	0	0	0	0	1349	386	0	1218	511
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	280	0	1646	0	0	0	0	1349	386	0	1218	511
Saturation Flow Module:												
Sat/Lane:	1800 1800		1800	1800 1800		1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00 1.00		0.91	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 0.00		2.00	0.00 0.00		0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1800	0	3272	0	0	0	0	5400	1800	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.16 0.00		0.50	0.00 0.00		0.00	0.00	0.25	0.21	0.00	0.23	0.28
Crit Vol:			823		0			450		0		
Crit Moves:			****					****		****		

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #12 Sunset/Bollinger

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	0 1	0 0	2	2 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	52	9	34	83	39	142	1033	1495	567	215	1469	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	9	34	83	39	142	1033	1495	567	215	1469	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	9	34	83	39	142	1033	1495	567	215	1469	70
User Adj:	1.00	1.00	1.00	1.00	1.00	0.69	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	9	34	83	39	98	1033	1495	567	215	1469	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	9	34	83	39	98	1033	1495	567	215	1469	70
RTOR Reduct:	0	0	34	0	0	0	0	0	29	0	0	70
RTOR Vol:	52	9	0	83	39	98	1033	1495	538	215	1469	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	9	0	83	39	98	1033	1495	538	215	1469	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	1.70	0.30	1.00	0.68	0.32	2.00	2.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	2557	487	1650	1123	527	3000	3000	4950	1650	1650	6600	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.07	0.07	0.03	0.34	0.30	0.33	0.13	0.22	0.00
Crit Vol:	31				122		517				367	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #13 Camino Ramon/Bollinger

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	0 1	1	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	12	19	0	76	41	103	672	747	242	24	1628	373
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	19	0	76	41	103	672	747	242	24	1628	373
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	19	0	76	41	103	672	747	242	24	1628	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	19	0	76	41	103	672	747	242	24	1628	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	19	0	76	41	103	672	747	242	24	1628	373
RTOR Reduct:	0	0	0	0	0	103	0	0	12	0	0	0
RTOR Vol:	12	19	0	76	41	0	672	747	230	24	1628	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	19	0	76	41	0	672	747	230	24	1628	373
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.25	0.75
Final Sat.:	1650	1650	1650	3000	1650	1500	3000	4950	1650	1650	5370	1230
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.03	0.02	0.00	0.22	0.15	0.14	0.01	0.30	0.30
Crit Vol:		19		38			336				500	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #14 Bishop 2 Drive/Bollinger

Cycle (sec):	100	Critical Vol./Cap.(X):	0.385
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 2 1 0			1 0 3 0 0		
Volume Module:												
Base Vol:	10	0	8	0	0	0	0	792	32	37	1959	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	8	0	0	0	0	792	32	37	1959	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:	10	0	8	0	0	0	0	792	32	37	1959	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	8	0	0	0	0	792	32	37	1959	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	8	0	0	0	0	792	32	37	1959	0
RTOR Reduct:	0	0	8	0	0	0	0	0	0	0	0	0
RTOR Vol:	10	0	0	0	0	0	0	792	32	37	1959	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	0	0	0	0	0	0	792	32	37	1959	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.88	0.12	1.00	3.00	0.00
Final Sat.:	1720	0	1720	0	0	0	0	4960	200	1720	5160	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.02	0.38	0.00
Crit Vol:	10				0		0				653	
Crit Moves:	****						****				****	

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #15 Market/Bollinger Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.452
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	1 0	0 1	0	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	243	1	33	2	1	9	11	638	149	41	1765	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	1	33	2	1	9	11	638	149	41	1765	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	1	33	2	1	9	11	638	149	41	1765	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	1	33	2	1	9	11	638	149	41	1765	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1	33	2	1	9	11	638	149	41	1765	6
RTOR Reduct:	0	0	23	0	0	0	0	0	134	0	0	0
RTOR Vol:	243	1	10	2	1	9	11	638	15	41	1765	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	243	1	10	2	1	9	11	638	15	41	1765	6
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	1.99	0.01	1.00	1.00	0.10	0.90	1.00	3.00	1.00	2.00	2.99	0.01
Final Sat.:	2987	14	1650	1650	165	1485	1650	4950	1650	3000	4933	17
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.01	0.00	0.01	0.01	0.01	0.13	0.01	0.01	0.36	0.36
Crit Vol:	122				10		11				590	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #16 Alcosta/Bollinger

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1 0		2 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	542	463	184	146	263	221	190	396	90	281	1094	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	542	463	184	146	263	221	190	396	90	281	1094	330
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:	542	463	184	146	263	221	190	396	90	281	1094	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	542	463	184	146	263	221	190	396	90	281	1094	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	542	463	184	146	263	221	190	396	90	281	1094	330
RTOR Reduct:	0	0	0	0	0	190	0	0	90	0	0	80
RTOR Vol:	542	463	184	146	263	31	190	396	0	281	1094	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	542	463	184	146	263	31	190	396	0	281	1094	250
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.43	0.57	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	2362	938	3000	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.18	0.20	0.20	0.05	0.08	0.02	0.12	0.12	0.00	0.17	0.33	0.15
Crit Vol:	271				132		190				547	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #17 Alcosta/Norris

Cycle (sec): 100 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	285	379	66	235	461	216	143	71	206	42	58	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	379	66	235	461	216	143	71	206	42	58	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	379	66	235	461	216	143	71	206	42	58	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	379	66	235	461	216	143	71	206	42	58	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	379	66	235	461	216	143	71	206	42	58	84
RTOR Reduct:	0	0	0	0	0	79	0	0	206	0	0	84
RTOR Vol:	285	379	66	235	461	137	143	71	0	42	58	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	285	379	66	235	461	137	143	71	0	42	58	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.70	0.30	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	2811	489	1650	3300	1650	3000	1650	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.17	0.13	0.13	0.14	0.14	0.08	0.05	0.04	0.00	0.03	0.04	0.00
Crit Vol:	285				231		72				58	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #18 San Ramon/Norris

Cycle (sec):	90	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	2 0	1 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	74	325	326	406	144	27	78	493	51	85	148	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	325	326	406	144	27	78	493	51	85	148	237
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:	74	325	326	406	144	27	78	493	51	85	148	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	325	326	406	144	27	78	493	51	85	148	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	325	326	406	144	27	78	493	51	85	148	237
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	223
RTOR Vol:	74	325	326	406	144	27	78	493	51	85	148	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	325	326	406	144	27	78	493	51	85	148	14
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.68	0.32	1.00	1.81	0.19	1.00	1.00	1.00
Final Sat.:	1650	1650	1650	3000	2779	521	1650	2991	309	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.14	0.05	0.05	0.05	0.16	0.16	0.05	0.09	0.01
Crit Vol:			326	203				272		85		
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #19 Bollinger/Crow

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	116	41	133	18	67	18	34	951	70	88	758	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	41	133	18	67	18	34	951	70	88	758	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	41	133	18	67	18	34	951	70	88	758	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	41	133	18	67	18	34	951	70	88	758	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	41	133	18	67	18	34	951	70	88	758	21
RTOR Reduct:	0	0	88	0	0	0	0	0	70	0	0	18
RTOR Vol:	116	41	45	18	67	18	34	951	0	88	758	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	116	41	45	18	67	18	34	951	0	88	758	3
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.17	0.66	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1720	1720	1720	301	1119	301	1720	3440	1720	1720	3440	1720
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.03	0.06	0.06	0.06	0.02	0.28	0.00	0.05	0.22	0.00
Crit Vol:	116					103		476		88		
Crit Moves:	****					****		****		****		

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #20 Dougherty/Bollinger

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 0 0 2			2 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	404	0	496	165	286	0	0	723	331
Growth Adj:	1.00	1.00	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	404	0	496	165	286	0	0	723	331
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	404	0	496	165	286	0	0	723	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	404	0	496	165	286	0	0	723	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	404	0	496	165	286	0	0	723	331
RTOR Reduct:	0	0	0	0	0	91	0	0	0	0	0	331
RTOR Vol:	0	0	0	404	0	405	165	286	0	0	723	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	404	0	405	165	286	0	0	723	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1720	0	3127	3127	3440	0	0	3440	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.13	0.05	0.08	0.00	0.00	0.21	0.00
Crit Vol:		0		404			83				362	
Crit Moves:				****			****				****	

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #21 San Ramon/Montevideo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: 7:45 To 8:45												
Base Vol:	0	590	117	510	364	0	0	0	0	195	0	528
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	590	117	510	364	0	0	0	0	195	0	528
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	590	117	510	364	0	0	0	0	195	0	528
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	590	117	510	364	0	0	0	0	195	0	528
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	590	117	510	364	0	0	0	0	195	0	528
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	510
RTOR Vol:	0	590	117	510	364	0	0	0	0	195	0	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	590	117	510	364	0	0	0	0	195	0	18
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.67	0.33	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2871	569	1720	3440	0	0	0	0	1720	0	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.30	0.11	0.00	0.00	0.00	0.00	0.11	0.00	0.01
Crit Vol:			354	510				0		195		
Crit Moves:			****	****						****		

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

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Intersection #22 Alcosts/Montevideo

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.270
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	0	0 0 2	0	1	1 0 0	0	1	0 0 0	0	0
Volume Module: 7:45 To 8:45												
Base Vol:	54	540	0	0	265	118	194	0	80	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:	54	540	0	0	265	118	194	0	80	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:	54	540	0	0	265	118	194	0	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	540	0	0	265	118	194	0	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	540	0	0	265	118	194	0	80	0	0	0
RTOR Reduct:	0	0	0	0	0	118	0	0	54	0	0	0
RTOR Vol:	54	540	0	0	265	0	194	0	26	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	54	540	0	0	265	0	194	0	26	0	0	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1720	3440	0	0	3440	1720	1720	0	1720	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.00	0.00	0.08	0.00	0.11	0.00	0.02	0.00	0.00	0.00
Crit Vol:		270		0			194				0	
Crit Moves:		****		****			****					

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Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #23 Dougherty/Crow

Cycle (sec): 100 Critical Vol./Cap.(X): 0.409
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0 0 2			0 0 0 0 0			0 0 3 0 1			2 0 2 0 0		
Volume Module:												
Base Vol:	210	0	409	0	0	0	0	426	106	694	1177	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	0	409	0	0	0	0	426	106	694	1177	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:	210	0	409	0	0	0	0	426	106	694	1177	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	0	409	0	0	0	0	426	106	694	1177	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	0	409	0	0	0	0	426	106	694	1177	0
RTOR Reduct:	0	0	382	0	0	0	0	0	106	0	0	0
RTOR Vol:	210	0	27	0	0	0	0	426	0	694	1177	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	210	0	27	0	0	0	0	426	0	694	1177	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3127	0	3127	0	0	0	0	5160	1720	3127	3440	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.01	0.00	0.00	0.00	0.00	0.08	0.00	0.22	0.34	0.00
Crit Vol:	105				0		0				589	
Crit Moves:	****						****				****	

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #24 Alcosta/Old Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.299
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1! 0	0	2 0	0 1	1
Volume Module:												
Base Vol:	10	226	114	130	205	1	9	1	2	341	1	216
Growth Adj:	1.00	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	226	114	130	205	1	9	1	2	341	1	216
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:	10	226	114	130	205	1	9	1	2	341	1	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	226	114	130	205	1	9	1	2	341	1	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	226	114	130	205	1	9	1	2	341	1	216
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	130
RTOR Vol:	10	226	114	130	205	1	9	1	2	341	1	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	226	114	130	205	1	9	1	2	341	1	86
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00	0.91
Lanes:	1.00	1.33	0.67	1.00	1.99	0.01	1.50	0.17	0.33	2.00	0.02	1.98
Final Sat.:	1650	2194	1106	1650	3284	16	2250	275	550	3000	38	2965
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.08	0.06	0.06	0.00	0.00	0.00	0.11	0.03	0.03
Crit Vol:		170		130			6			171		
Crit Moves:		****		****			****			****		

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #25 Doughert/Old Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1 0	2 0		0	0 0	1 1		0	1 0	0 0		2	0 0	0 0		0
Volume Module:																
Base Vol:	153	489		0	0	1534		184	87	0		136	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:	153	489		0	0	1534		184	87	0		136	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:	153	489		0	0	1534		184	87	0		136	0	0		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	153	489		0	0	1534		184	87	0		136	0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	153	489		0	0	1534		184	87	0		136	0	0		0
RTOR Reduct:	0	0		0	0	0		0	0	0		136	0	0		0
RTOR Vol:	153	489		0	0	1534		184	87	0		0	0	0		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	153	489		0	0	1534		184	87	0		0	0	0		0
Saturation Flow Module:																
Sat/Lane:	1720	1720		1720	1720	1720		1720	1720	1720		1720	1720	1720		1720
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.91		1.00	1.00	1.00		1.00
Lanes:	1.00	2.00		0.00	0.00	1.79		0.21	1.00	0.00		2.00	0.00	0.00		0.00
Final Sat.:	1720	3440		0	0	3072		368	1720	0		3127	0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.09	0.14		0.00	0.00	0.50		0.50	0.05	0.00		0.00	0.00	0.00		0.00
Crit Vol:	153					859			87					0		
Crit Moves:	****					****			****							

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #26 Sunset/Center Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.299
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	0	1 0	1 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	302	691	78	7	109	23	48	6	142	12	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	691	78	7	109	23	48	6	142	12	1	3
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:	302	691	78	7	109	23	48	6	142	12	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	691	78	7	109	23	48	6	142	12	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	691	78	7	109	23	48	6	142	12	1	3
RTOR Reduct:	0	0	0	0	0	0	0	0	142	0	0	0
RTOR Vol:	302	691	78	7	109	23	48	6	0	12	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	302	691	78	7	109	23	48	6	0	12	1	3
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.80	0.20	1.00	1.65	0.35	0.89	0.11	1.00	0.75	0.06	0.19
Final Sat.:	3127	3091	349	1720	2841	599	1529	191	1720	1290	108	323
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.22	0.00	0.04	0.04	0.03	0.03	0.00	0.01	0.01	0.01
Crit Vol:		385			66		48					16
Crit Moves:		****			****		****					****

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #27 Bishop Drive/Sunset

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	299	393	49	11	14	20	25	82	90	33	71	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	393	49	11	14	20	25	82	90	33	71	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	299	393	49	11	14	20	25	82	90	33	71	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	299	393	49	11	14	20	25	82	90	33	71	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	393	49	11	14	20	25	82	90	33	71	11
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	299	393	49	11	14	20	25	82	90	33	71	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	299	393	49	11	14	20	25	82	90	33	71	11
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.81	1.06	0.13	0.49	0.62	0.89	1.00	0.48	0.52	1.00	0.87	0.13
Final Sat.:	1332	1750	218	807	1027	1467	1650	787	863	1650	1429	221
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.01	0.01	0.01	0.02	0.10	0.10	0.02	0.05	0.05
Crit Vol:			371			22			172	33		
Crit Moves:			****			****			****	****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #28 Bollinger Canyon/Norris Canyon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.855
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.6
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	99	281	66	121	360	11	12	279	164	69	61	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	281	66	121	360	11	12	279	164	69	61	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	281	66	121	360	11	12	279	164	69	61	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	281	66	121	360	11	12	279	164	69	61	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	281	66	121	360	11	12	279	164	69	61	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	281	66	121	360	11	12	279	164	69	61	87
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.62	0.38	1.00	1.94	0.06	0.03	0.61	0.36	0.32	0.28	0.40
Final Sat.:	424	741	178	430	891	27	14	326	192	144	128	182
Capacity Analysis Module:												
Vol/Sat:	0.23	0.38	0.37	0.28	0.40	0.40	0.85	0.85	0.85	0.48	0.48	0.48
Crit Moves:		****			****			****			****	
Delay/Veh:	13.2	14.5	14.1	13.7	15.0	14.9	35.6	35.6	35.6	16.1	16.1	16.1
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:	13.2	14.5	14.1	13.7	15.0	14.9	35.6	35.6	35.6	16.1	16.1	16.1
LOS by Move:	B	B	B	B	B	B	E	E	E	C	C	C
ApproachDel:		14.1			14.7			35.6			16.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.1			14.7			35.6			16.1	
LOS by Appr:		B			B			E			C	
AllWayAvgQ:	0.3	0.6	0.5	0.4	0.6	0.6	3.8	3.8	3.8	0.7	0.7	0.7

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

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #29 Bollinger/Canyon Lakes

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	124	4	11	36	1	257	172	480	13	33	1276	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	4	11	36	1	257	172	480	13	33	1276	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	4	11	36	1	257	172	480	13	33	1276	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	4	11	36	1	257	172	480	13	33	1276	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	4	11	36	1	257	172	480	13	33	1276	79
RTOR Reduct:	0	0	0	0	0	172	0	0	0	0	0	36
RTOR Vol:	124	4	11	36	1	85	172	480	13	33	1276	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	124	4	11	36	1	85	172	480	13	33	1276	43
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.27	0.73	0.97	0.03	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1720	459	1261	1674	46	1720	1720	3349	91	1720	3440	1720
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.02	0.02	0.05	0.10	0.14	0.14	0.02	0.37	0.03
Crit Vol:	124					85	172				638	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #30 Camino Ramon/Center Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:		0			0			0			0	
Crit Moves:												

Scenario Report

Scenario:	PM EXT
Command:	Default Command
Volume:	PM Ext
Geometry:	Ext
Impact Fee:	Default Impact Fee
Trip Generation:	No
Trip Distribution:	None
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 San Ramon/Crow	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000
# 2 680 SB OFF/Crow	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000
# 3 680 NB ON/Crow	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000
# 4 Camino Ramon/Crow	C	xxxxx	0.763	C	xxxxx	0.763	+ 0.000
# 5 Alcosta/Crow	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000
# 6 Camino Ramon/Norris	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000
# 7 Camino Ramon/Executive	A	xxxxx	0.429	A	xxxxx	0.429	+ 0.000
# 8 Camino Ramon/Bishop Drive	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000
# 9 San Ramon/Bollinger	D	xxxxx	0.876	D	xxxxx	0.876	+ 0.000
# 10 680 SB OFF/Bollinger	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000
# 11 680 NB OFF/Bollinger	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000
# 12 Sunset/Bollinger	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000
# 13 Camino Ramon/Bollinger	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000
# 14 Bishop 2 Drive/Bollinger	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000
# 15 Market/Bollinger Drive	A	xxxxx	0.543	A	xxxxx	0.543	+ 0.000
# 16 Alcosta/Bollinger	D	xxxxx	0.814	D	xxxxx	0.814	+ 0.000
# 17 Alcosta/Norris	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000
# 18 San Ramon/Norris	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000
# 19 Bollinger/Crow	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000
# 20 Dougherty/Bollinger	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000
# 21 San Ramon/Montevideo	D	xxxxx	0.805	D	xxxxx	0.805	+ 0.000
# 22 Alcosts/Montevideo	A	xxxxx	0.284	A	xxxxx	0.284	+ 0.000
# 23 Dougherty/Crow	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000
# 24 Alcosta/Old Ranch	A	xxxxx	0.255	A	xxxxx	0.255	+ 0.000
# 25 Doughert/Old Ranch	A	xxxxx	0.365	A	xxxxx	0.365	+ 0.000

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 Sunset/Center Street	A	xxxxx	0.379	A	xxxxx	0.379	+ 0.000 V/C
# 27 Bishop Drive/Sunset	A	xxxxx	0.470	A	xxxxx	0.470	+ 0.000 V/C
# 28 Bollinger Canyon/Norris Canyon	B	10.4	0.371	B	10.4	0.371	+ 0.000 V/C
# 29 Bollinger/Canyon Lakes	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
# 30 Camino Ramon/Center Street		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #1 San Ramon/Crow

Cycle (sec):	180	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2 0 1			2 0 2 0 1			2 0 3 0 1			2 0 3 0 1		
Volume Module:												
Base Vol:	158	579	626	414	435	190	312	1090	117	466	1201	559
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	579	626	414	435	190	312	1090	117	466	1201	559
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:	158	579	626	414	435	190	312	1090	117	466	1201	559
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	579	626	414	435	190	312	1090	117	466	1201	559
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	579	626	414	435	190	312	1090	117	466	1201	559
RTOR Reduct:	0	0	256	0	0	172	0	0	87	0	0	228
RTOR Vol:	158	579	370	414	435	18	312	1090	30	466	1201	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	158	579	370	414	435	18	312	1090	30	466	1201	331
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3300	1650	3000	3300	1650	3000	4950	1650	3000	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.22	0.14	0.13	0.01	0.10	0.22	0.02	0.16	0.24	0.20
Crit Vol:			370	207				363		233		
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #2 680 SB OFF/Crow

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	512	0	869	0	1624	599	0	1264	448
Growth Adj:	1.00	1.00	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	512	0	869	0	1624	599	0	1264	448
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	512	0	869	0	1624	599	0	1264	448
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	512	0	869	0	1624	599	0	1264	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	512	0	869	0	1624	599	0	1264	448
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	0	0	0	512	0	869	0	1624	599	0	1264	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	512	0	869	0	1624	599	0	1264	448
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3272	0	3272	0	5400	1800	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.27	0.00	0.30	0.33	0.00	0.23	0.25
Crit Vol:		0				435		541		0		
Crit Moves:						****		****		****		

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #3 680 NB ON/Crow

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 1	1
Volume Module:												
Base Vol:	607	0	898	0	0	0	0	1574	884	0	1339	1142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	607	0	898	0	0	0	0	1574	884	0	1339	1142
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:	607	0	898	0	0	0	0	1574	884	0	1339	1142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	607	0	898	0	0	0	0	1574	884	0	1339	1142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	607	0	898	0	0	0	0	1574	884	0	1339	1142
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	607	0	898	0	0	0	0	1574	884	0	1339	1142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	607	0	898	0	0	0	0	1574	884	0	1339	1142
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91
Lanes:	1.21	0.00	1.79	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	1980	0	2929	0	0	0	0	5400	1800	0	5400	3272
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.29	0.49	0.00	0.25	0.35
Crit Vol:	502				0			525		0		
Crit Moves:	****							****		****		

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #4 Camino Ramon/Crow

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	0 1		1 0 1	1 0		1 0 3	0 1		1 0 3	1 0	
Volume Module:												
Base Vol:	464	288	141	287	134	120	117	1592	206	154	1157	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	464	288	141	287	134	120	117	1592	206	154	1157	182
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:	464	288	141	287	134	120	117	1592	206	154	1157	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	464	288	141	287	134	120	117	1592	206	154	1157	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	288	141	287	134	120	117	1592	206	154	1157	182
RTOR Reduct:	0	0	141	0	0	0	0	0	206	0	0	0
RTOR Vol:	464	288	0	287	134	120	117	1592	0	154	1157	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	464	288	0	287	134	120	117	1592	0	154	1157	182
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.06	0.94	1.00	3.00	1.00	1.00	3.46	0.54
Final Sat.:	3000	1650	1650	1650	1741	1559	1650	4950	1650	1650	5703	897
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.00	0.17	0.08	0.08	0.07	0.32	0.00	0.09	0.20	0.20
Crit Vol:		288		287				531		154		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #5 Alcosta/Crow

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0 0 1			0 0 0 0 0			0 0 3 0 1			2 0 3 0 0		
Volume Module:												
Base Vol:	498	0	623	0	0	0	0	1581	261	318	915	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	498	0	623	0	0	0	0	1581	261	318	915	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:	498	0	623	0	0	0	0	1581	261	318	915	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	498	0	623	0	0	0	0	1581	261	318	915	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	498	0	623	0	0	0	0	1581	261	318	915	0
RTOR Reduct:	0	0	175	0	0	0	0	0	261	0	0	0
RTOR Vol:	498	0	448	0	0	0	0	1581	0	318	915	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	498	0	448	0	0	0	0	1581	0	318	915	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3127	0	1720	0	0	0	0	5160	1720	3127	5160	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.26	0.00	0.00	0.00	0.00	0.31	0.00	0.10	0.18	0.00
Crit Vol:			448	0				527		159		
Crit Moves:			****					****		****		

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #6 Camino Ramon/Norris

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	132	864	101	136	386	112	200	282	78	49	342	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	864	101	136	386	112	200	282	78	49	342	77
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:	132	864	101	136	386	112	200	282	78	49	342	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	864	101	136	386	112	200	282	78	49	342	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	864	101	136	386	112	200	282	78	49	342	77
RTOR Reduct:	0	0	49	0	0	0	0	0	0	0	0	0
RTOR Vol:	132	864	52	136	386	112	200	282	78	49	342	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
Final Vol.:	132	864	52	136	386	112	200	282	78	49	342	77
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	1.57	0.43	1.00	1.63	0.37
Final Sat.:	1650	3300	1650	1650	2558	742	1650	2585	715	1650	2694	606
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.03	0.08	0.15	0.15	0.12	0.11	0.11	0.03	0.13	0.13
Crit Vol:		432		136			200					210
Crit Moves:		****		****			****					****

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #7 Camino Ramon/Executive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.429
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	32	698	24	15	660	41	215	11	160	117	24	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	698	24	15	660	41	215	11	160	117	24	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	698	24	15	660	41	215	11	160	117	24	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	698	24	15	660	41	215	11	160	117	24	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	698	24	15	660	41	215	11	160	117	24	76
RTOR Reduct:	0	0	0	0	0	0	0	0	32	0	0	15
RTOR Vol:	32	698	24	15	660	41	215	11	128	117	24	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	32	698	24	15	660	41	215	11	128	117	24	61
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.88	0.12	0.95	0.05	1.00	0.83	0.17	1.00
Final Sat.:	1720	3326	114	1720	3239	201	1636	84	1720	1427	293	1720
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.01	0.20	0.20	0.13	0.13	0.07	0.08	0.08	0.04
Crit Vol:	32				351		215				141	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
CCTALOS Method (Future Volume Alternative)

Intersection #8 Camino Ramon/Bishop Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	47	461	12	9	842	114	115	2	79	144	7	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	461	12	9	842	114	115	2	79	144	7	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	461	12	9	842	114	115	2	79	144	7	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	461	12	9	842	114	115	2	79	144	7	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	461	12	9	842	114	115	2	79	144	7	22
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	47	461	12	9	842	114	115	2	79	144	7	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	461	12	9	842	114	115	2	79	144	7	22
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.76	0.24	1.00	0.02	0.98	1.00	0.24	0.76
Final Sat.:	1650	3216	84	1650	2906	394	1650	41	1609	1650	398	1252
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.01	0.29	0.29	0.07	0.05	0.05	0.09	0.02	0.02
Crit Vol:	47					478		81		144		
Crit Moves:	****					****		****		****		